

A9 Dualling – Glen Garry to Dalraddy

Crubenmore to Kincaig

Preferred Route Public Exhibition (March 2017)
Summary Report

Transport Scotland

March 2017



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Preferred Route Preferred Route Public Exhibition (March 2017) Summary Report

Transport Scotland

March 2017

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1 Introduction

1.1 Background

1.1.1 A9 Perth to Inverness Dualling Programme

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

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

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

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

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

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

This report relates to Project 9 and its purpose is to summarise the Crubenmore to Kincaig Preferred Route Public Exhibition, which were held on 8th, and 9th March 2017 to brief the public on the preferred mainline on the Crubenmore to Kincaig project and the proposed junctions at Newtonmore and Kingussie.

1.2 Project 9 Crubenmore to Kincaig

Project 9 Crubenmore to Kincaig commences at the northern extent of the existing dual carriageway at Crubenmore and continues for approximately 16.5km towards Kincaig, to tie in to the Kincaig to Dalraddy dual carriageway scheme (under construction). The study area and its key features are illustrated in **Figure 1.1**.

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

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

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

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

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

Significant engineering constraints identified within the study area include:

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

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

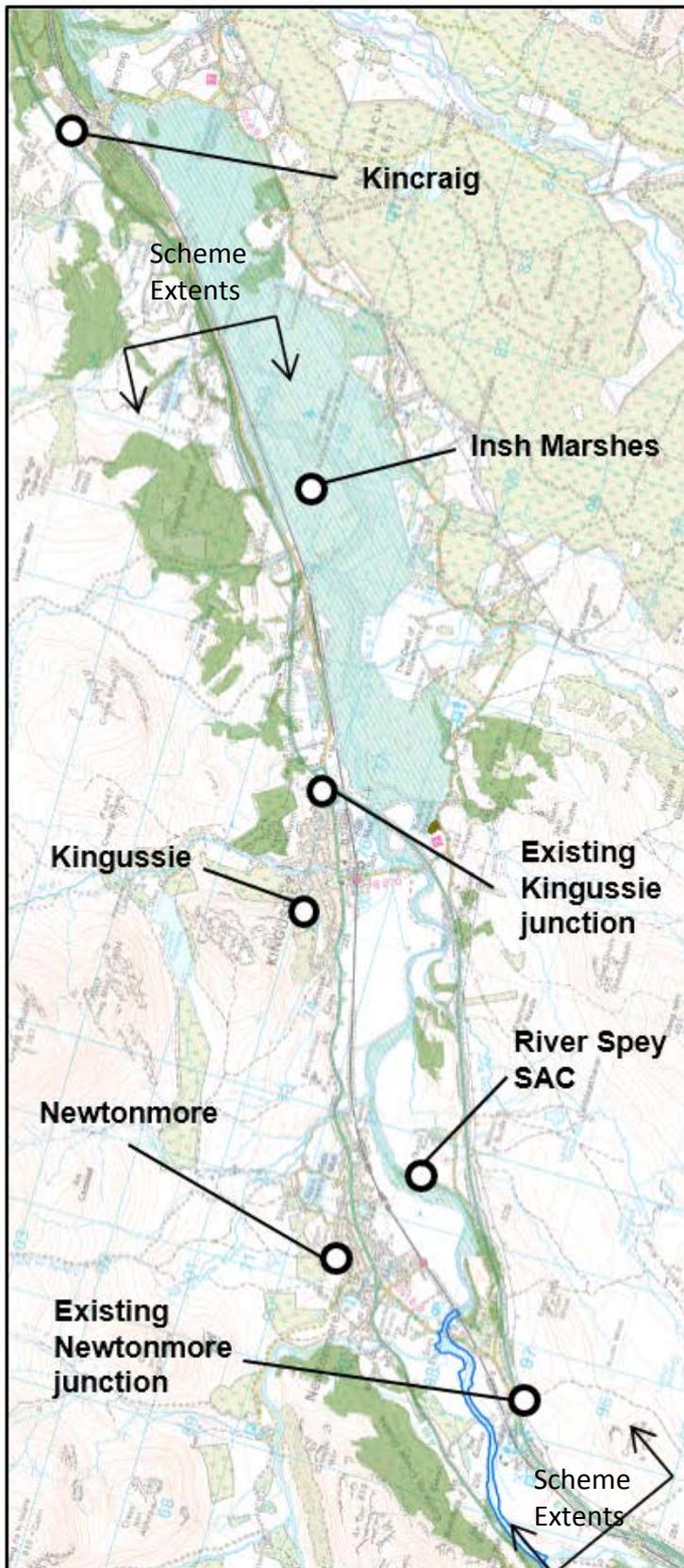


Figure 1.1: Project 9 Crubenmore to Kincaig – Study Area

1.3 Purpose of the Report

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

The exhibition was held in Newtonmore on the 8th March and in Kingussie on the 9th of March 2017. The preferred Mainline and junction options were presented in advance to key stakeholders including residents and landowners within the 200m corridor, and to the wider public at the exhibition.

Specific feedback was sought on the preferred route with a particular focus on the following topics:

- the preferred route option and junctions
- lay-bys
- local access
- Non-Motorised Users (e.g. pedestrians, cyclists and equestrian) routes.

The intention is that feedback and information gathered from the exhibition will inform the development of preferred mainline and junction options and access arrangements for the Crubenmore to Kincaig project. This work will then be taken forward in the DMRB Stage 3 Assessment process as defined within the DMRB TD 37/93 guidance.

2 Exhibition Promotion

2.1 Advertising of the exhibitions

The public exhibition events were advertised via a variety of means including:

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

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

2.2 Briefing to Consultation Authorities at the A9 Environmental Steering Group

At the A9 Dualling Environmental Steering Group on the 8th March 2017, the CFJV provided the Consultation Authorities with advance notice of the forthcoming exhibitions.

2.3 Letters to Consultation Authorities

Letters were issued on the 21st February 2017 to the following Consultation Authorities:

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

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

The letter explained that the exhibitions were being held to seek feedback on the preferred mainline on the Crubenmore to Kincaig project and the proposed junctions at Newtonmore and Kingussie, and that the feedback received would help inform the on-going development of the dualling proposals.

2.4 Letters to Local Residents and Various Stakeholder Groups

In addition to the Consultation Authorities, letters were also issued to local residents, local businesses, landowners, the two Community Councils for Kingussie and Newtonmore, and other stakeholders. These letters also confirmed the date and purpose of the exhibitions. The letters were personalised to the particular audience, and one standard letter type was issued.

2.5 Press Advert

An advertisement was issued prior to the exhibitions on the week commencing 6th March 2017:

- The Press and Journal (Highlands and Islands/Inverness)
- The Inverness Courier
- Highland New Group
- Strathspey and Badenoch Herald.

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

2.6 Transport Scotland Website and Social Media

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

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

The Transport Scotland website was relaunched around the time the exhibitions took place. The poster was included in the information available on both the old site and the new site.

2.7 Advertising Poster Distribution

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

2.8 Further Press Release and Coverage

Given anticipated interest in the Spey Crossing options, a further press release with visualisations was issued by Transport Scotland on 8th March 2017 at the time of the exhibitions, and can be found at the following web address:

<https://www.transport.gov.scot/news-item/58bee3306c8b55186c279af6>

This press release was published in the following newspapers on the 8th/9th March 2017:

- The Press and Journal
- Strathspey and Badenoch Herald.

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3 Exhibition Details

3.1 General Details

The exhibitions were held over consecutive days in two venues as follows:

- Wednesday 8th March 2017, Newtonmore Village Hall, between 12 noon and 8pm
- Thursday 9th March 2017, Tall Nan Ros in Kingussie, between 11am and 7pm.

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

The exhibition material presented to the public included:

- 23 number exhibition display panels
- A1 size drawings of the Mainline alignment
- A1 size drawings of the Kingussie and Newtonmore junction layouts
- A1 size drawings of the local access options for Ralia and Glen Truim and Ralia and Nuide
- a visualisation video was shown on one display monitor and an interactive version of the video content was also available for users to interrogate on a second monitor
- an exhibition overview leaflet to take away
- an exhibition feedback form to complete on the day or take away and return.

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:

<https://www.transport.gov.scot/publication/exhibition-materials-mar-2017-crubenmore-to-kinraig-a9-dualling/>

3.2 Pre-Exhibition Briefings

To ensure local land and property owners and stakeholders were fully aware of what was exhibited and how this could affect their land and property, a series of pre-exhibition briefings were held on the 6th, 7th and 8th March. Representatives of Transport Scotland and CFJV attended these.

In total 17 meetings took place with land and property owners from within or very close to the dualling corridor. This included a group of residents who live in Glen Truim who had previously asked through the Laggan Community Association to be consulted on the Glen Truim local access following the exhibition in 2015.

Two landowners (or their representatives) were not able to meet prior to the exhibition. One of these was able to meet the week following the exhibitions.

Four follow-up meetings were held after the exhibitions with the larger Estates.

3.3 Exhibition Material

3.3.1 Exhibition Panels

The exhibition material on display included an introduction and background to the programme objectives, an outline of previous consultation, strip plans and preferred route descriptors for each section, the River Spey bridge development and flood risk assessment, the preferred junctions for Newtonmore and Kingussie, what happens next, and comments and feedback. The exhibition panels presented information under the following headings:

- Crubenmore to Kincaig Project – Welcome (1 panel)
- A9 Dualling Programme Objectives (1 panel)
- Project Development (1 Panel)
- Consultation (1 panel)
- Dual Carriageway Options (1 panel)
- Preferred Route (1 panel)
- Strip Plans – 6 sections (6 panels)
- Stage 2 Preferred Option Section by Section (5 panels)
- River Spey Bridge development and flood risk assessment (2 panels)
- Stage 2 preferred junction – Newtonmore and Kingussie (2 panels)
- “What happens next?” (1 panel)
- Comments and Feedback (1 panel).

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

In addition, A1 size plans of the preferred mainline and junctions and the local access options for Ralia and Glen Truim and for Ralia and Nuide were available to view.

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

Copies of all the exhibition material is available on the Transport Scotland website at the following web address:

<https://www.transport.gov.scot/projects/a9-dualling-perth-to-inverness/a9-crubenmore-to-kincaig/>



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



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

3.3.2 Exhibition Visualisation Material

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

The videos included the preferred route alignment and junction layouts at both Newtonmore and Kingussie.

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

<https://www.transport.gov.scot/projects/a9-dualling-perth-to-inverness/a9-crubenmore-to-kinraig/>

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

3.3.3 Exhibition Overview Leaflet

The information displayed on the exhibition panels was summarised in a six-page Exhibition Overview leaflet. The leaflets were issued to attendees as they arrived at the exhibition. Additional copies were supplied to the local library, the church and the community councils. A copy of the leaflet is provided in **Appendix D**. (Copies of all the exhibition material is available on the Transport Scotland website – refer to para 3.3.1).

3.3.4 Exhibition Feedback Forms

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

- The preferred route options and junctions
- Lay-bys
- Local access
- Non-Motorised Users (e.g. pedestrians, cyclists and equestrian) routes.

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**.

(Copies of all the exhibition material is available on the Transport Scotland website – refer to para 3.3.1).

4 Attendance and Feedback

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

A total of 262 people attended the exhibition over the two days with 262 signing in and 197 people providing their postal code. Some but not all also provided contact email addresses.

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

- Wednesday 8th March in Newtonmore - 97 No.
- Thursday 9th March in Kingussie - 127 No.

As part of the Academy9 educational programme, a group of 38 senior high school pupils (included in the overall attendance of 262 people) also attended the exhibition and were able to meet Transport Scotland and CFJV staff to learn about the A9 Dualling Programme and different career paths associated with road construction projects. The pupils were split into two groups and each group received a demonstration of the use of Virtual Reality technology in the design process, and received a presentation from different staff engaged in the dualling programme.

Attendees were asked to provide their postcode and state their interest in the Dualling Programme. Of the 197 people who provided details of their postcode, these were distributed as follows:

- 176 attendees were local residents/businesses with PH20 and PH21 postcodes (Newtonmore and Kingussie areas respectively)
- 21 were from further afield (including Edinburgh, Aberdeen, Inverness, Perth, Glasgow).

4.1 Feedback

Feedback from the public is a key element of the consultation process and allows public opinion to be gauged and local knowledge to be gathered to inform the development of the Project. Attendees could return their comments via the feedback box located at the exhibition, or alternatively by email or by post. Attendees were asked to return feedback forms by the 4th of May 2017.

46 formal feedback responses were submitted from individuals, landowners, businesses and organisations.

Each comment was reviewed and the key points summarised in the following paragraphs.

4.2 Summary of Comments Received

4.2.1 Sources of Feedback

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

- *34 individual local residents/members of the public*
- *6 estates/landowners*
- *2 local businesses*
- *3 local groups/organisations*
- *1 Laggan Community Council.*

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

4.2.2 Main Areas of Feedback

The majority of comments received were in relation to stating preferences for a particular level of access to the A9, the layout of the Newtonmore junction and comments relating to the individual landowner and related interests. In addition, a few comments covered more general topics relating to the A9 dualling and the programming.

A significant number of comments were received raising various concerns regarding future provision at Glentruim and local residents from Glentruim and the Crubenbeg area asked to be kept informed of any developments that could impact on them.

