A9 Dualling – Glen Garry to Dalraddy

Dalwhinnie Junction Access Strategy
Exhibition Summary Report

Transport Scotland

July 2015

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

A9 DUALLING
PERTH TO INVERNESS
Glen Garry to Dalraddy

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Dalwhinnie Junction Access Strategy
Exhibition Summary Report

Transport Scotland

July 2015

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A9 Glen Garry to Dalraddy

Dalwhinnie Junction Access Strategy Exhibition Summary Report

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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 announced a programme of improvements for the A9 including upgrading to dual carriageway standard between Perth and Inverness, a distance of some 177km.

On 6th Dec 2011 the Cabinet Secretary for Infrastructure and Capital Investment announced the Scottish Government's commitment to dual the A9 between Perth and Inverness by 2025.

The Scottish Government has indicated that complete dualling of the A9 is a strategic priority for Scotland and the project is identified in the Scottish Government Infrastructure and Investment Plan 2011 with a commitment to dual the A9 by 2025.

This announcement followed the Strategic Transport Projects Review (2008) which announced details of 29 major transport investment priorities across Scotland. These were identified as supporting the future growth of Scotland's businesses and communities including a programme of improvements for the A9 and its upgrading to dual carriageway standard between Perth and Inverness.

In 2014 the Scottish Government 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) successfully 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 Kincraig

Project 10 from Kincraig 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 and is being taken forward under a separate commission by others.

The purpose of this report is to summarise the Dalwhinnie Junction Access Strategy Exhibition which was held on 9th and 10th March 2015 to inform the development of options for the Project 8 Dalwhinnie to Crubenmore project.

1.2 Project 8 Dalwhinnie to Crubenmore

Figure 1.1 below shows the A9 Central Section, and the communities located along the route.

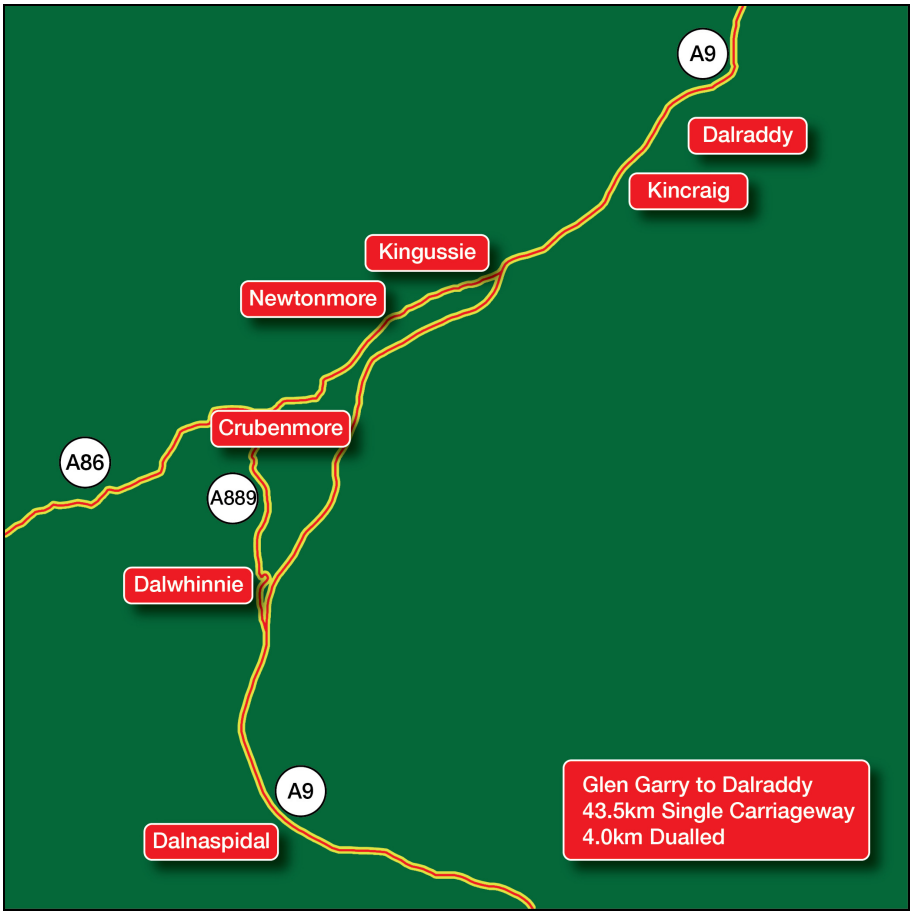

Figure 1.1 Glen Garry to Dalraddy – the Central Section

Project 8 runs from Dalwhinnie to Crubenmore and is approximately 11.0km in length, linking to the existing dual carriageway (4km long) at Crubenmore. This Project is less heavily constrained by designated sites than the projects to the north and south of it however, at the southern end, the Project starts in proximity to the Drumochter Hills environmental designations on the eastern (southbound) side of the carriageway. The A9 forms the boundary of the Drumochter Hills Site of Special Scientific Interest (SSSI) designation in this area, and the River Truim (which forms part of the River Spey Special Area of Conservation) runs generally to the west side of the carriageway, resulting in a narrow corridor between designated sites in places. The topography is generally less severe than that found in Project 7 to the south, but adjacent infrastructure including the Highland Mainline railway, the Beauly-Denny powerline and National Cycle Network route NCN7 remain key

constraints. Project 8 passes the village of Dalwhinnie, which currently has an at-grade junction in the area constrained by the environmental designations noted.

As part of the upgrade to dual carriageway, existing at-grade junctions will be affected and improvements to these junctions will require to be considered as part of the assessment works. This report relates only to the Project 8, Dalwhinnie to Crubenmore, and in particular to the work related to the junction provision at Dalwhinnie.

1.3 Purpose of the Report

In the development of Project 8 Dalwhinnie to Crubenmore a number of preliminary grade separated junction options have been prepared for access provision to the A889 Trunk Road and the village of Dalwhinnie. These options were developed by CFJV after a review of potential options and locations in and around the Dalwhinnie study area. Following a series of internal workshops and presentations to Transport Scotland, a number of potential junction locations and indicative junction options were developed. These were presented to key stakeholders including the local community, local businesses, the general public, local landowners and Consultation Authorities at an exhibition in Dalwhinnie on 9th and 10th March 2015, and feedback was sought on the information shown.

This report provides details of the Dalwhinnie Junction Access Strategy 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 itself, the mechanisms for providing feedback and a summary of the feedback received.

The feedback and information gathered from the exhibition will inform the development of junction and access options for the Dalwhinnie to Crubenmore project. This work will then be reported within the Initial Junction Review report for Project 8.

The junction options emerging from the Initial Junction Review process will then be taken forward in the future DMRB Stage 2 Assessment process as defined within the DMRB TD 37/93 guidance.

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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 ministerial statement from Keith Brown, the Cabinet Secretary for Infrastructure, Investment and Cities, was released to news media in advance of the exhibition.

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 4th of February 2015, CFJV briefed the Consultation Authorities on the Project 8 junction access strategy and provided the Consultation Authorities with advance notice of the forthcoming exhibition.

2.3 Letters to Consultation Authorities

Letters were subsequently issued on the 9th of February to the following Consultation Authorities:

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

The letter advised of the date, time and venue for the exhibition, and the purpose of the exhibition. It also included an A3 drawing which highlighted the indicative junction locations proposed at Dalwhinnie.

The letter explained that the exhibition was being held to seek feedback on the proposed access strategies and the indicative junction layouts, and that the feedback received would help inform the ongoing development and assessment of the dualling proposals at Dalwhinnie. 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 five standard letter types were issued. Copies of the five letters and their associated mailing list are set out within Appendix A (letters A2 to A6).

2.5 Press Release

A press release was issued on the first day of the exhibition and published in the following newspapers on the dates noted:

- The Press and Journal (10th March 2015)
- The Herald (10th March 2015)
- The Courier (10th March 2015)
- The Scotsman (10th March 2015)
- Strathspey and Badenoch Herald (12th March 2015)

The story was also covered by Scottish Television on 9th March 2015 and the BBC news web site on 9th March 2015.

2.6 Transport Scotland Website and Social Media

Information regarding the exhibition could be found on the Transport Scotland website and Twitter social media account as follows:

- Transport Scotland Website – http://www.transportscotland.gov.uk/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 some 30 facilities and organisations in the local area to display within their premises. A copy of the poster is provided in Appendix B.

2.8 Ministerial Press Release issued in advance

An advance press release was issued by Transport Scotland on 26th February 2015, with a ministerial statement from Mr Keith Brown, Cabinet Secretary for Infrastructure, Investment and Cities. The press release is reproduced below.

Press release from Transport Scotland;

Brown has Designs on Dalwhinnie

Keith Brown will see plans soon for new road junctions for the village of Dalwhinnie, part of the Scottish Government's work to dual 80 miles of the A9 between Perth and Inverness.

And the Cabinet Secretary for Infrastructure, Investment and Cities is inviting the public along to see the proposals and have their say.

Mr Brown said:

"The A9 Dualling Programme is the largest transport investment in Scotland's history, some 80 miles of new upgraded dualled road, and we are pressing ahead in earnest with the preparation work to deliver it - the first Government ever to commit to doing so.

"Work across the scheme is moving apace with construction expected to start on dualling the first section between Kincraig and Dalraddy this summer.

"The necessary design work is also progressing elsewhere on the project, with the latest options for junction and access layouts at Dalwhinnie being firmed up. These early designs form part of wider plans being taken forward to dual the six mile stretch from Dalwhinnie to Crubenmore, building on preparation work being taken forward across the entire scheme.

"The dualling work is part of a wider strategy to improve the safety and performance of Scotland's longest trunk road, with average speed cameras already helping to make positive changes to driver behaviour on the route.

"I look forward to seeing the plans for myself and would encourage anyone with an interest to come along to Dalwhinnie on 9 or 10 March to view the options and take the opportunity to comment on them."

The initial designs go on display on Monday 9th and Tuesday 10th March 2015 in Dalwhinnie Village Hall.

Details of the A9 Dualling – Dalwhinnie junction options public exhibitions are as follows:

Location: *Dalwhinnie Village Hall, Dalwhinnie.*

Date(s): *Monday 9th March 2015 Public exhibition - 12 noon to 8.30pm & Tuesday 10th March 2015 Public exhibition / drop-in - 10am to 4pm*

Publication Date: *Thursday 26th February 2015*

Figure 2.1: Photo issued with the advance press release by Transport Scotland. Photo titled 'Keith Brown MSP, Cabinet Secretary for Infrastructure, Investment and Cities encourages the public to attend the Exhibition at Dalwhinnie.'

2.9 Advance Media Session on day of Exhibition

Prior to general admission on the first day of the exhibition on 9 March 2015, a media session was attended by the Cabinet Secretary for Infrastructure, Investment and Cities, Keith Brown (shown below in Figure 2.2). In addition to opening the exhibition Mr Brown also launched the first issue of the A9 Dualling Newsletter from Transport Scotland.

