

A9 Dualling – Glen Garry to Dalraddy

Crubenmore to Kincaig

Public Exhibition (November 2015) Summary Report

Transport Scotland

March 2016



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Public Exhibition (November 2015) Summary Report

Transport Scotland

March 2016

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1 Introduction

1.1 Background

1.1.1 A9 Perth to Inverness Dualling Programme

The A9 trunk road provides a strategic link between the highlands and the central belt of Scotland. In the Strategic Transport Projects Review published in 2008, the Scottish Government identified a programme of improvements for the A9 including upgrading to dual carriageway standard between Perth and Inverness, a distance of some 177 kilometres.

The Scottish Government Infrastructure and Investment Plan was launched on 6th December 2011 and makes a commitment to dual the A9 between Perth and Inverness by 2025.

In 2014 Scottish Ministers awarded three design contracts to take forward the development of the A9 Dualling Programme. The route between Perth and Inverness was divided into three Sections, the Southern, the Central and the Northern Section. A joint venture between CH2M HILL and Fairhurst consulting engineers (referred to in this report as CFJV) won the contract to develop the Central Section between Glen Garry and Dalraddy.

There are three individual Projects within the scope of services which CFJV are responsible for within the Central Section. These are:

- Project 7 – Glen Garry to Dalwhinnie
- Project 8 – Dalwhinnie to Crubenmore
- Project 9 – Crubenmore to Kincaig

Project 10 from Kincaig to Dalraddy lies within the Central Section but does not fall within the CFJV scope of services. This project is at a more advanced stage with construction underway and is being taken forward under a separate commission by others.

This report relates to Project 9 and its purpose is to summarise the Crubenmore to Kincaig Exhibition which was held on 18th and 19th November 2015 to inform the assessment of options for the alignment of the Crubenmore to Kincaig project and the proposed junctions at Newtonmore and Kingussie.

1.2 Project 9 Crubenmore to Kincaig

Project 9 Crubenmore to Kincaig commences at the northern extent of the existing dual carriageway at Crubenmore and continues for approximately 16km towards Kincaig, to tie in to the proposed Kincaig to Dalraddy dual carriageway scheme. The study area and its key features are illustrated in Figure 1.1: .

The project runs past the major settlements of Newtonmore and Kingussie, to the west. Both Newtonmore and Kingussie are currently served by direct access on to the A9 (at-grade and 'compact' grade separated junctions respectively). The A86 Spean Bridge/ Kingussie trunk road runs to the west of the study area and connects to the A9 just north of Kingussie.

The project is constrained by the Highland Mainline railway and the following environmentally sensitive designations:

- River Spey Site of Special Scientific Interest (SSSI) and Special Area of Conservation (SAC)
- River Spey - Insh Marshes Special Protection Area (SPA) and Ramsar site
- Insh Marshes SSSI/ SAC and National Nature Reserve (NNR)

There are a number of Ancient Woodland Inventory (AWI) sites at various locations in proximity to the existing route. There is a major bridge where the A9 crosses the River Spey south-east of Kingussie.

The topography can be characterised as a wide river valley. In the northern portion the existing A9 is bounded by rolling estate land to the west while the east side is dominated by the Insh Marshes.

Significant engineering constraints identified within the study area include:

- The A9 trunk road, which will require continued operation during construction
- Highland Mainline railway, running along the north of the A9 between Crubenmore and Kingussie and after crossing underneath the A9 it continues along the south towards Kincaig
- National Cycle Network route NCN7, which runs to the west of the A9 before crossing to the east at Kingussie
- The B9152 local road which is located to the east of the mainline in the portion north of Kingussie
- River flood zones
- Properties, including Lynchat, Balavil, the Highland Wildlife Park, Ralia rest area and Meadowside Cottages

Through Project 9 the A9 runs generally in a north-easterly direction. For the purpose of this report, all references to constraints or widening to the east relate to the southbound side, while references to constraints or widening to the west relate to the northbound side, regardless of the local bearing of the route.

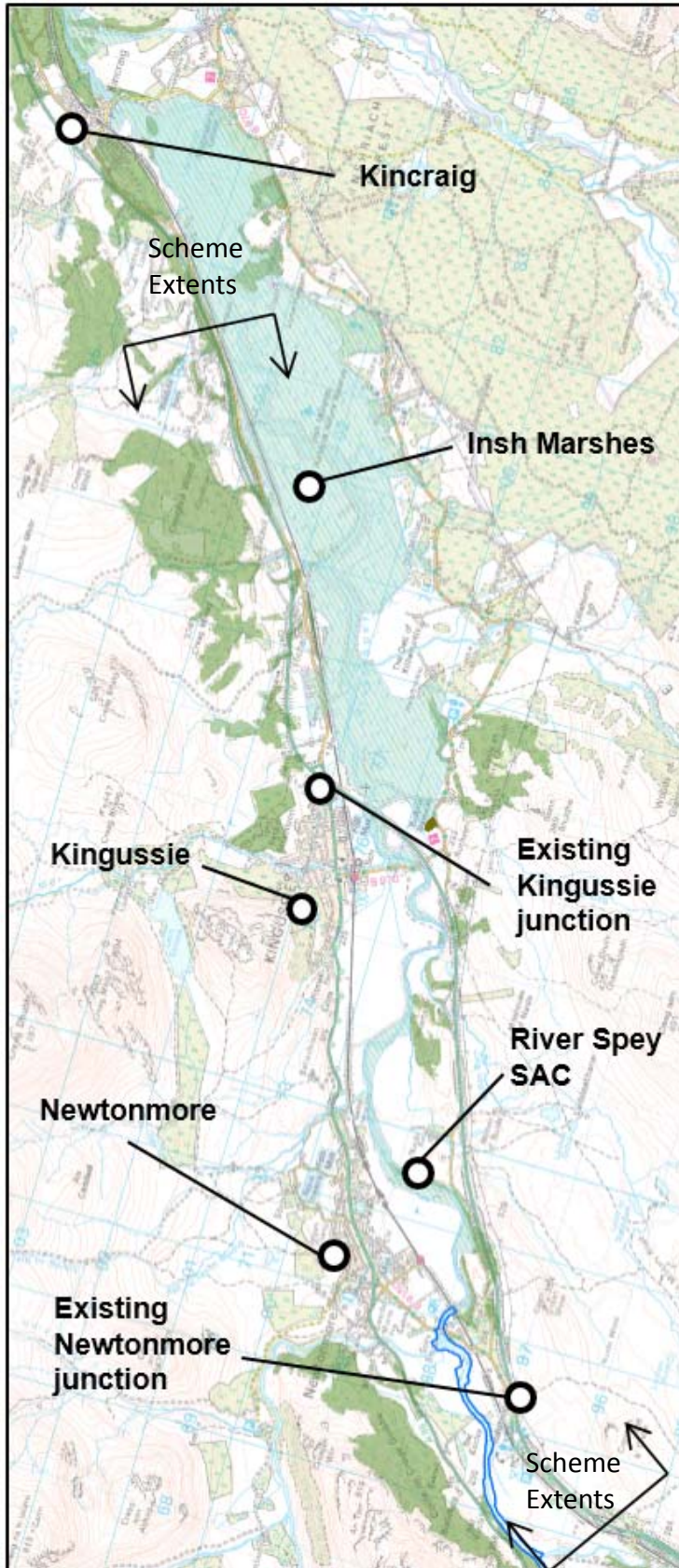


Figure 1.1: Project 9 Crubenmore to Kincaig – Study Area

1.3 Purpose of the Report

This report provides details of the Crubenmore to Kincaig Project Exhibition. The report describes the steps undertaken to advertise, raise awareness and promote the exhibition, the material on display at the exhibition, the format of the exhibition, the mechanisms for providing feedback and a summary of the feedback received.

On the Project 9 Crubenmore to Kincaig a number of alignment options were developed and presented alongside preliminary grade separated junction options to provide access to Newtonmore and Kingussie.

The exhibition was held in Newtonmore on the 18th November and in Kingussie on the 19th of November 2015. Mainline and junction options were presented in advance to key stakeholders including residents and landowners within the 200m corridor, and to the wider public at the exhibition.

Feedback was sought on the options presented, based on three specific questions:

- Were there any further local features or constraints that may be important for us to know about?
- How would the options affect local stakeholders?
- Were there any other options that should be considered?

The intention was that feedback and information gathered from the exhibition would inform the development of mainline and junction options and access arrangements for the Crubenmore to Kincaig project. This work would then be taken forward in the DMRB Stage 2 Assessment process as defined within the DMRB TD 37/93 guidance.

2 Exhibition Promotion

2.1 Advertising of the exhibition

The public exhibition event was advertised via a variety of means including:

- briefing of the Consultation Authorities at the A9 Environmental Steering Group
- letters were issued to the Consultation Authorities
- postal invitations to local residents and various stakeholders
- a press release from Transport Scotland to various news media
- news items on the Transport Scotland website and Twitter account
- a poster advertising the event was distributed locally on behalf of Transport Scotland

A summary of the steps taken for each of the above is provided in the following paragraphs.

2.2 Briefing to Consultation Authorities at the A9 Environmental Steering Group

At the A9 Dualling Environmental Steering Group on the 3rd November 2015, the CFJV provided the Consultation Authorities with advance notice of the forthcoming exhibition.

2.3 Letters to Consultation Authorities

Letters were subsequently issued on the 6th November 2015 to the following Consultation Authorities:

- The Highland Council (THC)
- Cairngorms National Park Authority (CNPA)
- Scottish Environmental Protection Agency (SEPA)
- Scottish Natural Heritage (SNH)
- Historic Environment Scotland (HES), previously Historic Scotland

The letter advised of the date, time and venue for the exhibition, and the purpose of the exhibition.

The letter explained that the exhibition was being held to seek feedback on the proposed alignment strategies and the indicative junction layouts, and that the feedback received would help inform the ongoing development and assessment of the dualling proposals between Crubenmore and Kincaig. A copy of a letter is enclosed within **Appendix A** (letter A1).

2.4 Invitations issued by letter to Stakeholder Groups

In addition to the Consultation Authorities, letters were also issued to local residents, local businesses, landowners, the Community Council and other stakeholders. These letters also confirmed the date and purpose of the exhibition. The letters were tailored to the particular audience, and one standard letter type was issued. Copies of the letter and the associated mailing list are set out within **Appendix A**.

2.5 Press Release

An advertisement was issued prior to the exhibition and published in the following newspapers on the weeks commencing 2nd, 9th and 16th November 2015:

- The Press and Journal
- The Courier
- Strathspey and Badenoch Herald

A copy is included in **Appendix B**.

2.6 Transport Scotland Website and Social Media

Information regarding the exhibition was uploaded to the Transport Scotland website and Twitter social media account as follows:

- Transport Scotland Website – <http://www.transport.gov.scot/project/a9-dualling-perth-inverness>
- Transport Scotland Twitter social media site - @transcotland

2.7 Advertising Poster Distribution

The BIG Partnership, communications consultants on behalf of Transport Scotland, issued a poster advertising the exhibition to an agreed list of facilities and organisations in the local area to display within their premises. A copy of the poster is provided in **Appendix B**.

2.8 Further Press Release and Coverage

Given anticipated interest in the Spey Crossing options, a further press release with visualisations was issued by Transport Scotland on 18th November 2015 at the time of the exhibition, and can be found at the following web address;

<http://www.transport.gov.scot/news/a9-dualling-river-spey-crossing-options-unveiled>

This press release was published in the following newspapers on 19th November 2015:

- The Press and Journal
- The Scotsman
- The Daily Mail
- Strathspey and Badenoch Herald

In addition the BBC also had an online article which can be found at the following web address:
<http://www.bbc.co.uk/news/uk-scotland-highlands-islands-34856726>

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3 Exhibition Details

3.1 General Details

The exhibition was held over consecutive days in two venues as follows:

- Wednesday 18th November 2015, Newtonmore Village Hall, between 12 noon and 8pm
- Thursday 19th November 2015, Tall Nan Ros in Kingussie, between 11am and 7pm

Representatives from CFJV and Transport Scotland were available at the exhibition each day to answer questions. Those in attendance throughout the exhibition included the Transport Scotland Project Manager, the Transport Scotland Stakeholder Manager, and representatives from the CFJV engineering, environmental and stakeholder management teams.

The exhibition material presented to the public included:

- 19 number exhibition display panels
- A1 drawings of the alignment options
- A1 drawings of the junction options
- Visualisation videos shown on two display monitors
- An exhibition overview leaflet to take away
- An exhibition feedback form to take away and complete

In addition, PDF copies of the exhibition panels, overview leaflet and feedback form were made available on the project section of the Transport Scotland website at the following web address:

<http://www.transport.gov.scot/project/a9-crubenmore-kinraig>

3.2 Pre-Exhibition Briefings

To ensure local land and property owners were fully aware of what was exhibited and how this could affect their land and property, a series of pre-exhibition briefings took place on 9th, 10th and 11th November. These were attended by representatives of Transport Scotland and CFJV.

In total 17 meetings took place with 21 land and property owners within or very close to the dualling corridor.

Three landowners (or their representatives) were not able to meet prior to the exhibition. One of these was able to attend the exhibition. Contact was made with the others after the exhibition.

3.3 Exhibition Material

3.3.1 Exhibition Panels

The exhibition material on display included an introduction and background to the programme objectives, an outline of the route options development, a summary of environmental and existing physical constraints, dual carriageway options for the five sections identified, potential junction options for both Newtonmore and Kingussie, key access issues, and initial design developments for the Spey Crossing. The exhibition panels presented information under the following headings:

- Crubenmore to Kincaig Project – Welcome (1 panel)
- A9 Dualling Programme Objectives (1 panel)
- Route Options Development (1 Panel)
- Constraints (1 panel)
- Dual Carriageway Options and Sections 1-5 (7 panels)
- Newtonmore Potential Junctions Options (1 panel)
- Kingussie Potential Junction Options (1 panel)
- Access (1 panel)
- River Spey and Insh Marshes (4 panels)
- “What happens next?” (1 panel)

A copy of the exhibition panels is provided within **Appendix C**.

Photograph 3-1 and 3.2 below indicate how the panels were displayed on each day of the exhibitions in Newtonmore and Kingussie.



Photograph 3-1: General layout of exhibition panels at Newtonmore



Photograph 3-2: General layout of exhibition panels at Kingussie

3.3.2 Exhibition Visualisation Material

The exhibition panel material was supplemented by three-dimensional visualisations of the engineering designs, shown on two display monitors. One monitor showed videos running continuously on a loop, and the other was interactive and could be manipulated by the CFJV personnel to help people view specific areas of interest.

The videos included a sample grade separated junction option at both Newtonmore and Kingussie, and one of the main alignment options.

A copy of the visualisation videos is available on the Transport Scotland website at the following web address;

<http://www.transport.gov.scot/project/a9-crubenmore-kinraig>

The other monitor was operated by a member of the CFJV staff at the exhibition. The interactive model allowed members of the public to view the options from multiple viewpoints, including from locations of their choice in the local area covered by the model. The model facilitated discussion between exhibition staff and attendees.

3.3.3 Exhibition Overview Leaflet

The information displayed on the exhibition panels was summarised in a six-page Exhibition Overview leaflet. The leaflets were issued to attendees as they arrived at the exhibition. A copy of the leaflet is provided in **Appendix D**.

3.3.4 Exhibition Feedback Forms

Feedback forms were provided to allow attendees to provide comments on the exhibition. The forms encouraged feedback, and specifically asked attendees to provide views on the following:

- “Any local features or constraints that you think may be important for us to know about”
- “How the different options may affect you”
- “Any other options that you think we should consider”

Attendees were given the opportunity to provide feedback via a feedback box located at the exhibition, or by email or post. A copy of the feedback form is provided in **Appendix E**.

4 Attendance and Feedback

Each person entering the exhibition was greeted by a member of the CFJV Stakeholder Management Team or the Transport Scotland Project Manager or Stakeholder Manager who explained the layout of the exhibition and the material on display, provided the attendee with an exhibition leaflet, and also invited him or her to sign in to ensure that an accurate record of attendees was maintained.

A total of 205 people attended the exhibition over the two days with 203 signing in and most providing their postal code. Some but not all also provided contact email addresses.

The number of attendees on each day are summarised as follows:

- Wednesday 18th November - 84 No.
- Thursday 19th November - 121 No.

As an Academy9 educational event was also taking place in Kingussie High School on 19th November supported by CFJV staff, a group of senior high school pupils also attended the exhibition and were able to meet Transport Scotland and CFJV staff to learn about the A9 Dualling Programme, and also provide feedback on the current options.

The attendees list recorded 177 postcodes at the exhibition. These were distributed as follows:

- 158 were local residents with PH20 and PH21 postcodes (Newtonmore and Kingussie areas respectively)
- 7 had a PH22 (Aviemore) postcode
- 5 had a PH25 or PH26 (Nethybridge and Grantown on Spey) postcode
- 7 were from further afield (including Edinburgh, Perth, Glasgow)

4.1 Feedback

Feedback from the public is a key element of the consultation process and allows public opinion to be gauged and local knowledge to be gathered to inform the development of the Project. Attendees could return their comments via the feedback box located at the exhibition, or alternatively by email or by post. Attendees were asked to return feedback forms by the 14th of January 2016. With the agreement of the Transport Scotland Programme Manager and following requests from stakeholders, a number of feedback responses were received after this date.

47 formal feedback responses were submitted in total, from 43 different individuals, landowners and organisations (in four cases there were two feedback responses submitted relating to the same interest). 22 responses were provided on the feedback form via the feedback box at the exhibitions and a further 25 received either by post or by email.

Each comment was reviewed and the key points summarised in a spreadsheet. Copies of the comments received, with personal information removed, are included in **Appendix F**. The comments listed in **Appendix F** are anonymised.

4.2 Summary of Comments Received

4.2.1 Sources of Feedback

The formal feedback received came from a variety of sources as follows:

- 29 individual local residents/members of the public
- seven estates/landowners
- two local businesses
- three local groups/organisations
- Kingussie and Vicinity Community Council
- The Highland Council - Ward Councillors

A number of stakeholders provided feedback following the pre-exhibition briefing meetings, irrespective of their attendance or non-attendance at the exhibitions, while others waited to view the exhibition and provided feedback thereafter.

4.2.2 Main Areas of Feedback

The majority of comments received were in relation to stating preferences for a particular junction or alignment option plus specific detail relating to the individual landowner and related interests. In addition many comments covered more general topics relating to the A9 dualling and the programming.

Comments were received relating to access and related matters for residents currently using the Glen Truim junction and also from a group of residents from the Crubenbeg area asking to be kept informed of any developments that could impact on them.

4.2.3 Feedback from Consultation Authorities

No formal feedback was submitted from the consultation authorities following the exhibition but there is ongoing dialogue with these agencies through the A9 Environmental Steering Group and formal submissions are expected through this channel.

4.2.4 Feedback relating to Public Transport and Non-Motorised Users (NMU)

General comments were received in relation to the need for provision for public transport to serve the community and provision for non-motorised users (NMUs). Comments included queries relating to the school bus operation from Glen Truim, access across the A9 for NMUs at key locations, potential bus stop locations, and feedback on existing and proposed cycle route provision and safe access to schools routes.

4.2.5 Feedback on Newtonmore Junction Options

Feedback was provided on a number of design related matters for the Newtonmore junction options. Points identified through the public exhibition are included below:

- Residents who make frequent use of the Newtonmore junction suggested that grade separation would generally be seen as an improvement to the existing at-grade junction.
- Relatively easy access to the Ralia Café should be maintained.
- Options which make the junction connector road the main road into Newtonmore were preferred to the existing arrangement.
- Ralia residents noted a conflict present in the existing layout, between traffic leaving the A9 northbound at Newtonmore and the junction with the Ralia Café road, which lies in close proximity.
- Ralia residents noted the poor visibility on the B9150 between the existing junction and Ralia Café and suggested this could be improved as part of the junction upgrade.
- One Ralia resident suggested that the length of northbound merge at Newtonmore should be long enough to allow heavy vehicles to accelerate to mainline speed. It was noted that large timber vehicles currently pass through Kingussie instead of using the existing Newtonmore junction.
- Residents at Ralia stated a general preference for options linked to the alignment to the east and for the old A9 to be grubbed up and planted to help screen the dual carriageway and reduce noise.
- A number of responses suggested a need for the provision of adequate crossing points at Newtonmore to allow walkers, cyclists and horse riders to cross the A9.
- Residents living in Glen Truim suggested early consideration of proposals for future access to and from Glen Truim. The Glen Truim Road is a local road serving a popular caravan park, farms and residential properties. Specific consideration is needed for safe stopping points for the school bus. This route is also used by tourists and has been used by the police as a diversion (when an incident causes the closure of the A9). Links which connect this road to the Newtonmore junction would be welcomed.
- Consideration should be given to linking the local communities with cycle routes and any new routes should connect into NCN Route 7.

4.2.6 Feedback on Kingussie Junction Options

Feedback was provided on a number of design related matters for the Kingussie junction options. Points identified in the public exhibition feedback are included below:

- The junction should not expand too much on the footprint of the existing grade separated junction.
- Residents would like to see an improvement to the sub-standard stopping sight distance and short taper on exit from the A9 into Kingussie on the existing northbound diverge.
- Residents noted that the area around the junction of the A86/B9152 with the southbound diverge and merge is subject to regular flooding and any development of the junction should try to resolve this issue.
- Residents would like the existing local paths and access to the Community Ponds to be maintained.

- Consideration should be given to pedestrians and children on bicycles and pushchairs as the existing footpath under the A9 bridge is narrow.