4.2.3 Feedback from Consultation Authorities

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

4.2.4 Public Feedback on Specific Aspects of the Project

Feedback was provided on a number of specific aspects of the project:

- The recommended preferred route
- The proposed Newtonmore Junction
- The proposed upgrade to the Kingussie Junction
- Local access to Ralia and Glen Truim and Ralia Lodge/Nuide Farm
- Non-Motorised Users Routes.

A summary of the collated feedback received and responses is provided in **Appendix E**.

4.2.5 Other Concerns

Feedback on other concerns is included below:

- comments regarding the future of the U2387 Crubenmore/ Dalwhinnie Junction
- comments with regard to the provision of adequate signing of HGV Rest Areas from the A9
- comments with regard to ensuring the maintenance of NMU access to the Scheduled Ancient Monument: Raitts Cave
- comment on the effectiveness of the installed Speed Enforcement Camera system and the future use of this system after the dualling is complete
- comments regarding the challenging nature of the Insh Marshes and River Spey and the development of a suitable bridge and embankment solution
- comments requesting the upgrade the Crubenmore to Glentruim section of NCN7 to take vehicular traffic
- comments were received in relation to access to Ralia Café.

4.2.6 Feedback on Exhibition

A number of respondents in addition to providing feedback commented on the excellent exhibition display layout and the helpfulness of exhibition staff.

4.2.7 Response to Feedback

Responses to the feedback received were issued to those who provided comment, in the form of a letter.

These letters of response from Transport Scotland were issued 11th September 2017.

A summary of the comments received and responses issued has been provided in **Appendix E**.

5 What happens next?

The exhibition panel titled “What happens next?” highlighted the anticipated next steps in the assessment process.

5.1 DMRB Stage 3 Assessment

The next stage of work is to take forward the development and assessment of the preferred route option for the project.

The next stage of the DMRB Stage 3 Assessment will include:

- on-going consultation with stakeholders, affected landowners and members of the public to inform the design development of the preferred route
- identification of the land required for the project and preparation of draft Orders, preparation of an environmental impact assessment of the developed preferred route option including local access provision and publication of an Environmental Statement which will include suitable mitigation measures to reduce impacts of the project on the environment
- a further event to present the developing DMRB Stage 3 design and seek further feedback
- the publication of the draft Road Orders, Compulsory Purchase Order and Environmental Statement.

The preferred route will be assessed in relation to environmental, engineering and traffic and economic issues.

5.2 Future Events

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

There will be on-going consultation and a further public event is anticipated to seek feedback on the developing Stage 3 design to support completion of the design and assessment, as well as preparation of draft orders.

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Appendix A

Advertising Poster

A9 Dualling

Crubenmore to Kincaig project

Public Exhibitions



Public exhibitions are being held on 8 and 9 March 2017.

These exhibitions will give local communities and road users the opportunity to see and comment on the outcome of the route option assessment work and the preferred option for the Crubenmore to Kincaig dualling project – part of the A9 Dualling Programme.

Transport Scotland staff and its design consultants will be on hand to discuss the preferred option and answer any questions.

Details of the public exhibitions are as follows:

Wednesday 8 March, 12 noon – 8pm

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

Thursday 9 March, 11am – 7pm

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

For further information, please visit:

www.transport.gov.scot/project/a9-crubenmore-kincaig



Appendix B

Exhibition Panels

Crubenmore to Kincaig project – welcome

As part of the A9 Dualling Programme, Transport Scotland has been taking forward route option assessment work for dualling the A9 between Crubenmore and Kincaig.

In November 2015, we held a public exhibition to seek feedback on the developing route options.

The purpose of this exhibition is to provide you with an overview of the outcome of the route option assessment work, and to present the preferred route option for the Crubenmore to Kincaig project.

We will also outline the work that will be undertaken as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment process.

Transport Scotland staff and its consultants from CFJV will be happy to assist you with any queries you may have in relation to the project.



Spey Valley from Creag Dubh



Ruthven Barracks



TRANSPORT
SCOTLAND
CÒMHDHAIL ALBA

Programme objectives

The Scottish Government has committed to dualling the A9 between Perth and Inverness by 2025. The A9 Dualling programme objectives are to:

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



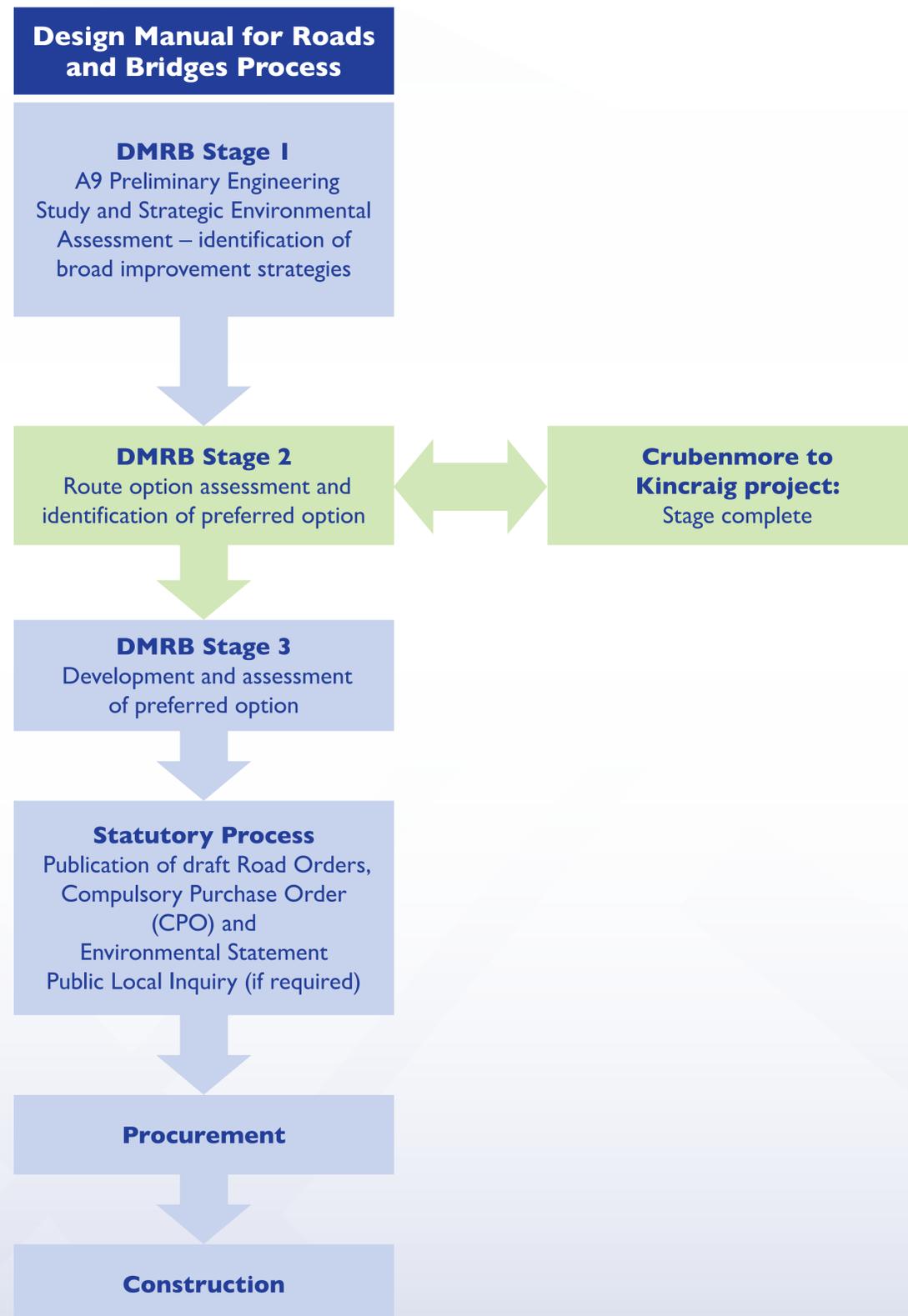
Project development

We are following the normal trunk road scheme development process and progressing in accordance with guidance in the Design Manual for Roads and Bridges (DMRB). The three-stage assessment process covers engineering, environment, traffic and economic considerations.

Throughout this process, Transport Scotland consults with a diverse range of landowners, the public, stakeholders and interested parties including heritage, environmental and Non-Motorised Users (NMUs) such as pedestrians, equestrians and cyclists.

Following feedback from the November 2015 public exhibition, the route option assessment process (DMRB Stage 2 Assessment) for the Crubenmore to Kinraig project has been completed.

Today's exhibition shows the result of the route option assessment.



Consultation

As part of the DMRB Stage 2 Assessment process, public consultation was carried out to inform the further development, refinement and assessment of the route and junction options.

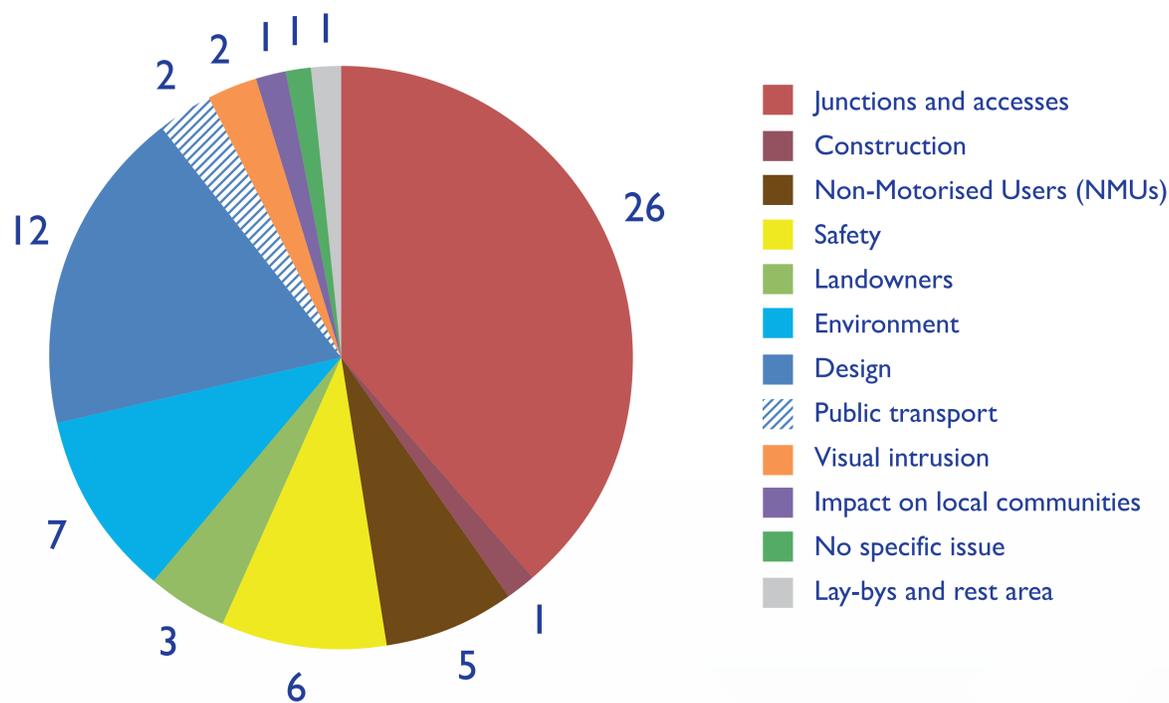
Public exhibitions were held in Newtonmore Village Hall on Wednesday 18 November 2015 and in Talla Nan Ros in Kingussie on Thursday 19 November 2015. In total, 205 people attended over the two days and 22 feedback forms were completed, with 25 comments received after the event.

The comments received were mainly regarding the proposed junctions, local accesses and design.

Each comment was reviewed and the key points were summarised into broad categories shown on the chart below. This is also documented in an exhibition report, which is available on the A9 Dualling website.

The feedback provided by members of the public will continue to inform the design and development of the Crubenmore to Kinraig project.

We will continue to have public engagement events to seek wider community feedback, one-to-one engagement with affected landowners and residents, as well as key stakeholders, as we progress through the Stage 3 Assessment.



Summary of public exhibition comments



Dual carriageway options

The Crubenmore to Kinraig project involves dualling approximately 16.5km of the current A9, from the existing dual carriageway at Crubenmore, to the Kinraig to Dalraddy dual carriageway section (currently under construction).

The project was split into five sections to assist the design work on the dual carriageway options. The sections are shown on the adjacent map and were chosen based on local constraints such as topography, environmental features and the proximity of the Highland Mainline Railway.