Figure 2.2: Keith Brown being interviewed by the media ahead of general admission to the exhibition

Interviewed at the Public Exhibition on 9 March 2015 as extracted from Transport Scotland web site (http://www.transportscotland.gov.uk/news/a9-dalwhinnie-junction-options-revealed) Mr Brown said:

"We are determined to press ahead with the largest and most ambitious of the Scottish Government's infrastructure programmes, with construction work on the first of the A9 dualling schemes between Kincraig and Dalraddy expected to begin this summer.

We are making good headway with the dualling programme, and I have seen for myself the 15 impressive design options being considered for junctions as part of the design work to dual the A9 at Dalwhinnie, giving the local community a series of early options to consider.

I was particularly impressed with the fly-through images which give road users a real sense of what the new upgraded road could look like and how local access onto and around the A9 might work.

These are key considerations as we take forward plans and, as consultation is at the heart of the A9 dualling programme, we would like the community's thoughts as we narrow down the options to be taken to the next phase of development."

3 Exhibition Details

3.1 General Details

The exhibition was held at the Dalwhinnie Village Hall in Dalwhinnie on:

- Monday 9th March 2015 between 12 noon and 8.30pm
- Tuesday 10th March 2015 between 10am and 4pm

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:

- 14 number exhibition display panels
- Visualisation videos shown on two display monitors
- An exhibition overview leaflet to take away
- A 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.transportscotland.gov.uk/project/a9-dalwhinnie-crubenmore

3.2 Exhibition Material

3.2.1 Exhibition Panels

The exhibition material on display, reproduced in Appendix C, included an introduction and background to the Project, a summary of environmental and existing physical constraints, and individual indicative plan layouts of each of the potential junction options. For each option significant issues were highlighted on the display boards, including a summary of physical and environmental constraints, and other relevant information such as the location of the 1 in 200 year flood plain and the indicative length of the bridge structures that would be required.

The exhibition panels presented information under the following headings:

- Dalwhinnie junction access strategy - Welcome and Purpose
- A9 Dualling Programme Development
- Junction strategy and options development process
- Constraints

- Junction strategy development
- Junction layout options, these were presented on eight panels that were split into three categories, namely the southern junction location, the northern junction location, and split north/south junction locations, see below for further details
- "What happens next?"

In terms of the junction options which were displayed, these were numbered as follows at the Public Exhibition.

Southern Junction Location – Options displayed

(a) Southern Option A – Full Grade Separated Junction (GSJ) with loop arrangement and A9 underbridge, (Option 12)

(b) Southern Option B – Full GSJ with loop arrangement and A9 overbridge, (Option 23)

(c) Southern Option C – Full GSJ with dumbbell arrangement and A9 underbridge, (Option 26)

(d) Southern Option D – Full GSJ with diamond arrangement and A9 underbridge, (Option 27)

(e) Southern Option E – Full GSJ with loop arrangement and A9 underbridge, (Option 29)

(f) Southern Option F – Full GSJ with split loop arrangement; northbound access provided at upgraded existing Dalwhinnie junction, southbound access provided at junction further north with A9 underbridge, (Option 31)

Northern Junction Location – Options displayed

(a) Northern Option A – Full GSJ with loop arrangement using realigned mainline and A9 underbridge, (Option 15)

(b) Northern Option B – Full GSJ with loop arrangement and A9 underbridge with realigned aqueduct (Option 16)

(c) Northern Option C – Full GSJ with alternative loop arrangement using realigned mainline and A9 underbridge, (Option 17)

(d) Northern Option D – Full GSJ with alternative loop arrangement and A9 underbridge with realigned aqueduct, (Option 18)

Southern/Northern Split Junction Locations – Options displayed

(a) Spilt Option A – Full GSJ split over two locations; northbound access provided at junction to north of Dalwhinnie, southbound access provided at junction to south of Dalwhinnie with A9 underbridge, (Option 7)

(b) Split Option B – Full GSJ split over two locations; northbound access provided at junction to north of Dalwhinnie, southbound access provided at junction to south of Dalwhinnie with A9 and aqueduct overbridge's, (Option 14)

(c) Split Option C – Full GSJ split over two locations; access to/from southbound A9 and from northbound A9 provided at junction to south of Dalwhinnie with A9 underbridge, (Option 20)

(d) Split Option D – Full GSJ split over two locations; half diamond arrangement with two A9 underbridge's and realigned aqueduct, (Option 30)

(e) Split Option E – Full GSJ split over two locations; northbound access provided at upgraded existing Dalwhinnie junction, southbound access provided at junction to north of Dalwhinnie with A9 underbridge, (Option 32)

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

Figure 3.1 below indicates how the panels were displayed at the exhibition in Dalwhinnie Village Hall.

Figure 3.1: General layout of exhibition panels

3.2.2 Exhibition Visualisation Material

The exhibition panel material was supplemented by three-dimensional visualisations of the engineering designs, shown on two display monitors. Four videos were presented, showing 3D style models of four of the junction options. The videos included grade separated junction options at locations south and north of the village, and an option which was split between two locations (south and north).

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

http://www.transportscotland.gov.uk/project-multimedia-related-content/74

A further interactive visualisation model was operated by a member of the CFJV staff at the exhibition. The interactive model allowed members of the public to view the junction 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. Figure 3.2 shows how the visualisations were

displayed, with the monitor on the right hand side used to show the videos of four of the indicative junction options in a fixed continuous loop display, to visitors and the monitor on the left which was used to provide an interactive display at the exhibition.

Figure 3.2: Visualisation presentation monitors

3.2.3 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.

3.2.4 Exhibition Feedback Forms

Feedback forms were provided to allow attendees to provide comments on the exhibition. The forms encouraged feedback, and sought the views of stakeholders against the following headings in particular:

- The aims and objectives of the access strategy for Dalwhinnie
- Any constraints that you think may be important for us to know
- How the different access strategies and indicative junction layout options affect you
- Any other access strategies or junction layout 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.

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4 Attendance and Feedback

Each person entering the exhibition was greeted by a member of the CFJV Stakeholder Management Team 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 an accurate record of attendees was available. A total of 63 people attended the Exhibition over the two days with 59 signing in and providing contact details.

The number of attendees at the Exhibition are summarised as follows:

- Monday 9th March - 40 No.
- Tuesday 10th March – 23 No.

From the postcodes listed on the attendees list completed at the exhibition it was noted that 37% of attendees had a Dalwhinnie postcode, 40.5% had a Badenoch and Strathspey (primarily Newtonmore) area postcode and the remainder were from further afield (including Inverness, Perth, Glasgow and Edinburgh). This latter grouping included staff from The Highland Council (THC) and Cairngorm National Park Authority (CNPA). A number of those from further afield noted their interest as regular travellers on the A9.

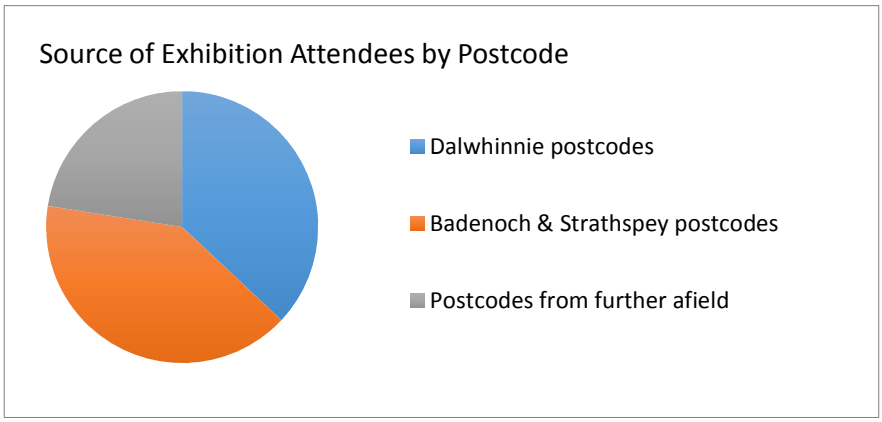

Figure 4.1: Attendees by postcode

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 30th of April 2015. With the agreement of the Transport Scotland Stakeholder Manager and following requests from stakeholders, a number of feedback forms were received after this date, and are included in this report for completeness.

20 feedback responses were received from a mixture of individuals, groups and organisations. Most of these were provided on the feedback form, however several were submitted in the form of notes or by email.

Each comment was reviewed and the key points summarised in a central spreadsheet, a copy of which is contained within Appendix F. The spreadsheet links the comments to the attendee list for each day of the exhibition, and also where applicable to comments received from individuals and organisations not attending the exhibition but viewing the material online.

Copies of the comments received, with personal information removed, are included in Appendix F. Where responses were from an individual, as opposed to an organisation, the comments shown in Appendix F were anonomised.

4.2 Summary of Comments Received

4.2.1 Sources of Feedback

The formal feedback received came from a variety of sources as noted below;

- responses from 12 individual local residents of Dalwhinnie
- a group of local residents (five properties/ nine people – some of whom also commented individually)
- Dalwhinnie Community Council
- two estates
- four local businesses (two of whom were also local residents)
- Cairngorm National Parks Authority (CNPA)
- Scottish Environmental Protection Agency (SEPA)
- The Highland Council - Ward Councillors
- other members of the public not covered by the above.

4.2.2 Main Areas of Feedback

The majority of comments received were in relation to stating preferences for a particular junction option or group of options.

The Community Council produced a statement for the local newspaper offering their general priorities for Dalwhinnie to Transport Scotland (and also urging local residents to take the opportunity to offer feedback). They expressed the following views, in general they highlighted that the sustainability of the village was paramount and their preference that junction options are retained as near as possible to the existing village so that existing traffic patterns were maintained. Appendix F contains detailed feedback from all respondees.

4.2.3 Alternative Junction Options Suggested

No comments were received suggesting alternative junction options to those displayed at the exhibition. However one comment received from a group of villagers suggested that two accesses should be provided to Dalwhinnie, both located off the northbound carriageway.

It was suggested by them that local access could be facilitated by the provision of a northbound diverge near the existing access junction south of the village, and in addition strategic traffic could be routed via the northern junction options, where a second northbound diverge could be provided, see comments within Appendix F for further details of the suggestion made.

4.2.4 Comments on Design Related Matters

Feedback was provided on a number of design related matters. These can be summarised as follows;

- Request for no overbridges as these will have a significant visual impact in this location
- Request for banking to reduce noise intrusion
- Request for tree screening of the new road/ junction
- Request that a bus stop is integrated within the new design that serves the village
- Request that proposals do not include any new lighting (dark sky policy and specific aspiration within the village to reduce light pollution)
- Request that snowpoles be considered to help define the carriageway and also laybys where vehicles can pull off
- Request to consider the position of the snowgate to allow traffic to leave the A9 and turn back
- Request that cycle provision be catered for.

4.2.5 Feedback from Consultation Authorities

Feedback was provided by CNPA and SEPA. Neither of their representatives have stated a preference for the junction location but have highlight concern that a single junction at the northern end of the village risks reducing visitor numbers to the village, and that this has the potential to adversely affect the local economy.

Further comments highlighted the flood risk in the local area and that the flood risk was less at the southern junction locations than the north. It was also highlighted that all options would require a new bridge structure over the River Truim and requested that a detailed consideration of flood risk is undertaken. A specific point highlighted was that there are a number of major water abstractions in the area, primarily associated with hydropower, and the northern junction locations have the

potential to adversely impact these. The presence of the existing water aqueduct at Dalwhinnie was also highlighted.