4.2.7 Feedback on Exhibition

A number of respondents, including the Community Council and THC Ward Councillors, provided useful local information in addition to feedback comments relating to the exhibition display material, the layout and the helpfulness of exhibition staff.

4.2.8 Response to Feedback

As noted previously the feedback received is summarised in Appendix F. Responses to the feedback received were issued to those who provided comment, in the form of a letter, incorporating the response text also shown in Appendix F. These letters of response from Transport Scotland were issued 20 July 2016.

5 What happens next?

The exhibition panel titled “What happens next?” highlighted the anticipated reports and assessments that would follow the exhibition. These are indicated below.

5.1 DMRB Stage 2 Assessment Report

The next stage of work is to further develop the options, taking into consideration the feedback provided.

The DMRB Stage 2 Assessment Report will follow the assessment guidance contained within the Design Manual for Road and Bridges (DMRB) Stage 2 assessment process. The report will consider the advantages, disadvantages and constraints associated with the mainline and junction design options. Each option will be assessed in relation to environmental, engineering and traffic and economic issues.

A suitable mainline and junction option (or options) will be identified to be taken forward for further development and assessment in accordance with the DMRB Stage 3 process.

The exhibition panel titled “What happens next?” explained that the anticipated project programme for Project 9 Crubenmore to Kincaig and was made available on the Transport Scotland website at the address below.

<http://www.transport.gov.scot/project/a9-dualling-perth-inverness>

This indicated that the timescales for developing the Project were as follows:-

DMRB Stage 2	2016	Development and assessment of route options
DMRB Stage 3	2016/17	Development and assessment of preferred route option including identifying land required for the Project
Statutory processes	2018	Publication and consideration of Draft Road Orders, a Draft Compulsory Purchase Order and an Environmental Statement.

5.2 Future Events

This exhibition and planned future exhibitions are important to ensure that the public and stakeholders are kept up to date with the progress of the Project and that they are given the opportunity to provide feedback to inform the design process.

It is anticipated that a further public event will be held to announce the preferred route in 2016.

There will be ongoing dialogue and a further public event may be undertaken in 2017 prior to the completion of the Draft Road Orders.

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Appendix A

Invitation Letters and Distribution List

Appendix A Invitation Letters and Distribution List

A.1 Letters were issued to the following:

Note that the items highlighted in “red” were returned as ‘addressee gone away’

Organisation	Add1	Add2	Add3	Add4	Add5
The Highland Council	Glenurquhart Road	INVERNESS	IV3 5NX		
The Highland Council	Glenurquhart Road	INVERNESS	IV3 5NX		
Cairngorms National Park Authority	14 The Square	Grantown on Spey	Moray	PH26 3HG	
Cairngorms National Park Authority	15 The Square	Grantown on Spey	Moray	PH26 3HG	
The Scottish Environment Protection Agency	Planning Service	Graesser House	Dingwall Business Park	DINGWALL	IV15 9XB
Scottish Natural Heritage	Battleby	Redgorton	PERTH	PH1 3EW	
Historic Scotland	Longmore House	Salisbury Place	EDINBURGH	EH9 1SH	
Secretary for Dalwhinnie Community Council	Osgiliath	DALWHINNIE	PH19 1AB		
Kingussie Community Council	Secretary, Kingussie and Vicinity Community Council	Drumlins	Newtonmore Road	Kingussie	PH21 1HD
Newtonmore Community Council	Seallagh Cottage	Golf Course Road	Newtonmore	PH20 1AT	
Kincraig Community Council	Secretary, Kincraig Community Council	Feisidh	Feshiebridge	Kincraig	PH21 1NG
Laggan Community Association	Community Office	Laggan	Nr Newtonmore	PH20 1AH	
Ralia Café	Newtonmore	PH20 1BD			
VisitScotland	Castle Wynd	Inverness	IV2 3BJ		
Highlands & Islands Enterprise	Friar's Lane	INVERNESS	IV1 1BA		
Scottish Tourism Alliance	The Old Town Jail	St John Street	STIRLING	FK8 1EA	
Road Haulage Association	Roadway House	The Rural Centre Ingliston	Newbridge	EH28 8NZ	
Cairngorms Business Partnership	Inverdrue House	Aviemore	PH22 1QH		
Inverness Chamber of Commerce	Metropolitan House	31-33 High Street	INVERNESS	IV1 1HT	
Stagecoach Highlands	Farraline Park	INVERNESS	IV1 1LT		

Organisation	Add1	Add2	Add3	Add4	Add5
Stagecoach Perth (East Scotland)	Ruthvenfield Road	Inveralmond Industrial Estate	PERTH	PH1 3EE	
Megabus	Railway Terrace	RUGBY	CV21 3HS		
Scottish Citylink Coaches Ltd	Buchanan Bus Station	Killermont Street	GLASGOW	G2 3NW	
Parks of Hamilton	14 Bothwell Road	HAMILTON	ML3 0AY		
National Express	National Express House	Mill Lane	Digbeth	BIRMINGHAM	B5 6DD
Fishers Tours	16 Westport	DUNDEE	DD1 5EP		
J Docherty & Sons Midland Coaches	Priory Park	Auchterarder	Perthshire	PH3 1GB	
Scotbus	8 Longman Drive	INVERNESS	IV1 1SU		
Bremners of Aviemore	39 Milton Park	AVIEMORE	PH22 1RS		
Badenoch & Strathspey Community Transport Company	2 Inverewe	Grampian Road	AVIEMORE	PH22 1RH	
Invernahavon Caravan Park	Glentrum	Newtonmore	PH20 1BE		
Breakachy Farm	Laggan	Newtonmore	PH20 1BE		
Kilchurn	West Ralia	Newtonmore			
Scottish and Southern Energy Plc	Inveralmond House	200 Dunkeld Road	Perth	PH1 3AQ	
20A Dummond Place	Edinburgh	EH3 6PL			
South Lodge	Glentruim Estate	Newtonmore	PH20 1BE		
Mains of Glentruim Farm	Glentruim	Newtonmore	PH20 1BE		
10 Knockbreck Street	Tain	Ross-shire	IV19 1BJ		
Invertruim House	Glentruim	PH20 1BE			
Highland Council	Glenurquhart Road	Inverness	IV3 5NX		
Phoines Estate	c/o CKD Galbraith	Lynedoch House	Barossa Place	Perth	
Invertruim Cottage	Glentruim	Newtonmore	PH20 1BE		
Ralia Lodge	Newtonmore	PH20 IBD			
Griogchan	West Ralia	Newtonmore	PH20 IBD		

Organisation	Add1	Add2	Add3	Add4	Add5
Ku Ring Gai	West Ralia	Newtonmore	PH20 1BD		
18/2 Grange Terrace	Edinburgh	EH9 2LD			
Birchwood	Ralia	Newtonmore	PH20 1BD		
Glen View	Ralia	Newtonmore	PH20 1BD		
Milton Lodge	Ralia	Newtonmore	PH20 1BD		
Kings Place	90 York Way	London	N1 9AG		
Newtonmore Golf Course	Golf Course Road	Newtonmore	PH20 1AT		
Invermore Lodge	Ralia	Newtonmore	PH20 1BD		
Coru	Newtonmore	PH20 1BD			
Ruthven Farm	c/o CKD Galbraith LLP	Reay House	17 Old Edinburgh Road	Inverness	
Dochfour Estate Office	Dochgarroch	Inverness	IV3 8GY		
Ruthven Park	Ruthven	Kingussie	PH21 8RF		
Ruthven House	Ruthven	Kingussie	PH21 8RF		
2 Lochside View	Edinburgh Park	Edinburgh	EH12 9DH		
RSPB	Ivy Cottage	Insh	Kingussie	Inverness-shire	
Ruthven Steading	Ruthven	Kingussie	PH21 1NR		
Gordon Hall Farm	Kingussie	PH21 1NR			
Castle House	6 Castle Drive	Carnegie Campus	Dunfermline	KY11 8GG	
6 Dunbarry Terrace	Kingussie	PH21 1LL			
Kingussie Camanachd Club	Rowan House	Newtonmore Road	Kingussie	PH21 1HD	
Tigh Mor	Ardbroilach	Kingussie	PH21 1LD		
Old Ralia	Ralia	Newtonmore	PH20 1BD		
Poll Creagan	Ralia	Newtonmore	PH20 1BD		
25 Polwarth Crescent	Edinburgh	EH1 1HR			
Newtonmore Fishings	c/o Strutt & Parker LLP	The Courier Building	9-11 Bank Lane	Inverness	IV1 1WA
121 George Street	Edinburgh	EH2 4YR			

Organisation	Add1	Add2	Add3	Add4	Add5
5 The Glebe	Kingussie	PH21 1PE			
4 The Glebe	Kingussie	PH21 1PE			
3 The Glebe	Kingussie	PH21 1PE			
2 The Glebe	Kingussie	PH21 1PE			
1 The Glebe	Kingussie	PH21 1PE			
1-28 Glebe Court	Kingussie	PH21 1HG			
Stoneybrae	Manse Road	Kingussie	PH21 1JF		
Spey House	Aviemore Technology Park	Aviemore	PH22 1PB		
Pitmain Estate	c/o Smiths Gore	13 Marshall Place	Perth	PH2 8AH	
Craig An Darach House	High Street	Kingussie	PH21 1PG		
15 Hillside Avenue	Kingussie	PH21 1PA			
16 Hillside Avenue	Kingussie	PH21 1PA			
17 Hillside Avenue	Kingussie	PH21 1PA			
18 Hillside Avenue	Kingussie	PH21 1PA			
19 Hillside Avenue	Kingussie	PH21 1PA			
20 Hillside Avenue	Kingussie	PH21 1PA			
21 Hillside Avenue	Kingussie	PH21 1PA			
5 Croila View	Kingussie	PH21 1PG			
4 Croila View	Kingussie	PH21 1PG			
3 Croila View	Kingussie	PH21 1PG			
2 Croila View	Kingussie	PH21 1PG			
1 Croila View	Kingussie	PH21 1PG			
40 Croila Road	Kingussie	PH21 1PB			
39 Croila Road	Kingussie	PH21 1PB			
38 Croila Road	Kingussie	PH21 1PB			
37 Croila Road	Kingussie	PH21 1PB			

Organisation	Add1	Add2	Add3	Add4	Add5
Annadale	Gordon Hall	Kingussie	PH21 1NR		
1 Laggan Croft	Kingussie	PH21 1CS			
Laggan 2	Kingussie	PH21 1CS			
Balavil Estate Ltd	Balavil Estate Office	Kingussie	Inverness-shire	PH21 1LU	
Bruach	Lynchat	Kingussie	PH21 1LT		
Coul Na Coile	West Terrace	Kingussie	PH21 1HA		
2 Redbrae Cottages	Bo'ness	EA51 9RR			
The Larches	Lynchat	Kingussie	PH21 1LT		
Invercullan House	Lynchat	Kingussie	PH21 1LT		
4 Atholl Street	Douglas	Isle of Man	IM1 1LD		
Stable Cottage	Berry Hill	Taplow	Maidenhead	Berkshire	
Ardival	Lynchat	Kingussie	PH21 1LT		
8 Moon Street	Islington	London	N1 0QU		
Denlynis	Lynchat	Kingussie	PH21 1LT		
Speyview	Lynchat	Kingussie	PH21 1LT		
Sneukhead	Lynchat	Kingussie	PH21 1LT		
Homelands	Lynchat	Kingussie	PH21 1LT		
Leewood	Titwood Road	Mearnskirk	Glasgow	G77 6RP	
Aros Cottage	Lynchat	PH21 1LT			
Rathmor	Lynchat	Kingussie	PH21 1LT		
Railway Cottage	Lynchat	PH21 1LU			
Columba Cottage	Kingussie	PH21 1JF			
Dunamar	Kingussie	PH21 1JF			
Mo Dhachaidh	Kingussie	PH21 1JF			
Graby Hus	Unterbort	3792 Saanen	Switzerland		
Dunachton Lodge	Kincraig	Inverness	PH21 1LY		

Organisation	Add1	Add2	Add3	Add4	Add5
Meadowside House	Highland Wildlife Park	Kincraig	PH21 1LX		
Islay Cottage	Meadowside House	PH21 1LX			
Jura Cottage	Meadowside House	PH21 1LX			
Shetland Cottage	Meadowside House	PH21 1LX			
Harris Cottage	Meadowside House	PH21 1LX			
Orkney Cottage	Meadowside House	PH21 1LX			
Laintachan	Nethy Bridge	Inverness-shire	PH25 3EE		
The Badenock Angling Association	Tarland	Jonathans Brae	Kingussie	PH21 1DX	



«Contact»
«Company»
«Add1»
«Add2»
«Add3»
«Add4»
«Add5»

Your ref:

Our ref:
A9/GGD/DAL/EX

Date:
6 November 2015

Dear «Salutation»

A9 Dualling: Perth to Inverness
Crubenmore to Kincaig – Public Exhibition on 18th and 19th November

In summer 2014, we held exhibitions along the A9 as part of consultations to inform the development of options for the A9 Dualling from Perth to Inverness. Since then we have been undertaking further development of options for the section between Crubenmore to Kincaig (Project 9).

To support development of the options for the road alignment and junctions we are consulting with various groups, including stakeholder organisations, the local community, businesses and landowners. A public exhibition will therefore take place in Newtonmore Village Hall on Wednesday 18th November 2015 from 12 noon to 8pm and in Talla Nan Ros in Kingussie on 19th November from 11am to 7pm.

As part of the consultation, we will be seeking feedback on the information on display to help inform the ongoing development and assessment of the options between Crubenmore and Kincaig.

At this time no detailed assessments have been undertaken and neither a preferred mainline nor junction layouts have been identified.

Particular feedback that we will be seeking includes your views on:

- Any local features or constraints that you think may be important for us to know;
- How the different options may affect you; and
- Any other options that you think we should consider

Plans detailing the project, and indicative junction layouts will be on display at the public exhibition. Representatives from Transport Scotland and our Consultant will be at the exhibition to answer questions.

Please contact our Consultant's Stakeholder Manager, Carron Tobin on 07715 773660 or carron.tobin@ruraldimensions.com if you require any further information regarding the exhibition or A9 dualling proposals for this area.

Yours «Yours»,



Jo Blewett
A9 Programme Manager

cc CH2M Fairhurst Joint Venture

Appendix B

Advertising Poster

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A9 Dualling

Crubenmore to Kincaig project

Public Exhibitions



Public exhibitions are being held on 18 and 19 November 2015 to let locals and road users see a range of route and junction options for the Crubenmore to Kincaig dualling project.

We are inviting local views and feedback on the options being developed to help inform the ongoing development and assessment of the dualling proposals for this project.

Transport Scotland officials and design consultants will be on hand to discuss the options and answer any questions.

Details of the public exhibitions are as follows:

Wednesday 18 November, 12 noon – 8pm

Newtonmore Village Hall, Main Street, Newtonmore, PH20 1DD

Thursday 19 November, 11am to 7pm

Talla Nan Ros, King Street, Kingussie, PH21 1HP

For further information, please visit:

www.transportscotland.gov.uk/a9dualling



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Appendix C

Exhibition Panels

Appendix C Exhibition Panels

(Copies of panels downloaded from Transport Scotland's Website

<http://www.transport.gov.scot/project/a9-crubenmore-kinraig>

Crubenmore to Kincaig project – welcome



Over the last year Transport Scotland has held a series of public exhibitions along the A9 to help inform the development of route options for the projects which are part of the A9 Dualling Programme.

Today's exhibition for the Crubenmore to Kincaig project follows other central section exhibitions held in 2015 for the Glen Garry to Dalwhinnie and Dalwhinnie to Crubenmore projects.

Construction of the nearby section between Kincaig and Dalraddy, the first section to be dualled, began this summer, and is expected to be completed in summer 2017.

We are presenting the work carried out to develop options for the new dual carriageway between Crubenmore and Kincaig, and also providing information about potential junction arrangements and example River Spey bridge options.

We would like to receive public feedback on the options developed by our consultants CH2M Fairhurst Joint Venture (CFJV), to help inform the ongoing development and assessment of the dualling proposals. In particular, we would appreciate your views on the following:

- Any local features or constraints that you think may be important for us to know
- How the different options may affect you
- Any other options that you think we should consider.

Please feel free to discuss any questions you have with a member of our team. It will also assist us in our assessment work if you could complete the feedback form available at this exhibition, or on the project website.



Newtonmore and Kingussie from Creag Dubh



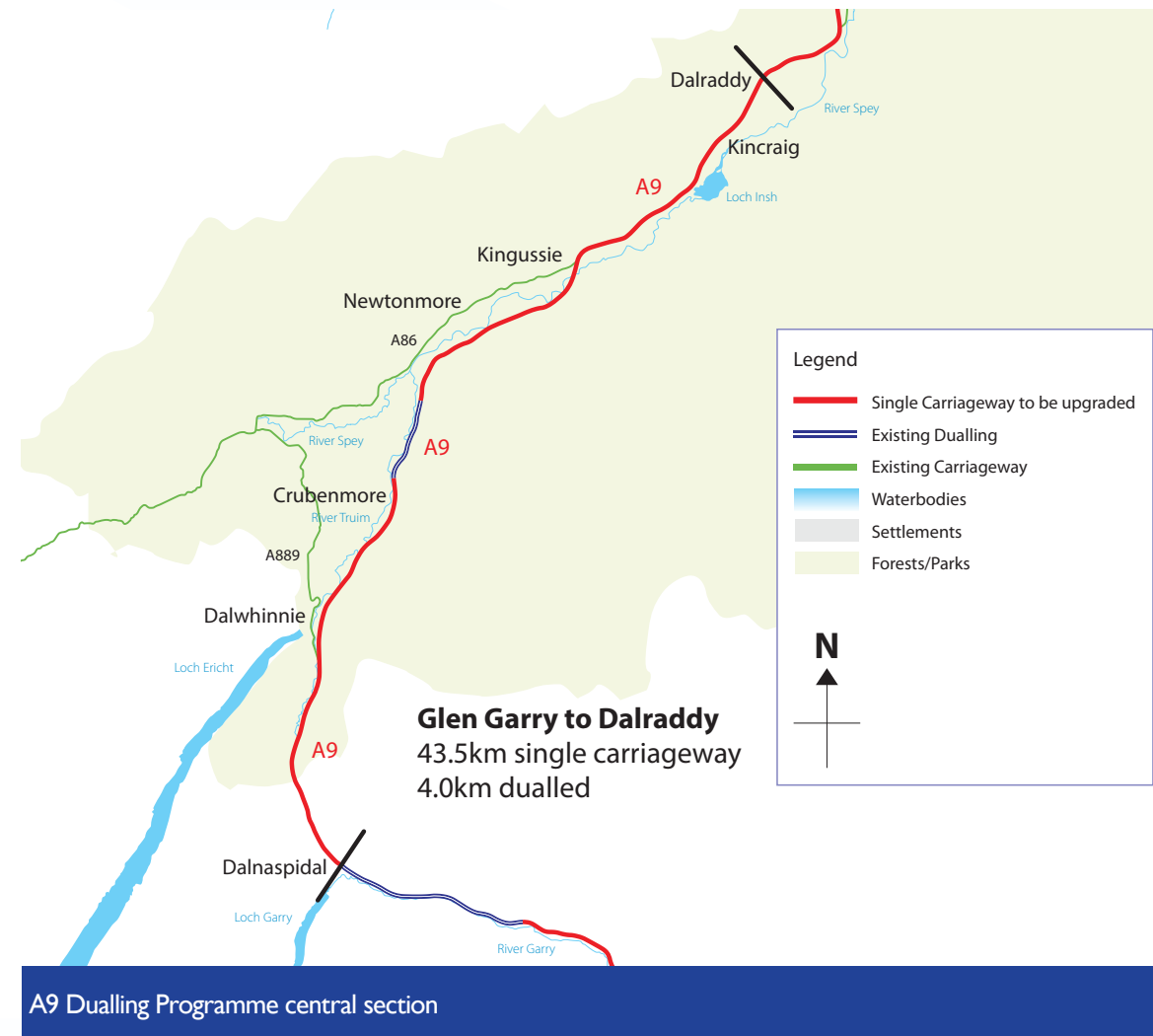
Programme objectives

The A9 Dualling Programme objectives are:

- To improve the operational performance of the A9 by:
 - reducing journey times
 - improving journey time reliability
- To improve safety for both motorised and Non-Motorised Users (NMUs) by:
 - reducing accident severity
 - reducing driver stress
- To facilitate active travel
- To improve integration with public transport facilities.



Ruthven Barracks near the A9



Route options development



We are following the normal procedures for trunk road scheme development, progressing through the Design Manual for Roads and Bridges (DMRB) Stage 2 process.