Section 1 is 0.85km in length: 1 option (a)

Section 2 is 3.82km in length: 2 options (a) and (b)

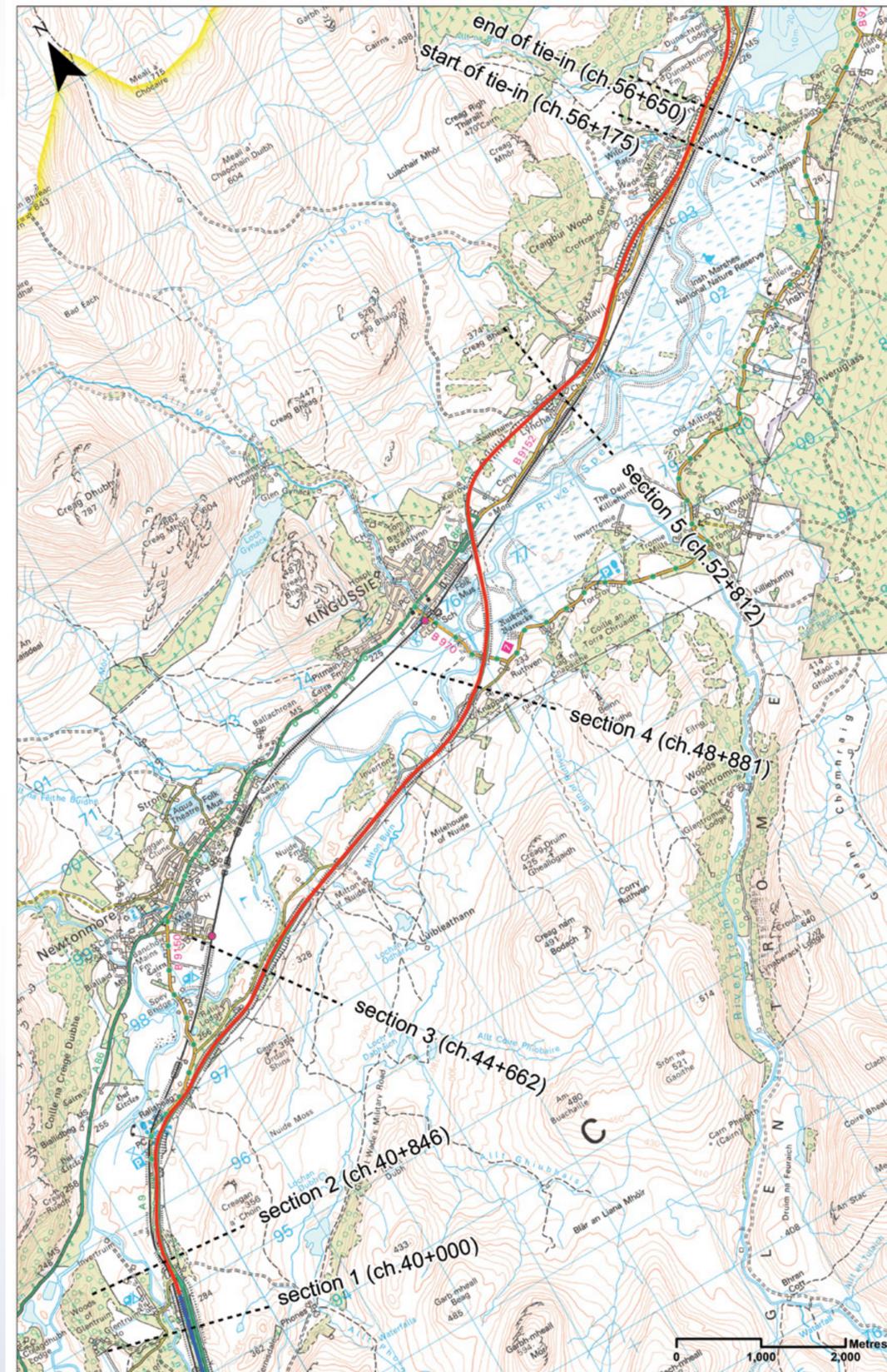
Section 3 is 4.22km in length: 1 option (a)

Section 4 is 3.93km in length: 4 options (a), (b), (e) and (f)

Section 5 is 3.68km in length: 1 option (a)

The assessment of the options in each section considered known local constraints and feedback received from public consultations. The line of the dual carriageway for the overall project was identified by joining together the preferred options for each section.

Junction options serving the towns of Newtonmore and Kingussie have also been assessed and a preferred junction selected at each location.



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Crubenmore to Kinraig



Preferred route

On the basis of the route options assessment process, section options **1a**, **2a**, **3a**, **4b** and **5a** will be taken forward as the combined preferred route option.

The preferred route provides online widening of the carriageway to the east, from the start of the project to Knappach underpass at the end of section 3. The alignment then moves offline to the east, through section 4 as it crosses the River Spey and Insh Marshes, before it changes to online carriageway widening to the west for the remainder of the route. It then connects with the Kincaig to Dalraddy dual carriageway, currently under construction.

The following exhibition panels present the preferred option within each section.

Throughout the design and development of the preferred option (DMRB Stage 3 Assessment process), the following important elements will be given further consideration:

- a strategy will be developed and incorporated into the design to provide access to land and property next to the route, and to address access requirements for Non-Motorised Users (NMUs) such as pedestrians and cyclists
- the route alignment will be further developed to seek to reduce impact on land and properties
- the alignment will be further developed to help construction and reduce the impact on road users during construction.

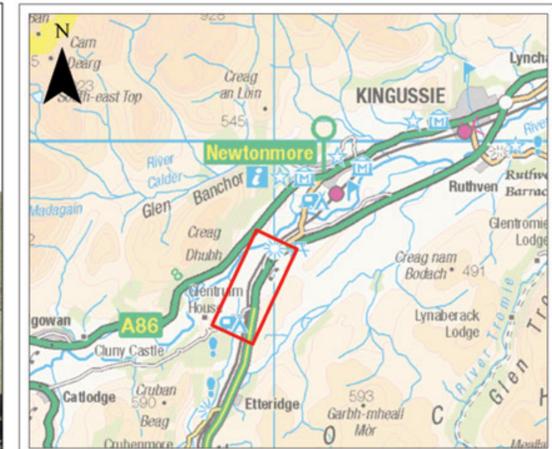
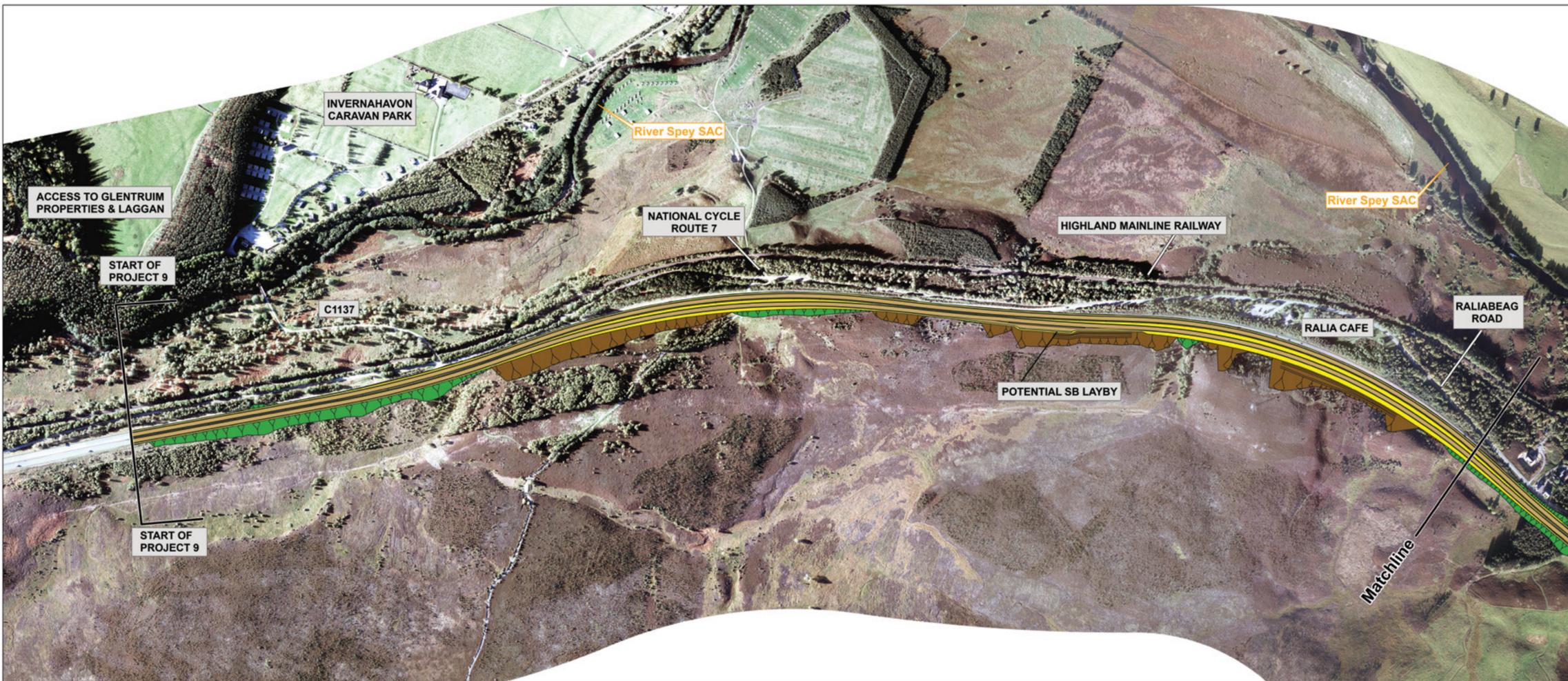


River Spey Crossing and Ruthven Barracks



A9 looking north at Braes of Nuide

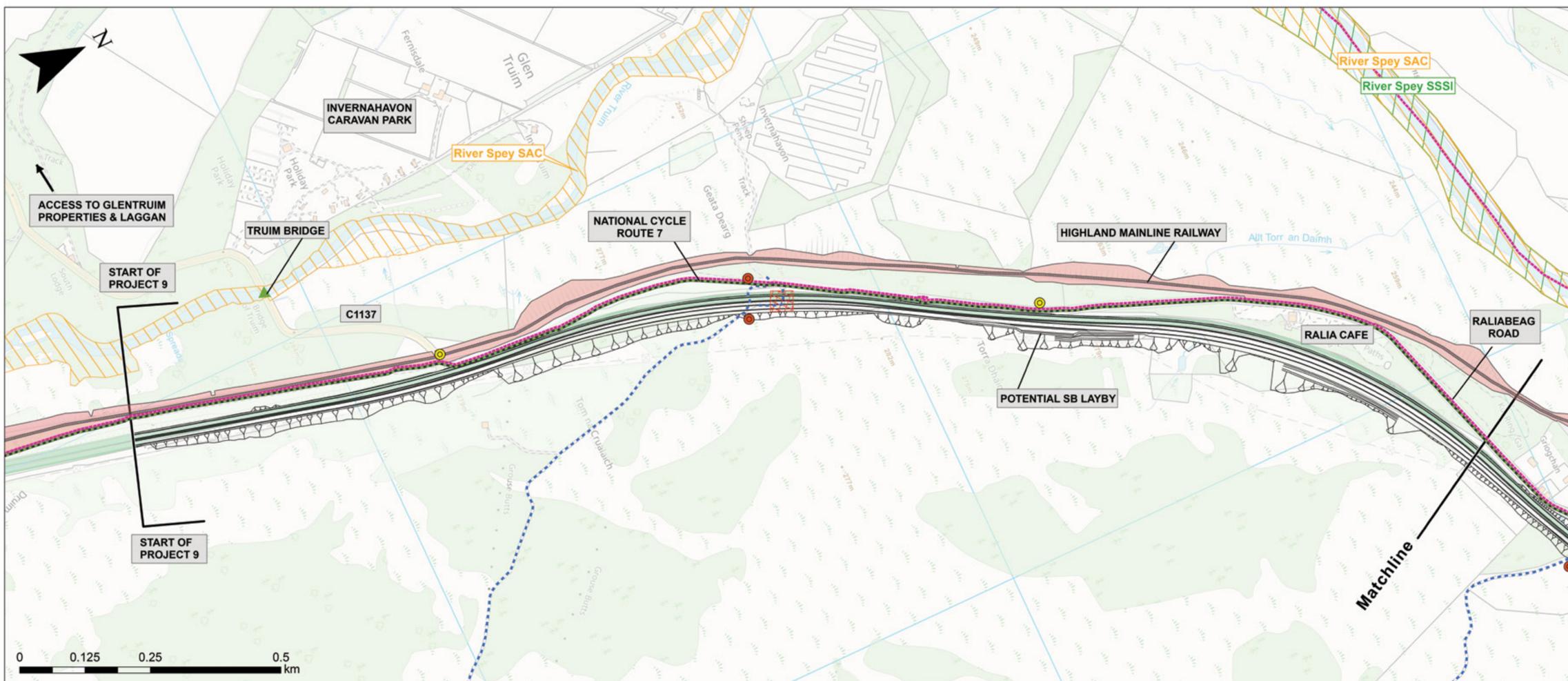




Legend

- Detailed Alignment
 - Earthworks Embankment
 - Earthworks Cutting
 - Central Reserve / Verge
 - Carriageway
- Existing**
- Existing Local Roads
 - Existing Private Access
 - Sustrans NCN7 Route
 - Informal NMU Routes
 - CNPA Core Path
 - Highland Mainline Railway
 - Railway
 - Existing Bridges
- Cultural Heritage Assets**
- ▲ Historic Environment Record (Point)
- Environmental Designations**
- Special Area of Conservation (SAC)
 - Site of Special Scientific Interest (SSSI)