4.2.6 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 future bus stop locations, and cycle route provision.

4.2.7 Support for Southern Junction Location Options

Although not specifically asked to indicate their support for individual junction options, ten comments were received favouring a southern junction location option. These comments specifically referred to concerns that the existing businesses could suffer economically if the link from the A9 to the A86 trunk road bypassed the village and therefore traffic volumes through the village reduced. Further comments were made regarding the benefit of the junction location giving a better view of the village and distillery and hopefully encouraging additional visitors into the village to use the local businesses.

4.2.8 Support for Northern Junction Location Options

Five individual comments together with a response on behalf of a group of nine villagers (five properties) were received providing support for a northern junction location. The residents all have properties on the A889 main street and their feedback included concerns regarding a potential increase in HGV traffic flows through the village to access the northern section of the A889 trunk road and onwards to the A86 to Laggan. The main concern highlighted related to a potential increase in traffic noise for properties along this section of the A889 through Dalwhinnie, should a southern junction option be adopted.

4.2.9 Feedback on Exhibition

A number of respondents, including the Community Council and THC Ward Councillors, provided positive comments in relation to the exhibition display material, the layout and the helpfulness of exhibition staff.

4.2.10 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 week commencing 3rd of August 2015, ahead of the Dalwhinnie mainline and junction options exhibition on 18th and 19th August 2015.

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 in Section 5.1 below.

5.1 DMRB Stage 2 Assessment Report

The next stage of work will be to undertake a review of the 15 potential junction option scenarios. These will be reviewed against the key review criteria of environment, engineering and economics.

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 junction design options. Each option will be assessed in relation to environmental, engineering and traffic and economic issues.

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

5.2 Project Programme

The exhibition panel titled "What happens next?" explained that the anticipated project programme for Project 8 Dalwhinnie to Crubenmore was indicated on the Transport Scotland website at the address below.

www.transportscotland.gov.uk/project/a9-dualling-perth-inverness

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

DMRB Stage 2	2015	Development and assessment of route options
DMRB Stage 3	2016	Development and assessment of preferred route option including identifying land required for the Project
Statutory processes	2017	Publication and consideration of Draft Road Orders, a Draft Compulsory Purchase Order and an Environmental Statement.

5.3 Future Exhibitions

The exhibition was important to ensure that the public and stakeholders are kept up to date with the progress of the Project and that they were given the opportunity to provide feedback to inform the design process.

It is anticipated that a further Public Exhibition will be held on route options in August 2015. In addition there will be an exhibition during DMRB Stage 3, potentially in the Spring of 2016 to inform development of the preferred option. Thereafter a further exhibition may be undertaken in 2017 prior to the completion of the Draft Road Orders.

6 Press Coverage

Press coverage following the media launch on day 1 of the exhibition was positive with articles published in the newspapers highlighted within Section 2.1.5.

The Strathspey and Badenoch Herald also contained a letter from a THC Ward Councillor urging locals to take the opportunity to provide feedback.

Scottish Television News produced a video report on the exhibition which was broadcast in the local evening news and linked on their web site, a copy can be found at the link below:

http://news.stv.tv/highlands-islands/313177-public-consultation-into-new-a9-dalwhinnie-junction-with-15-options/

The BBC also prepared a video report on the exhibition, which was available through their web site, a copy which can be found at the link below:

http://www.bbc.co.uk/news/uk-scotland-highlands-islands-31794770

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Appendix A

Invitation Letters and Distribution List

Appendix A Invitation Letters and Distribution List

A.1 Key Stakeholder Letters were issued to the following;

Company	Add1	Add2	Add3	Add4
The Highland Council	Glenurquhart Road	Inverness	IV3 5NX	
Cairngorms National Park Authority	14 The Square	Grantown on Spey	Moray	PH26 3HG
SEPA	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

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Major Transport Infrastructure Projects

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF
Telephone: 0141 2727100 , Fax: 0141 272 7272
info@transportscotland.gsi.gov.uk

TRANSPORT SCOTLAND

«Name»
«Company»
«Add1»
«Add2»
«Add3»
«Add4»

Your ref:

Our ref: A9/GGD/DAL/EX

Date:
09/02/2015

Dear «Salutation»,

A9 Dualling: Perth to Inverness
Dalwhinnie Junction

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 Dalwhinnie and Crubenmore. This has included investigating options to provide access between the A9, Dalwhinnie and the adjacent road network. The process that is being followed to develop the access strategy is shown in the enclosed "*Dalwhinnie Junction Access Strategy and Options Development Process"*.

To support development of the access strategy and junction layout options for Dalwhinnie, we are consulting with various groups, including stakeholder organisations, the local community, businesses and landowners. This will include a public exhibition, which will take place in Dalwhinnie Village Hall on Monday 9 March 2015 from 12 noon to 8.30pm and Tuesday 10 March 2015 from 10am to 4pm.

We enclose plans showing the access strategies that have been developed. This information, and indicative junction layouts, will be on display at the public exhibition. Representatives from Transport Scotland and our consultants will be at the exhibition to answer questions. We are currently developing the indicative junction layout plans and will write to you nearer the time of the exhibition to provide a copy of these.

As part of the consultation, we will be seeking feedback on the access strategies and indicative junction layouts to help inform the ongoing development and assessment of the dualling proposals at Dalwhinnie.

At this stage, no detailed assessments have been undertaken and a preferred access strategy and junction layout(s) have not been identified. Particular feedback that we will be seeking includes:

- Do you have information on any constraints that you think may be important for us to know?
- Do you have information about how the different access strategies and indicative junction layout options affect you, that you want us to consider; and
- Are there any other access strategy options or junction layout options that you think we should consider?

We intend to cover the access and junction options at the next Environmental Steering Group Meeting in March. However, if you would also like an individual presentation and discussion, we would welcome this opportunity. I would be grateful if you could contact me, or Yvette Sheppard to discuss arrangements for this.

Yours sincerely,

Jo Blewett
A9 Programme Manager

cc CH2M HILL Fairhurst Joint Venture

A.2 Landowner / Businesses Letters were issued to the following;

Company	Add1	Add2	Add3	Add4	Add5
Phoines Estate	35 Connaught Square	London	W2 2HL		
Phoines Estate, c/o Bill Robertson	CKD Galbraith	Lynedoch House	Barossa Place	Perth	PH1 5EP
South Drumochter	Ralia Enterprises	Ralia Lodge	Newtonmore	PH20 1BD	
SSE (Aquaduct)	Grampian House	200 Dunkeld Road	Perth	PH1 3GH	
Drumochter & Phoines	Breakachy Farm	Dalwhinnie	PH20 1BT		
Dalwhinnie Distillery	Dalwhinnie	Inverness-shire	PH19 1AB		
Dalwhinnie Distillery	Dalwhinnie	Inverness-shire	PH19 1AB		
Snack Shack Café and Loch Ericht Hotel	General Wade's Road	Dalwhinnie	PH19 1AG		
Filling Station	Dalwhinnie Garage	Dalwhinnie	PH19 1AF		
Post Office	Dalwhinnie Garage	Dalwhinnie	PH19 1AF		
Toll House Grill & Bar and outside catering	Station Road	Dalwhinnie	PH19		
Balsporran B&B	Drumochter Pass	Balsporran Cottages	Dalwhinnie	Highlands	PH19 1AF
Ralia Café	Ralia Café, Newtonmore	PH20 1BD			
Dalnaspidal Estate	Compania Financiera Waterville SA, c/o BH Sporting LLP	King James VI Business Centre	Friarton Road	Perth	PH2 8DY

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Major Transport Infrastructure Projects

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF
Telephone: 0141 2727100 , Fax: 0141 272 7272
info@transportscotland.gsi.gov.uk

TRANSPORT SCOTLAND

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

Your ref:

Our ref: A9/GGD/DAL/EX

Date:
09/02/2015

Dear «Salutation»,

A9 Dualling: Perth to Inverness
Dalwhinnie Junction

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 Dalwhinnie and Crubenmore. This has included investigating options to provide access between the A9, Dalwhinnie and the adjacent road network. The process that is being followed to develop the access strategy is shown in the enclosed "*Dalwhinnie Junction Access Strategy and Options Development Process"*.

To support development of the access strategy and junction layout options for Dalwhinnie, we are consulting with various groups, including landowners, businesses, the local community and stakeholder organisations. This will include a public exhibition, which will take place in Dalwhinnie Village Hall on Monday 9 March 2015 from 12 noon to 8.30pm and Tuesday 10 March 2015 from 10am to 4pm.

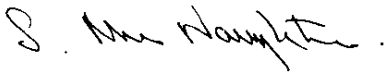
Plans showing the access strategies developed, and indicative junction layouts, will be on display at the public exhibition. Representatives from Transport Scotland and our consultant will be at the exhibition to answer questions.

As part of the consultation, we will be seeking feedback on the access strategies and indicative junction layouts to help inform the ongoing development and assessment of the dualling proposals at Dalwhinnie. At this stage, no detailed assessments have been undertaken and a preferred access strategy and junction layout(s) have not been identified. Particular feedback that we will be seeking includes:

- Do you have any comments on the aims and objectives of the access strategy at Dalwhinnie?
- Do you have information on any constraints that you think may be important for us to know?
- Do you have information about how the different access strategies and indicative junction layout options affect you that you want us to consider?
- Are there any other access strategy options or junction layout options that you think we should consider?

In addition to the public exhibition, we will be holding a drop-in event at Dalwhinnie Village Hall on Tuesday 10 March 2014 from 10am to 4pm, which will provide an opportunity for a 1-2-1 meeting where we can discuss the options being developed with you in more detail. The 1-2-1 meeting will be by prior arrangement. If you would like to arrange a 1-2-1 meeting, please contact our Consultant's Stakeholder Manager, Carron Tobin on 07715773660 or carron.tobin@ruraldimensions.com for further information and to agree a suitable time.

Yours sincerely



Sam MacNaughton,
Stakeholder Manager
A9 Dualling Team

cc CH2M HILL Fairhurst Joint Venture

A.3 Community Council Letter, was issued to the following;

Company	Add1	Add2	Add3	Add4
Secretary for Dalwhinnie Community Council	Osgiliath	Dalwhinnie	PH19 1AB	

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info@transportscotland.gsi.gov.uk

TRANSPORT SCOTLAND

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

Your ref:

Our ref: A9/GGD/DAL/EX

Date:
09/02/2015

Dear «Salutation»,

A9 Dualling: Perth to Inverness
Dalwhinnie Junction

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 Dalwhinnie and Crubenmore. This has included investigating options to provide access between the A9, Dalwhinnie and the adjacent road network. The process that is being followed to develop the access strategy is shown in the enclosed "*Dalwhinnie Junction Access Strategy and Options Development Process"*.

To support development of the access strategy and junction layout options for Dalwhinnie, we are consulting with various groups, including stakeholder organisations, the local community, businesses and landowners. This will include a public exhibition, which will take place in Dalwhinnie Village Hall on Monday 9 March 2015 from 12 noon to 8.30pm and Tuesday 10 March 2015 from 10am to 4pm.