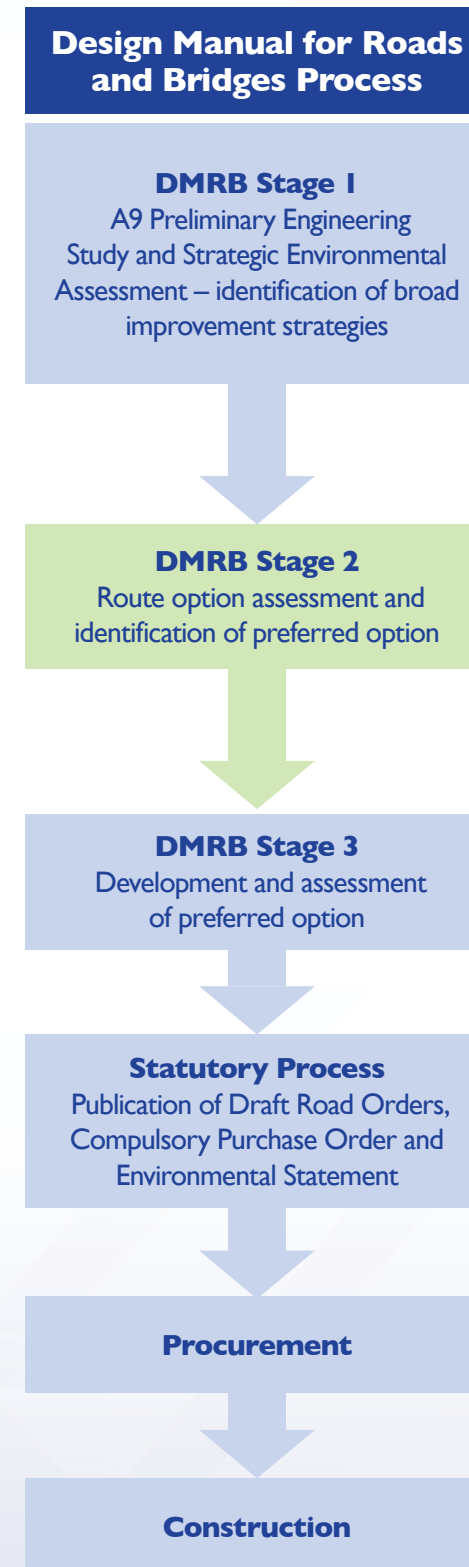
Options have been developed based on an all-purpose dual carriageway running along the line of, or parallel to, the existing A9.

We carried out reviews to reduce the potential for environmental impacts on local points of interest such as scheduled monuments e.g. Raitt's Cave, listed buildings and all other protected or designated sites.

This work highlighted where the dualling options could be located, parallel to the existing A9, the Highland Mainline Railway and River Spey, either to the northbound or southbound side of the existing A9, to ensure that any negative impacts on the route corridor are limited.

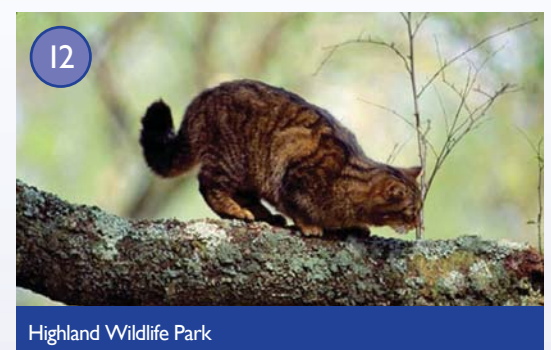
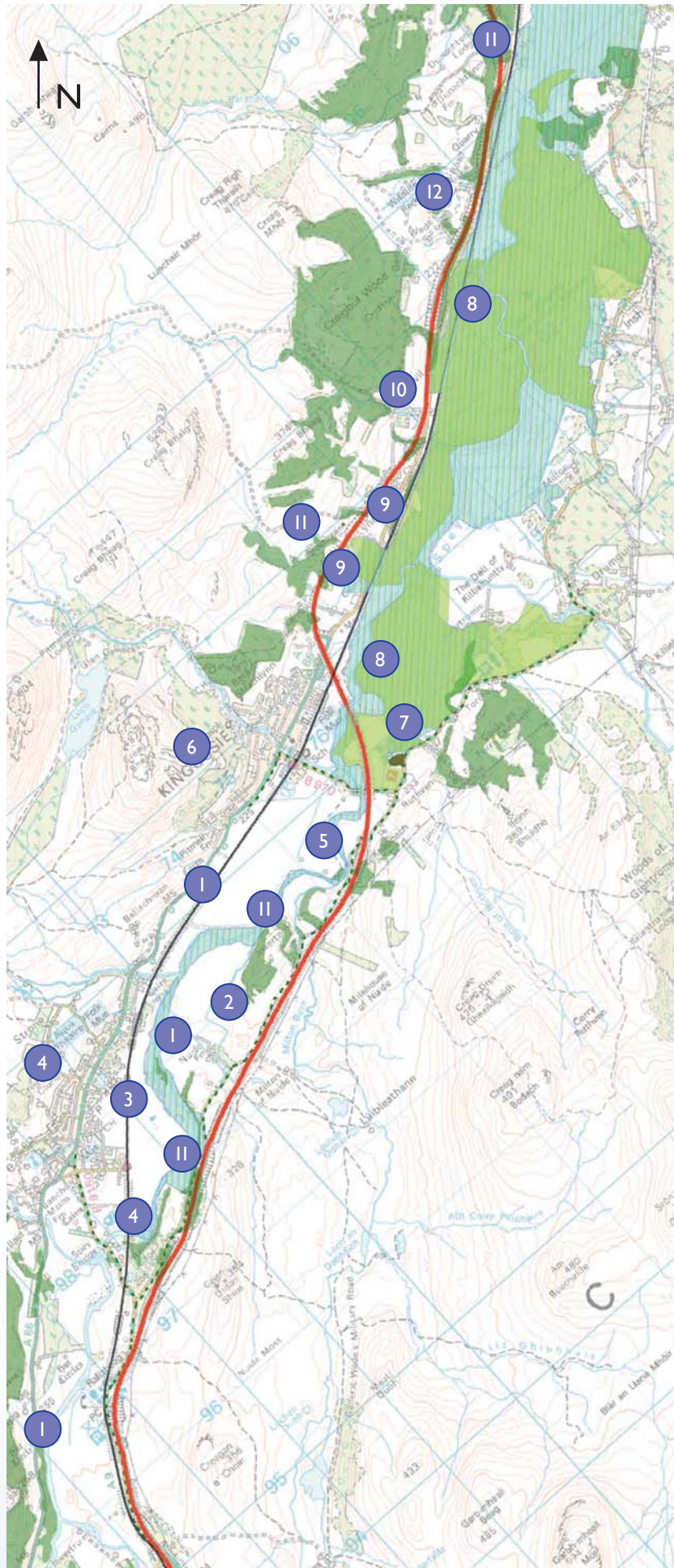
These panels provide further information on the options under consideration. Information on options discounted at this stage is also available at this exhibition.

Local feedback from ongoing consultation, including this exhibition, will be considered as part of the DMRB Stage 2 assessment, which will support identification of the preferred route option for the Crubenmore to Kinraig project.



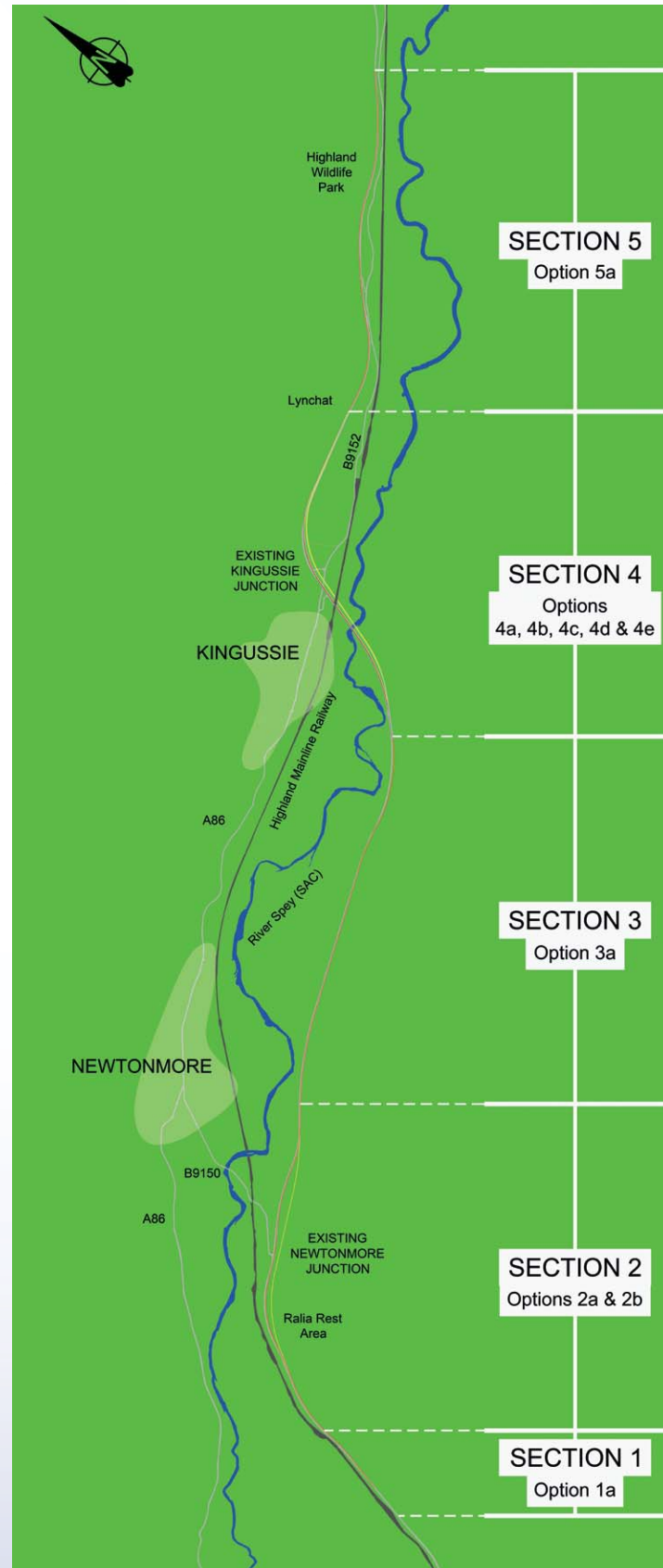
Constraints

The route options have been developed taking into consideration the constraints on the route design identified throughout the route corridor, which includes those shown here.



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Dual carriageway options



We have divided the project extent into five sections to assist project development. The adjacent map shows the sections of the route. There are a number of options within each section, as follows:

- Section 1 is 0.8km long (Option 1a)
- Section 2 is 3.8km long (Option 2a and 2b)
- Section 3 is 4.2km long (Option 3a)
- Section 4 is 3.9km long (Option 4a, 4b, 4c, 4d and 4e)
- Section 5 is 3.7km long (Option 5a)

The options will be assessed separately, and the preferred route for the project will be identified by joining together the preferred alignment option from each of the five sections.

Each of the options are shown in more detail on the following panels.

Dual carriageway section I

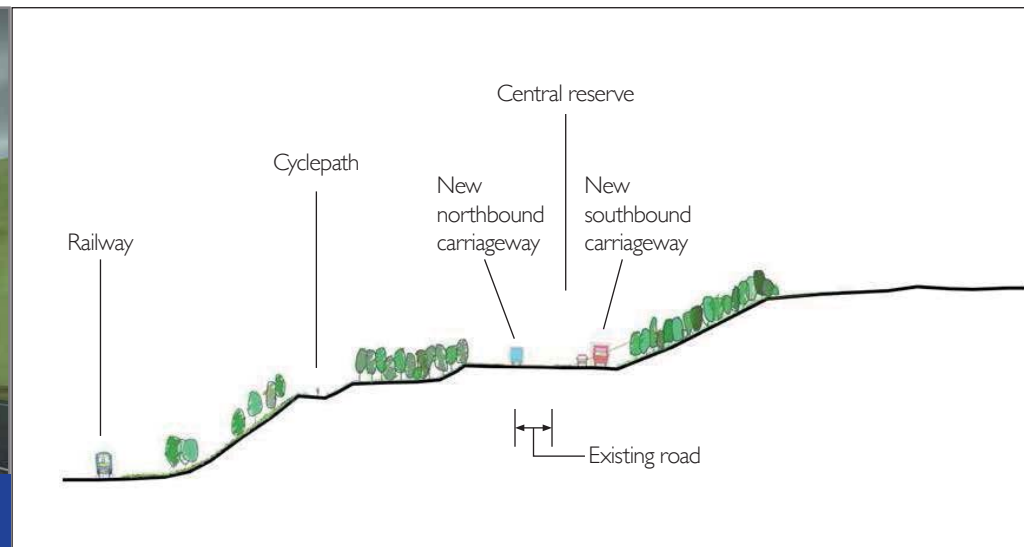


This section is approximately 0.8km long from the tie-in with the existing Crubenmore dual carriageway, and stretching between Glen Truim and the Ralia Café and picnic area. There is limited opportunity to widen to the west of the existing A9 due to the proximity of the Highland Mainline Railway, National Cycle Network (Route 7) and the River Truim and its flood plain.

Therefore we are considering a single option for the new dual carriageway which involves widening to the east of the existing A9. This area has fewer constraints as it features open moorland and native pinewood plantations on the upper slopes of Creagan a Choin, at some distance from the A9.

Option 1a – widening to the east of the existing A9

- Proposed northbound carriageway using the existing A9 where possible
- Proposed southbound carriageway provided east of the existing A9.



Plans of this option are available for viewing at this exhibition.

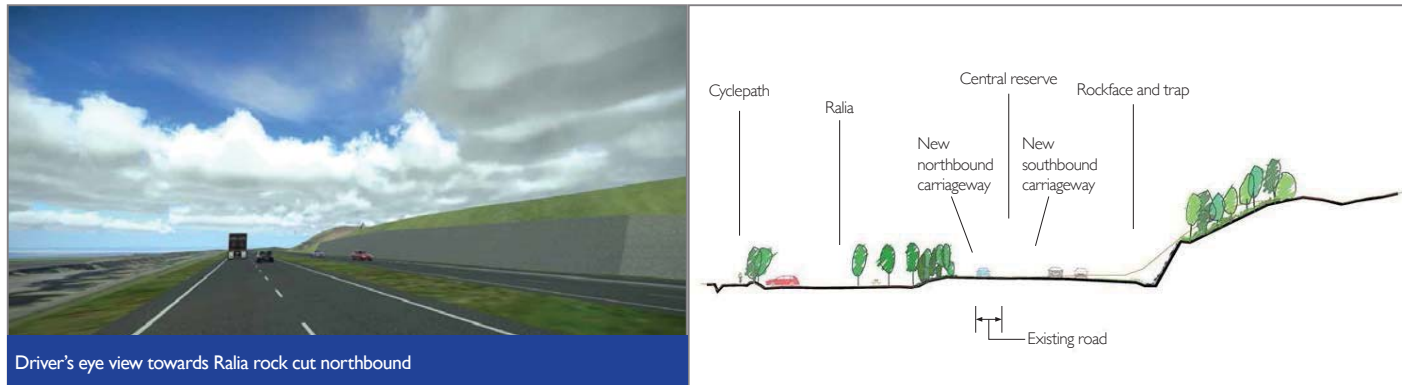


Dual carriageway section 2

Section 2 is approximately 3.8km long, stretching past Ralia and the B9150 junction which provides access to Newtonmore. Two options are under consideration. Both lie to the east of the existing A9 and consider the following constraints: the Highland Mainline Railway, National Cycle Network (Route 7), Ralia properties and the B9150 (Newtonmore), U3011 (Ralia Café) road and U3063 (Nuide Farm/Ralia Lodge) road.

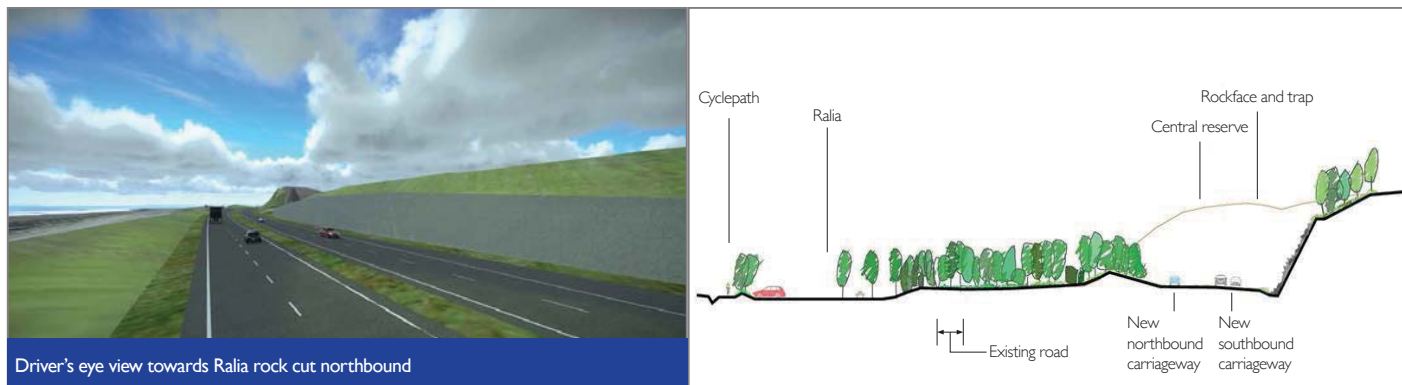
Option 2a – widening to the east of the existing A9

- The proposed northbound carriageway would follow the line of the existing A9
- Proposed southbound carriageway would be provided to the east of the existing A9
- Large central reserve for improved visibility.



Option 2b – offline option located approximately 30 metres to the east of the existing A9

- Proposed northbound and southbound carriageway provided to the east of the existing A9
- Large central reserve for improved visibility
- The unused part of the existing A9 would be landscaped.



Plans of this option are available for viewing at this exhibition.

Dual carriageway section 3

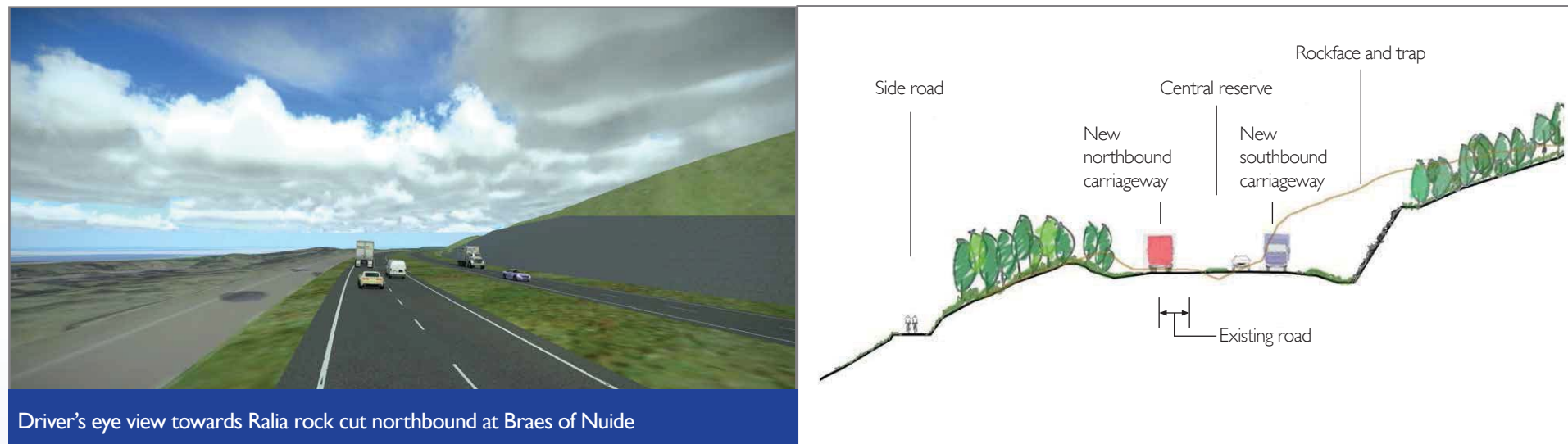
This section is 4.2km in length and is located on the near straight section of the A9 between Ralia and Kingussie, the River Spey Bridge and Insh Marshes.

A single option is being considered between Ralia Lodge and the B970 underbridge, which generally involves widening to the east of the existing A9.

This section crosses the Burn of Inverton and is constrained by the River Spey Special Area of Conservation (SAC) and the U3063 (Nuide Farm/Ralia Lodge) unclassified road to the northbound side.

Option 3a – widening to the east of the existing A9

- Proposed northbound carriageway using the existing A9 where possible
- Proposed southbound carriageway provided east of the existing A9
- This alignment avoids Lochan an Tairbh.



Plans of this option are available for viewing at this exhibition.

Dual carriageway section 4

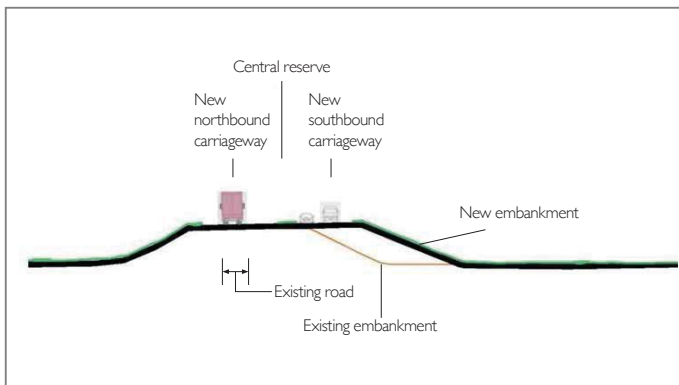
The complexities of this section are presented in more detail on the River Spey and Insh Marshes exhibition panels.

This section is 3.9 km long and is located between the B970 Ruthven Road and the settlement of Lynchat. It spans the protected Insh Marshes flood plain Special Area of Conservation (SAC), Special Protection Area (SPA), Ramsar site, Site of Special Scientific Interest (SSSI) and National Nature Reserve (NNR).

There are five options under consideration; one to the west and four to the east of the existing A9.

Option 4a – online adjacent widening to the east at the River Spey

- The proposed northbound carriageway would follow the line of the existing A9
- The proposed southbound carriageway would be to the east, but adjacent to the existing A9
- Allows for retention of existing embankment on a slightly wider footprint
- Allows for the potential retention of existing bridge by widening it to accommodate the southbound carriageway over the River Spey.