Please Note:
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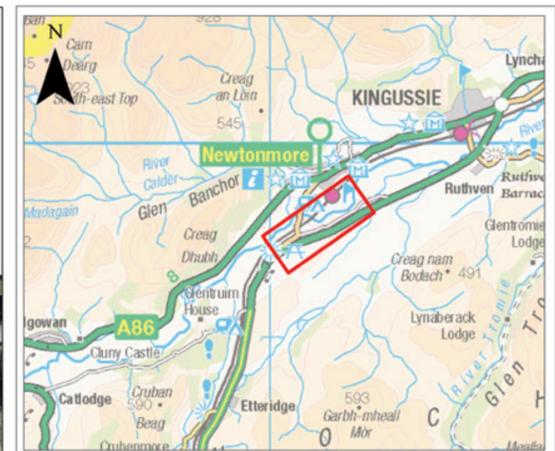
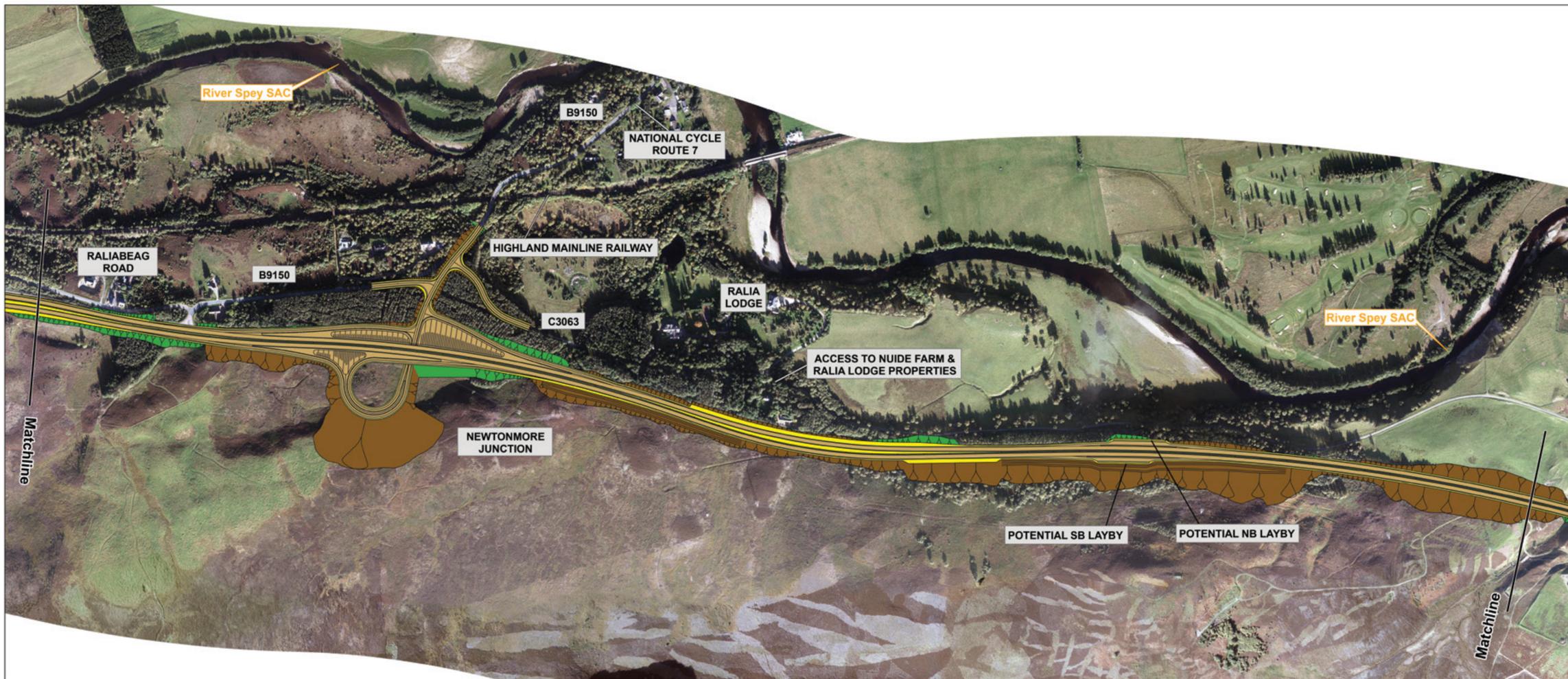
ch2m **FAIRHURST**



**PUBLIC EXHIBITION
 CRUBENMORE TO KINCRAIG**

**PREFERRED OPTION
 SHEET 1 OF 6**

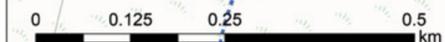
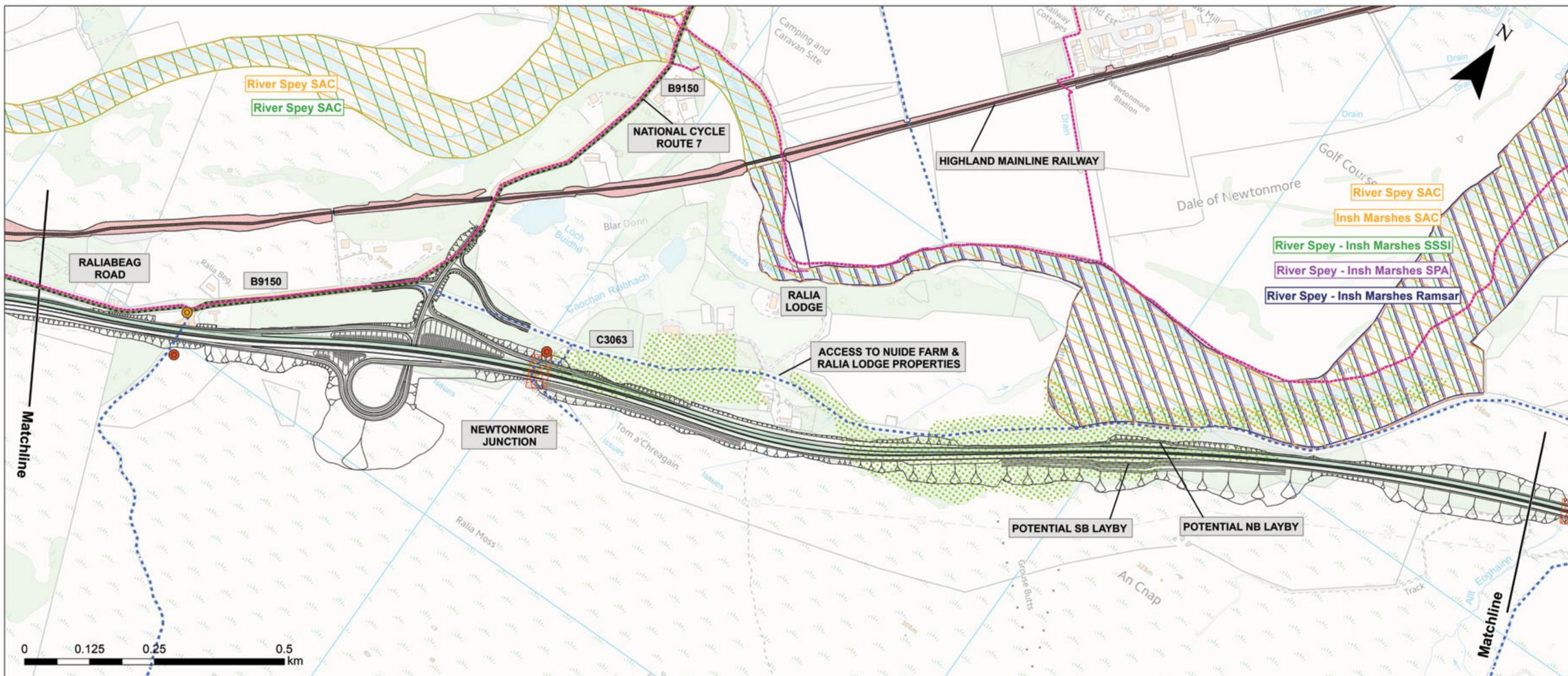
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Legend

- Detailed Alignment
 - Earthworks Embankment
 - Earthworks Cutting
 - Central Reserve / Verge
 - Carriageway
- Existing**
- Existing Newtonmore / Kingussie Junctions
 - Existing Private Access
 - Sustrans NCN7 Route
 - Informal NMU Routes
 - CNPA Core Path
 - Highland Mainline Railway
 - Railway Boundaries
 - Existing Bridges
- Environmental Designations**
- Special Area of Conservation (SAC)
 - Special Protection Area (SPA)
 - Site of Special Scientific Interest (SSSI)
 - Ramsar
 - Ancient Woodland Inventory (AWI) Sites 2a

Please Note:
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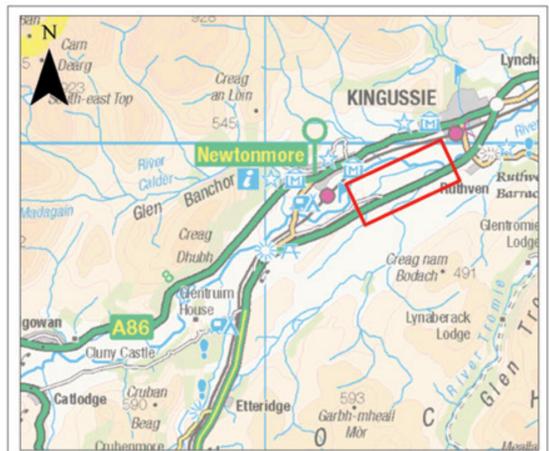
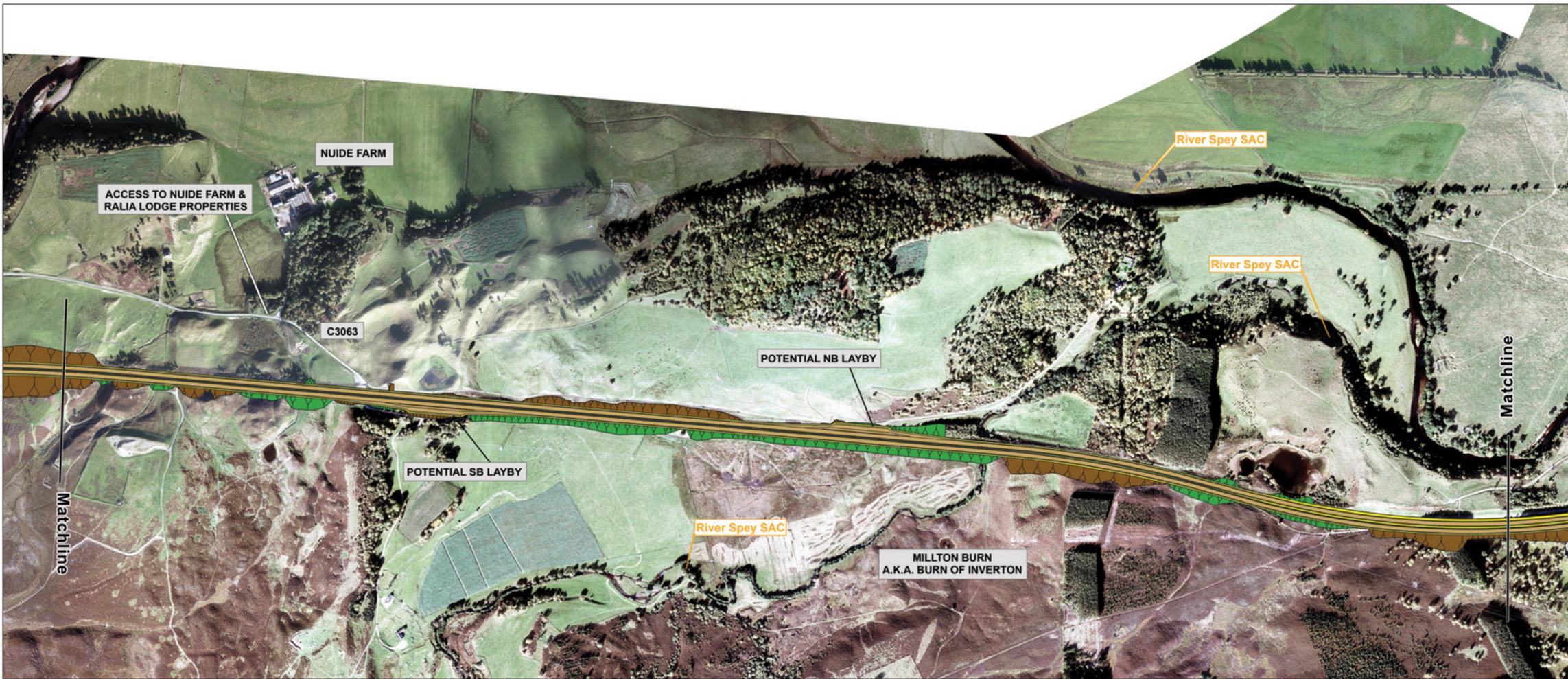


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PUBLIC EXHIBITION
CRUBENMORE TO KINCAIG
PREFERRED OPTION
SHEET 2 OF 6