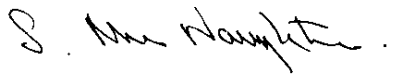
Plans showing the access strategies developed, and indicative junction layouts, will be on display at the public exhibition. Representatives from Transport Scotland and our Consultant will be at the exhibition to answer questions.

As part of the consultation, we will be seeking feedback on the access strategies and indicative junction layouts to help inform the ongoing development and assessment of the dualling proposals at Dalwhinnie. At this stage, no detailed assessments have been undertaken and a preferred access strategy and junction layout(s) have not been identified. Particular feedback that we will be seeking includes:

- Do you have any comments on the aims and objectives of the access strategy at Dalwhinnie?
- Do you have information on any constraints that you think may be important for us to know?
- Do you have information about how the access strategies and indicative junction layout options affect you, that you want us to consider?
- Are there any other access strategy options or junction layout options that you think we should consider?

We would welcome the opportunity to provide a presentation to you as part of the consultation to allow us to explain the process and options being considered in more detail and to help gather any comments you may have. I would be grateful if you could contact me at sam.macnaughton@transportscotland.gsi.gov.uk to discuss arrangements which could be linked to one of your scheduled meetings.

Yours sincerely,



Sam MacNaughton,
Stakeholder Manager
A9 Dualling Team

cc CH2M HILL Fairhurst Joint Venture

A.4 Other Stakeholders – letters were issued to the following;

Company	Address 1	Address 2	Address 3	Address 4	Address 5
Visit Scotland	Castle Wynd	Inverness	IV2 3BJ		
Scottish Tourism Alliance	The Old Town Jail	St John Street	Stirling	FK8 1EA	
HIE	Fraser House	Friars Lane	Inverness	IV1 1BA	
Road Haulage Association	Roadway House	The Rural Centre Ingliston	Newbridge	EH28 8NZ	
Cairngorms Business Partnership	Inverdruie House	Aviemore	PH22 1QH		
Inverness Chamber of Commerce	Metropolitan House	31-33 High Street	Inverness	IV1 1HT	
Stagecoach Highlands	Farraline Park	Inverness	IV1 1LT		
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	
Newtonmore & Vicinity Community Council	Seallagh Cottage	Golf Course Road	Newtonmore	PH20 1AT	

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TRANSPORT SCOTLAND

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

Your ref:

Our ref: A9/GGD/DAL/EX

Date:
xx/02/2015

Dear «Salutation»,

A9 Dualling: Perth to Inverness
Dalwhinnie Junction

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 Dalwhinnie and Crubenmore. This has included investigating options to provide access between the A9, Dalwhinnie and the adjacent road network. The process that is being followed to develop the access strategy is shown in the enclosed "*Dalwhinnie Junction Access Strategy and Options Development Process"*.

To support development of the access strategy and junction layout options for Dalwhinnie, we are consulting with various groups, including stakeholder organisations, the local community, businesses and landowners. This will include a public exhibition which will take place in Dalwhinnie Village Hall on Monday 9 March 2015 from 12 noon to 8.30pm and Tuesday 10 March 2015 from 10am to 4pm.

As part of the consultation, we will be seeking feedback on the access strategies and indicative junction layouts to help inform the on-going development and assessment of the dualling proposals at Dalwhinnie. At this stage, no detailed assessments have been undertaken and a preferred access strategy and junction layout(s) have not been identified. Particular feedback that we will be seeking includes:

- Do you have any comments on the aims and objectives of the access strategy at Dalwhinnie?
- Do you have information on any constraints that you think may be important for us to know?
- Do you have information about how the different access strategies and indicative junction layout options affect you, that you want us to consider?
- Are there any other access strategy options or junction layout options that you think we should consider?

Plans showing the access strategies that have been developed 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 07715773660 or carron.tobin@ruraldimensions.com if you require any further information regarding the exhibition or A9 Dualling proposals for this area.

Yours sincerely,

Jo Blewett
A9 Programme Manager

cc CH2M HILL Fairhurst Joint Venture

Appendix B

Advertising Poster

Appendix B Advertising Poster

(Copy of poster downloaded from Transport Scotland Website)

Appendix C

Exhibition Panels

Appendix C Exhibition Panels

(Copies of panels downloaded from Transport Scotland Website
http://www.transportscotland.gov.uk/project/a9-dalwhinnie-crubenmore)

Appendix D

Exhibition Overview Leaflet

Appendix D Exhibition Overview Leaflet

(Copy of leaflet downloaded from Transport Scotland Website
http://www.transportscotland.gov.uk/project/a9-dalwhinnie-crubenmore)

Appendix E

Exhibition Feedback Form

Appendix E Exhibition Feedback Form

(Copy of feedback form downloaded from Transport Scotland Website http://www.transportscotland.gov.uk/project/a9-dalwhinnie-crubenmore)

A9 Dualling

Dalwhinnie to Crubenmore project

Dalwhinnie junction access strategy exhibition

Feedback form

Introduction

Thank you for attending our A9 Dualling Dalwhinnie junction access strategy public exhibition. We would be grateful if you could take the time to 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 **30 April 2015.**

Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

Please email or post completed responses (address opposite) by **30 April 2015** to the Transport Scotland A9 Dualling Team, to whom any queries may be directed.

Email:
A9dualling@ch2m.com
Information:
www.transportscotland.gov.uk/project/a9-dalwhinnie-crubenmore

Post to:
A9 Dualling Team
Transport Scotland
MTRIPS
Buchanan House
58 Port Dundas Road
Glasgow G40HF

PLEASE TURN OVER TO RECORD YOUR COMMENTS OR FEEDBACK.

A9 Dualling – Dalwhinnie junction access strategy exhibition

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

- **the aims and objectives of the access strategy at Dalwhinnie**
- **any constraints that you think may be important for us to know**
- **how the different access strategies and indicative junction layout options affect you**
- **any other access strategies or junction layout options that you think we should consider.**

Comments:

Appendix F

Feedback Received

Appendix F Feedback Received

Name	Comments	Response to feedback	Ref No of Comments received
Respondent A **(1st response)** Dated 9 March 2015	Having spent some time at the "A9 Dalwhinnie junction options" exhibition today (March 9th), I'd like to suggest that a variation to one of the options presented be considered. The decision as to where this junction is sited and the form it will take will have long-term implications for the village, and it's important that the option eventually chosen supports the development of the village as a place both to live and to visit, whilst at the same time continuing to support local businesses, and in particular the filling station within the village. As I understand it, the filling station is presently significantly dependent upon a number of bunkering contracts, and to a lesser extent upon passing trade. It's therefore important that there is access from the A9 to the filling station. However, the dualling of the A9, together with the recent improvement of the A86, is likely to increase the volume of haulage traffic choosing to use the A9/A86 option to reach Fort William, Skye and beyond, in preference to the A82 Glencoe route. This could lead to any junction option set solely to the south of the village leading to an increase in haulage traffic through the village, which whilst giving access to the filling station to those lorries bunkering there would make the centre of the village a less attractive place to live and visit, as the majority of those lorries passing through the village are accessing the A86 rather than using the filling station, and that proportion is if anything likely to increase. (In this respect it may be worthwhile analysing the number and direction of travel of these lorries currently using the filling station for bunkering.) At the same time, any junction option set solely to the north of the village would limit passing trade for the filling station, and require those lorries accessing the filling station to pass through the village twice to reach and return from the filling station. I would therefore suggest that a variation to the "split indicative" options proposed also be considered, in which the main junction is sited to the north of the village with both northbound and southbound access, whilst the current junction to the south of the village is maintained for access to and from the A9 northbound carriageway only, as suggested in split indicative option E.	***Note - The following comments are provided to the consolidated comments contained in Respondent A's 1st, 2nd and 3rd responses shown in the left hand column.*** We thank you for your comments, and note your suggestion for an alternative junction option to those shown at the exhibition, namely a variation to the "split indicative" option whereby the main strategic junction is located to the north of the village, whilst the current junction to the south of the village is maintained for local access as a left in-left out junction. As noted in your response this option was discussed at the Community Council meeting on 30th March 2015 with representatives from Transport Scotland and CFJV. The retention of the existing A9/A889 junction would not comply with current design standards, and therefore would require the construction of a new replacement junction to the south of the existing. When taken together with a new grade separated junction located further to the north the provision of these two new junctions would have increased adverse environmental impact and reduced economic performance. Further work to assess the junction options, including consideration of the feedback from the public exhibition in March 2015 has been undertaken. In assessing the initial fifteen options presented at the March 2105 exhibition the River Truim (part of the internationally designated River Spey Special Area of Conservation) and its associated flood plain is considered a significant priority. This has led us to reduce the number of options being taken forward to DMRB Stage 2 assessent to five, all of which are located to the south of Dalwhinnie. The main reasons for discounting the other junction options were as follows: • The environmental impact of crossing the River Truim, including the potential ecological and water quality impacts on the Special Area of Conservation • The impact on floodplain due to crossing at a wide point, with limited opportunity to mitigate risks and adverse impacts • The impact on landscape, visual impact and significant cost of the longer multi-span bridges needed to cross the Truim associated with the northern junction options • Consideration of traffic movements which indicate that a southern junction would not have a significant impact on traffic flows passing through Dalwhinnie and would not result in significant traffic related environmental impacts	1

Name	Comments	Response to feedback	Ref No of Comments received
	This would: 1. Allow traffic making to and from the A86 from the A9 to do so without passing through the village, reducing substantially the amount of "nonstopping" heavy traffic through the village. 2. Allow northbound haulage traffic wishing to access the village for bunkering easy access. Southbound bunkering traffic would still be able to access the filling station through the village. 3. Make the village a more attractive stopping place for visitors, and so maintain northbound passing trade for the village filling station and cafes. 4. Make the village a more attractive place to live, vital to the village's long-term viability. 5. Make development within the village bordering the current A889 an option, not currently possible due to the volumes of traffic and the route's designation as an A class trunk road. 6. Retain a through route through the village, ensuring continued access to snow clearing, gritting and carriageway maintenance. Whilst accepting that this would be a more expensive option than a "north of the village only" option, the costs of upgrading the current access to the A9 to the south of the village into a "northbound carriageway only" option should be comparatively modest, particularly when set against the potential benefits.	We are aware of the sensitivities of potential increased HGV and LGV movements and hence the possibility of increased noise for properties that are located along the existing A889. We note that Transport Scotland has a strategic transport model referred to as the Transport Model for Scotland (TMfS). Analysis of this TMfS has demonstrated that there is no discernible change predicted as a result of the opening of the A9 dualling scheme for good vehicles making strategic movements via Dalwhinnie. In summary HGV and LGV traffic flows on the A889 are comparable before and after the A9 Dualling and goods vehicles are not predicted to change route to using a dualled A9/A889 rather than the A82 to get to Spean Bridge, Fort William and locations to the west. The TMfS analysis does show an increase in predicted strategic car traffic on the A889 following the A9 Dualling proposals of approximately 150 vehicles (total of two-way flow) per day in 2026, the first year of operation of the A9 Dualling. This increase in predicted car traffic equates to around 6 vehicles per hour on average, or approximately 10-12 vehicles per hour (total of two way flow) in the peak period. In terms of any resulting effect on air or noise pollution, we note that this increase in traffic volume is not considered to significant and would have no discernible effect. We also note your comments regarding the need to maintain access to north and southbound A9 bus services. One of the A9 Dualling Programme objectives is to improve integration with public transport, and we can confirm that the design team will be looking at this aspect in greater detail as part of the next stage DMRB 3 work.	
Respondent A **(2nd response)** Issued on behalf of a group of 9 residents	A9 DUALLING: DALWHINNIE JUNCTION ACCESS STRATEGY Having visited the "A9 Dalwhinnie junction options" exhibition organised by Transport Scotland and held in the Dalwhinnie village hall on March 9th and 10th, a number of those local residents whose houses are directly adjacent to the A889 and so likely to be most affected by the various options proposed decided to meet to discuss these options. The outcome of that meeting was a shared view of a preferred option, and we are therefore writing to you to ask that you present this option as a formal response to Transport Scotland, The Cairngorms National Park Authority, Highland Council, and also to any other organisations or individuals concerned with the planning process in respect of the A9 dualling proposals.	Please refer to response to consolidated comments (addressing Respondent A 1st, 2nd, and 3rd response) as above.	**1a**