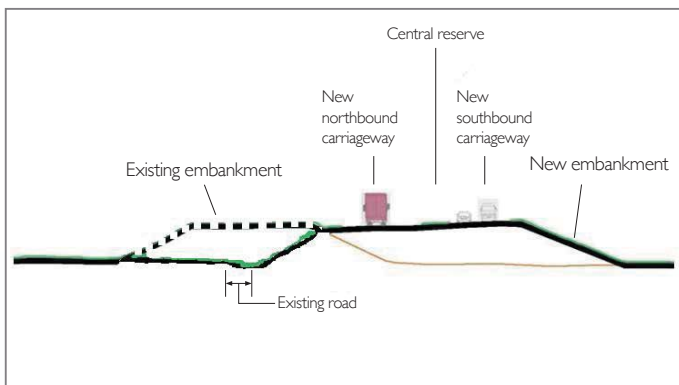
Cross section through the A9 opposite Ruthven Barracks



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Annotated by CFJV

Option 4b – offline dual carriageway to the east at the River Spey

- The proposed northbound and southbound carriageways would be provided approximately 30 metres to the east of the existing A9
- Allows for the consideration of a new bridge over the River Spey and Insh Marshes, which may be longer than the existing bridge
- The existing embankment and bridge at the River Spey would be removed



Cross section through the A9 opposite Ruthven Barracks



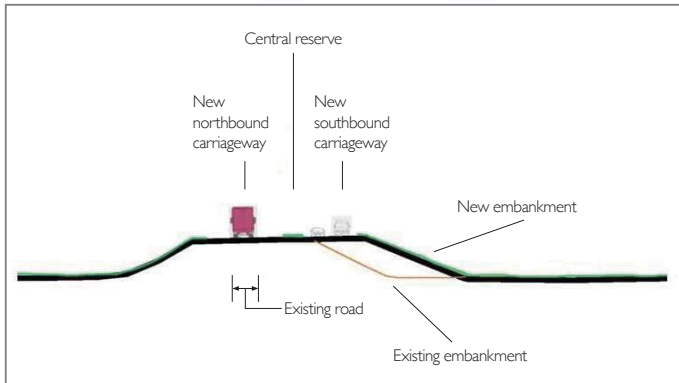
© Google, © Getmapping plc.
Annotated by CFJV

Plans of this option are available for viewing at this exhibition.

Dual carriageway section 4 (continued)

Option 4c – online parallel widening to the east at the River Spey

- The proposed southbound carriageway would be to the east, but adjacent to the existing A9
- The proposed northbound carriageway would follow the line of the existing A9
- Allows for retention of existing embankment on a wider footprint
- Allows for the potential retention of existing bridge for the northbound carriageway, although it may be replaced
- Allows for the consideration of a new bridge over the River Spey and Insh Marshes, for the southbound carriageway, which may be longer than the existing bridge.



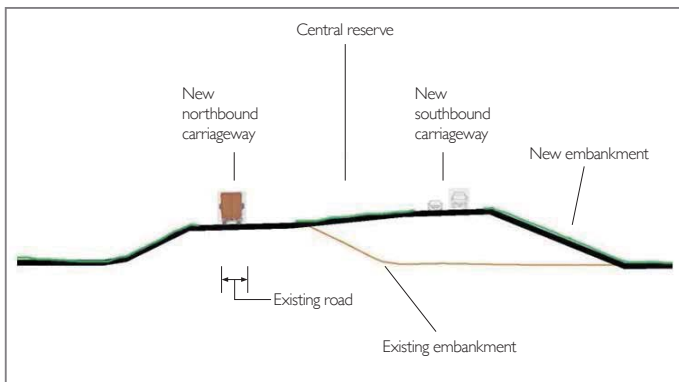
Cross section through the A9 opposite Ruthven Barracks



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Option 4d – offline single carriageway to the east at the River Spey

- The proposed northbound carriageway would follow the line of the existing A9
- The proposed southbound carriageway would be provided approximately 30 metres to the east of the existing A9
- Allows for the potential retention of existing bridge for the northbound carriageway, although it may be replaced
- Allows for the consideration of a new bridge over the River Spey and Insh Marshes, for the southbound carriageway, which may be longer than the existing bridge.



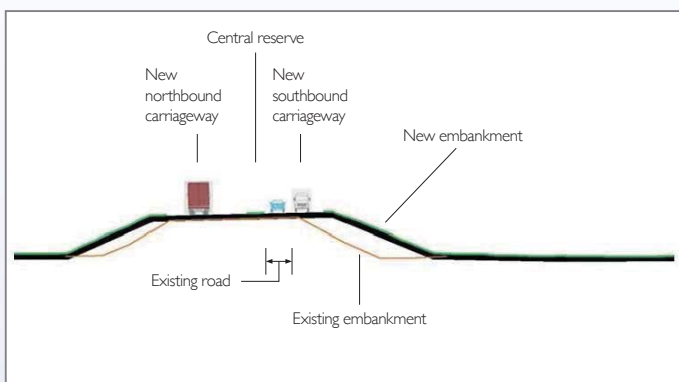
Cross section through the A9 opposite Ruthven Barracks



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Option 4e – online adjacent widening to the west at the River Spey

- A new northbound carriageway would be provided to the west, but adjacent to the existing A9
- Allows for retention of existing embankment on a slightly wider footprint
- Allows for the consideration of a new bridge over the River Spey and Insh Marshes, which may be longer than the existing bridge
- Allows for the potential retention of the existing bridge for the southbound carriageway, although it may be replaced.



Cross section through the A9 opposite Ruthven Barracks



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Plans of this option are available for viewing at this exhibition.

Dual carriageway section 5



This section is approximately 3.7km long and located between Lynchat and the Highland Wildlife Park. This section connects to the Kinraig to Dalraddy project, which widens the A9 to dual carriageway mostly to the west of the existing A9.

A single option is being considered between Lynchat and the Highland Wildlife Park underbridge, which generally involves widening to the west of the existing A9.

In this area, the Lynchat settlement is close to the A9 to the east, and the Balavil properties are close to the A9.

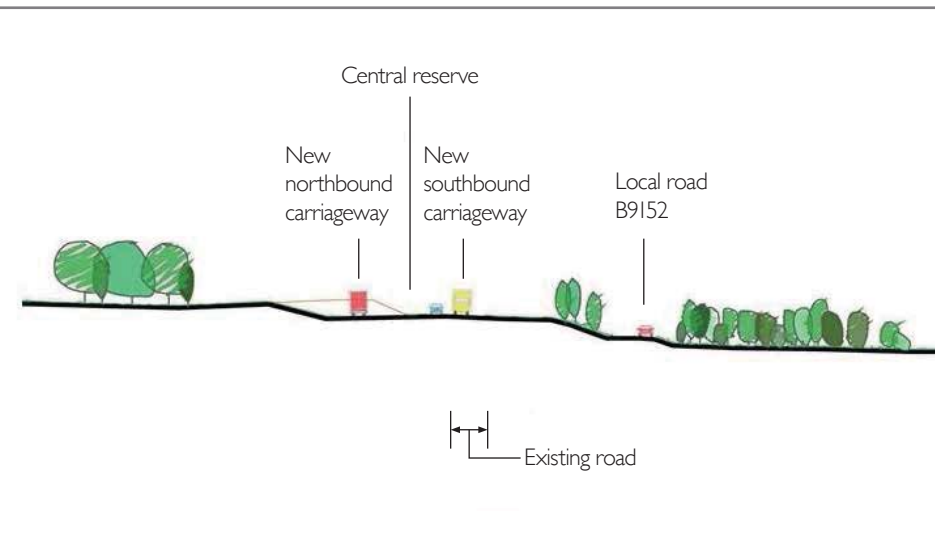
This section is further constrained by the B9152 and Highland Mainline Railway to the east, which runs parallel to the A9 over the full length of the route.

Option 5a – widening to the west of the existing A9

- Option avoids direct impact on the Raitt's Cave, the listed Memorial to MacPherson Obelisk and graveyard
- The alignment also avoids direct impact on the Insh Marshes Special Area of Conservation (SAC).



Driver's eye view of the Cairngorms and Insh Marshes north of Balavil



Plans of this option are available for viewing at this exhibition.



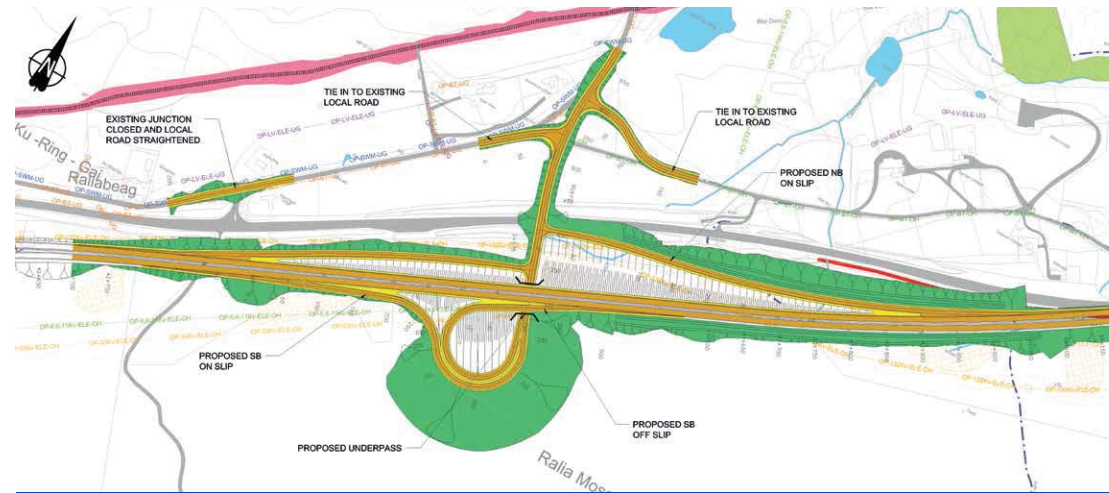
Newtonmore potential junction options

The junction and access strategy identified potential grade separated junction locations at Dalwhinnie, Newtonmore and Kingussie. Exhibitions held earlier this year identified and sought feedback on junction options at Dalwhinnie. We have now developed potential junction options for the junctions at Newtonmore and Kingussie.

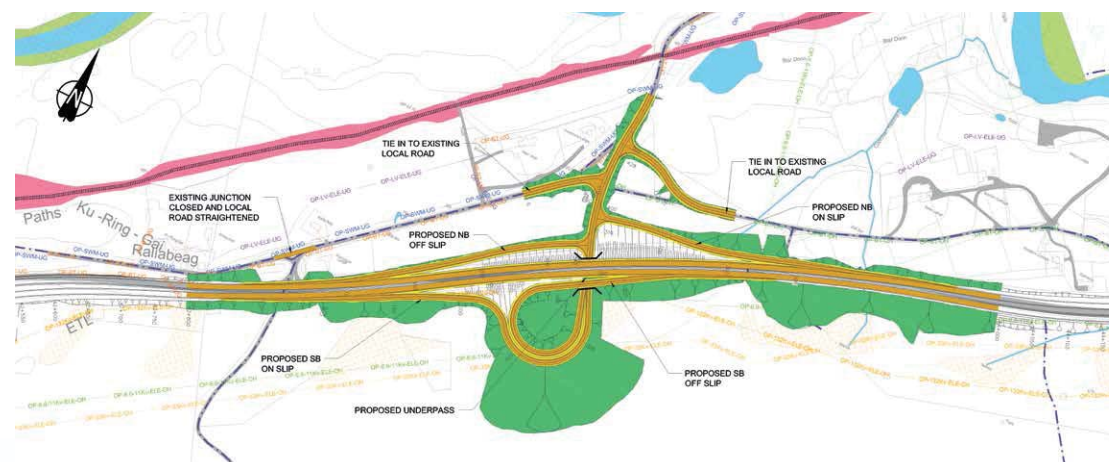
The constraints identified close to the proposed junction at Newtonmore are:

- River Spey Special Area of Conservation (SAC)
- Ancient woodland
- Non-designated landscaped gardens at Ralia Lodge
- Cairngorms National Park
- Ralia Café and rest area
- Residential properties at Ralia
- Highland Mainline Railway
- B9150 to Newtonmore
- Ralia Café and picnic area and Nuide Farm (local roads)
- National Cycle Network (Route 7).

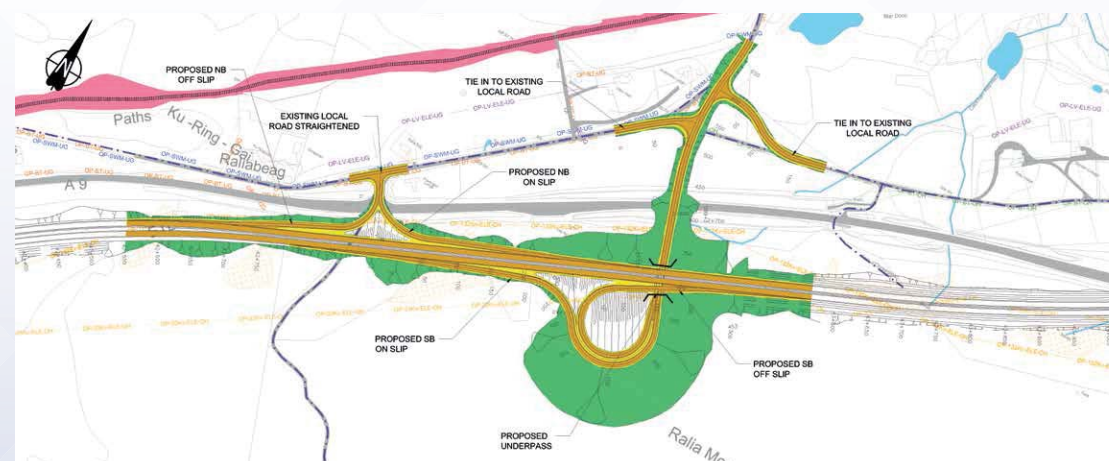
Plans of the junction options are available to view at this exhibition, and a selection are shown on 3D visualisations. Plans of the options which have been discounted at this stage are also available to view.



Potential Newtonmore 'trumpet' half diamond junction arrangement



Potential Newtonmore half diamond/half cloverleaf junction arrangement



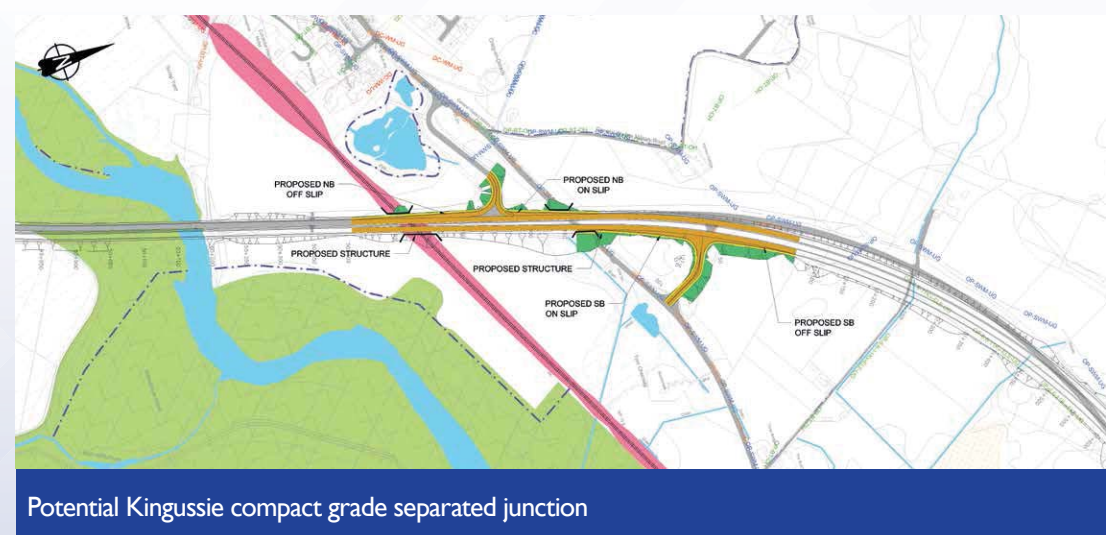
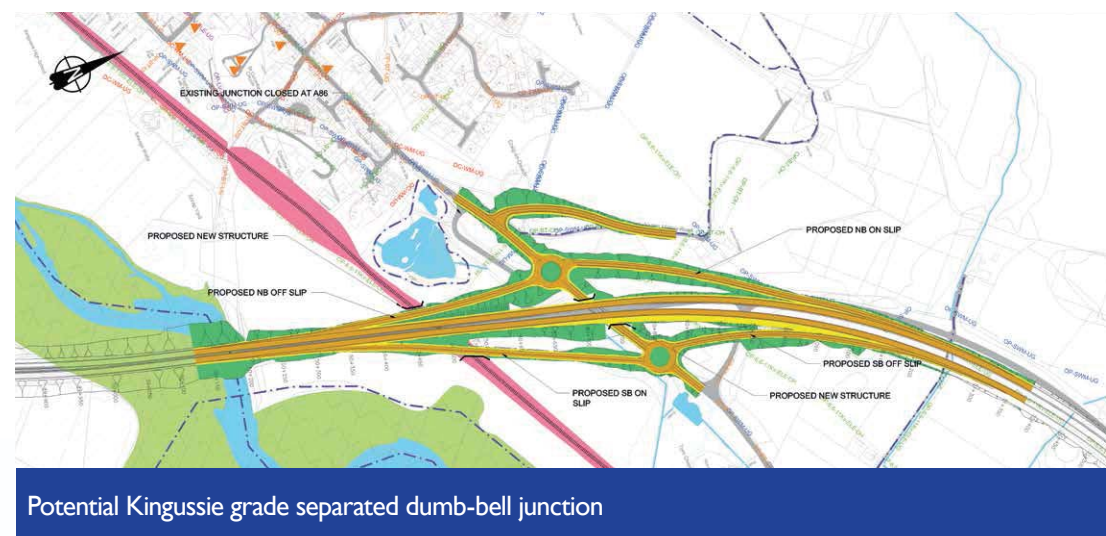
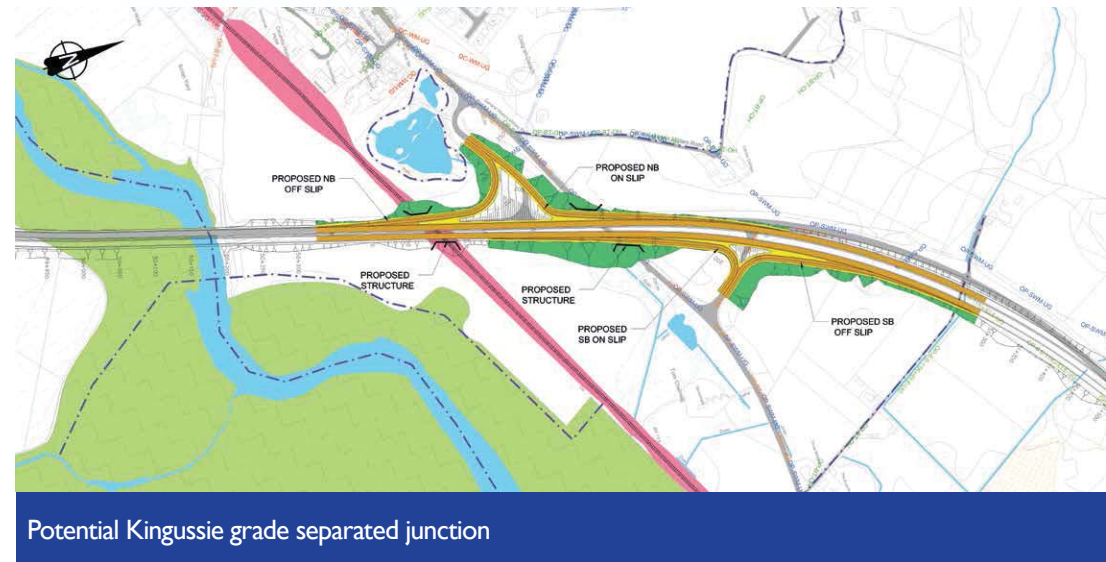
Potential Newtonmore staggered half cloverleaf trumpet junction arrangement

Kingussie potential junction options

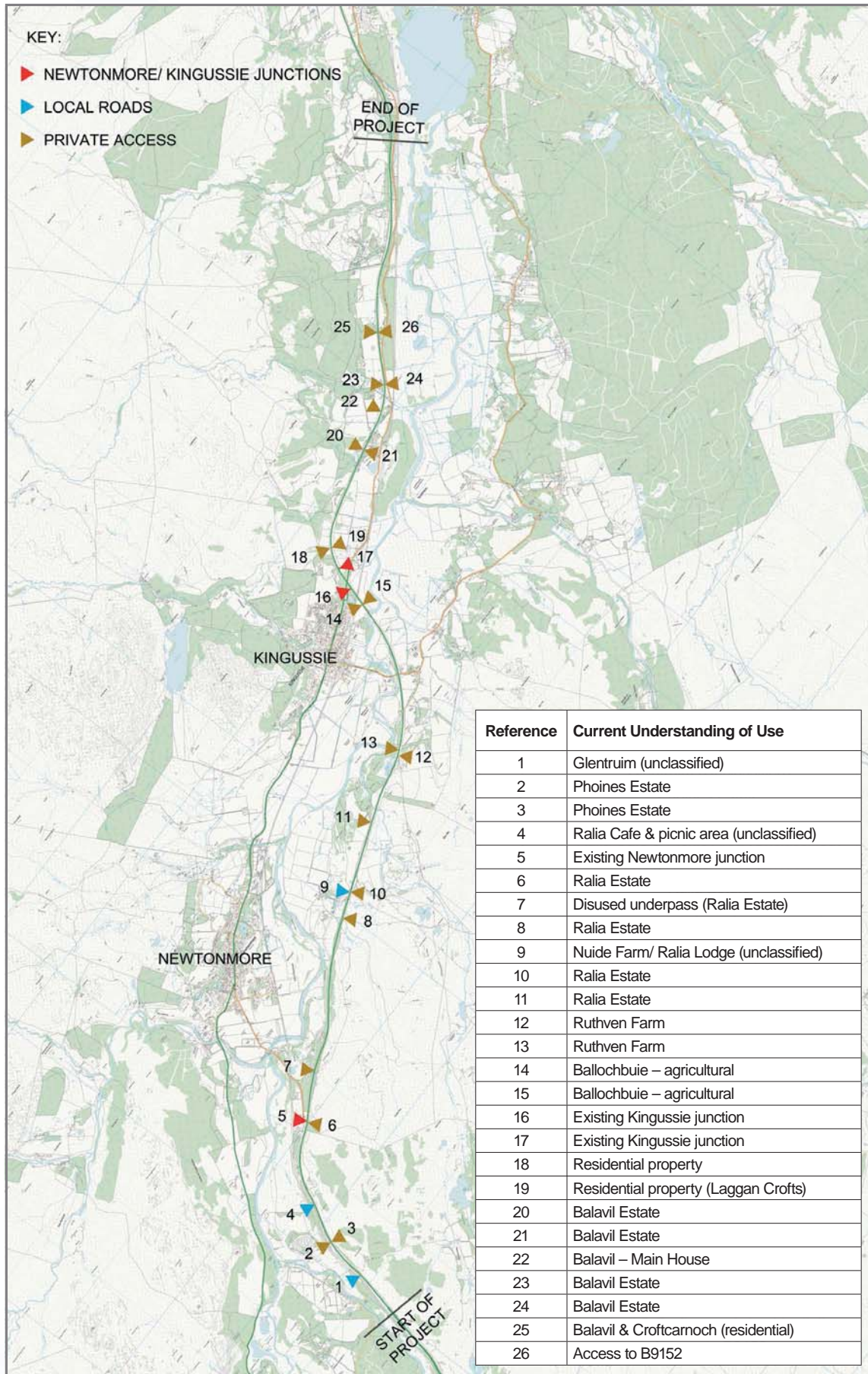
The constraints identified close to the proposed junction at Kingussie are:

- The layout of the existing junction
- Flood plain of the River Spey
- Pockets of ancient woodland
- Cairngorms National Park
- Kerrow properties immediately to the north west and the croft properties immediately to the north east
- Kingussie community duck pond
- Footpath to Tom Baraidh
- Highland Mainline Railway to the south
- A86 through Kingussie to the south and B9152 to Kincaig to the north.