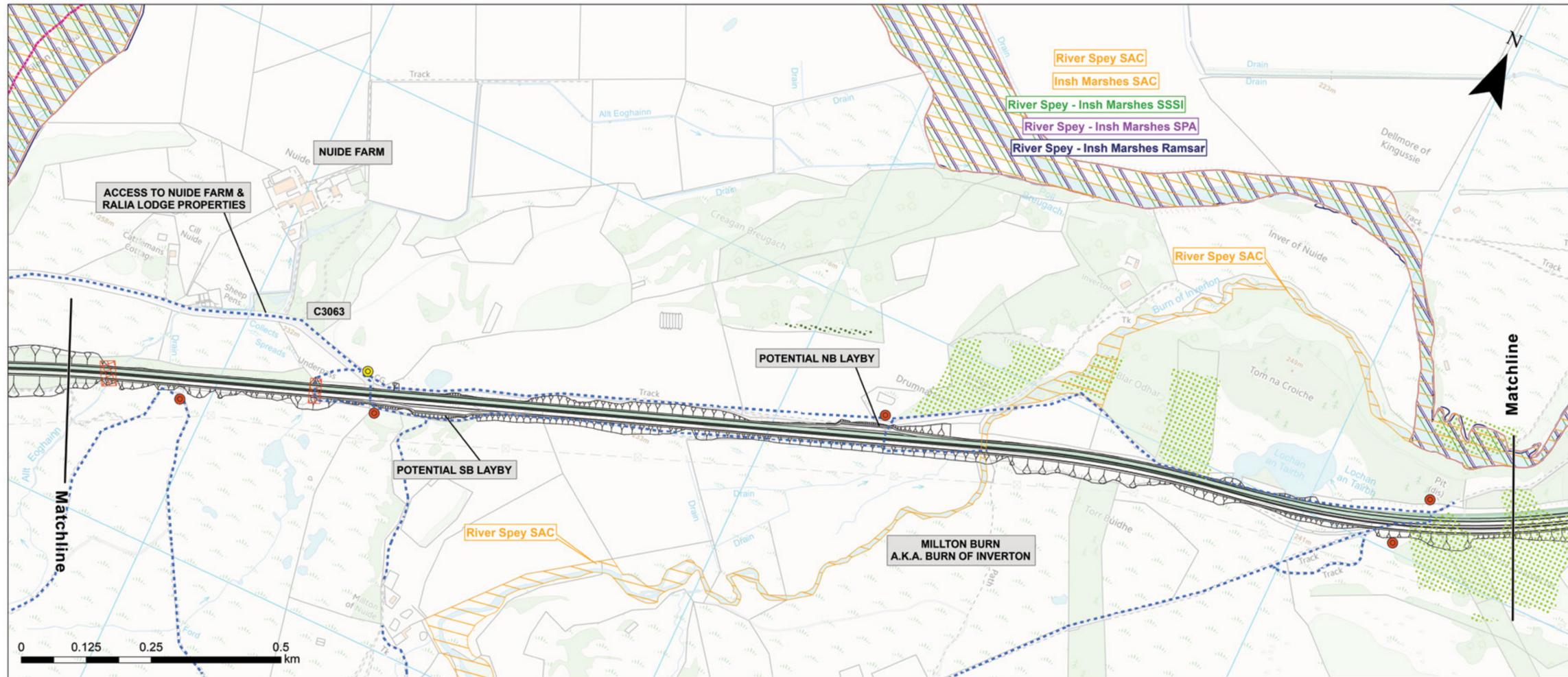
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Legend

- Detailed Alignment
- Earthworks Embankment
- Earthworks Cutting
- Central Reserve / Verge
- Carriageway
- Existing**
- Existing Local Roads
- Existing Private Access
- Informal NMU Routes
- CNPA Core Path
- Existing Bridges
- Environmental Designations**
- Special Area of Conservation (SAC)
- Special Protection Area (SPA)
- Site of Special Scientific Interest (SSSI)
- Ramsar
- Ancient Woodland Inventory (AWI) Sites 1a
- Ancient Woodland Inventory (AWI) Sites 2a

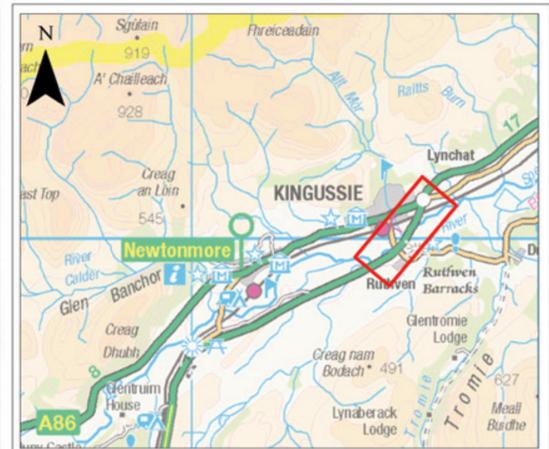
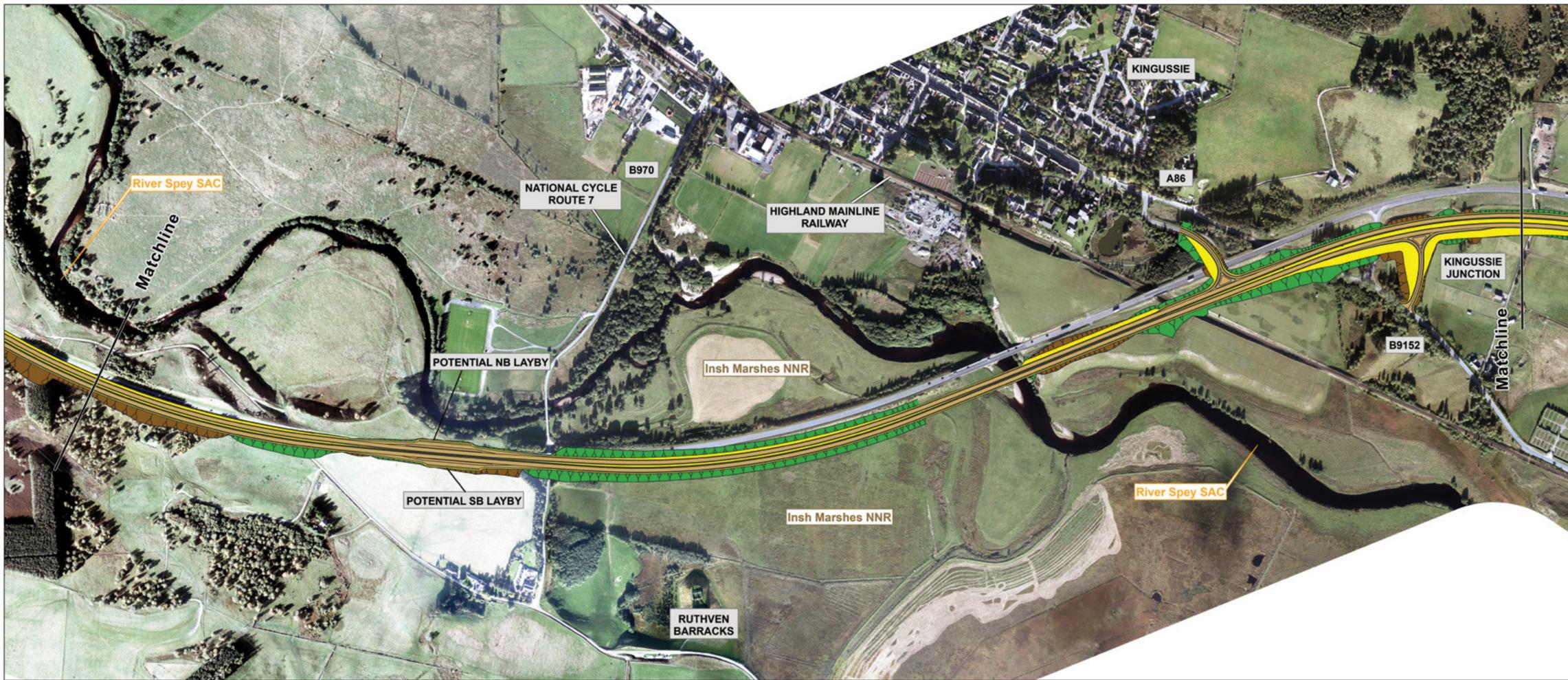
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**PUBLIC EXHIBITION
 CRUBENMORE TO KINCRAIG**

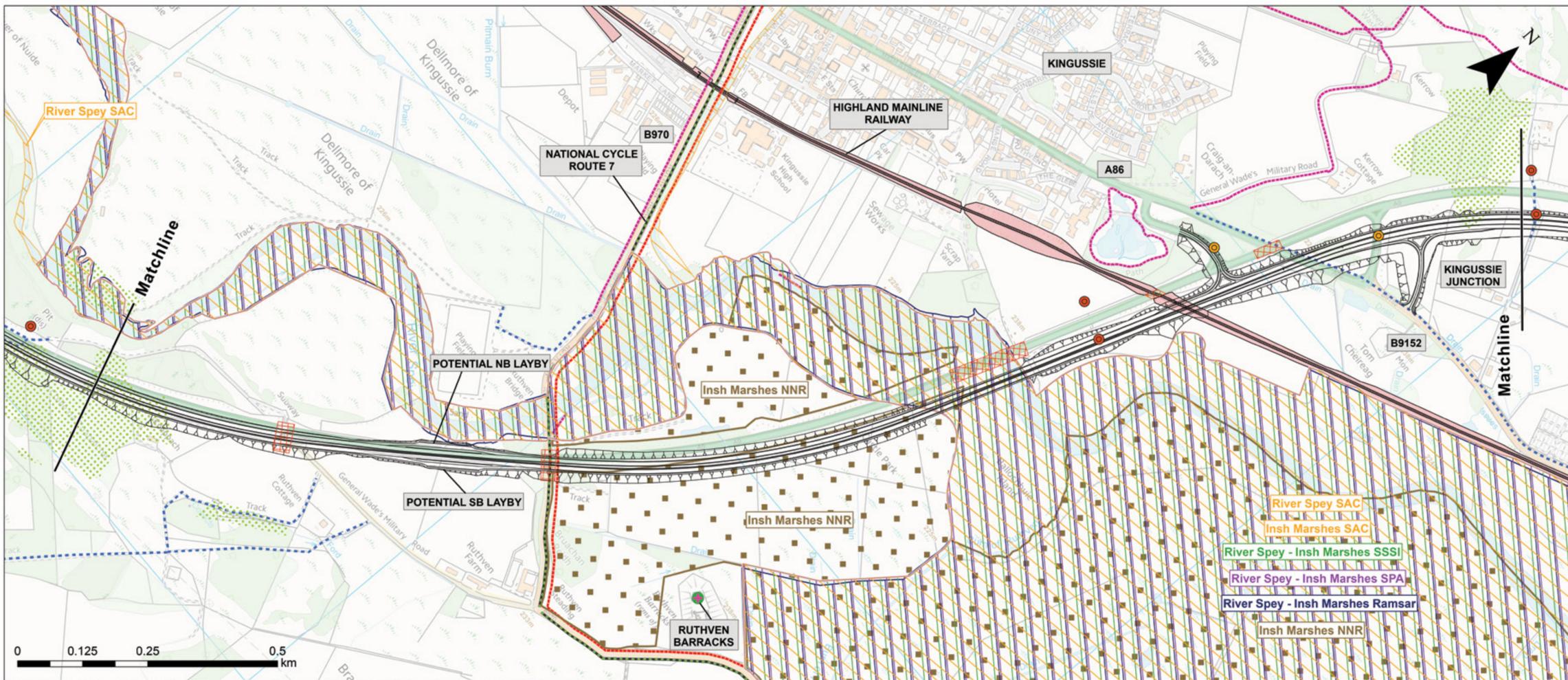
**PREFERRED OPTION
 SHEET 3 OF 6**

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Legend

- Detailed Alignment
- Earthworks Embankment
- Earthworks Cutting
- Central Reserve / Verge
- Carriageway
- Existing**
- Existing Newtonmore / Kingussie Junctions
- Existing Private Access
- Sustrans NCN7 Route
- Informal NMU Routes
- East Highland Way (National Route)
- CNPA Core Path
- Highland Mainline Railway
- Railway Boundaries
- Existing Bridges
- Cultural Heritage Features**
- Scheduled Monument / A Listed Building
- Environmental Designations**
- Special Area of Conservation (SAC)
- Special Protection Area (SPA)
- Site of Special Scientific Interest (SSSI)
- Ramsar
- National Nature Reserve (NNR)
- Ancient Woodland Inventory (AWI) Sites 2a