Name	Comments	Response to feedback	Ref No of Comments received
	The decision as to where this junction is sited and the form it will take will have long-term implications for the village, and it's important that the option eventually chosen supports the development of the village as a place both to live and to visit, whilst at the same time continuing to support local businesses, and in particular the filling station within the village. As we understand it, the filling station is presently significantly dependent upon a number of bunkering contracts, and to a lesser extent upon passing trade. It's therefore important that there is access from the A9 to the filling station. However, the dualling of the A9, together with the recent improvements made to the A86, is likely to increase the volume of haulage traffic choosing to use the A9/A86 option to reach Fort William, Skye and beyond, in preference to the A82 Glencoe route. Improvements already made to the A9 and the A86 have already led to a noticeable increase in haulage traffic passing through the village, particularly at night. This could lead to any junction option set solely to the south of the village leading to an increase in haulage traffic through the village, which whilst giving access to the filling station to those lorries bunkering there would make the centre of the village a less attractive place to live and visit, as the majority of those lorries passing through the village are accessing the A86 rather than using the filling station, and that proportion is if anything likely to increase. At the same time, any junction option set solely to the north of the village would limit passing trade for the filling station, and require those lorries accessing the filling station to pass through the village twice to reach and return from the filling station. We would therefore ask that a variation to the "split indicative" options proposed also be considered, in which the main junction is sited to the north of the village with both northbound and southbound access, whilst the current junction to the south of the village is maintained for access to and from the A9 northbound carriageway only, as suggested in split indicative option E. This would: 1. Allow traffic making to and from the A86 from the A9 to do so without passing through the village, reducing substantially the		

Name	Comments	Response to feedback	Ref No of Comments received
	amount of "non-stopping" heavy traffic through the village, particularly at night. 2. Allow northbound haulage traffic wishing to access the village for bunkering easy access. Southbound bunkering traffic would still be able to access the filling station through the village. 3. Make the village a more attractive stopping place for visitors, and so maintain northbound passing trade for the village filling station and cafes. 4. Make the village a more attractive place to live, vital to the village's long-term viability. 5. Allow the current A889 section passing through the village to be reclassified as a non-trunk road, which would potentially allow the current speed limit through the village to be reduced from 40 mph to 30 mph, apparently impractical whilst the road is a designated trunk route. 6. Make development within the village bordering the current A889 an option, again not currently possible due to the volumes of traffic and the route's current designation as an A class trunk road. 7. Retain a through route through the village, ensuring continued access to snow clearing, gritting and carriageway maintenance. Whilst accepting that this would be a more expensive option than a "north of the village only" option, the costs of upgrading the current access to the A9 to the south of the village into a "northbound carriageway only" option should be comparatively modest, particularly when set against the potential benefits. Finally, whichever option is eventually adopted, it's important that village access to those northbound and southbound bus services currently using the A9 is maintained, as these are the only bus services available to the village. This should include retaining appropriate parking close to the repositioned bus stops for those village residents unable to walk to the A9 bus stops, and a safe means of pedestrians crossing the A9 to access southbound services (i.e. an overpass or underpass). Thanks for your help with this: please let us know should you or the Community Council have any questions. Finally, if you can let us know in due course the Community Council's		

Name	Comments	Response to feedback	Ref No of Comments received
	views as to what's proposed, we'd be grateful.		
Respondent A **(3rd response)** Issued following receipt of the Community Council meeting minute for meeting on 30th March 2015	According to the minutes of the Community Council meeting: "Mr MacNaughton pointed out that …. due to costs and environmental pressures, the likelihood of two junctions is almost negligible, and as this new road is an upgrade, no slip roads will be possible." Assuming that the proposal put forward in our earlier submission (i.e. to maintain northbound access only from where the current junction is situated to the south whilst placing the major junction to the north of the village) is not in fact technically unviable, for example because of legal constraints upon the number of access points allowed with A class dual carriageways, we would again ask that it be carefully considered. Many of the reasons for this request are laid out in our previous submission (a copy of which is attached below), but it might be helpful to put the thinking behind this proposal in context. In summary, Dalwhinnie in the past has been seen as a place to stop rather than a place to live. To have a future the village needs to be seen as a place that's good to live, and the dualling of the A9 and the placement of the A889/A86 access junction has given the community a unique opportunity to recognise and address this need. Changes in travel patterns over the past three decades mean that people now no longer need or wish to stop frequently when travelling from A to B. As a consequence of this change Dalwhinnie has seen over that period: The closure of both of the village's two hotels, one of which was subsequently demolished: after lying derelict for some years the second of these hotels has recently reopened as a restaurant only. The closure of the village's three cafes, two of which were subsequently demolished. One café has reopened. The village garage become a petrol station The village school close The village shop close The public lavatories close The post bus service withdrawn All of these changes have happened whilst A889/A86 traffic has	Please refer to response to consolidated comments (addressing Respondent A 1st, 2nd, and 3rd response) as above.	**1b**

Name	Comments	Response to feedback	Ref No of Comments received
	continued to pass through the village, and in fact over this period the volume of this traffic has increased. The reality is that drivers nowadays have less need to stop at Dalwhinnie. At the same time this increase in traffic through the village, in particular heavy haulage traffic and in particular heavy haulage travelling at night, makes Dalwhinnie a less attractive place in which to live. The positioning of the new junction to the north of the village whilst maintaining limited access from the junction to the south would, whilst continuing to allow access to services within the village, allow the road through the village to be declassified, which would in turn simplify access requirements in respect of any new building adjacent to the road, allow the speed limit to be reduced, reduce traffic that is simply passing through the village, and generally make the village a more attractive place for people to want to live, vital to the community's long-term future. However, should the prospect of what's proposed in our submission being accepted be "almost negligible", then for the reasons summarised above our preferred option would be for a single junction to be sited to the north of the village, rather than to the south.		
Respondent B	We feel that those members of our community who have stated that they feel any deviation from the current route of the A889 would lead to the lack of future development and put the future of those businesses in the village in jeopardy, have been ill advised. We would like to see Dalwhinnie return to a place where people want to live rather than a place to stop. Any future development in the village, would we feel, almost certainly be blighted by the main A889 running through its centre. We have worked hard to use our business to put Dalwhinnie back on the map as a destination rather than a place to pass through. This strategy has worked well for us and the majority of our customers fall into this category. Whilst we recognize that financial considerations will be paramount this proposed development will be a small price to pay for the long term future development and stability of one of the Highlands smallest communities.	Please refer to the response to the comments from Respondent A as noted above.	**2**
Respondent C	Prefer 1 combined junction rather than 2.	We note your comments on your preference for a southern junction option. Your comments on junction type and on avoiding impact upon the aqueduct,	**3**

Name	Comments	Response to feedback	Ref No of Comments received
	Prefer underpass rather than bridges over A9. Prefer avoiding realigning aqueduct. South option E seems best, although may need to consider moving junction to cross River Truim other than on a bend. Prefer accessing village to south so that existing services can be utilised. Also seems to have least visual impact. Further to previous comments - I wonder if you have considered how you deal with snowgate closures, so that for instance traffic queuing to go southbound does not block traffic that wishes to go northbound (or vice versa). You may well have similar issues at other parts of the A9 too, e.g. at Newtonmore.	and minimising visual impact are also noted. In relation to snow gates, the design and operation of future snow gates, or other such measures, will be considered in greater detail at the next stage, DMRB Stage 3. Further work to assess the junction options, including considering the feedback from the public exhibition in March 2015 has been undertaken. This work has resulted in the number of junction options being reduced from fifteen to five for assessment. In assessing the fifteen options presented at the March 2015 exhibition the River Truim (part of the internationally designated River Spey Special Area of Conservation) and its associated flood plain is considered a significant priority. This has led us to reduce the number of options being taken forward to DMRB Stage 2 assessent to five, all of which are located to the south of Dalwhinnie. The main reasons for discounting the other junction options were as follows: • The environmental impact of crossing the River Truim, including the potential ecological and water quality impacts on the Special Area of Conservation • The impact on floodplain due to crossing at a wide point, with limited opportunity to mitigate risks and adverse impacts • The impact on landscape, visual impact and significant cost of the longer multi-span bridges needed to cross the Truim associated with the northern junction options • Consideration of traffic movements which indicate that a southern junction would not have a significant impact on traffic flows passing through Dalwhinnie and would not result in significant traffic related environmental impacts.	
Respondent D	Presentation and members of the team helpful and eager to interact with visitors Options for junction layout more varied than expected. North junction option near distillery best one in my opinion as most likely due to environmental and monetary and limited space available. Would like to have trees, preferably cherry trees used as part of screening your new road and junction. If any other planting opportunities occur, village would like some	We thank you for your comments and note that your preference for a northern junction option. We also acknowledge your further comments on landscaping, bus stops, cycle paths and snow poles and can advise that these issues will be considered futher at the next and more detailed DMRB Stage 3 as part of our work on the Environmental Statement, accessibility, and NMU and Access Strategy. Further work to assess the junction options, including considering the feedback from the public exhibition in March 2015 has been undertaken. This work has resulted in the number of junction options being reduced from	**4**