Plans of the junction options are available to view at this exhibition, and a selection are shown on 3D visualisations. Plans of the options which have been discounted at this stage are also available to view.



Access



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In conjunction with the development of the dual carriageway and junction options, we are progressing a strategy for access to land and properties adjacent to the A9.

The A9 will be upgraded to a high-standard dual carriageway and direct access to the A9 will generally only be available at junctions. However, some left-in/left-out accesses may be provided in exceptional circumstances.

All access points will be carefully assessed to consider the need for access, any alternative connections or any access provision that will need to be retained under the new dualled arrangement.

If closure of any of the accesses shown on the plan would affect you, please approach a member of our team today who will be happy to arrange a one-to-one discussion with you.

River Spey and Insh Marshes

The River Spey and Insh Marshes are of international importance in terms of their protected environmental status.

The existing A9 crosses the River Spey and the active flood plain to the east of Kingussie.

The dualling programme needs to take account of a range of factors, including:

- Ensuring the work does not increase the impact of local flood events
- Potential impacts on the processes of active river deposition and erosion
- Potential impacts on the Special Area of Conservation (SAC), Special Protection Area (SPA), Ramsar, Site of Special Scientific Interest (SSSI) and National Nature Reserve (NNR) sites, species and habitats
- The value of the setting in relation to Kingussie and the historically important Ruthven Barracks.



View of flooding at River Spey, looking north, August 2014



View of flooding at River Spey, looking south across Insh Marshes towards Ruthven Barracks, August 2014



View of flooding at River Spey, looking north towards Kingussie, August 2014

River Spey and Insh Marshes: flooding

We have developed an initial flood model of the upper River Spey catchment to gain a better understanding of the flooding regime alongside the A9.

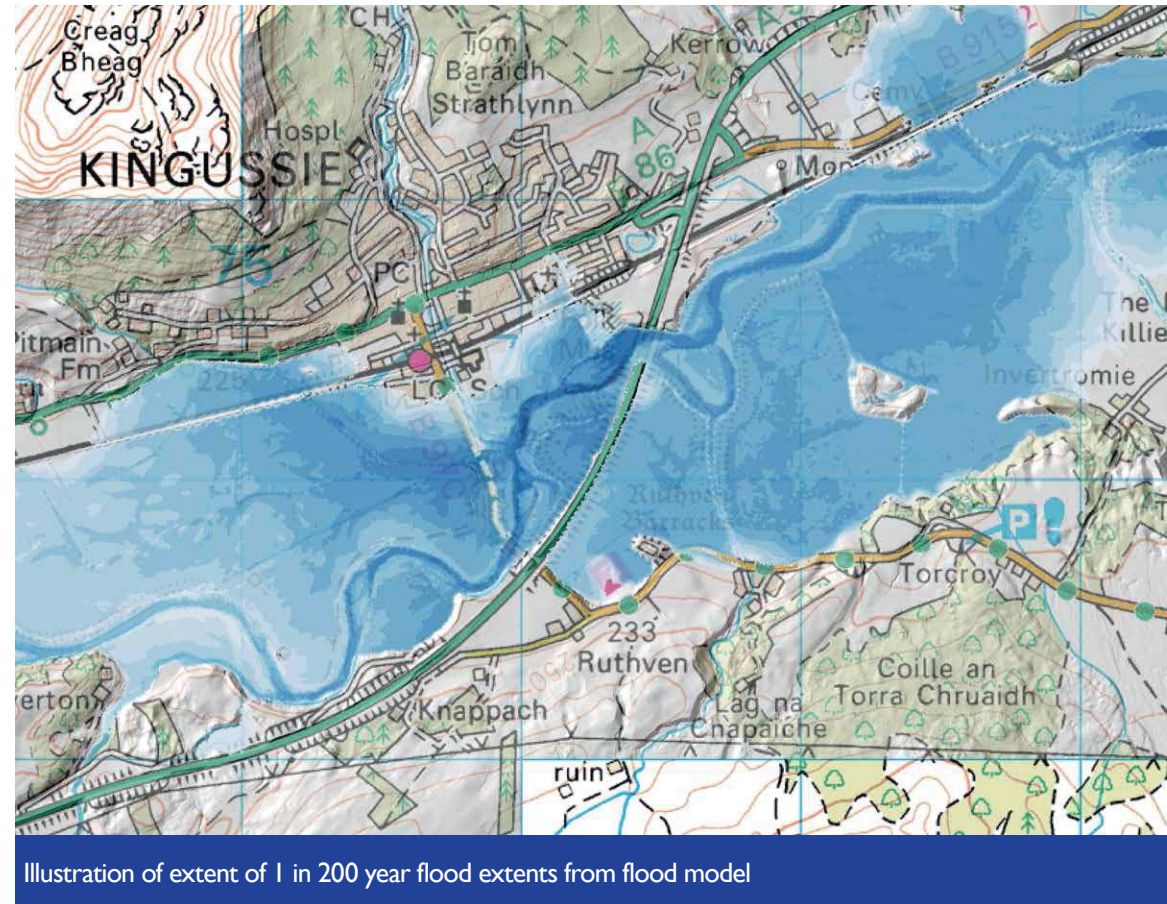
The flood model can simulate the behaviour of the river and its tributaries, providing useful information on the potential extent and depth of flooding for rainfall events of varying intensity.

Preliminary findings suggest that flood extents do not vary significantly during more extreme rainfall events.

We will develop the flood model further, including more detailed survey information to ensure that it accurately reflects known flood events and we will then use this to assess the potential impact that dualling options may have on existing flood extents.

We will consider the impact on both upstream and downstream flooding where the A9 crosses the Spey.

The results will inform the overall assessment of route options and will assist with the selection of the preferred route.



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SAC, SPA, Ramsar, SSSI and NNR sites



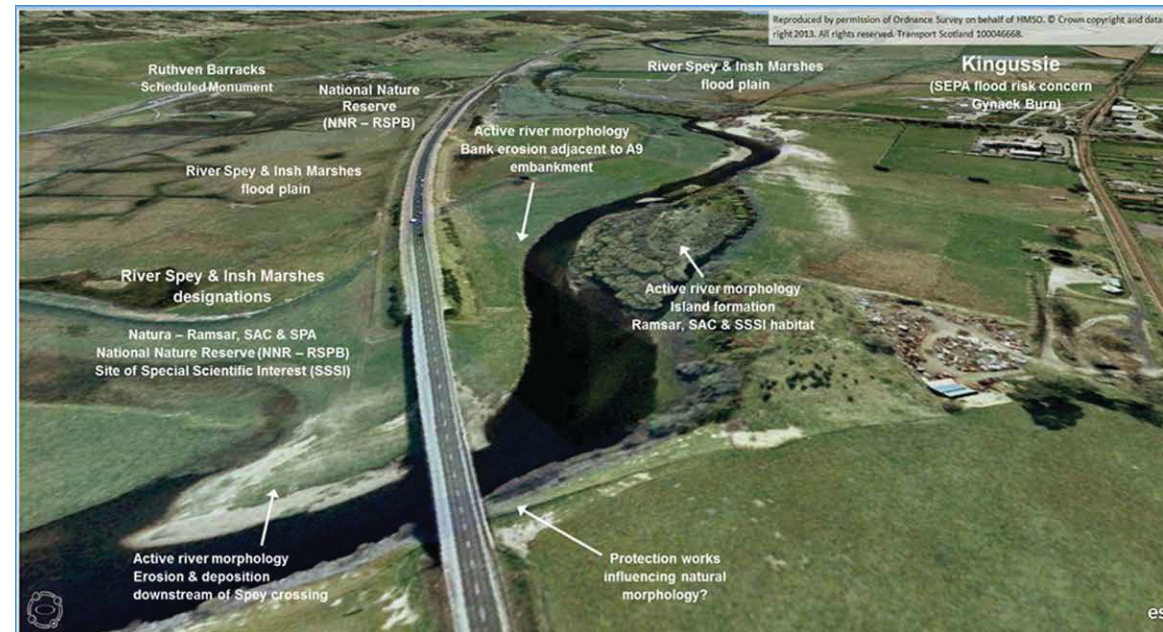
The River Spey is a Special Area of Conservation (SAC), supporting internationally important populations of Atlantic salmon, sea lamprey, fresh water pearl mussel and otter.

The River Spey-Insh Marshes Special Protection Area (SPA) and Ramsar site (protected wetland) supports a significant diverse range of plant and bird species, including osprey and the Icelandic whooper swan. The immediate surrounding area is also a National Nature Reserve.

In terms of environmental significance, the River Spey and Insh Marshes area is one of the most challenging on the A9 corridor.

Key issues include:

- The need to widen the A9 within the context of designated ecological site constraints to avoid or minimise adverse effects
- Provision of a river crossing which takes account of the importance of the site, active river behaviour and regular or extreme flood events
- Development of construction stage controls, and measures to treat road surface run-off, to minimise the potential for spillage or pollution impacts.



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River Spey: typical bridge options

All the route options in Section 4 require a bridge to cross the River Spey.

A large number of bridge options are being considered. Visualisations of a selection of indicative bridge options are shown below. Other potential options are also available to view at this exhibition.

Please approach a member of our team today who will be happy to show you images of other indicative bridge options being considered



What happens next?

We welcome your comments and feedback on the route options and junction layouts. This will help the ongoing development of the Crubenmore to Kincaig project.

The next steps will involve us considering your feedback. The options presented today, together with any other options you identify during these exhibitions, may be subject to further development.

Route options for other important features – including local accesses, lay-bys and Non-Motorised Users (such as pedestrians and cyclists) routes – will also be developed.

Further public consultation will be ongoing and there will be an opportunity for you to comment on the preferred route option in late 2016.

We invite your comments and feedback using the feedback form available at the exhibition or on the project website. Please leave in the feedback box provided at the exhibition or email:

carron.tobin@ruraldimensions.com

You can also post to:

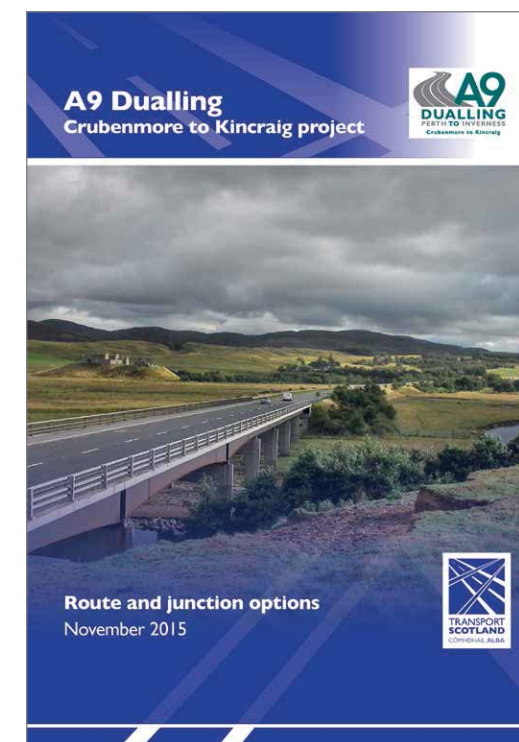
Carron Tobin, CH2M/Fairhurst A9 Dualling team, City Park, 368 Alexandra Parade, Glasgow, G31 3AU

By Thursday 14 January 2016

You can also contact CFJV's Stakeholder Manager, Carron Tobin, at any time on 0771 577 3660 or carron.tobin@ruraldimensions.com

Further general information on the A9 Dualling Programme can be found on Transport Scotland's A9 Dualling website at:

www.transportscotland.gov.uk/a9dualling



A9 Dualling
Crubenmore to Kincaig project
Feedback form

Introduction
Thank you for attending our A9 Dualling Crubenmore to Kincaig public exhibition. We would be grateful if you could provide any feedback or comments you may have on the matter of this feedback form and then return this to us by email or post (details below) as soon as you are able to, but before **Thursday 14 January 2016**.

Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

Please email or post completed responses (address opposite) by **Thursday 14 January 2016** to the A9 Dualling team, to whom any queries may be directed.

Post to:
Carron Tobin
CH2M/Fairhurst A9 Dualling Team
City Park
368 Alexandra Parade
Glasgow
G31 3AU

Email:
carron.tobin@ruraldimensions.com
Information:
www.transportscotland.gov.uk/a9dualling

PLEASE USE THE FOLLOWING PAGE TO RECORD YOUR COMMENTS OR FEEDBACK.

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Appendix D

Exhibition Overview Leaflet

Appendix D Exhibition Overview Leaflet

(Copy of leaflet downloaded from Transport Scotland's Website

<http://www.transport.gov.scot/project/a9-crubenmore-kinraig>

Newtonmore potential junction options

The junction and access strategy for the project identified potential grade separated junction locations at Newtonmore and Kingussie.

The constraints identified close to the proposed junction at Newtonmore are:

- River Spey Special Area of Conservation (SAC)
- Ancient woodland
- Non-designated landscaped gardens at Ralia Lodge
- Cairngorms National Park
- Ralia Café and rest area
- Residential properties at Ralia
- Highland Mainline Railway
- B9150 to Newtonmore
- Ralia Café and Nuide Farm (local roads)
- National Cycle Network (Route 7).

We have now identified several potential junction layout options at Newtonmore.

Graphics of the junction options are available to view at: www.transportscotland.gov.uk/project/a9-crubenmore-kinraig

Access

In conjunction with the development of the dual carriageway and junction options, we are developing a strategy for access to adjacent land and properties. The A9 will be upgraded to a high-standard dual carriageway and direct access to the A9 will generally only be available at grade separated junctions. Some left-in/left-out accesses may be provided in exceptional circumstances.

There are approximately 26 existing access points located along the length of the Crubenmore to Kinraig Project. All access points are to be assessed to consider the need for access, any alternative connections or any access provision to be retained under the dualled arrangement.

If you will be affected by the potential closure of any of the accesses shown on the plan, please contact a member of our team who will arrange a one-to-one discussion with you.

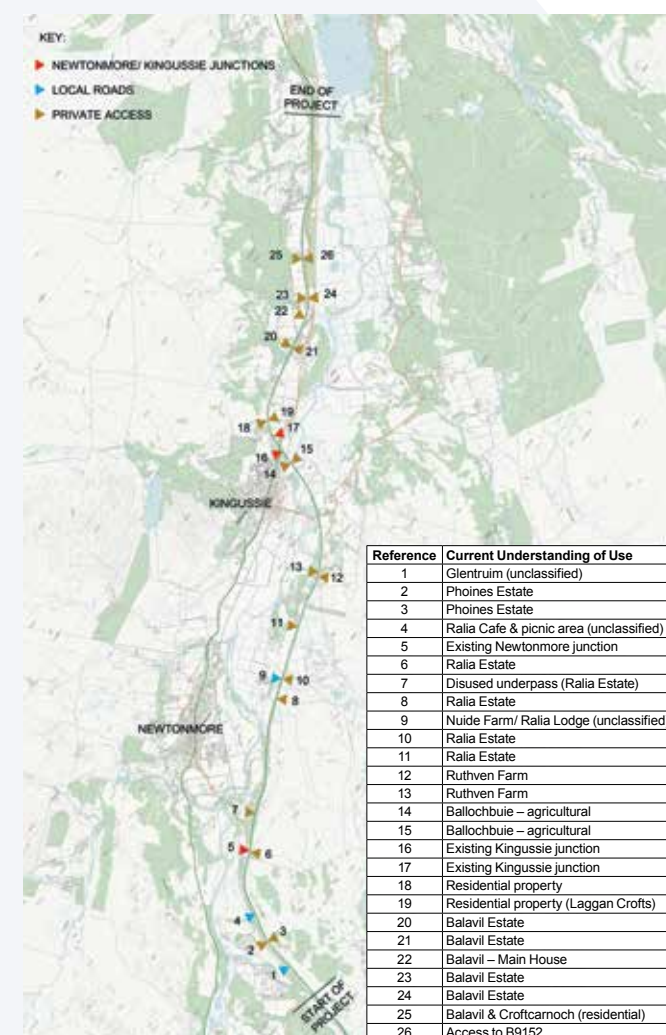
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Ordnance Survey Licence number 100046668. © Getmapping, 2013.

Kingussie potential junction options

The constraints identified close to the proposed junction at Kingussie are:

- The layout of the existing junction
- Flood plain of the River Spey
- Pockets of ancient woodland
- Cairngorms National Park
- Kerrow properties immediately to the north west and the croft properties immediately to the north east
- Kingussie community duck pond
- Footpath to Tom Baraidh
- Highland Mainline Railway to the south
- A86 through Kingussie.

Graphics of the junction options are available to view at: www.transportscotland.gov.uk/project/a9-crubenmore-kinraig



River Spey crossing

All the route options will require a structure crossing the River Spey.

In terms of environmental significance, the River Spey and Insh Marshes area is one of the most challenging considerations on the A9 corridor. The River Spey is a Special Area of Conservation (SAC), supporting internationally important populations of Atlantic salmon, sea lamprey, fresh water pearl mussel and otter. The River Spey-Insh Marshes Special Protection Area (SPA) and Ramsar site (protected wetland) supports a significant diverse range of plant and bird species, including osprey and the Icelandic whooper swan. The immediate surrounding area is also a National Nature Reserve.

What happens next?

Your comments on the route options and junction layouts presented will help inform the ongoing project development.

The next steps will involve us considering your feedback. The options presented today, together with any other options identified by the public during these information exhibitions, may be subject to further development.

Route options for other key features – including local accesses, lay-bys and Non-Motorised Users (such as pedestrians and cyclists) routes – will also be developed.

We will keep you updated through a range of direct communications and consultations, as well as further public exhibitions. A preferred route is expected to be selected late 2016.

We invite your comments and feedback using the feedback form available at the exhibition or on the project website. Please leave in the feedback box provided at the exhibition or email:

carron.tobin@ruraldimensions.com

You can also post to:

Carron Tobin
CH2M/Fairhurst A9 Dualling Team
City Park
368 Alexandra Parade
Glasgow
G31 3AU

By Thursday 14 January 2016

You can also contact CFJV's Stakeholder Manager, Carron Tobin, at any time on 0771 577 3660 or carron.tobin@ruraldimensions.com

For further information

For further information on the A9 Dualling Programme please visit the Transport Scotland website: www.transportscotland.gov.uk/a9dualling

If you have any queries or any comment on the wider programme, please contact the A9 Dualling team at the address above or by telephone or email.

Telephone: 0141 272 7100
Email: A9dualling@transportscotland.gsi.gov.uk

A9 Dualling Crubenmore to Kinraig project



Route and junction options November 2015



A9 Dualling Crubenmore to Kincaig project

Introduction

Over the last year Transport Scotland has held a series of public exhibitions along the A9 to help inform the development of route options for the projects which are part of the A9 Dualling Programme.