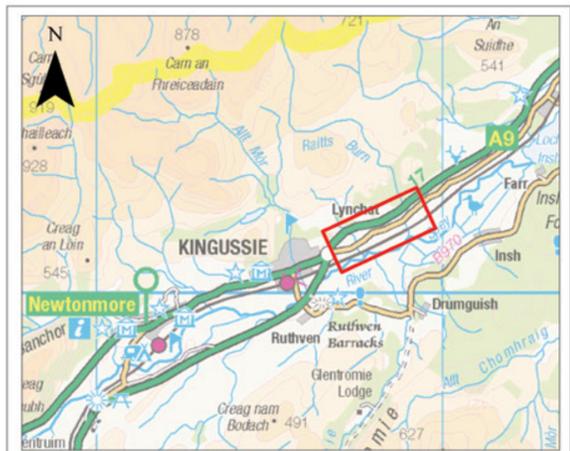
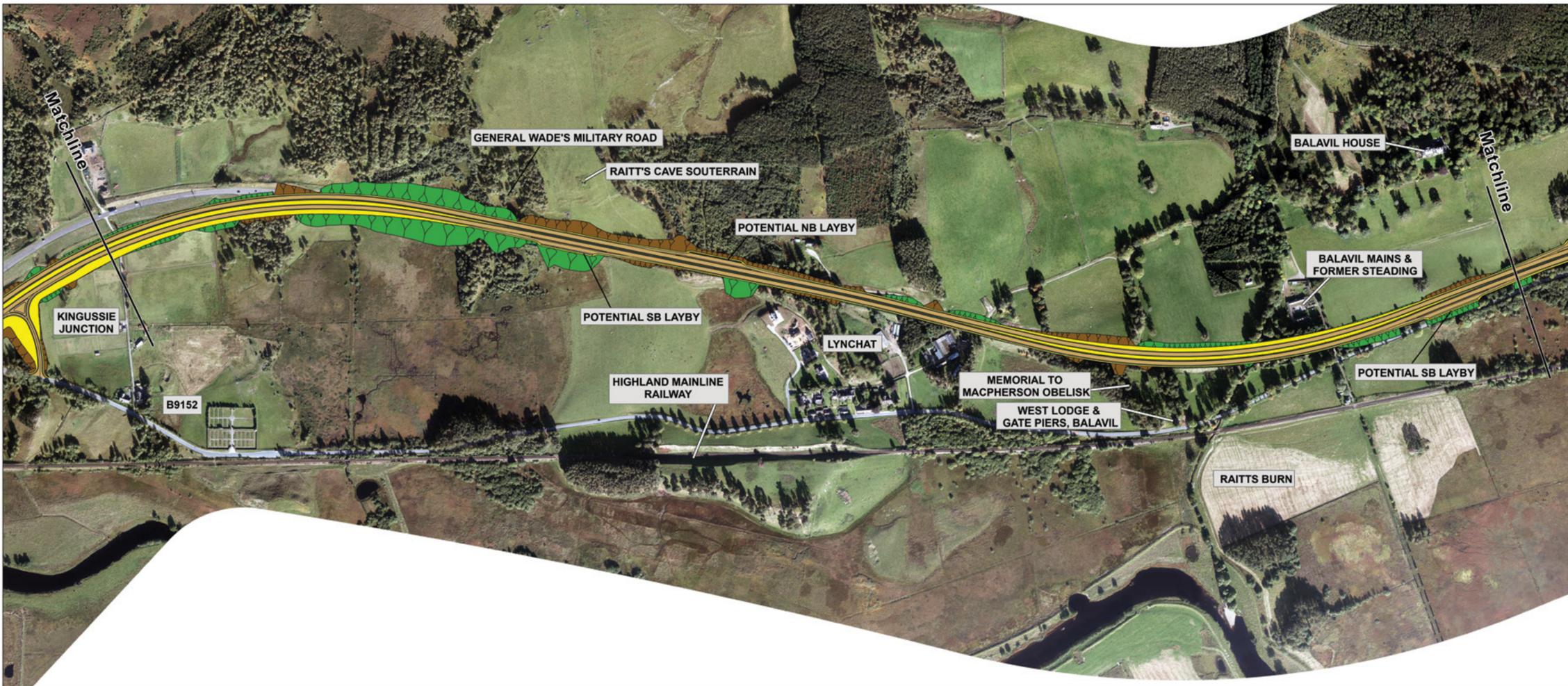


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**PUBLIC EXHIBITION
 CRUBENMORE TO KINCRAIG
 PREFERRED OPTION
 SHEET 4 OF 6**

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Legend

- Detailed Alignment
- Earthworks Embankment
- Earthworks Cutting
- Central Reserve / Verge
- Carriageway
- Existing**
- Existing Private Access
- Informal NMU Routes
- CNPA Core Path
- Highland Mainline Railway
- Railway Boundaries
- Existing Bridges

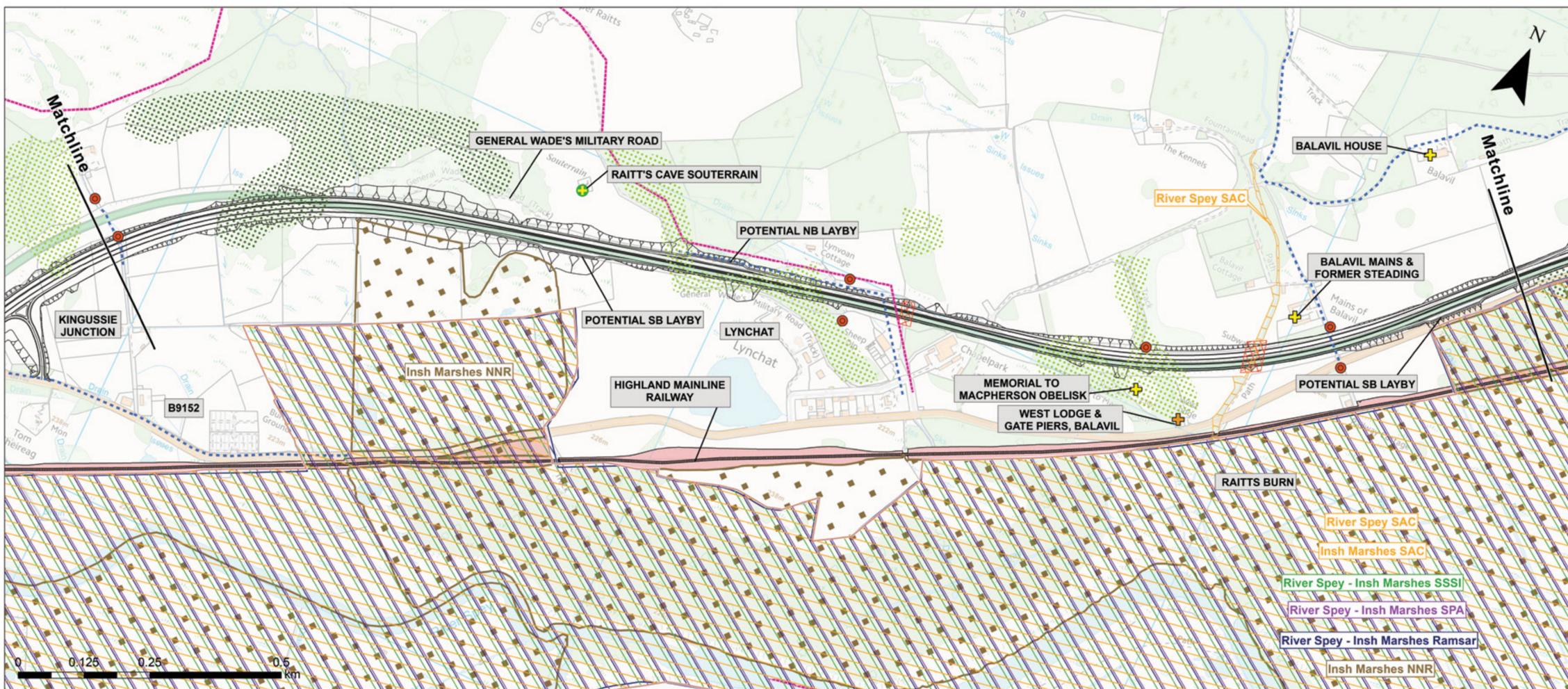
Cultural Heritage Features

- C Listed Building
- Scheduled Monument
- B Listed Building

Environmental Designations

- Special Area of Conservation (SAC)
- Special Protection Area (SPA)
- Site of Special Scientific Interest (SSSI)
- Ramsar
- National Nature Reserve (NNR)
- Ancient Woodland Inventory (AWI) Sites 1a
- Ancient Woodland Inventory (AWI) Sites 2a

Please Note:
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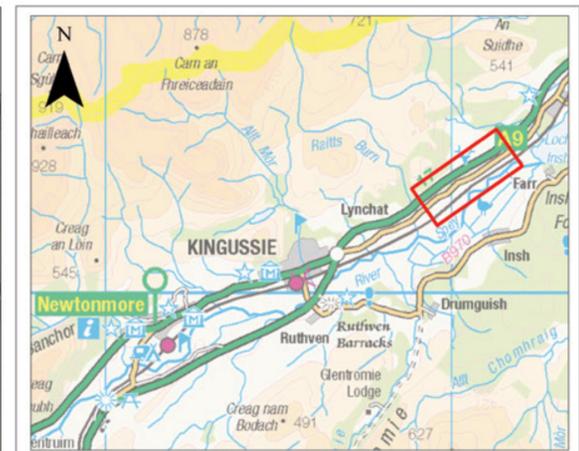
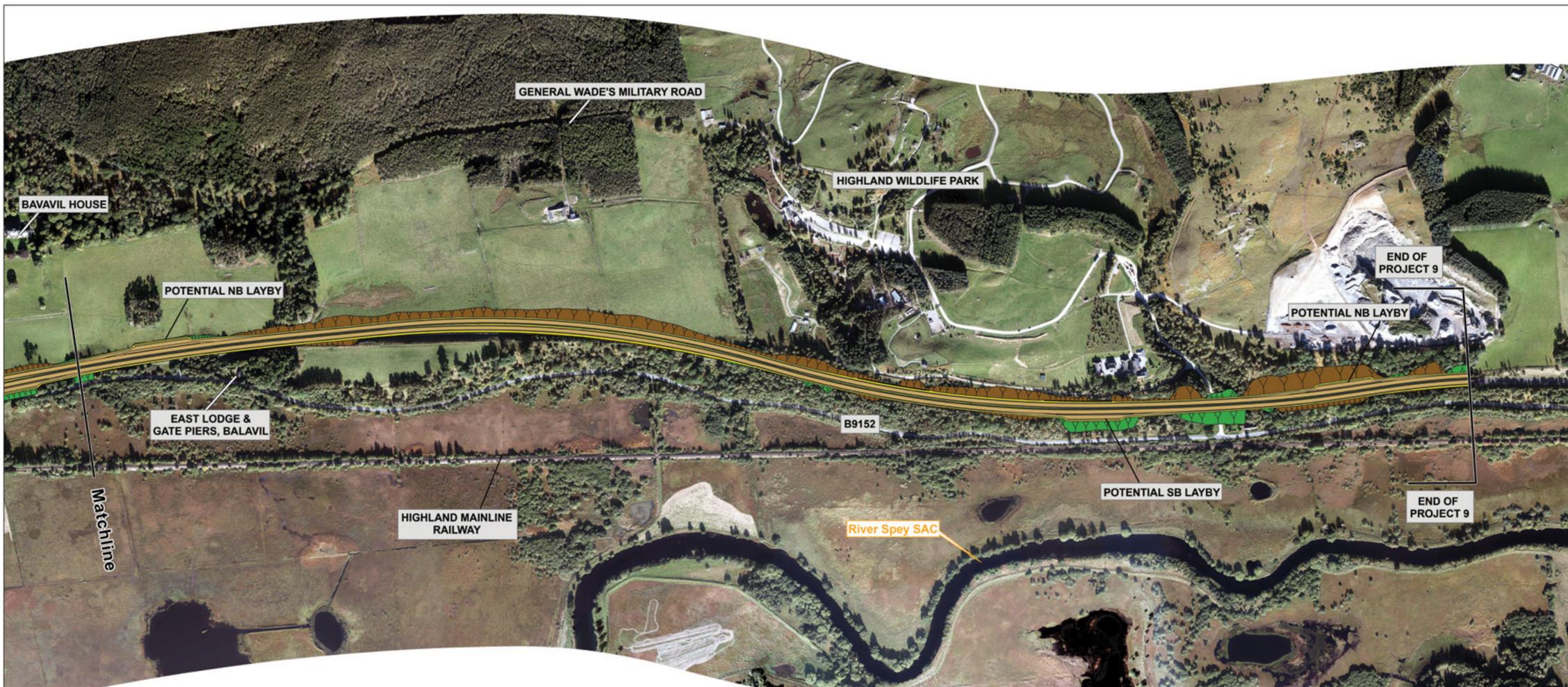


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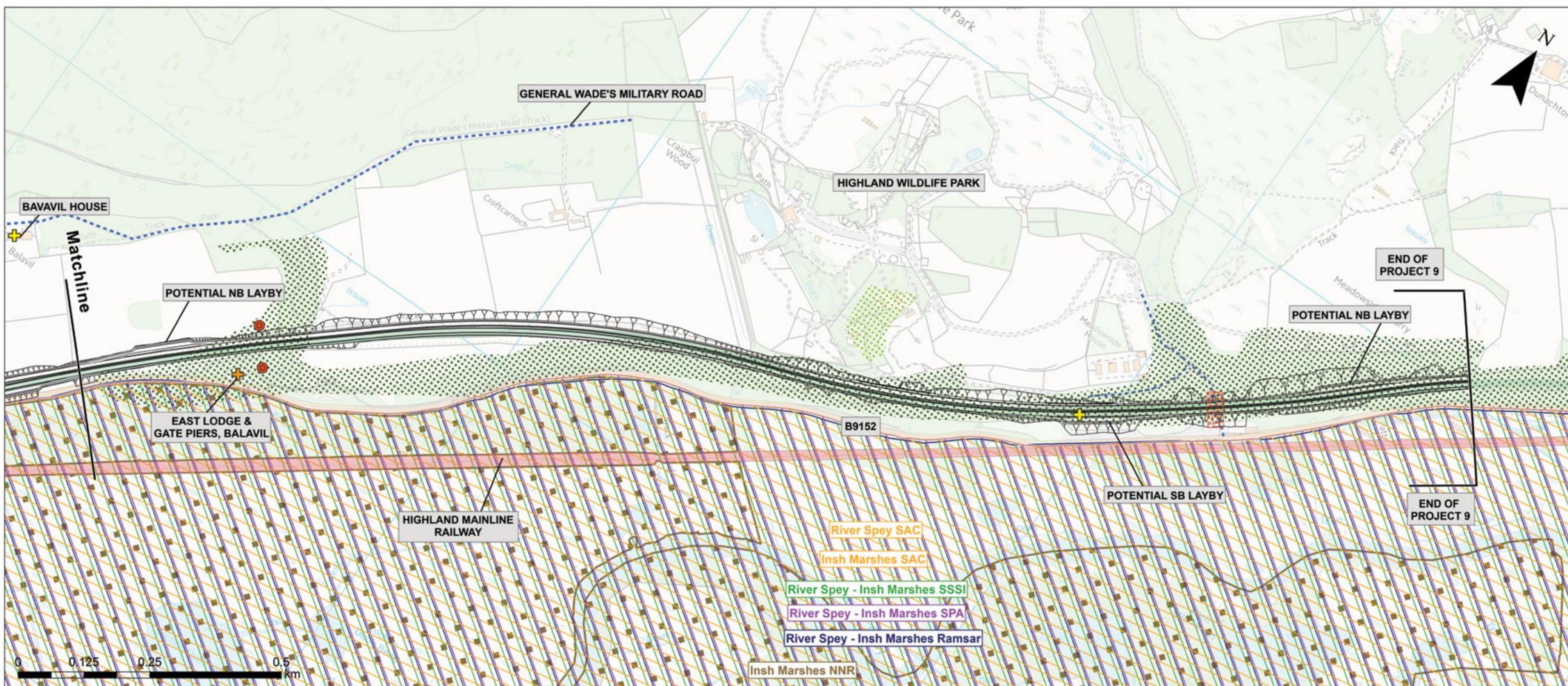
**PUBLIC EXHIBITION
CRUBENMORE TO KINCRAIG**