Name	Comments	Response to feedback	Ref No of Comments received
	input please. Could snow poles be a feature at best through Drumochter Pass as very necessary during winter driving? In a 'white out' or foggy conditions, might coloured snow poles be placed at lay-bys to identify these safety areas. Bus stops and cycle path did not seem to be on plans at this time, but understand that this is a work-in-progress. I would ask that whichever option is considered, the impact on the hotel, petrol station and other businesses and also respect the wishes of those who like Dalwhinnie as it is.	fifteen to five for assessment. In assessing the fifteen options presented at the March 2015 exhibition the River Truim (part of the internationally designated River Spey Special Area of Conservation) and its associated flood plain is considered a significant priority. This has led us to reduce the number of options being taken forward to DMRB Stage 2 assessent to five, all of which are located to the south of Dalwhinnie. The main reasons for discounting the other junction options were as follows: • The environmental impact of crossing the River Truim, including the potential ecological and water quality impacts on the Special Area of Conservation • The impact on floodplain due to crossing at a wide point, with limited opportunity to mitigate risks and adverse impacts • The impact on landscape, visual impact and significant cost of the longer multi-span bridges needed to cross the Truim associated with the northern junction options • Consideration of traffic movements which indicate that a southern junction would not have a significant impact on traffic flows passing through Dalwhinnie and would not result in significant traffic related environmental impacts.	
Respondent E	The exhibition was well laid out and the team members were well briefed and very friendly and helpful. All the different options were well presented and explained. In my option the best option would be to have the southern access as a northbound traffic only and the northern access as a north and south access as well. The central access with the road entering the village opposite station road would not be acceptable for large vehicles. The local community would like to be involved in any landscaping decisions e.g. trees, shrubs etc. Laybys will have to be placed sympathetically as local gamekeepers use them to spot wildlife, also snow poles of different colours for laybys would be like as winter conditions can make driving very challenging. Please thank everybody involved in the presentation at Dalwhinnie as it was very informative and professional.	We thank you for your comments and note that your preference for an alternative junction option to those shown at the March 2015 exhibition, namely a variation to the "split indicative" option whereby the main strategic junction is located to the north of the village, whilst the current junction to the south of the village is maintained for local access as a left in-left out junction. This option was discussed at the Community Council meeting on 30th March 2015 with representatives from Transport Scotland and CFJV. The retention of the existing A9/A889 junction would not comply with current design standards, and therefore would require the construction of a new replacement junction to the south of the existing. When taken together with a new grade separated junction located further to the north the provision of these two new junctions would have increased adverse environmental impact and reduced economic performance. We note your comment that the community be consulted in regards to future landscaping design and can advise that landscaping will considered in further detail as part of our work at the next DMRB Stage 3 and as part of the Environmental Statement and that consultation will be undertaken on these proposals.	**5**

Name	Comments	Response to feedback	Ref No of Comments received
		In terms of your specific comments you also note concerns regarding the junction options presented in March 2015 with the link road to the A889 joining the A889 near to Station Road, we note that these have been sifted out, and are therefore not being taken forward for consideration at DMRB Stage 2. We can also confirm that proposed layby locations will be presented on drawings at the future mainline exhibition, where further feedback would be welcomed. Further work to assess the junction options, including considering the feedback from the public exhibition in March 2015 has been undertaken. This work has resulted in the number of junction options being reduced from fifteen to five for assessment. In assessing the fifteen options presented at the March 2015 exhibition the River Truim (part of the internationally designated River Spey Special Area of Conservation) and its associated flood plain is considered a significant priority. This has led us to reduce the number of options being taken forward to DMRB Stage 2 assessent to five, all of which are located to the south of Dalwhinnie. The main reasons for discounting the other junction options were as follows: • The environmental impact of crossing the River Truim, including the potential ecological and water quality impacts on the Special Area of Conservation • The impact on floodplain due to crossing at a wide point, with limited opportunity to mitigate risks and adverse impacts • The impact on landscape, visual impact and significant cost of the longer multi-span bridges needed to cross the Truim associated with the northern junction options • Consideration of traffic movements which indicate that a southern junction would not have a significant impact on traffic flows passing through Dalwhinnie and would not result in significant traffic related environmental impacts.	
Respondent F	I have real concerns about where the junctions should be. My preference would definitely be to the south of Dalwhinnie, preferably A, B or C. I know if the village has no entry at the south end the village will die. We need the traffic travelling on the A889 towards the west. 90% of the HGV vehicles that use the petrol station do not continue through the village. They are encouraged to turn round at the petrol station and head back to A9 keeping them	We note your comments on your preferred junction location, and your concerns regarding the need to maintain traffic flows through the village from the south. Further work to assess the junction options, including considering the feedback from the public exhibition in March 2015 has been undertaken. This work has resulted in the number of junction options being reduced from	**6**

Name	Comments	Response to feedback	Ref No of Comments received
	from travelling through the village causing noise and disruption. I hope you take my thoughts and fears on board.	fifteen to five for assessment. In assessing the fifteen options presented at the March 2015 exhibition the River Truim (part of the internationally designated River Spey Special Area of Conservation) and its associated flood plain is considered a significant priority. This has led us to reduce the number of options being taken forward to DMRB Stage 2 assessent to five, all of which are located to the south of Dalwhinnie. The main reasons for discounting the other junction options were as follows: • The environmental impact of crossing the River Truim, including the potential ecological and water quality impacts on the Special Area of Conservation • The impact on floodplain due to crossing at a wide point, with limited opportunity to mitigate risks and adverse impacts • The impact on landscape, visual impact and significant cost of the longer multi-span bridges needed to cross the Truim associated with the northern junction options • Consideration of traffic movements which indicate that a southern junction would not have a significant impact on traffic flows passing through Dalwhinnie, and would not result in significant traffic related environmental impacts.	
Respondent G	Loop Junctions - Options A, B & E or Dumbbell Junction – Option C: We believe one of the above junctions to the south of Dalwhinnie is the only viable option that would ensure the survival of Dalwhinnie village and the community that strives to exist here today. A junction to the south will, as at present, allow traffic to continue to run through the village; traffic that the local businesses rely on. Without traffic passing through the village these businesses will be forced to close and once they do, the heart of Dalwhinnie is bound to disappear soon afterwards. The local business owners and managers all live in the village and offer employment to village residents and those living in the surrounding area. If these businesses were to close due to lack of through-traffic this will not only result in increased unemployment in an area where jobs are already scarce, but will undeniably result in the unemployed then choosing to leave the area to find employment elsewhere thus creating a ghost town. Dalwhinnie is part of the Cairngorm National Park (CNP) and two of	We note your comments on your preferred junction location, and your concerns regarding the need to maintain traffic flows through the village from the south. Further work to assess the junction options, including considering the feedback from the public exhibition in March 2015 has been undertaken. This work has resulted in the number of junction options being reduced from fifteen to five for assessment. In assessing the fifteen options presented at the March 2015 exhibition the River Truim (part of the internationally designated River Spey Special Area of Conservation) and its associated flood plain is considered a significant priority. This has led us to reduce the number of options being taken forward to DMRB Stage 2 assessent to five, all of which are located to the south of Dalwhinnie. The main reasons for discounting the other junction options were as follows: • The environmental impact of crossing the River Truim, including the potential ecological and water quality impacts on the Special Area of Conservation • The impact on floodplain due to crossing at a wide point, with limited	**7**

Name	Comments	Response to feedback	Ref No of Comments received
	their main aims are: To deliver and maintain a source of livelihood and economic prosperity for local communities; To provide a fulfilling and rewarding experience for visitors, contributing to their health and wellbeing If the businesses in Dalwhinnie were to close due to lack of through-traffic where then will visitors (both to the village and those en-route to other destinations) and residents alike go for a cup of tea, a bite to eat, buy a newspaper, use Post Office services, or fill their tank with fuel? Many travellers do not appreciate the distances and shortage of facilities along this stretch of road. It's a long journey between Pitlochry and Spean Bridge, particularly so if you miss the filling station in either of these villages! Any plans for the construction of a junction to the north of Dalwhinnie will allow traffic to by-pass the village and so assist in the reduction of visitor numbers which will subsequently drive a reduction in local residents. This is in direct opposition to the CNP's aims and counterproductive to their ambition. It is therefore essential to Dalwhinnie that a junction to the south is put forward as the preferred option. This will not only ensure that all traffic using this junction, whether heading north, east, south or west, will pass through the village retaining the opportunity to take advantage of the services the village has to offer, it will also keep Dalwhinnie and its residents alive and on the map.	opportunity to mitigate risks and adverse impacts • The impact on landscape, visual impact and significant cost of the longer multi-span bridges needed to cross the Truim associated with the northern junction options • Consideration of traffic movements which indicate that a southern junction would not have a significant impact on traffic flows passing through Dalwhinnie, and would not result in significant traffic related environmental impacts.	
Respondent H	I prefer options south A or south E. Both minimise the visual effect from Dalwhinnie. Neither appear to have impact on the mixed SSSI nor do they require lighting and therefore potential impact within dark skies area. As a village, we are attempting to reduce light pollution. Those bagging munro's park not only in the laybys, but also along the grass verges when the laybys are full. Therefore there will need to be more layby space to accommodate this. Landscaping trees, banking or similar would reduce the increase in noise from the A9. This is a very popular location for people to escape to; this includes residents. Reducing traffic noise is important.	We thank you for your comments and note your preference for a southern junction option location. We also note your comments on your preferred junction options and the issues you highlight in relation to street lighting, layby and parking provision, landscaping, and traffic noise. We can advise that these detailed issues will be considered further at the next stage of our work in regards to accessibility, the Environmental Statement, NMU and Access Strategy, and DMRB Stage 3. Further work to assess the junction options, including considering the feedback from the public exhibition in March 2015 has been undertaken. This work has resulted in the number of junction options being reduced from fifteen to five for assessment. In assessing the fifteen options presented at the March 2015 exhibition the River Truim (part of the internationally designated River Spey Special Area of Conservation) and its associated flood	**8**

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		plain is considered a significant priority. This has led us to reduce the number of options being taken forward to DMRB Stage 2 assessent to five, all of which are located to the south of Dalwhinnie. The main reasons for discounting the other junction options were as follows: • The environmental impact of crossing the River Truim, including the potential ecological and water quality impacts on the Special Area of Conservation • The impact on floodplain due to crossing at a wide point, with limited opportunity to mitigate risks and adverse impacts • The impact on landscape, visual impact and significant cost of the longer multi-span bridges needed to cross the Truim associated with the northern junction options Consideration of traffic movements which indicate that a southern junction would not have a significant impact on traffic flows passing through Dalwhinnie and would not result in significant traffic related environmental impacts.	