The exhibition for the Crubenmore to Kincaig project follows other central section exhibitions held in 2015 for the Glen Garry to Dalwhinnie and Dalwhinnie to Crubenmore projects.

Construction of the nearby section between Kincaig and Dalraddy, the first section to be dualled, began this summer and is expected to be completed in summer 2017.

This leaflet provides a summary of the work undertaken to develop options for the new dual carriageway between Crubenmore and Kincaig, as well as details of potential junction arrangements for public comment, to help inform the ongoing development and assessment of the dualling proposals.

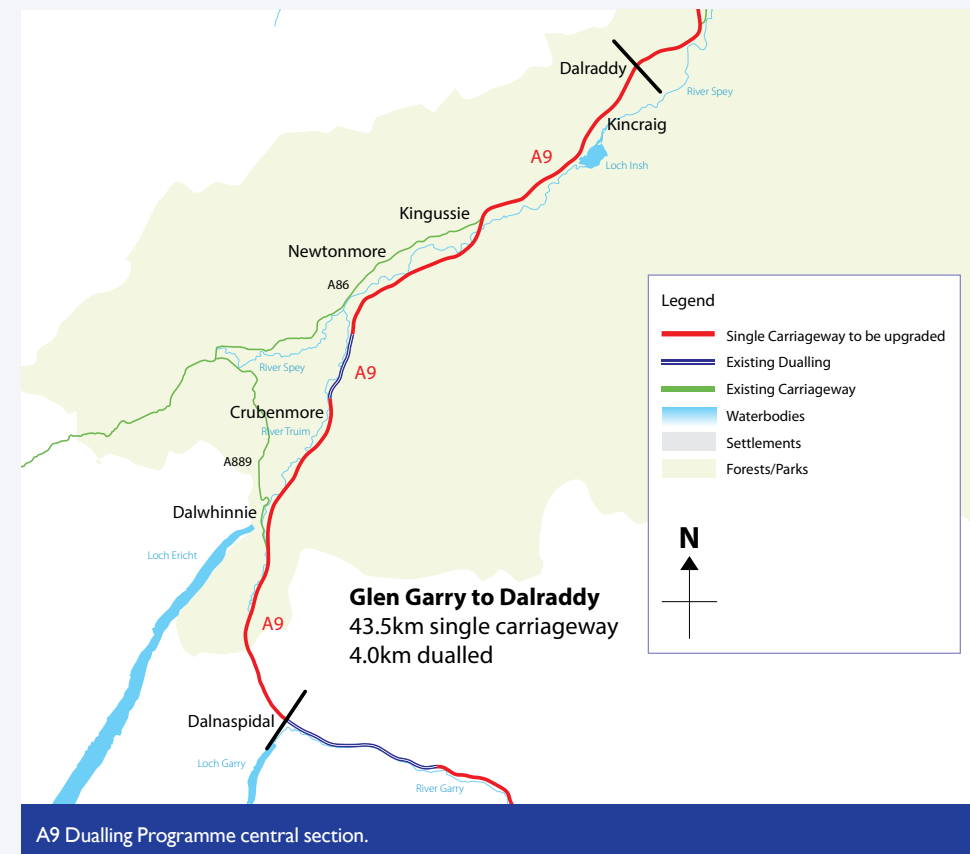
We are seeking public feedback on the options developed by our consultants, CH2M Fairhurst Joint Venture (CFJV). In particular, we would appreciate your views on the following:

- Any local features or constraints that you think may be important for us to know
- How the different options may affect you
- Any other options that you think we should consider.

It will also assist us in our assessment work if you could complete the feedback form available at the exhibition or on the project website.

Central section projects

The central section extents are shown on the map on the right.



Programme objectives

The Scottish Government has committed to dualling the A9 between Perth and Inverness by 2025.

The A9 Dualling Programme objectives are to:

- Improve the operational performance of the A9 by:
 - reducing journey times
 - improving journey time reliability
- Improve safety for both Motorised and Non-Motorised Users (NIMUs):
 - reducing accident severity
 - reducing driver stress
- Facilitate active travel within the corridor
- Improve integration with public transport facilities.



Route options development process

We are following the normal trunk road scheme development process and progressing the Design Manual for Roads and Bridges (DMRB) Stage 2 process. See diagram below.

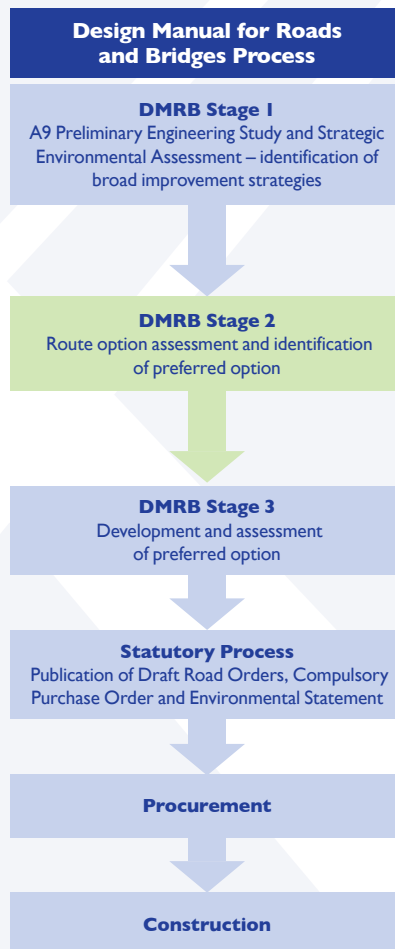
Options were developed based on an all-purpose dual carriageway running along the line of, or parallel to, the existing A9.

We carried out reviews to reduce the potential for environmental impacts on local points of interest such as scheduled monuments e.g. Raitt's Cave, listed buildings and all other protected or designated sites.

This work considered whether the A9 should be widened on the northbound side, the southbound side, to both sides, or whether there should be short sections on a new alignment, close to the existing A9.

This summary leaflet provides further information on the options being considered in more detail.

Public feedback will be considered as part of the further development, refinement, and assessment of the dual carriageway and junction options, and will be considered as part of the DMRB Stage 2 assessment which will support identification of the preferred route option for the project.



Constraints

The route options have been developed taking into consideration several constraints including:

- River Spey Special Area of Conservation (SAC)
- Non-Motorised Users (NIMUs) e.g. pedestrians and cyclist route(s) including National Cycle Network (Route 7)
- Highland Mainline Railway
- Ralia and Newtonmore
- Lochan an Tairbh
- Kingussie
- Ruthven Barracks
- River Spey and Insh Marshes Ramsar; flood plain and RSPB reserve
- Laggan Crofts and Lynchat
- Scheduled monuments or listed buildings (particularly around Balavil) e.g. Memorial to MacPherson Obelisk.
- Areas of ancient woodland
- Highland Wildlife Park.



Dual carriageway options

We have split the project into five sections to assist development of the route options:

- Section 1 is 0.8km long
- Section 2 is 3.8km long
- Section 3 is 4.2km long
- Section 4 is 3.9km long
- Section 5 is 3.7km long.

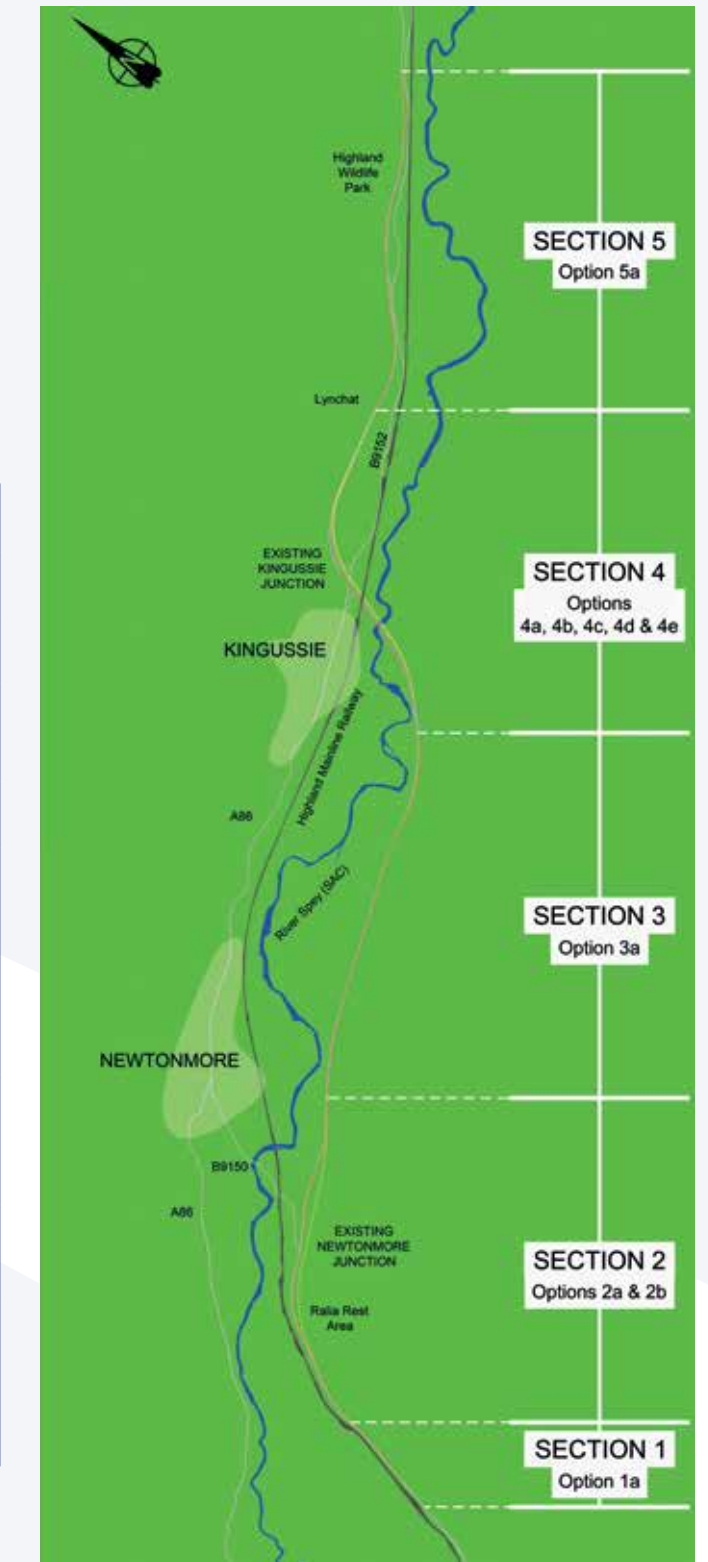
The options in each section will be assessed separately, and the preferred route for the project will be identified by joining together the preferred alignment option from each of the five sections.

A summary is provided below.

Section	Option	Description
1	1a	Widening to the east of the existing A9
2	2a	Widening to the east of the existing A9
	2b	Offline widening approximately 30 metres to the east of the existing A9
3	3a	Widening to the east of the existing A9
4	4a	Online adjacent widening to the east at the River Spey
	4b	Offline dual carriageway to the east at the River Spey, with the existing bridge at the River Spey and embankment removed
	4c	Online parallel widening to the east at the River Spey, with the existing embankment retained and the existing bridge widened
	4d	Offline single carriageway to the east at the River Spey
4e	Online adjacent widening to the west at the River Spey	
5	5a	Widening to the west of the existing A9

Options 4a, 4d and 4e will consider whether the existing bridge at the River Spey is retained, or whether it needs to be replaced. For the new bridge provided at the River Spey, consideration will be given to whether it needs to be longer than the existing bridge, and whether the approach road to the south is on embankment or viaduct.

Plans and visualisations of the route options are available to view on the Transport Scotland website at www.transportscotland.gov.uk/project/a9-crubenmore-kincaig



Appendix E

Exhibition Feedback Form

Appendix E Exhibition Feedback Form

(Copies of feedback form downloaded from Transport Scotland's Website

<http://www.transport.gov.scot/project/a9-crubenmore-kinraig>

A9 Dualling

Crubenmore to Kincaig project



Feedback form

Introduction

Thank you for attending our A9 Dualling Crubenmore to Kincaig public exhibition. We would be grateful if you could provide any feedback or comments you may have on the reverse of this feedback form and then return this to us by email or post (details below) as soon as you are able to, but before **Thursday 14 January 2016**.

Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

Please email or post completed responses (address opposite) by **Thursday 14 January 2016** to the A9 Dualling team, to whom any queries may be directed.

Email:
carron.tobin@ruraldimensions.com

Information:
www.transportscotland.gov.uk/a9dualling

Post to:
Carron Tobin
CH2M/Fairhurst A9 Dualling Team
City Park
368 Alexandra Parade
Glasgow
G31 3AU

PLEASE USE THE FOLLOWING PAGE TO RECORD YOUR COMMENTS OR FEEDBACK

A9 Dualling Crubenmore to Kincaig project

Route options and junction layouts

We would appreciate your views on the options presented and specifically on the following:

- **Any local features or constraints that you think may be important for us to know about**
- **How the different options may affect you**
- **Any other options that you think we should consider.**

Comments:

Appendix F

Feedback Received

RESPONDENT	FEEDBACK RECEIVED	RESPONSE TO FEEDBACK
1	<p>Feedback identified the following comments:</p> <ul style="list-style-type: none"> Noted there is no proposed access onto the dual carriageway at Glen Truim, and the current cycle track is to be upgraded so that Glen Truim traffic can access the A9 at Newtonmore. Queried whether the cycle track south of Glen Truim linking to the Crubenmore junction would also be upgraded to allow local traffic to head south more easily. Noted that this would provide a parallel route between Kingussie and Dalwhinnie which could be used by school bus, providing safer service to Cuaich, Crubenmore, Crubenbeg and Glen Truim. 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>In accordance with the A9 Dualling junction and access strategy, the Glen Truim road has been categorised as a Tier 2 access (Class C and unclassified roads). The strategy sets out that these should be closed where reasonable alternative access can be made available. Specific proposals for this location are under consideration and will be developed in more detail at the next stage of design. We will consult and seek feedback on the proposals we are considering.</p> <p>We are aware of the school bus service, and consultations with the operator and the Highland Council will be undertaken to consider routing and associated issues.</p> <p>There are currently no proposals to upgrade the National Cycle Route to take vehicular traffic south from Glen Truim. This route is severely constrained between the A9 and the railway, and the local road network is currently in place to serve access from Glen Truim to the south via the A889. As noted there is no proposed access onto the dual carriageway at Glen Truim, however it is proposed to upgrade the cycle track northbound so that Glen Truim traffic can access the A9 at Newtonmore.</p>
2	<p>Feedback identified the following comments:</p> <ul style="list-style-type: none"> Noted the Glen Truim road is referenced in exhibition material as "unclassified" road, but is a classified "C" road and has heavy traffic as it is on satnavs as the quickest route from the north to Fort William. It has an increasing volume of tourist, and commuter traffic. There is a timber farm, local tourism in the form of caravan park, self-catering, and Glen Truim House caters for weddings and conferences. Noted that the school/service bus currently picks up at the Glen Truim Junction and lets down at Phoinies road-end. Suggested that the "Old A9" between Crubenmore and Glen Truim could be upgraded from cycle track, to improve link to Dalwhinnie and provide parallel route for bus services and in case of A9 closure. 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>We confirm the classification of the Glen Truim road as a Class 'C' road, and note the comments received regarding current usage.</p> <p>In accordance with the A9 Dualling junction and access strategy, the Glen Truim road has been categorised as a Tier 2 access (Class C and unclassified roads). The strategy sets out that these should be closed where reasonable alternative access can be made available. Specific proposals for this location are under consideration and will be developed in more detail at the next stage of design. We will consult and seek feedback on the proposals we are considering.</p> <p>We are aware of the bus services and consultations with the operator and Highland Council will be undertaken to consider routing and associated issues.</p> <p>There are currently no proposals to upgrade the National Cycle Route to take vehicular traffic south from Glen Truim. This route is severely constrained between the A9 and the railway, and the local road network is currently in place to serve access from Glen Truim to the south via the A889.</p>
3	<p>Feedback identified the following:</p> <ul style="list-style-type: none"> Suggested that most traffic between Newtonmore and the north currently uses the A9 junction at Kingussie Kingussie traffic uses the junction at Kingussie for both directions of travel on the A9. Noted that access to local roads is essential, e.g. Glen Truim, as these are used by locals and tourists. Content with junction options at Kingussie and expressed preference for option 7 at Newtonmore 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>Noted that the proposed junction options at Kingussie were acceptable, and that there was a preference for option 7 at Newtonmore.</p> <p>Noted also the importance of access to local roads. In accordance with the A9 Dualling junction and access strategy, the Glen Truim road has been categorised as a Tier 2 access (Class C and unclassified roads). The strategy sets out that these should be closed where reasonable alternative access can be made available. Specific proposals for this location are under consideration and will be developed in more detail at the next stage of design. We will consult and seek feedback on the proposals we are considering.</p>

RESPONDENT	FEEDBACK RECEIVED	RESPONSE TO FEEDBACK
4	<p>Feedback identified the following:</p> <ul style="list-style-type: none"> Sketch provided which shows a suggestion for Kingussie junction layout, reflecting a realignment of the A9 and upgrading of the existing layout. 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>The potential dualling and junction layout options will be subject to an environmental, engineering and economic assessment.</p> <p>Realignment of the A9 to the east (further from Kingussie) and upgrading the existing junction layout are among the options for development, and will be considered as part of this assessment process.</p>
5	<p>Feedback identified the following:</p> <ul style="list-style-type: none"> Requested that future plans for the Crubenmore/Dalwhinnie junction should be communicated prior to any early consultation on proposed changes to the junction. 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>Acknowledge request that future plans for the Crubenmore junction are communicated, prior to any early consultation on proposed changes to the junction.</p> <p>We will consult on plans that may be developed in the future to upgrade the existing Crubenmore junction.</p>
6	<p>Feedback identified the following:</p> <ul style="list-style-type: none"> Prevalence of large vehicles travelling through Newtonmore and Kingussie Resulting impact on communities, including schools, and noting that original A9 was intended to take traffic out of towns Suggestion that improved links could discourage vehicles from the towns, and attract large vehicles to use the Newtonmore junction 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>We recognise the impact that heavy vehicles can have through communities.</p> <p>Under the A9 dualling programme there are proposals to upgrade the B9150 junction south of Newtonmore to provide a grade separated junction. In doing so it is anticipated that the junction will become more suitable for heavy vehicles. There are no plans at this stage to improve the A86 / B9150 junction at the south of Newtonmore village.</p>
7	<p>Feedback identified the following:</p> <ul style="list-style-type: none"> Preference for options at Kingussie (section 4) which are aligned to the east Noted that alignment to the west would have detrimental noise and visual impacts on property 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>The stated preference for options at Kingussie which are aligned to the east are noted.</p> <p>The potential dualling options will be subject to an environmental, engineering and economic assessment in line with the required process, in which impacts such as noise and visual effects will be reported. Potential mitigation of such effects will also be considered through the route development process.</p>
8	<p>Feedback identified the following:</p> <ul style="list-style-type: none"> Congratulations to the team who have produced an excellent series of options. Preference for Option 2b as it will be through a cutting with potential to reduce the noise level to housing. In favour of proposals as they realign B9150 further from adjacent housing Noted potential benefits of mitigation planting between realigned section and the properties (the area of existing A9). 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>We thank you for your positive comments regarding the options which have been developed.</p> <p>Comments stating a preference for option 2b, and favouring options which realign B9150 further from residential properties are noted.</p> <p>The potential dualling options will be subject to an environmental, engineering and economic assessment in line with the required process, under which impacts including traffic noise, visual effects and effects on properties will be reported. Potential mitigation of such effects will also be considered through the route development process.</p>
8A	<p>Feedback identified the following:</p> <ul style="list-style-type: none"> Classification of existing B9150, when the route is realigned from the junction Whether the local authority would still grit it for the remaining houses, or of it be up to local residents 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>Comments regarding the future classification of any realigned B9150, and winter maintenance issues are noted.</p>