**PREFERRED OPTION
SHEET 5 OF 6**



- ### Legend
- Detailed Alignment
 - Earthworks Embankment
 - Earthworks Cutting
 - Central Reserve / Verge
 - Carriageway
- ### Existing
- Existing Private Access
 - Informal NMU Routes
 - CNPA Core Path
 - Highland Mainline Railway
 - Railway Boundaries
 - Existing Bridges
- ### Cultural Heritage Features
- C Listed Building
 - Scheduled Monument
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- ### Environmental Designations
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 - Ancient Woodland Inventory (AWI) Sites 1a
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Please Note:
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**PUBLIC EXHIBITION
 CRUBENMORE TO KINCRAIG**

**PREFERRED OPTION
 SHEET 6 OF 6**

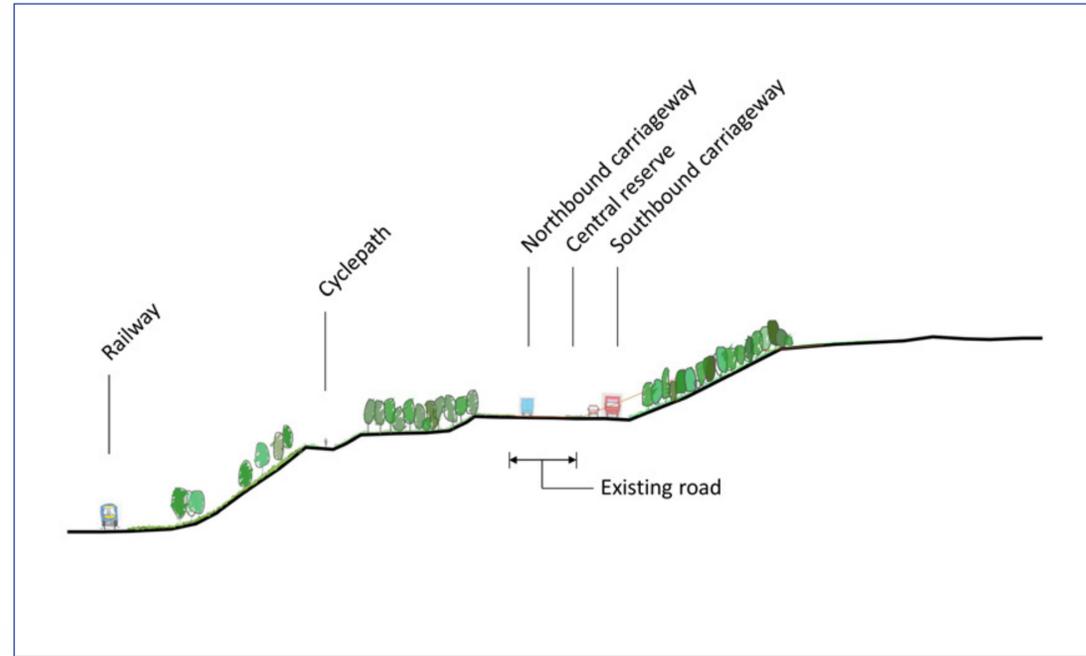
Stage 2 preferred option – Section I Option (a)



This section is 0.85km long, from the tie-in with the existing Crubenmore dual carriageway and stretching between the existing Glen Truim access and Ralia Café and rest area.



Visualisation of Option 1a looking north



Typical cross-section schematic of Option 1a

There is limited opportunity to widen to the west of the existing A9 due to the proximity of the Highland Mainline Railway, National Cycle Network (Route 7) and the River Truim and its associated flood plain.

Therefore, a single option was considered for the new dual carriageway which involves widening to the east of the existing A9.

Detailed plans of this option are available for viewing today.



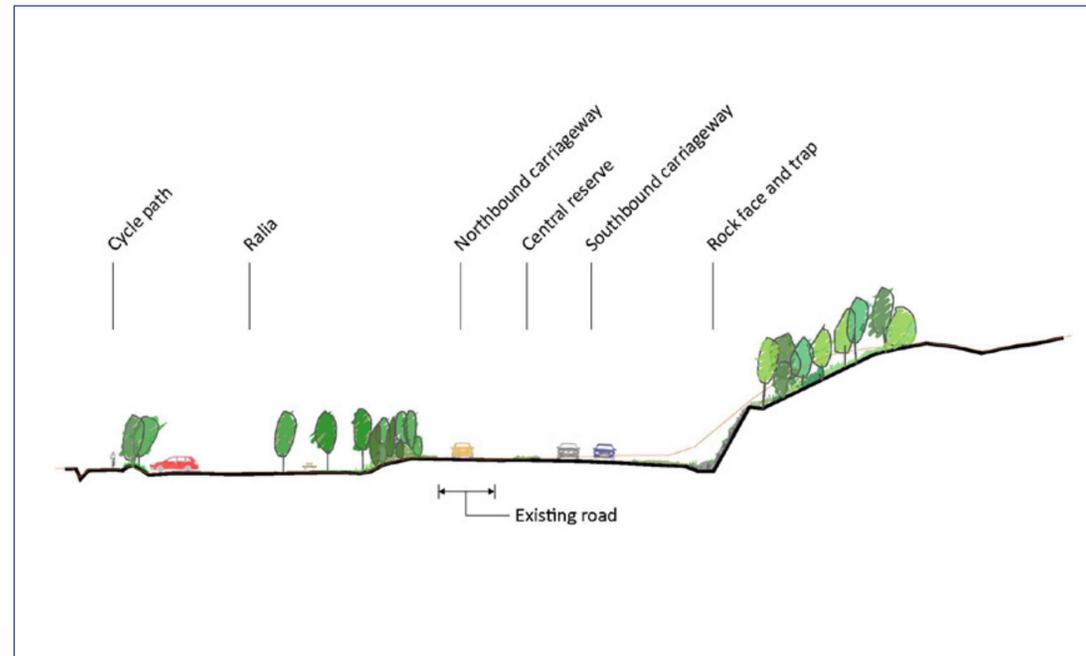
Stage 2 preferred option – Section 2 Option (a)



Section 2 is 3.82km long and incorporates the existing Newtonmore T-junction with the B9150. It also passes to the east of the Ralia Café and rest area and the community of Ralia properties based around the existing Newtonmore junction.



Visualisation of Option 2a looking north at Braes of Nuide



Typical cross-section schematic of Option 2a

Two options were considered in this area taking into account the constraints imposed by the Highland Mainline Railway, National Cycle Network (Route 7) and the River Truim and its associated flood plain. Option 2a provided online widening to the east and Option 2b was an offline option to the east.

The preferred option is Option 2a, to provide online widening to the east side of the existing A9. This avoids impacts on Ralia Café and rest area and the community of Ralia to the west, whilst reducing the amount of earthworks to the east as there is available ground next to the A9.

Detailed plans of this option are available for viewing today.



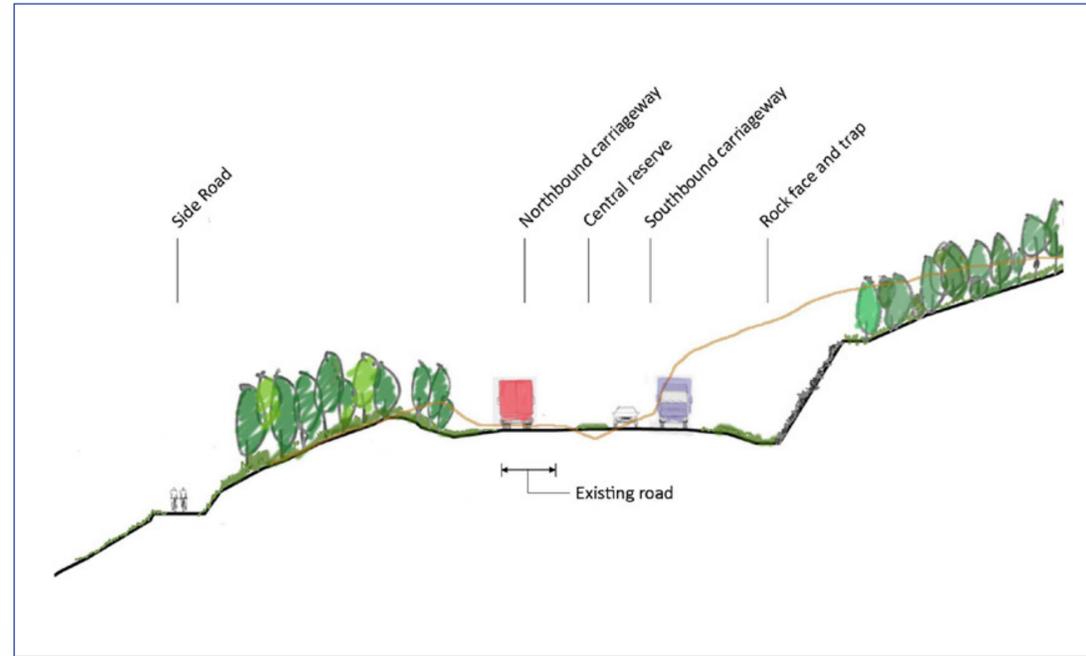
Stage 2 preferred option – Section 3 Option (a)



Section 3 is 4.22km long, commencing north of the existing Newtonmore junction and continuing north, past Nuide Farm, to the north of Knappach underpass.



Visualisation of Option 3a looking north at Braes of Nuide



Typical cross-section schematic of Option 3a

A single option was considered for the new dual carriageway which involves widening to the east of the existing A9 to minimise impacts on the River Spey and its associated special environmental areas, as well as on adjacent properties and to avoid the Lochan an Tairbh water feature.

Detailed plans of this option are available for viewing today.



Stage 2 preferred option – Section 4 Option (b)

Section 4 is 3.93km long, commencing just north of the Knappach underpass and crossing the River Spey and Insh Marshes floodplain to Chapelpark Farm in the settlement of Lynchat. Section 4 is constrained on both sides by the River Spey and Insh Marshes RAMSAR, Special Protection Area (SPA) and Site of Special Scientific Interest (SSSI), the River Spey Special Area of Conservation (SAC), Insh Marshes SAC, Insh Marshes National Nature Reserve (NNR) and B970 Ruthven Road.

The west side of section 4 is also constrained by Kingussie community duck ponds, Kerrow, Laggan and Lynvoan Cottages and Raitt's Cave Souterrain (scheduled ancient monument).

The east side of section 4 is constrained by Ruthven Barracks (scheduled ancient monument), Insh Marshes NNR, Lynchat settlement, Chapelpark Farm, Highland Mainline Railway and the B9152.

Four options were considered in section 4 taking into account the many constraints:

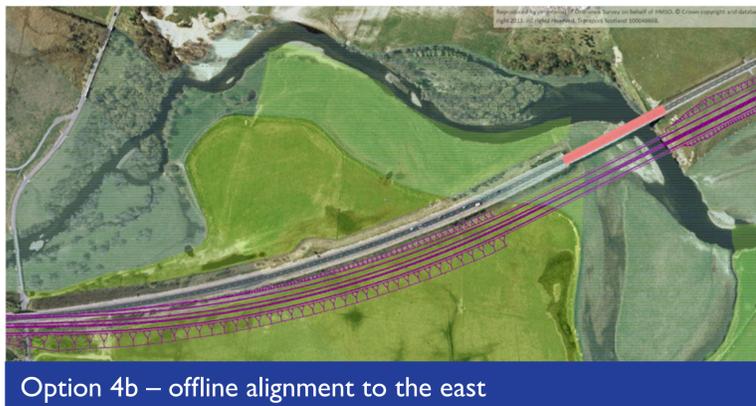


Visualisation of Option 4b looking south



Option 4a – online widening to the east

Option 4a: Online widening to the east, retaining the existing bridge and requiring a new bridge for the southbound carriageway.



Option 4b – offline alignment to the east

Option 4b: Offline dual carriageway bridge to the east, with the existing bridge and embankment removed and a new dual carriageway bridge crossing the River Spey.



Option 4e – online widening to the west

Option 4e: Online widening to the west, retaining the existing bridge and requiring a new bridge for the northbound carriageway.



Option 4f – symmetrical widening

Option 4f: Online dual carriageway (predominantly to the west), with the existing bridge and embankment removed, and a new dual carriageway bridge crossing the River Spey.