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Respondent I	It is extremely important to us that the proposed southern turn off to Dalwhinnie becomes the preferred option. This will minimise disruption to the activities of estates adjacent to the A9 and minimise the amount of land required by the new road.	We thank you for your comments and note your preference for a southern junction option location. With reference to your comment regarding the need to minimise disruption to the activities of the estates and minimise landtake, we can advise that this will be considered in further detail as we progress towards the more detailed DMRB Stage 3 and preparation of the Environmental Statement. Further work to assess the junction options, including considering the feedback from the public exhibition in March 2015 has been undertaken. This work has resulted in the number of junction options being reduced from fifteen to five for assessment. In assessing the fifteen options presented at the March 2015 exhibition the River Truim (part of the internationally designated River Spey Special Area of Conservation) and its associated flood plain is considered a significant priority. This has led us to reduce the number of options being taken forward to DMRB Stage 2 assessent to five, all of which are located to the south of Dalwhinnie. The main reasons for discounting the other junction options were as follows: • The environmental impact of crossing the River Truim, including the potential ecological and water quality impacts on the Special Area of Conservation • The impact on floodplain due to crossing at a wide point, with limited opportunity to mitigate risks and adverse impacts • The impact on landscape, visual impact and significant cost of the longer multi-span bridges needed to cross the Truim associated with the northern junction options • Consideration of traffic movements which indicate that a southern junction would not have a significant impact on traffic flows passing through Dalwhinnie and would not result in significant traffic related environmental impacts.	**9**
Respondent J	I think the southern GSI is the best option. The interchange is in sight of the village and therefore I think the village would benefit from passing trade, which if the interchange was not in sight, I think it would not. Also the interchange is not so scenic a spot and is one interchange rather than two. The cost of this project should be of importance as well as the usability of the road. We only need an upgraded access as the present access works well.	We thank you for your comments and note your your preference for a southern junction option location. We can also confirm that the economic performance of each of the options is considered alongside environmental and engineering factors. Further work to assess the junction options, including considering the feedback from the public exhibition in March 2015 has been undertaken. This work has resulted in the number of junction options being reduced from fifteen to five for assessment. In assessing the fifteen options presented at the March 2015 exhibition the River Truim (part of the internationally	**10**

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		designated River Spey Special Area of Conservation) and its associated flood plain is considered a significant priority. This has led us to reduce the number of options being taken forward to DMRB Stage 2 assessent to five, all of which are located to the south of Dalwhinnie. The main reasons for discounting the other junction options were as follows: • The environmental impact of crossing the River Truim, including the potential ecological and water quality impacts on the Special Area of Conservation • The impact on floodplain due to crossing at a wide point, with limited opportunity to mitigate risks and adverse impacts • The impact on landscape, visual impact and significant cost of the longer multi-span bridges needed to cross the Truim associated with the northern junction options • Consideration of traffic movements which indicate that a southern junction would not have a significant impact on traffic flows passing through Dalwhinnie and would not result in significant traffic related environmental impacts.	
Respondent K	Best option - Split Junction D: Allows buses to go through village north and south, with bus stops in village. A9 users can readily access facilities in Dalwhinnie. Dalwhinnie residents can easily access A9 to travel north or south. A northern junction only leaves the village more isolated and businesses less accessible, thus killing the village). Split junction means half the traffic flow at each, rather than all at one single junction (safer, especially in adverse weather conditions). Other favoured options - southern junction B or E: With provision T-junctions on any slip roads mean higher risk of accidents, especially in bad weather and more noise and pollution as vehicles, especially lorries, stop and then pull away. Hence preference for Option B here. A single southern junction makes it much less easy though not impossible to get bus stops within the village.	We thank you for your comments and note your preferred junction options. We also acknowledge your further comments on bus stops, accidents, traffic noise and air pollution and can advise that these issues will be considered futher at the next and more detailed stage of our work on the Environmental Statement, NMU and Access Strategy, and DMRB Stage 3. Further work to assess the junction options, including considering the feedback from the public exhibition in March 2015 has been undertaken. This work has resulted in the number of junction options being reduced from fifteen to five for assessment. In assessing the fifteen options presented at the March 2015 exhibition the River Truim (part of the internationally designated River Spey Special Area of Conservation) and its associated flood plain is considered a significant priority. This has led us to reduce the number of options being taken forward to DMRB Stage 2 assessent to five, all of which are located to the south of Dalwhinnie. The main reasons for discounting the other junction options were as follows: • The environmental impact of crossing the River Truim, including the potential ecological and water quality impacts on the Special Area of Conservation • The impact on floodplain due to crossing at a wide point, with limited	**11**

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Respondent L	We believe that if the new junction is north of our premises that it will a profound impact on our business with a possible loss of jobs and further investment by us in the premises.	We thank you for your comments and note your concerns regarding the location of the proposed Dalwhinnie junction option, and in particular the possible economic impact resulting from a junction north of your business location. Further work to assess the junction options, including considering the feedback from the public exhibition in March 2015 has been undertaken. This work has resulted in the number of junction options being reduced from fifteen to five for assessment. In assessing the fifteen options presented at the March 2015 exhibition the River Truim (part of the internationally designated River Spey Special Area of Conservation) and its associated flood plain is considered a significant priority. This has led us to reduce the number of options being taken forward to DMRB Stage 2 assessent to five, all of which are located to the south of Dalwhinnie. The main reasons for discounting the other junction options were as follows: • The environmental impact of crossing the River Truim, including the potential ecological and water quality impacts on the Special Area of Conservation • The impact on floodplain due to crossing at a wide point, with limited opportunity to mitigate risks and adverse impacts • The impact on landscape, visual impact and significant cost of the longer multi-span bridges needed to cross the Truim associated with the northern junction options • Consideration of traffic movements which indicate that a southern junction would not have a significant impact on traffic flows passing through Dalwhinnie and would not result in significant traffic related environmental impacts.	**12**
Respondent M	Best options for village and services South junction x1 grade	We thank you for your comments and note your preference for a southern	**13**

Name	Comments	Response to feedback	Ref No of Comments received
	separated. Must preserve local services for people from the west.	junction option location, and the need to preserve local services and access for people from the west. Further work to assess the junction options, including considering the feedback from the public exhibition in March 2015 has been undertaken. This work has resulted in the number of junction options being reduced from fifteen to five for assessment. In assessing the fifteen options presented at the March 2015 exhibition the River Truim (part of the internationally designated River Spey Special Area of Conservation) and its associated flood plain is considered a significant priority. This has led us to reduce the number of options being taken forward to DMRB Stage 2 assessent to five, all of which are located to the south of Dalwhinnie. The main reasons for discounting the other junction options were as follows: • The environmental impact of crossing the River Truim, including the potential ecological and water quality impacts on the Special Area of Conservation • The impact on floodplain due to crossing at a wide point, with limited opportunity to mitigate risks and adverse impacts • The impact on landscape, visual impact and significant cost of the longer multi-span bridges needed to cross the Truim associated with the northern junction options • Consideration of traffic movements which indicate that a southern junction would not have a significant impact on traffic flows passing through Dalwhinnie and would not result in significant traffic related environmental impacts.	
Respondent N	I feel that the best solution for the junction design is either "North A" or "North B". The A9 to A889 junction is linking 2 trunk roads and if properly designed for the 21st Century this link should not involve going through Dalwhinnie village. Also, it would make sense to keep the existing A9/A889 junction open as a Northbound-only exit if the upgraded A9 layout allows. This would leave a similar scenario to the junction at Longforgan on the A90 where all access other than an A90 Westbound exit is catered for at the grade-separated junction at the Eastern end of Longforgan. Where the A9 link road ties into the existing A889 (near the distillery) it should continue as the main through route, i.e. the traffic from Dalwhinnie village should have to give way. The tie-in should also use the more Northerly of the 2 suggested routes shown so it has a	We thank you your comments and note your preference for a northern grade separated junction location, and your suggestion that the existing A9/A889 junction should be retained if possible. Further work to assess the junction options, including considering the feedback from the public exhibition in March 2015 has been undertaken. This work has resulted in the number of junction options being reduced from fifteen to five for assessment. In assessing the fifteen options presented at the March 2015 exhibition the River Truim (part of the internationally designated River Spey Special Area of Conservation) and its associated flood plain is considered a significant priority. This has led us to reduce the number of options being taken forward to DMRB Stage 2 assessent to five, all of which are located to the south of Dalwhinnie. The main reasons for	**14**

Name	Comments	Response to feedback	Ref No of Comments received
	smoother tie-in. I have no preference between "North A" and "North B". I feel that all the other options are fairly poor because the A9 to A889 traffic is being sent through the village in at least one direction.	discounting the other junction options were as follows: • The environmental impact of crossing the River Truim, including the potential ecological and water quality impacts on the Special Area of Conservation • The impact on floodplain due to crossing at a wide point, with limited opportunity to mitigate risks and adverse impacts • The impact on landscape, visual impact and significant cost of the longer multi-span bridges needed to cross the Truim associated with the northern junction options • Consideration of traffic movements which indicate that a southern junction would not have a significant impact on traffic flows passing through Dalwhinnie and would not result in significant traffic related environmental impacts.	
Respondent O	Following your consultation on the outline options for the A9 junction at Dalwhinnie I have discussed the options with my colleagues and have collated below our comments. Generally we are content that you have sufficient information from us and that there is nothing more we can add at this stage of the design. We have not stated a preference other than the point raised by my colleagues in economic development. Economic Development and forward planning– We are concerned that a single junction at the northern end of the village risks reducing visitor numbers to the village and that this has the potential to adversely affect the local economy. Landscape and Natural Heritage – No further comment, you have sufficient information on the various designations already. Access – we have no particular preference for the option in relation to access and we are satisfied that you have sufficient information on the requirements of this access authority.	We thank you for your comments and note your concern regarding the potential economic impacts which may arise should visitor numbers reduce if a single junction at the northern end of the village was to be developed. Further work to assess the junction options, including considering the feedback from the public exhibition in March 2015 has been undertaken. This work has resulted in the number of junction options being reduced from fifteen to five for assessment. In assessing the fifteen options presented at the March 2015 exhibition the River Truim (part of the internationally designated River Spey Special Area of Conservation) and its associated flood plain is considered a significant priority. This has led us to reduce the number of options being taken forward to DMRB Stage 2 assessent to five, all of which are located to the south of Dalwhinnie. The main reasons for discounting the other junction options were as follows: • The environmental impact of crossing the River Truim, including the potential ecological and water quality impacts on the Special Area of Conservation • The impact on floodplain due to crossing at a wide point, with limited opportunity to mitigate risks and adverse impacts • The impact on landscape, visual impact and significant cost of the longer multi-span bridges needed to cross the Truim associated with the northern junction options • Consideration of traffic movements which indicate that a southern junction would not have a significant impact on traffic flows passing through	**15**

Name	Comments	Response to feedback	Ref No of Comments received
		Dalwhinnie and would not result in significant traffic related environmental impacts.	
Respondent P	I have reviewed the Dalwhinnie access options on-line. I fully agree with the project specific aims. I am sympathetic to the idea of creating a direct link to the A889, enabling through traffic to by-pass Dalwhinnie, and option North B appears to have limited environmental negatives. It would make most of Dalwhinnie a cul-de-sac which may have road safety benefits, though it may also have a commercial impact by removing passing trade unless effective marketing can create a 'destination' or 'stop-off' reputation for the village. Alternatively, South C would also appear to have few environmental negatives while continuing to have traffic flow through the village, if this was the preference of residents. All split options appear unsatisfactory. Some options involve tight bends on junction link roads. This is desirable in terms of minimising land take, but creates a skid risk in winter in this high and exposed location. It will be important to design the detail so as to give 'safe' skidding room (e.g. broad grass verges).	We thank you for your comments about the different junction locations presented, and we acknowledge the comments you make in regards to the potential environmental, economic and road safety benefits or otherwise of the various junction layouts and junction locations. We note that you consider all of the split junction options to be unsatisfactory. Further work to assess the junction options, including considering the feedback from the public exhibition in March 2015 has been undertaken. This work has resulted in the number of junction options being reduced from fifteen to five for assessment. In assessing the fifteen options presented at the March 2015 exhibition the River Truim (part of the internationally designated River Spey Special Area of Conservation) and its associated flood plain is considered a significant priority. This has led us to reduce the number of options being taken forward to DMRB Stage 2 assessent to five, all of which are located to the south of Dalwhinnie. The main reasons for discounting the other junction options were as follows: • The environmental impact of crossing the River Truim, including the potential ecological and water quality impacts on the Special Area of Conservation • The impact on floodplain due to crossing at a wide point, with limited opportunity to mitigate risks and adverse impacts • The impact on landscape, visual impact and significant cost of the longer multi-span bridges needed to cross the Truim associated with the northern junction options • Consideration of traffic movements which indicate that a southern junction would not have a significant impact on traffic flows passing through Dalwhinnie and would not result in significant traffic related environmental impacts.	16
Respondent Q	**Copy of Correspondence from Dalwhinnie Community Council to the Badenoch and Strathspey Herald – copied to CFJV** At the Dalwhinnie Community Council meeting yesterday the A9 dualling was discussed. Cllr. Rimell suggested sending yourselves a brief update for the Strathy. Please find this below. Dalwhinnie Community Council met on Monday 30th March to discuss their reflections on the A9 Dualling Consultation Meeting	We thank you for your comments about the different junction locations. Further work to assess the junction options, including considering the feedback from the public exhibition in March 2015 has been undertaken. This work has resulted in the number of junction options being reduced from fifteen to five for assessment. In assessing the fifteen options presented at the March 2015 exhibition the River Truim (part of the internationally designated River Spey Special Area of Conservation) and its associated flood	**17**