RESPONDENT	FEEDBACK RECEIVED	RESPONSE TO FEEDBACK
		We will raise the queries you have provided during our consultations with The Highland Council.
9	<p>Feedback identified the following:</p> <ul style="list-style-type: none"> Noted potential for road development and improved links to make the communities more isolated and less of a community, with tendency towards commuter properties and holiday homes Suggestion for community supporting infrastructure to be provided, for example a centre to incorporate retail, restaurant, a main line bus stop, bike shop and a direct access to high school. Suggestion that local private funding may be available 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>We note your concerns regarding potential impacts on the communities from the A9 dualling programme.</p> <p>The potential effects of the road development on communities will be considered within each of the project specific environmental assessments undertaken as part of the assessment process.</p> <p>The project is intended to support economic growth through improvements to road safety and journey time reliability as well as facilitating active travel within the corridor, and improving integration with public transport facilities.</p> <p>Whilst the development of additional facilities as suggested is beyond the scope of the A9 dualling programme, we are working closely with other agencies such as Cairngorm National Park Authority, The Highland Council, and Highlands and Islands Enterprise to help realise the opportunities arising from the A9 dualling.</p>
10	<p>Feedback identified the following:</p> <ul style="list-style-type: none"> Positive comments on the Newtonmore junction options and on the dualling in general Needs dualling as soon as possible. Noted that Newtonmore junction would be safer. Also in favour of improvements at Kingussie, which is considered currently better than Newtonmore Content with dualling on the east side 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>We acknowledge your positive feedback on the Newtonmore junction options, the dualling programme in general, and improvements to the Kingussie junction. We also note the view expressed that the dualling should progress as soon as possible, and that you are content with the dualling on the east side of the existing A9.</p> <p>The potential A9 dualling and junction options will be subject to an environmental, engineering and economic assessment in line with the required process.</p>
11	<p>Feedback identified the following:</p> <ul style="list-style-type: none"> Not in favour of a design which causes any vertical intrusion, citing impact on views of the mountains, Ruthven barracks and the marshes. Preference for bridges with lesser ground footprints. 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>We note your concerns and stated preferences for the Spey crossing bridge design and footprint.</p> <p>The potential bridge options will be developed and subject to an environmental, engineering and economic assessment in line with the required process. This will consider the aesthetics, landscape, ecological and other impacts of the various options. Potential mitigation of such effects will also be considered through the route development process.</p>
12	<p>Feedback identified the following:</p> <ul style="list-style-type: none"> Adequate crossing points be provided for pedestrians/ cyclists/ horse riders at key points Specific mention of key points at Newtonmore junction and at Nuide Farm to Knappach (around Lochan an Tairbh). 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>We note your general and specific comments relating to Non-Motorised User crossing points.</p> <p>Provision of facilities for Non-Motorised Users (NMFU) is a key element of our design development and assessment processes, and consultations with user groups will continue through these stages to ensure that concerns are considered. Potential mitigation of impacts will also be considered through the route development process.</p>
13	<p>Feedback identified the following:</p> <ul style="list-style-type: none"> preference for options 4b and 4d on section near Kingussie 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>We note your preferences for alignments 4b and 4d on the section near Kingussie.</p>

RESPONDENT	FEEDBACK RECEIVED	RESPONSE TO FEEDBACK
	<ul style="list-style-type: none"> Noted that this is likely to be least disruptive to drivers. Important that vehicle movement is maintained with as little disruption as possible. 	<p>The potential dualling options will be subject to an environmental, engineering and economic assessment in line with the required process, under which the impacts of construction on road operations will be reported. Potential mitigation of such effects will also be considered through the route development process.</p>
14	<p>Feedback identified the following:</p> <ul style="list-style-type: none"> preference for options 4b and 4d on section near Kingussie Noted that this takes road away from habitation and seems to provide least inconvenience during construction stage. 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>We note your preferences for alignments 4b and 4d on the section near Kingussie.</p> <p>The potential dualling options will be subject to an environmental, engineering and economic assessment in line with the required process, under which the impacts of construction on road operations, and the impacts on surrounding properties will be considered. Potential mitigation of such effects will also be considered through the route development process.</p>
15	<p>Feedback identified the following:</p> <ul style="list-style-type: none"> Expressed view that the project is urgently needed Noted the need for consideration of local communities. 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>We note your comments relating to the urgency of providing a dual carriageway A9.</p> <p>We acknowledge the need for consideration of local communities and will continue to involve communities in ongoing consultations during the route development and assessment process.</p> <p>Community effects will be considered within the environmental assessment, and the potential mitigation of such effects will also be considered through the route development process.</p>
16	<p>Feedback identified the following:</p> <ul style="list-style-type: none"> Observation that there is regular flooding of the River Spey, causing localised flood issues such as flooding on the B9152 between Kingussie and Kinraig. Noted preference for Junction Option 2 at Kingussie. Reason - minimal footprint and disruption. Request for urgent project implementation. 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>We note your observations on localised flooding and your preference for the Kingussie Junction Option 2.</p> <p>We also note your comments relating to the urgency of providing a dual carriageway A9.</p> <p>The impact of local flooding is an important element of the assessment process and is taken into account in flood modelling work being undertaken to assess the impact and inform the development of the proposals. We are aware of the nature and extent of local flood events including those which are known to overtop the B9152 (Kinraig) Road. Flooding and hydrological effects will be considered within the environmental assessment, and the potential mitigation of such effects will also be considered through the route development process.</p>
17	<p>Feedback identified the following:</p> <ul style="list-style-type: none"> No comments on the junctions, content with proposals. 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>We note you are content with the junction proposals and have no other comments to make.</p>
18	<p>Feedback identified the following:</p> <ul style="list-style-type: none"> Preference for the Newtonmore junction option that realigns the A9 to the east, noting this should reduce traffic noise. Favours the extrados or cable stayed bridge. Believes this would look good and draw attention to the crossing. Suggestion of a modern version of a Wade bridge. 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>We note your preference for the Newtonmore junction and views on the Spey Crossing bridge design. Potential junction options at Newtonmore will be subject to an environmental, engineering and economic assessment in line with the required process, under which noise impacts will be reported. Potential mitigation of such effects will also be considered through the route development process. The potential bridge options will be developed and also subject to assessment. This will consider the aesthetics and landscape impacts of the various options.</p>

RESPONDENT	FEEDBACK RECEIVED	RESPONSE TO FEEDBACK
19	<p>Feedback identified the following;</p> <ul style="list-style-type: none"> Noted that on option 1a the road from the A9 through Glen Truim going west was incorrectly labelled as NMU, as it is used by vehicles. 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>We acknowledge that plans were incorrectly labelled. Please be assured that our development work to date has been on the basis that this is a public road used by vehicular traffic.</p>
20	<p>Feedback identified the following;</p> <ul style="list-style-type: none"> Concerns regarding the layout of the northbound junction on Junction Option 9, in relation to the Ralia Café access road. Noted potential conflict between A9 traffic diverging at speed, and traffic using the local road. Noted that the increased mainline speeds due to dualling will exacerbate the potential problem. 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>We note your comments on the potential conflicts between A9 traffic and traffic using local roads with Junction Option 9 at Newtonmore.</p> <p>Potential junction options at Newtonmore will be subject to an environmental, engineering and economic assessment in line with the required process. This will consider road and junction layouts and standards. Any design option progressed will also be subject to a Road Safety Audit.</p>
20A	<p>Feedback identified the following;</p> <ul style="list-style-type: none"> Noted an important local issue is where the school bus is going to stop at a safe point for the children who live along the Glen Truim road. Noted safe stopping points are required along the route between Dalwhinnie and Kingussie, in both directions. Made specific reference to Crubenmore as a location to be served. Noted importance of engaging bus operators and the local authority in discussions to ensure provision is appropriate 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>We note your comments relating to the school bus stops and the Glen Truim Road and your specific reference to Crubenmore.</p> <p>We are aware of the school bus service and consultations with the operator and The Highland Council will be undertaken to consider routing and associated issues.</p>
21	<p>Feedback identified the following;</p> <ul style="list-style-type: none"> Potential impact of run-off from Kingussie junction slip roads on the Kingussie Community Ponds area Noted that adequate provision appears to have been made. Request to be kept informed of any decisions made directly affecting the ponds. 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>We note your concerns relating to potential impacts on the community ponds at Kingussie.</p> <p>We can confirm that local features and constraints such as the ponds are considered when developing route and junction options.</p> <p>Potential junction options at Kingussie will be subject to an environmental, engineering and economic assessment in line with the required process, under which potential effects on the ponds will be reported. There will be a requirement for the design to incorporate measures to mitigate any impacts on surrounding watercourses and water bodies, through use of Sustainable Drainage Systems (SuDs).</p> <p>We acknowledge your request to be kept informed of any decisions directly affecting the ponds.</p>
22	<p>Feedback identified the following;</p> <ul style="list-style-type: none"> Considered that a direct improvement on the existing junction at Kingussie would be sufficient Did not consider that two roundabouts, as exhibited on Junction 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>We note your preferences for the junction at Kingussie.</p>

RESPONDENT	FEEDBACK RECEIVED	RESPONSE TO FEEDBACK
	Option 3, were necessary	Potential junction options at Kingussie will be subject to an environmental, engineering and economic assessment in line with the required process, under which the impacts of the various options will be reported.
23	<p>Feedback identified the following;</p> <ul style="list-style-type: none"> • Preference for bridge options which minimise vertical features such as towers and cables. • Queried whether bridges with such features are better in flood conditions. 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>We note your preference for bridge options at the River Spey which minimise vertical intrusion.</p> <p>The potential bridge options will be developed and subject to an environmental, engineering and economic assessment in line with the required process. This will consider the aesthetics and landscape impacts of the various options.</p> <p>Any bridge option developed, regardless of structural form, would be designed to take account of flooding in accordance with current requirements.</p>
24	<p>Feedback identified the following;</p> <ul style="list-style-type: none"> • Potential loss of land • Concern regarding future of the remaining land parcel • A9 coming closer to property will lead to more noise and a noticeable 'motorway' feel. • Loss of coppice of trees and larger bank wood within land • Any financial compensation will not fully compensate for the loss • The development potential of the land will be spoiled. <p>Respondent also does not want a lay-by close to property as it would take more land and be used as a toilet and lorry park and notes Transport Scotland must not ignore the current poor state of lay-bys.</p>	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>We note your comments relating to the potential loss of land and proximity of the A9 dualling. We also note your concerns regarding lay-by locations and associated issues.</p> <p>We would like to emphasise that project development is at an early stage and the stages which follow will include refinement of the proposals and development of mitigation measures to seek to reduce the effect of the project on property.</p> <p>The potential dualling options will be subject to an environmental, engineering and economic assessment in line with the required process, under which noise, visual and other impacts on surrounding properties will be considered.</p> <p>We can also confirm that proposed layby locations will be presented as part of future consultation on the project, where further feedback would be welcomed.</p> <p>General information regarding compensation is available on Transport Scotland's website at: http://www.transport.gov.scot/sites/default/files/documents/rrd_reports/uploaded_reports/8908/8908.pdf</p>
25	<p>Feedback identified the following;</p> <ul style="list-style-type: none"> • Preference for Junction Option 2 at Kingussie. • Aversion to Junction Option 3 at Kingussie. Reason that roundabout style junction is unnecessary. • Concern regarding the increased use of B9152 as a "rat-run" to bypass the A9. • Desire to see consideration given to a dedicated slip road for the Highland Wildlife Park/ Kincaig 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>We note your comments on the Kingussie junction options and potential increase in use of the B9152. We also note your desire for a dedicated slip road to the Highland Wildlife Park.</p> <p>The upgraded A9 will be a high standard dual carriageway and only grade separated junctions will be permitted, with left-in left-out direct access provided only in exceptional circumstances. Right turn manoeuvres across the carriageway will be eliminated with there being no gaps in the central reserve. Therefore, all existing at-grade junctions will be closed or upgraded, with alternative access provided where necessary.</p> <p>As part of the A9 Dualling junction and access strategy, in this project grade separated junctions are proposed at Newtonmore and Kingussie to provide movement in all directions to and from the A9. There is no proposal for a grade separated junction at Kincaig.</p> <p>Potential junction options will be subject to an environmental, engineering and economic assessment in line with the required process.</p>

RESPONDENT	FEEDBACK RECEIVED	RESPONSE TO FEEDBACK
		The access roads and tie-ins with existing public roads will be developed in accordance with the relevant design standards and in consultation with The Highland Council.
26	<p>Feedback identified the following;</p> <ul style="list-style-type: none"> • Expressed preference for junction option 4 and mainline option 2b at Newtonmore as it moves the A9 further east • Noted issues with potential closure of the existing Glen Truim junction, citing the school bus, the limitations of a left-in/left-out solution and suggesting that adjacent laybys and underpasses at this location might be considered. • Concern at light pollution from options featuring roundabouts. • Expressed preference for bridge options which were least visually intrusive, specifically not impacting on view from Ruthven Barracks • Noted preference for the carriageway through the Spey Crossing/Kingussie area being aligned to the east of the existing A9. Expressed preference for junction option 1A at Kingussie, noting that existing junction is tight with poor visibility 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>We note your preferences for the junction and mainline at Newtonmore, and alignment at the Spey Crossing.</p> <p>We also note your views on the Glen Truim access and concerns linked to lighting on any roundabouts and your preference for minimising the visual intrusion of the Spey crossing.</p> <p>The potential dualling and junction options will be subject to an environmental, engineering and economic assessment in line with the required process.</p> <p>In accordance with the A9 Dualling strategy, the Glen Truim road has been categorised as a Tier 2 access (Class C and unclassified roads). The strategy sets out that these should be closed where reasonable alternative access can be made available. Specific proposals for this location are under consideration and will be developed in more detail at the next stage of design. We will consult and seek feedback on the proposals we are considering.</p> <p>We are aware of the school bus service and consultations with the operator and The Highland Council will be undertaken to consider routing and associated issues.</p> <p>We also note your preference for bridge options at the River Spey which minimise vertical intrusion. The potential bridge options will also be developed and subject to an environmental, engineering and economic assessment in line with the required process. This will consider the aesthetics and landscape impacts of the various options.</p>
27	<p>Feedback identified the following;</p> <ul style="list-style-type: none"> • Commented on the mainline alignment north of Kingussie. • Expressed preference for options which align the road further from adjacent properties. • Noted where land was more productive. 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>We note your preference for alignment options which are further from existing properties and note your comments on where land is more productive.</p> <p>The potential dualling options will be subject to an environmental, engineering and economic assessment in line with the required process, in which impacts will be reported. The alignment presented for the section north of Kingussie shows that dualling is proposed to the west of the existing A9. The opportunity to refine the alignment and reduce impacts will be explored as part of on-going scheme development.</p> <p>We appreciate the relative importance of current landholdings and will aim to optimise the design to minimise impacts, informed by further consultation when refining the options and developing access arrangements.</p>
27A	<p>Feedback was provided in detail as follows;</p> <ul style="list-style-type: none"> • Commented on the potential impact of A9 dualling on existing accesses. • Noted that the elimination of right hand turns across the dual carriageway will impact on access and that alternative access provision is required to maintain the viability of business operations. 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>We note your detailed comments with a specific focus on accesses and seeking alternative provision. We also note your comments on the presence of listed buildings in the vicinity of the corridor and your comments relating to drainage and watercourses.</p> <p>While the exhibition was mainly concerned with dualling options and junction arrangements for the A9 at this stage, we understand the importance of developing and confirming the arrangements for those private roads and other accesses affected by the proposals.</p>

RESPONDENT	FEEDBACK RECEIVED	RESPONSE TO FEEDBACK
	<ul style="list-style-type: none"> Noted the importance of listed buildings adjacent to the road corridor Noted drainage, suggested that this was impacted by previous A9 project Notes local watercourses and their potential constraint on access arrangements 	<p>As a high standard dual carriageway the A9 will have access limited to grade separated junctions and left-in, left-out junctions, provided only in exceptional circumstances. Local and private accesses will be required to be accommodated within this junction strategy.</p> <p>We also acknowledge the importance of recognising local issues and operations and appreciate the information that you have provided.</p> <p>Addressing the potential impact of road drainage runoff is an important element of scheme development. We are aware of the nature and extent of local issues, and we will continue to develop this information and take this into consideration.</p>
28	<p>Feedback identified the following;</p> <ul style="list-style-type: none"> Suggested use of existing carriageway where possible, with preference expressed for Kingussie junction option similar to existing layout. Concern regarding impacts on NMU routes and request that these are given due consideration, particularly with regard to safe and adequate crossing facilities of the A9. Comment regarding landscaping, indicating that it potentially blocks views. 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>We note your preference to utilise the existing A9 carriageway where possible and your request that NMU routes are considered. We also note your comments relating to landscape treatment potentially blocking views.</p> <p>The potential A9 dualling and junction options will be subject to an environmental, engineering and economic assessment in line with the required process.</p> <p>This will include consideration of the aesthetics and landscape impacts of the various options.</p> <p>Development of landscape mitigation and planting proposals will be undertaken in detail at the next stages of design. This will include considering the potential visual impacts of the proposals.</p> <p>Provision of facilities for non-motorised users (NMU) is a key element of our design development and assessment processes, and consultations with user groups will continue, to ensure that concerns are considered.</p>
29	<p>Feedback identified the following;</p> <ul style="list-style-type: none"> Comments on specific junction proposals at Kingussie only. Concern at junction option which includes roundabouts, considered overly complex and overprovision. Concern regarding option similar to existing layout, as the northbound access is considered very poor. Preference for option which maintains current arrangement but with improved geometry. 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>We note your feedback regarding the Kingussie junction options and preference of an option similar to the existing but with better geometry.</p> <p>Potential junction options will be subject to an environmental, engineering and economic assessment in line with the required process.</p>
30	<p>Feedback identified the following;</p> <ul style="list-style-type: none"> Noted effect of horizontal alignment, regarding proximity to business, and the potential impacts on access arrangements to business. Suggested that there may be potential to mitigate through improvement of business site access. Noted potential noise impacts and the sensitivity to such effects. 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>We note your comments relating to potential impacts on horizontal alignments and changes to access arrangements on business interests and the potential for improved access and signage to mitigate this. We also note your comments regarding potential noise impacts and emergency access when flooding prevents access.</p> <p>While the exhibition was mainly concerned with dualling options and junction arrangements for the A9 at this stage, we understand the importance of developing and confirming the arrangements for those private roads</p>

RESPONDENT	FEEDBACK RECEIVED	RESPONSE TO FEEDBACK
	<ul style="list-style-type: none"> Noted that improved directional signage should be considered. Commented on potential impacts of closing direct accesses to and from the A9 Noted that flooding has previously impacted operations, and the importance of emergency access arrangements in such situations. 	<p>and other accesses affected by the proposals.</p> <p>The potential dualling options will be subject to an environmental, engineering and economic assessment in line with the required process, in which noise and other impacts will be reported.</p> <p>The opportunity to refine the alignment, further minimise impacts through mitigation, and service access requirements will be explored as part of the scheme development process in advance of statutory procedures.</p> <p>The impact of local flooding is an essential element of the assessment process and is taken into account in the flood modelling undertaken to assess the impact on the proposals. We are aware of the nature and extent of local flood events including those which are known to overtop the B9152 (Kincaig) Road. We will continue to develop this information and take this into consideration.</p> <p>Directional signage will also be considered as the project progresses.</p>
30A	<p>Feedback was provided in detail as follows;</p> <ul style="list-style-type: none"> Noted effect of horizontal alignment, regarding proximity to business, and the potential impacts on access arrangements to business. Noted potential need for large scale structures adjacent to site. Noted potential noise impacts and the sensitivity to such effects. Provided details of the business, including future plans Noted concerns with existing access arrangements Noted desire for improved access and additional junction suggested, citing economic significance of adjacent business interests. Emphasised willingness to co-operate with the A9 dualling team in ongoing consultations 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>We note your detailed feedback on the A9 dualling alignments, junction and accesses and potential impacts on your current business operation, and future plans. We also note your desire for improved access. We welcome your willingness to engage with the dualling team in on-going consultations.</p> <p>On the particular issue of access to the A9, the Design Manual for Roads and Bridges (DMRB) Stage 1 Assessment Report (March 2014) details the strategy for the treatment of junctions and accesses along the entire corridor.</p> <p>The main principles are:</p> <ul style="list-style-type: none"> - A junction will be provided where an A or B road currently accesses the existing A9 unless it can be combined with another A or B road junction; and - All C class roads, unclassified roads and accesses are closed and an alternative connection is provided to connect the existing road to the A9 and local facilities unless particular site specific issues can be demonstrated to justify need. <p>The strategy further sets out that only grade separated junctions will be permitted, with left-in left out junctions provided only in exceptional circumstances.</p> <p>The potential A9 dualling and junction options will be subject to an environmental, engineering and economic assessment in line with the required process, in which noise and other impacts will be reported.</p> <p>We understand the importance of developing and confirming the arrangements for those local roads, private roads and other accesses affected by the proposals.</p> <p>The opportunity to refine the alignment, further minimise impacts through mitigation, and service access requirements will continue to be explored as part of the scheme development process in advance of statutory procedures, and we welcome your engagement.</p>
31	<p>Feedback identified the following;</p> <ul style="list-style-type: none"> Concern at detrimental effect on business, noting impact of previous A9 upgrading. Primarily concerned with impact of 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>We note your feedback with a specific focus on the impact of changes to access and associated traffic impacts, and impacts on existing businesses. We also note your comments on flooding on the B9152.</p>

RESPONDENT	FEEDBACK RECEIVED	RESPONSE TO FEEDBACK
	<p>access arrangements.</p> <ul style="list-style-type: none"> • Concern at losing a currently available access road. • Concern on traffic impact on existing access (private road) • Noted economic importance of adjacent business to area. Suggests potential case for direct access from A9. • Highlights increased traffic on local roads and current increase and potential for further increase in road traffic accidents. • Notes issues with flooding on local road (B9152). 	<p>On the particular issue of access to the A9, the Design Manual for Roads and Bridges (DMRB) Stage 1 Assessment Report (March 2014) details the strategy for the treatment of junctions and accesses along the entire corridor. The main principles are:</p> <ul style="list-style-type: none"> • A junction will be provided where an A or B road currently accesses the existing A9 unless it can be combined with another A or B road junction; and • All C class roads, unclassified roads and accesses are closed and an alternative connection is provided to connect the existing road to the A9 and local facilities unless particular site specific issues can be demonstrated to justify need. <p>The strategy further sets out that only grade separated junctions will be permitted, with left-in left out junctions provided only in exceptional circumstances.</p> <p>The impact of local flooding is an essential element of the assessment process and is taken into account in the flood modelling undertaken to assess the impact on the proposals. We are aware of the nature and extent of local flood events including those which are known to overtop the B9152 (Kincraig) Road. We will continue to develop this information and take this into consideration.</p> <p>The potential A9 dualling and junction options will be subject to an environmental, engineering and economic assessment in line with the required process, in which noise and other impacts will be reported.</p> <p>We understand the importance of developing and confirming the arrangements for those local roads, private roads and other accesses affected by the proposals.</p> <p>The opportunity to refine the alignment, further minimise impacts through mitigation, and service access requirements will continue to be explored as part of the scheme development process in advance of statutory procedures, and we welcome your engagement.</p>
32	<p>Feedback identified the following;</p> <ul style="list-style-type: none"> • Noted that road safety is a key objective of the A9 Dualling, and that adequate stopping facilities are essential component. Noted that current serviced rest area provision on the A9 is limited. • Noted economic importance of adjacent business to area. • Commented on potential impacts of proposed access arrangements on the business. • Significance of good access provision to facilities emphasised. 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>We note your feedback relating to the need for adequate stopping facilities and good access for adjacent businesses and facilities.</p> <p>Development of the A9 dualling programme is considering the need for lay-bys and rest areas to ensure drivers have access to safe stopping points at regular intervals along the route.</p> <p>Transport Scotland recognises the importance of tourism and the use of the A9 as a strategic route to the highlands of Scotland. As part of the A9 dualling programme we have considered the value of tourism in the corridor and how the proposals may affect local businesses and tourist interests.</p> <p>We understand the importance of developing and confirming the arrangements for those local roads, private roads and other accesses affected by the proposals.</p> <p>The opportunity to further develop proposals to service access requirements will continue to be explored as part of on-going scheme development, and we will continue to engage with you as part of this work.</p>
33	<p>Feedback identified the following;</p>	<p>We would like to thank you for your comments arising from the exhibition.</p>

RESPONDENT	FEEDBACK RECEIVED	RESPONSE TO FEEDBACK
	<ul style="list-style-type: none"> Expressed a preference for Section 2A online at the Newtonmore Junction as this route involves significantly less rock face excavation and provides the least 'damaging' of the two options from a visual perspective Aversion to Section 2B as the landtake is greater than 2A Concern at losing currently available direct access for operational business needs, potential impact on operations, request for early consultation to consider the issue and options in detail Recognise the importance of local businesses and the viability of businesses adjacent to and spanning the A9 corridor. Noted there is no proposed access onto the dual carriageway at Glen Truim, and the current cycle track is to be upgraded so that Glen Truim traffic can access the A9 at Newtonmore Concern regarding how at grade estate roads will be reconnected to local roads and major junctions, including the need to consider grade separation to cross the A9 where necessary <p>Queries:</p> <ul style="list-style-type: none"> Are barriers to be put in place along the respective outside lanes of the A9? Queried potential impacts during construction, in particular any additional land take and access restrictions It is understood that access requirements across the A9 are to be decided upon in the next stage of the ongoing consultation. Will the existing dualled section of A9 at Etteridge be upgraded? 	<p>We note your feedback on the mainline option preference and concerns about potential impacts on access. We also note your concerns regarding ongoing estate access along and also across the A9 and your request for early consultation. We note your specific concern relating to the Glen Truim access and potential use of the current NCN cycle track. We also note and have responded to your queries.</p> <p>The potential dualling options will be subject to an environmental, engineering and economic assessment in line with the required process, in which impacts will be reported. The alignment presented through section 1 (south of Glen Truim) shows that dualling is proposed to the east of the existing A9. We note this short section must tie-into the existing Crubenmore dual carriageway, which limits the potential for movement of the main line, The options for section 2 lie to the east of the existing A9, minimising impacts on properties around Ralia and facilitating the grade separated junction provision in the vicinity. The opportunity to refine the alignment and reduce impacts will be explored as part of on-going scheme development.</p> <p>In accordance with the A9 Dualling junction and access strategy, the Glen Truim road has been categorised as a Tier 2 access (Class C and unclassified roads). The strategy sets out that these should be closed where reasonable alternative access can be made available. Specific proposals for this location are under consideration and will be developed in more detail at the next stage of design. We will consult and seek feedback on the proposals we are considering.</p> <p>As part of the A9 Dualling Programme we have considered the value of local businesses and tourism in the corridor and how matters may affect local businesses and tourist interests.</p> <p>Queries:</p> <p>With regards to the specific questions raised, we can confirm that a safety barrier is provided within the central reserve of a dual carriageway and it may also be provided within the verge, depending upon the outcome of appropriate risk assessment work. This assessment of the possible extent of barrier is generally not commenced until DMRB Stage 3 for the design of the preferred option.</p> <p>In relation to your questions on access and land take during construction, it is anticipated that detailed work will be undertaken during the DMRB Stage 3 process. However we can assure you that future will attempt to reduce impacts on estate operations and your requirements will be looked at in greater detail as part of this next stage.</p> <p>The existing sections of dual carriageway do not form part of the current proposals.</p>
34	<p>Feedback identified the following;</p> <ul style="list-style-type: none"> Noted concern regarding the potential closure of the Glen Truim Road and how this will affect local access. Considers length of diversion to A9 junctions at Newtonmore and Dalwhinnie to be unacceptable. Queried how this will affect school bus service and other public transport provision affecting community. Noted that the road is also used by police during A9 closures. 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>We note your concerns relating to the Glen Truim Road, the potential impact of access being restricted and the consequent impact of diversions for local traffic and local school bus services. We note our comment about the use of this road for emergency access.</p> <p>In accordance with the A9 Dualling strategy, the Glen Truim road has been categorised as a Tier 2 access (Class C and unclassified roads). The strategy sets out that these should be closed where reasonable alternative access can be made available. Specific proposals for this location are under consideration as part of the assessment process, and will seek to address user needs. We will be consulting on proposals for this road at the next stage of design.</p> <p>We aware of the school bus service and consultations with the operator and the Highland Council, regarding this and other future public transport provision, will be undertaken to consider routing and associated issues. Police consultation is also being undertaken through attendance at regular Operation & Maintenance Forum</p>

RESPONDENT	FEEDBACK RECEIVED	RESPONSE TO FEEDBACK
35	<p>Feedback identified the following;</p> <ul style="list-style-type: none"> • At Newtonmore, preference for offline mainline options, and relocation of the junction to the north. • Highlighted need for consideration of non-motorised users, including access to the east of the A9 (from Newtonmore), and access into Newtonmore from the A9 junction. • Noted existing concerns regarding the B9150 route for pedestrians in the vicinity of the Highland Mainline railway. 	<p>meetings, to inform the development of the project.</p> <p>We would like to thank you for your comments arising from the exhibition.</p> <p>We note your preferences in the Newtonmore area and your comments relating to NMU needs in the vicinity of the Newtonmore junction and on the B9150.</p> <p>The potential A9 dualling and junction options will be subject to an environmental, engineering and economic assessment in line with the required process.</p> <p>We note your comments on routes for non-motorised users, including pedestrians, cyclists and equestrians. Provision of facilities for non-motorised users (NMU) is a key element of our design development and assessment processes, and consultations with user groups will continue, to ensure that concerns are considered.</p> <p>We do not envisage that the mainline or the proposals for a grade separated junction at Newtonmore will affect the existing B9150 where it bridges over the Highland Mainline railway.</p>
36	<p>Feedback identified the following;</p> <ul style="list-style-type: none"> • Highlighted need for consideration of cycle facilities • Commented on technical aspects of cycle routes • Commented on linkages to communities and existing facilities • Recommended dedicated route for non-motorised users where possible. • Highlighted the importance of routes to school • Provided details of suggested cycle routes 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>We note your detailed comments relating to cycling routes in the vicinity of the A9 corridor.</p> <p>We acknowledge the importance of cycling and its benefits and one of the scheme objectives is to promote active travel within the corridor.</p> <p>Provision of facilities for non-motorised users (NMU) is a key element of our design development and assessment processes, and consultations with user groups will continue, to ensure that concerns are considered.</p> <p>Development of proposals for NMUs will be undertaken in more detail at the next stage of design and will be informed by consultation feedback, including that which you have provided.</p> <p>As the proposals develop further consultations will seek feedback on our proposals and consider any potential impacts on NMU routes and possible mitigation measures, in addition to specific consultation on particular issues as they arise.</p>
37	<p>Feedback identified the following;</p> <ul style="list-style-type: none"> • Highlighted need for consideration of non-motorised user facilities • Safety of non-motorised users • Commented on linkages to communities and existing facilities • Highlighted the importance of routes to school • Environment – essential to preserve this fragile area and its significant geo/historical area within the CNP, while facilitating the dualling of the A9. • Tourism – vital industry in the area , including walking, cycling and natural history 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>We note your comments highlighting the need for NMU facilities and safety to be considered and the importance of linkages to communities and existing facilities. We also note your request that the heritage value of the area be recognised and the importance of tourism to the local area be considered.</p> <p>We acknowledge the importance of active travel and its benefits, and one of the scheme objectives is to promote this within the corridor.</p> <p>To establish existing non-motorised users (NMU) facilities, the level of usage and future needs and aspirations to inform the developing design, a number of NMU groups and organisations are being consulted via the NMU forum. This forum includes numerous representative organisations, including Cairngorms National Park Authority, Sustrans, The Highland Council, Scotways and local access interests.</p> <p>As the proposals develop these consultations will consider any potential impacts on NMU routes and possible mitigation measures, in addition to specific consultation on particular issues as they arise. Tourism is being considered through our Business and Communities Forum and we are working with Visit Scotland and other partners on possible ways for the A9 dualling to benefit tourism locally and regionally.</p>

RESPONDENT	FEEDBACK RECEIVED	RESPONSE TO FEEDBACK
38	<p>Feedback identified the following;</p> <ul style="list-style-type: none"> • Preference for Junction Option 1A at Kingussie, noting increased mainline speed • Flooding, particularly of the Insh Marshes, noting that this is a common occurrence and that it can impact on cycle route to school. • Noted that the existing bridge has been effective and unobtrusive, and therefore would favour a bridge option similar to the existing. 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>We note your preference for the Kingussie junction and an unobtrusive bridge structure across the Spey. And also note your comments regarding local flooding and its impact.</p> <p>Potential junction options at Kingussie will be subject to an environmental, engineering and economic assessment, under which the impacts of the various options will be reported.</p> <p>The impact of local flooding is an important element of the assessment process and is taken into account in the flood modelling undertaken to assess the impact on the proposals. We are aware of the nature and extent of local flood events, and we will continue to develop this information and take this into consideration.</p> <p>Provision of facilities for non-motorised users (NMU), including cyclists, is a key element of our design development and assessment processes, and consultations with user groups will continue, to ensure that concerns are considered.</p> <p>The potential bridge options will be developed and also subject to this assessment process. This will consider the aesthetics and landscape impacts of the various options. Any bridge option developed, regardless of structural form, would be designed to take account of flooding in accordance with current requirements.</p>
39	<p>Feedback identified the following;</p> <ul style="list-style-type: none"> • Potential reduction in extent of grazing land • Viability of remaining land parcels • preference for an alignment which optimises the on-going viability of any remaining parcels of land. • Alternative access arrangements will be required following the dualling • Compensation for loss of land and rental 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>We note your comments on the potential impacts on grazing land whichever alignment is selected given your grazing interest lies on both sides of the A9 corridor. We also note your desire to ensure the viability of any grazing land that remains after dualling such that reasonable access is available to maintain continuity of use.</p> <p>Your feedback will be considered when assessing the alignment options and in the assessment of access proposals at the next stage of design. We will consult further with you as part of this work. Our aim is to review all existing access provision and ensure adequate alternatives are provided. As part of the environmental assessment of the preferred route we will assess the effect of the scheme on your land, including considering viability of the land parcels taking account of any access that can be provided. We provide a link to Transport Scotland's guidance on compensation which may be of interest: http://www.transport.gov.scot/sites/default/files/documents/rrd_reports/uploaded_reports/i8908/i8908.pdf</p>
40	<p>Feedback identified the following;</p> <ul style="list-style-type: none"> • Concern regarding the potential visual and noise impact on properties and the potential loss of trees which currently provide an effective visual screen for nearby properties • Concern that existing access roads are used where possible and not re-aligned where this may • A need for continued and more detailed engagement to ensure landowners are informed of any new developments and to see greater detail on specific aspects of the design which may impact on those properties located immediately adjacent to the A9 • Requirement for advance notice of proposed survey work 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>We note your comments on the potential visual and noise impact on properties on the corridor and the potential loss of trees which currently provide an effective visual screen for nearby properties.</p> <p>Noise and visual impact assessments will be undertaken as part of DMRB Stage 3. Baseline surveys will be undertaken and visual and noise impact models will be created to assess potential impacts. Property owners will be consulted as these are progressed. Any impacts likely to occur which cannot be avoided may be subject to mitigation measures including landscape works. The opportunity to refine the alignment, reduce impacts through mitigation, and service access requirements will continue to be explored as part of on-going scheme development, and we welcome your continued engagement to help inform this.</p> <p>We note your desire to ensure the extent of trees to be felled in the vicinity of Newtonmore junction is kept to a minimum and your desire for existing access roads to be kept as close to their existing alignment as possible. The footprint of the junction and any alterations to existing access roads will be designed in more detail during DMRB Stage 3.</p>

RESPONDENT	FEEDBACK RECEIVED	RESPONSE TO FEEDBACK
41	<p>Feedback identified the following:</p> <ul style="list-style-type: none"> • Welcomed the early consultative approach Transport Scotland is taking and keen to continue positive discussions • Highlighted the view that Crubenmore to Kincaig will be one of the most challenging sections of the A9 dualling programme, especially given Transport Scotland's duty (under the Nature Conservation (Scotland) Act 2004) to further the conservation of biodiversity when exercising its functions. • Highlighted an appreciation that the Spey crossing itself will be a major challenge to Transport Scotland given the River Spey Insh Marshes Special Protection Area ("the SPA") and Ramsar site; the Insh Marshes Special Area of Conservation (SAC); the River Spey SAC; other designated nature conservation sites within and adjacent to this section of the A9 route; and RSPB Scotland's Insh Marshes Nature Reserve. • Suggest a wider and enhanced crossing point at the River Spey Insh Marshes • Stated a strong preference that any construction should take place on the western side of the existing carriageway. • Highlighted that a preliminary review of the crossing options has identified those which they consider would be most suitable from a nature conservation perspective. In general they consider a long span bridge would be preferable. • Stated an order of preference for the options presented as follows (detailed comments provided); <ul style="list-style-type: none"> ○ 4e or 4c with a longer bridge, ○ 4b only with a longer bridge then 4e or ○ 4c if a longer bridge is not feasible. • Aversion to options 4a or 4d or 4b without a longer bridge. <p>Additional detailed feedback was provided on specific topics and issues which relates to subsequent stages in the design process.</p>	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>We note your comments regarding the challenging nature of this specific section of the A9 dualling programme with the Spey Crossing being a key challenge given the presence of several significant environmental designations.</p> <p>We note your preferences for the mainline and junction at Kingussie, and for the Spey Crossing and note your associated reasoning.</p> <p>The potential dualling and junction options will be subject to an environmental, engineering and economic assessment in line with the required process.</p> <p>The detailed considerations highlighted in your response will be dealt with during Stage 3. All statutory environmental agencies and all landowners will be consulted at key stages in the development process at which stage these detailed considerations will be discussed.</p>
42	<p>Feedback from Councillors Fallows, Rimell, Lobban and Douglas, covered the following;</p> <p>Newtonmore Junction options;</p> <ul style="list-style-type: none"> • there is little of great significance in the differences • Option 4 is preferred <p>Other considerations in respect of the Newtonmore area;</p> <ul style="list-style-type: none"> • the question of easy access to/from the A9 for residents of the Glen Truim area and users of Invernahavon Caravan Site to be resolved, • appropriate arrangements put in place early on in the process to 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>We note your feedback on the junction options and the other considerations you have highlighted in respect of Kingussie and Newtonmore areas.</p> <p>The potential dualling and junction options will be subject to an environmental, engineering and economic assessment in line with the required process.</p> <p>In accordance with the A9 Dualling junction and access strategy, the Glen Truim road has been categorised as a Tier 2 access (Class C and unclassified roads). The strategy sets out that these should be closed where reasonable alternative access can be made available. Specific proposals for this location are under consideration and will be developed in more detail at the next stage of design. We will consult and seek feedback on the proposals we are considering.</p>

RESPONDENT	FEEDBACK RECEIVED	RESPONSE TO FEEDBACK
	<p>re-assure residents between Crubenmore and the Glen Truim road that practical and safe methods of providing school transport have been factored in.</p> <p>Kingussie Junction options;</p> <ul style="list-style-type: none"> • strong preference option 1A, • regarding the option that fails to meet standards as not desirable, and the more complex double roundabout option, as considerable 'overkill'. <p>Other considerations in respect of the Kingussie area;</p> <ul style="list-style-type: none"> • Seek early resolution of proposals for continued access to road networks for those houses potentially isolated or cut off, to the north of the existing junction. • Note the current frequent flooding on the B9152 under the A9 and between the A9 line and the northbound on/off junction which appears to be caused by run off from the hillside to the north-west where the new housing development is planned. • Note that clarity in regard to the watercourse routes in and out of the Glebe duck-ponds should be established at early stage to judge potential impact. 	<p>We are aware of the school bus service and consultations with the operator and The Highland Council will be undertaken to consider routing and associated issues as a consequence of the dualling.</p> <p>Thank you for the information provided regarding drainage issues in the vicinity of the existing Kingussie junction. We now have information which gives an indication of the drainage regime at the Glebe duck ponds. We are aware of localised flooding of the B9152 in the vicinity of Kerrow underbridge and will ensure that this will be taken into consideration.</p>
43	<p>Kingussie and Vicinity Community Council provided feedback on the following;</p> <ul style="list-style-type: none"> • Section 3 proposals seem appropriate • Section 4 Spey Bridge crossing design is important and should be unobtrusive. An alignment which reduces the embankment is preferred. • Of the current options for the bridge, the steel/concrete multi-span viaduct is favoured • Section 5 is not considered contentious and recognise that due consideration is given to the impact on Raitt's Cave, the McPherson Obelisk, the graveyard and the Insh Marshes SAC. • Any necessary removal of woodland and mature trees should be kept to a minimum and replacement planting provided where this is unavoidable. • Kingussie junction option 1 is favoured as it has a lesser footprint/impact than option 3 and allows for slip roads when compared to option 2. • There are various flooding issues at the A86 roadway at the junction with the existing A9 slip road. • The Glebe Ponds at the junction in Kingussie are an important community asset • Concern that during construction traffic will reroute through Kingussie and Newtonmore to avoid A9 roadworks 	<p>We would like to thank you for your comments arising from the exhibition.</p> <p>We note your feedback regarding the alignment options for sections 3 to 5, the Spey Bridge and Kingussie junction options and your very helpful feedback on matters that could have a bearing on the development of the dualling on Kingussie and the local amenities.</p> <p>In your feedback relating to the alignment options you seek reassurances that there will be continued access for properties and residents which currently have direct access on to the existing A9. Where accesses need to be closed alternative routes will be considered. The specific access proposals will be developed at the next stage of design, in consultation with property owners.</p> <p>We welcome your feedback on the Spey bridge options and your request that the bridge should not intrude visually in the landscape nor impact visually on the nearby Ruthven Barracks. We will consider the criteria when developing bridge options further. We will also consider the overall footprint and any associated impacts.</p> <p>The bridge options will be subject to an environmental, engineering and economic assessment, under which the impacts of the various options will be considered and feedback taken into account.</p> <p>We note your comments supporting the alignment which avoids important heritage and environmental features in the area. Although some loss of woodland is likely to be unavoidable, the overall aim is minimise impacts on protected woodland, specimen trees and designed landscape where possible. If encroachment is expected sympathetic treatment of woodland areas will be considered as part of the landscaping proposals. We welcome your feedback on the junction options at Kingussie, relating to traffic speed, local property and environmental impacts and traffic movement through the junction. These matters will be considered in detail during stage 3 and any adverse impacts will be subject to mitigation. We note your helpful local insights relating to the existing flooding issues near the junction, the proposed housing development and the Glebe</p>

RESPONDENT	FEEDBACK RECEIVED	RESPONSE TO FEEDBACK
	<ul style="list-style-type: none"> • Concern that a major deficiency along the A9 from Perth to Inverness is the lack of adequate rest areas alongside the road, • Ongoing consultation with non-motorised users and groups is important to ensure access to either side of the A9. • Kingussie and Newtonmore are important tourist destinations and the economy relies on visitors having easy access from the A9 • The importance of the historical and cultural heritage of the area • Encouragement to turn off the A9 is as important as improving transport communications and road safety. 	<p>Ponds drainage. Flooding is an important consideration in this vicinity which will be considered in detail in Stage 3.</p> <p>You highlight concerns regarding the potential for traffic to divert through the village while the dualling works are underway and request that disruption is kept to a minimum. At this stage it is our aim to ensure that while the dualling construction takes place that two way traffic movement continues at all times and when this is not possible that the disruption is kept to a minimum both in terms of timing and duration.</p> <p>Rest areas are highlighted in your feedback and this topic is under consideration at a strategic level for the full length of the A9 from Perth to Inverness to take account different users' needs: including visitors, tourists, commercial traffic and local users. The strategy will seek to ensure there are adequate provision lay-bys and along the corridor and that these are individually sited to best meet the needs of the users within each project. Given the corridor runs through the Cairngorms National Park and is already a popular tourist route it is important to ensure that visitors enjoy the area and rest areas could provide access to local view points and provide information on what to see and do locally. Development is ongoing in consultation the A9 dualling working groups which include VisitScotland, Cairngorms NPA, Cairngorms Business Partnership and others.</p> <p>We also note the community aspirations to enhance cycling and other access around the village and will take this into account in relation to cycling provision linked to the A9 dualling works. We will consult with the community on these matters.</p>

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