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	which took place recently. Sam McNaughton of Transport Scotland said more than 60 people had attended over the two days of the consultation. The Community Council complimented the setup of the displays and the helpfulness of the officials. One group of residents had already submitted their views to the Chair of the Community Council. The CC hoped many more individuals would submit their ideas before the deadline on 30th April. The next Community Council meeting will be 27th April and members of the public are encouraged to attend. The Community Council offered general priorities for Dalwhinnie to Transport Scotland. 1. The sustainability of the village is paramount. Traffic flow and visitor numbers should ideally increase to assist passing trade and local business.2. Access to Public Transport should improve. 3. The existing Southern access should be retained and moved as near to the village Centre as possible, to be near the garage and hotel. 4. The environmental features around the village should be protected and enhanced. This can be done utilising planting and landscaping where possible to enhance visual aspect and to assist with snow management. 5. Sufficient lay-by space needs to be provided for the hill walkers. At the moment when they lay-bys are full they park on the grass verges, which would be an issue after the dualling.	plain is considered a significant priority. This has led us to reduce the number of options being taken forward to DMRB Stage 2 assessent to five, all of which are located to the south of Dalwhinnie. The main reasons for discounting the other junction options were as follows: • The environmental impact of crossing the River Truim, including the potential ecological and water quality impacts on the Special Area of Conservation • The impact on floodplain due to crossing at a wide point, with limited opportunity to mitigate risks and adverse impacts • The impact on landscape, visual impact and significant cost of the longer multi-span bridges needed to cross the Truim associated with the northern junction options • Consideration of traffic movements which indicate that a southern junction would not have a significant impact on traffic flows passing through Dalwhinnie and would not result in significant traffic related environmental impacts. In relation to future landscaping and winter resilience, these aspects will be considered in greater details during the next DMRB Stage 3 design development and assessment work. There will be a further opportunity to comment upon these proposals at a future Stage 3 Exhibition. Similarly access to public transport, parking, and accessibility for hill walkers and other Non Motorised Users will also be considered in greater detail during the DMRB Stage 3 assessment when the preferred mainline and junction option is known.	
Respondent R	Flood risk: Northern Section of Junction: The northern junction location shown by the round white outline on the drawing lies outwith the medium likelihood (0.5% annual probability or 1 in 200 year) flood extent of the Flood Map. We do not hold any records of flooding for the location. The area is, however, very close to an aqueduct. We hold no information about the operating regime of the aqueduct or whether it poses any likely flood risk to adjacent ground areas in the same way a natural watercourse would. It seems from the indicative junction location that a new crossing of the River Truim may be required in order to connect the junction to the A889 and access the settlement of Dalwhinnie. In line with the Strategic Flood Risk Assessment which was undertaken for the wider	We note your comments with regard to flooding and also on the presence of the nearby aqueduct. We are currently preparing a detailed flood model and can confirm that discussions have been held with Scottish and Southern Energy (SSE) on their operation of the aqueduct. The flood model would be used for any required flood risk assessment during the Stage 3 detailed assessment of the preferred mainline and junction options. It is possible to provide a single span bridge design option for the southern junction option locations, however a bridge structure for any of the northern junction location options would be in excess of 140 metres long, and hence it would not be possible to provide a single span structure option for the	**18**

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	A9 corridor, any new crossings are likely to require some detailed assessment of flood risk to ensure that they have sufficient capacity to convey flood flows, ensure that any new roads are not at risk of flooding, and ensure that any new development does not reduce the capacity of the functional flood plain which can contribute to increasing risk downstream. New crossings should be designed in line with best practice and where possible be of single span design with abutments and approaches set back from the watercourse beyond the edge of the flood plain. Where any elements of the development do have to be located within the flood plain and this cannot be avoided, this should be mitigated by the provision of compensatory flood plain storage. Southern Section of Junction: We note that the southern junction location shown by the round white outline on the drawing lies outwith the medium likelihood (0.5% annual probability or 1 in 200 year) flood extent of the Flood Map. We do not hold any records of flooding for the location. The location is very close to the River Truim, the aqueduct and the Allt Coire Bhathaidh though appears well elevated above all of these watercourses. Again, it seems that a new crossing of the River Truim may be required and our advice for the northern section above is applicable. Existing Dalwhinnie Junction: The existing Dalwhinnie Junction on the A9 close to the southern end of the area of interest is not known to be at significant risk of flooding. Therefore we have no particular requirements were this junction to be upgraded, unless parts of the junction development encroached onto any areas of land which are likely to form part of the flood plain of any of the nearby watercourses. Watercourse engineering works: All temporary and permanent works should be designed so that they do not directly impact on the main watercourses. As outlined above bridges should be designed following best practice. The Truim is a sensitive and mobile river and any works will require careful consideration and input from a geomorphologist. It should be noted that the existing southern bridge is not well placed and works have been needed to maintain its integrity and that of the surrounding infrastructure. If use of this structure is to be maintained then opportunity to improve it should	northern junction options. Correspondingly it is noted that compensatory storage would be required should any of the northern junction options be proposed. Further work to assess the junction options, including considering the feedback from the public exhibition in March 2015 has been undertaken. This work has resulted in the number of junction options being reduced from fifteen to five for assessment. In assessing the fifteen options presented at the March 2015 exhibition the River Truim (part of the internationally designated River Spey Special Area of Conservation) and its associated flood plain is considered a significant priority. This has led us to reduce the number of options being taken forward to DMRB Stage 2 assessent to five, all of which are located to the south of Dalwhinnie. The main reasons for discounting the other junction options were as follows: • The environmental impact of crossing the River Truim, including the potential ecological and water quality impacts on the Special Area of Conservation • The impact on floodplain due to crossing at a wide point, with limited opportunity to mitigate risks and adverse impacts • The impact on landscape, visual impact and significant cost of the longer multi-span bridges needed to cross the Truim associated with the northern junction options • Consideration of traffic movements which indicate that a southern junction would not have a significant impact on traffic flows passing through Dalwhinnie and would not result in significant traffic related environmental impacts.	

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	be investigated. Other issues: There are major abstractions in the area, primarily associated with hydropower and the northern junction locations have the potential to adversely impact them.		
Respondent S	**Statement by THC Ward Members on the Exhibition for the Dalwhinnie Junction Options** "Members praised the quality of the Exhibition and in particular the 3D interactive modelling which allowed junction options to be viewed in 3 dimensions from any selected location. Members felt that the junction options that retained as near as possible the existing traffic pattern was best for the local community. This would allow passing trade to continue for the filling station, hotel and café as well as no reduction in traffic passing the distillery. A junction to the south of the village was preferred, since any junction to the north of the village would allow the A889 traffic to bypass the village with consequential loss of potential trade. Members were attracted to the option that connected to the southern end of the village in the vicinity of the speed limit signs. This would provide for a short length of connecting road from the A9 to the village entrance and would better provide for traffic on the A9 wishing to visit local services in the village."	We thank you for your kind comments on the content of the previous exhibition. We note your comments that your preferred junction option should retain as closely as possible the existing traffic patterns in the village, and acknowledge your comments about the need to maintain continuity of traffic movements so as to avoid potential economic impacts for Dalwhinnie from a reduction in passing trade. Further work to assess the junction options, including considering the feedback from the public exhibition in March 2015 has been undertaken. This work has resulted in the number of junction options being reduced from fifteen to five for assessment. In assessing the fifteen options presented at the March 2015 exhibition the River Truim (part of the internationally designated River Spey Special Area of Conservation) and its associated flood plain is considered a significant priority. This has led us to reduce the number of options being taken forward to DMRB Stage 2 assessent to five, all of which are located to the south of Dalwhinnie. The main reasons for discounting the other junction options were as follows: • The environmental impact of crossing the River Truim, including the potential ecological and water quality impacts on the Special Area of Conservation • The impact on floodplain due to crossing at a wide point, with limited opportunity to mitigate risks and adverse impacts • The impact on landscape, visual impact and significant cost of the longer multi-span bridges needed to cross the Truim associated with the northern junction options • Consideration of traffic movements which indicate that a southern junction would not have a significant impact on traffic flows passing through Dalwhinnie and would not result in significant traffic related environmental impacts.	**19**
Respondent T	We would prefer a single junction serving both directions, and coming into Dalwhinnie and joining the A889 south of Dalwhinnie.	We thank you for your comments and note your concerns regarding the location of the proposed Dalwhinnie junction option, and in particular the possible economic impact resulting from a junction being located to the	

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	Our main reasons being: (1) our land would not be split into two small parts (2) Dalwhinnie is a struggling village as it is, and to bring traffic north of Dalwhinnie and in would mean any business could be lost to the hotel, cafe and filling station (3) loss of access from the sheep fank to Cuaich Hill	north of Dalwhinnie. We also note your concerns regarding the impact which a northern junction location could have on the land in this vicinity. Further work to assess the junction options, including considering the feedback from the public exhibition in March 2015 has been undertaken. This work has resulted in the number of junction options being reduced from fifteen to five for assessment. In assessing the fifteen options presented at the March 2015 exhibition the River Truim (part of the internationally designated River Spey Special Area of Conservation) and its associated flood plain is considered a significant priority. This has led us to reduce the number of options being taken forward to DMRB Stage 2 assessment to five, all of which are located to the south of Dalwhinnie. The main reasons for discounting the other junction options were as follows: • The environmental impact of crossing the River Truim, including the potential ecological and water quality impacts on the Special Area of Conservation • The impact on floodplain due to crossing at a wide point, with limited opportunity to mitigate risks and adverse impacts • The impact on landscape, visual impact and significant cost of the longer multi-span bridges needed to cross the Truim associated with the northern junction options • Consideration of traffic movements which indicate that a southern junction would not have a significant impact on traffic flows passing through Dalwhinnie and would not result in significant traffic related environmental impacts	

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