Following assessment, the DMRB Stage 2 preferred option selected was **Option 4b**, as it :

- limits impact on River Spey (flooding and flood risk)
- limits impact on progressive long term river channel movement
- improves the river/floodplain ecological connectivity and species permeability
- provides for full bridge replacement, easier construction and improved flexibility of bridge choice.

There may be potential to align the new dual carriageway closer to the existing A9 and this will be considered further at the next stage of project development.

Detailed plans of this option are available for viewing today.

River Spey Bridge development

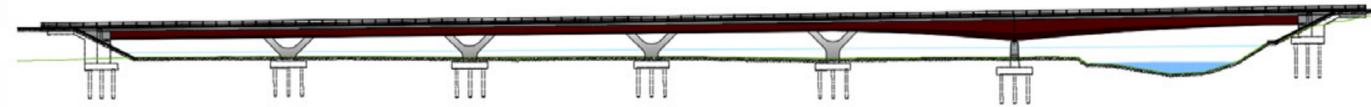
Feedback from the November 2015 exhibition on the River Spey Bridge indicated support for a new bridge structure which:

- fitted well within the local landscape
- would not interrupt views of the Insh Marshes from Kingussie
- would not compete with views to and from Ruthven Barracks.

Feedback from members of the public generally gave support for a bridge style similar to that of the existing bridge, which sits low in the landscape.

The development process has considered the environmental importance of the River Spey corridor and the Insh Marshes National Nature Reserve.

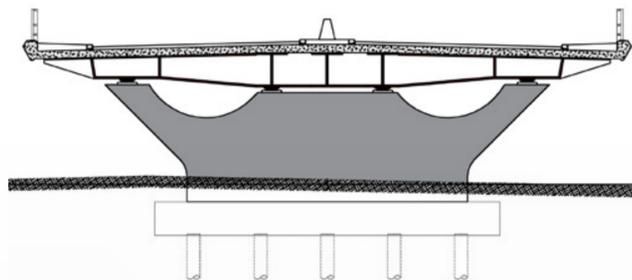
This panel illustrates two bridge types which will be considered further as part of the DMRB Stage 3 Assessment process. The preferred bridge type, pier configuration and span arrangement will be confirmed following further assessment.



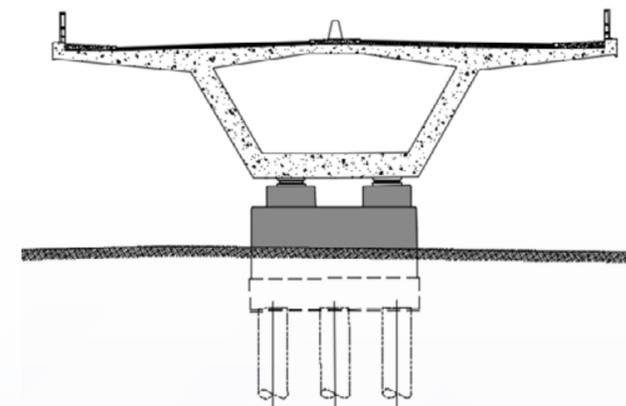
Potential steel composite bridge



Potential balanced cantilever bridge



Typical pier arrangement – steel composite



Typical pier arrangement – balanced cantilever

River Spey flood risk assessment

The River Spey is a significant feature in the local landscape between Newtonmore and Kincaig. The A9 crosses the floodplain upstream of the Insh Marshes.

We have created a hydraulic model of the River Spey and its floodplain to investigate the impact of severe flood events on the A9 and the impact of A9 dualling upstream and downstream of the A9 at Kingussie.

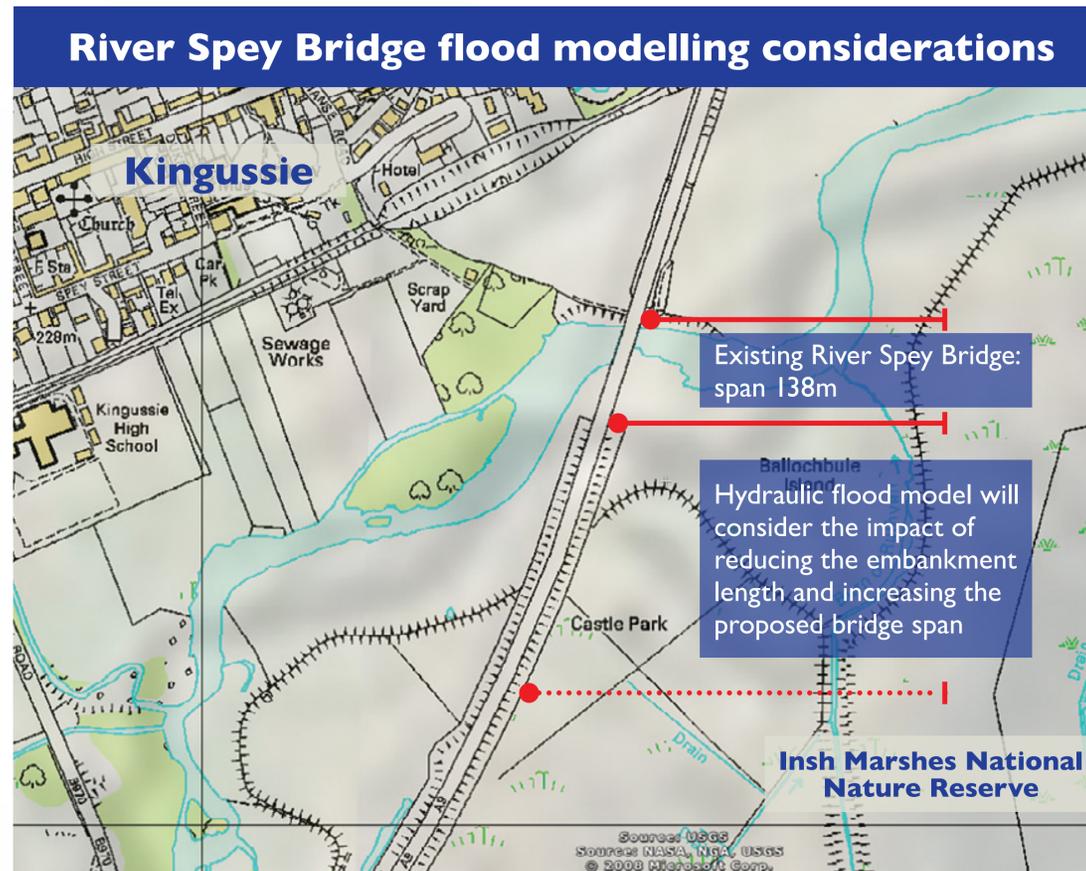
Our model has allowed us to consider the impact of various embankment and bridge span combinations.

Our studies indicate that the ability of flood water to pass below the Spey crossing is important, with different bridge spans over the Spey affecting upstream and downstream water levels in major flood events (*a 0.5% probability of flood extents being equalled or exceeded in any one year*).

We will develop the selected preferred option with an embankment and bridge span combination which aims to minimise the environmental impact on the River Spey and Insh Marshes and at the same time minimises flood impacts on receptors such as property, utilities, roads and the railway.



River Spey flood extents looking south, August 2014



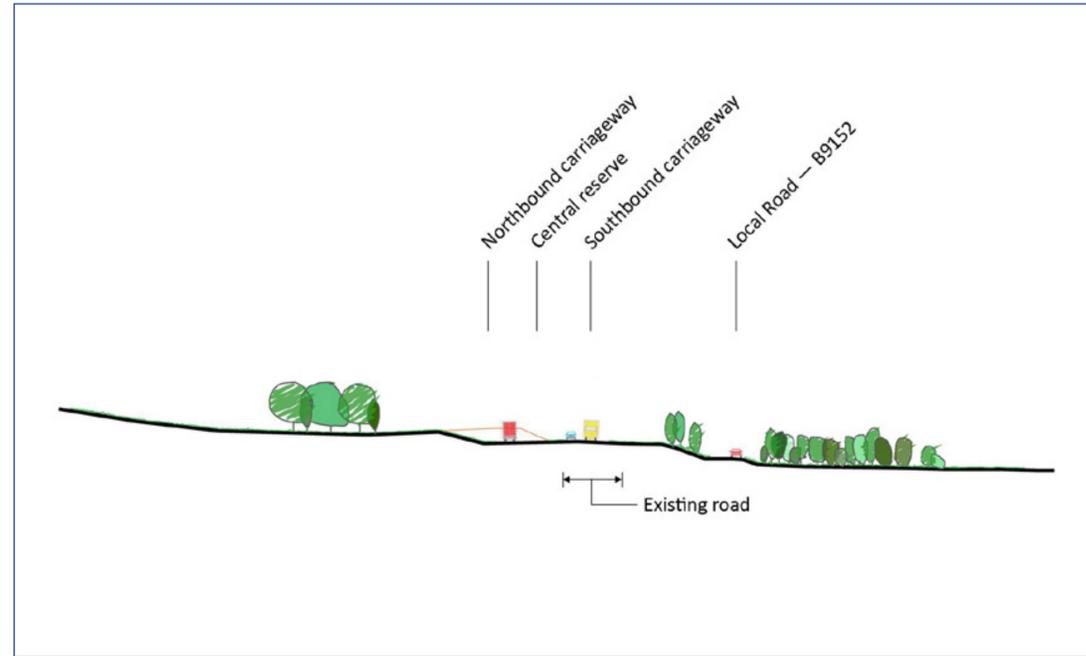
Stage 2 preferred option – Section 5 Option (a)



Section 5 is 3.68km long, starting at Chapelpark Farm and extending north to the tie-in with the Kinraig to Dalraddy project.



Visualisation of Option 5a looking north



Typical cross-section schematic of Option 5a

There is limited opportunity to widen to the east of the existing A9 due to the significant constraint posed by the settlement of Lynchat, Balavil properties (East & West Lodge – Grade B listing), Memorial to MacPherson Obelisk and the existing B9152, which runs parallel to the A9 for the whole of section 5.

As this section passes through a very challenging corridor, a single option for the new dual carriageway was considered, which involves widening to the west of the existing A9.

Detailed plans of this option are available for viewing today.



Stage 2 preferred junction – Newtonmore Option 7

Two potential junction options were considered during the DMRB Stage 2 Assessment for Newtonmore junction. These options were dependent on the mainline option in section 2.

Both junction options are in the form of a 3-way – 2-level trumpet arrangement.

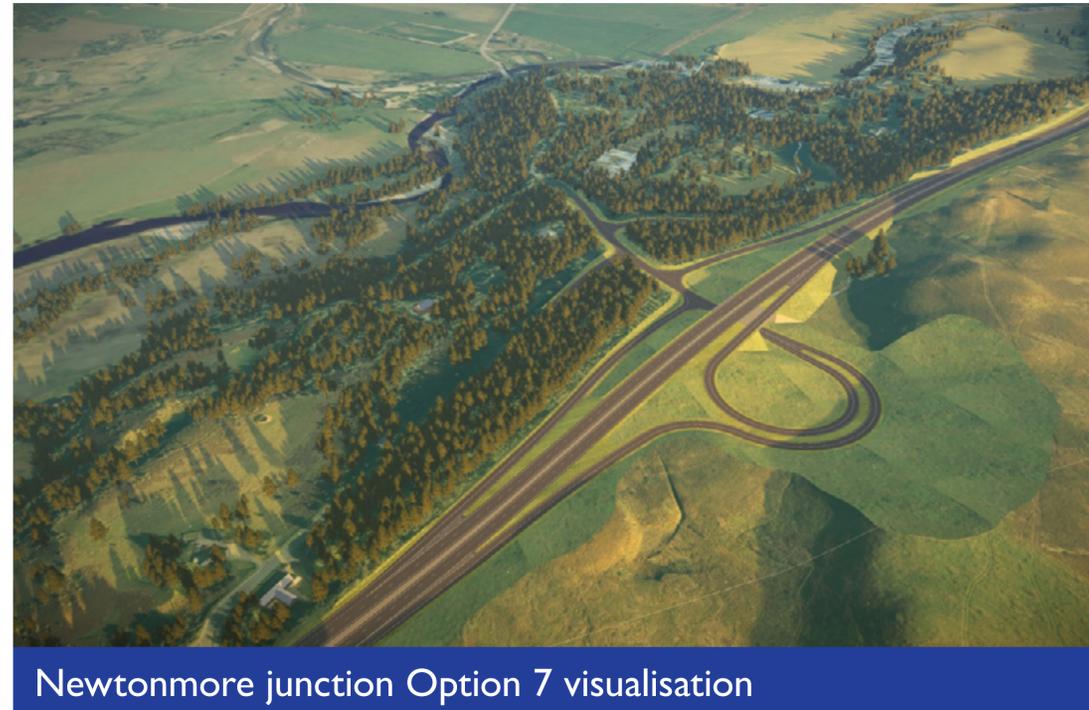
Newtonmore Option 4 was designed to tie-in to the offline alignment of the mainline, Option 2b.

Newtonmore Option 7 was designed to tie-in to the online widening of the mainline, Option 2a.

The preferred junction option is Option 7 as mainline Option 2a was chosen as the preferred mainline in this section.

The selection of junction Option 7 results in a better earthworks balance for the project. It is considered to provide a more appropriate fit within the surrounding landscape because of the reduced earthworks footprint.

There may be potential to consider if a more compact junction layout can be adopted and this will be considered further at the next stage of the project development.



Detailed plans of this option are available for viewing today.

Stage 2 preferred junction – Kingussie Option 2

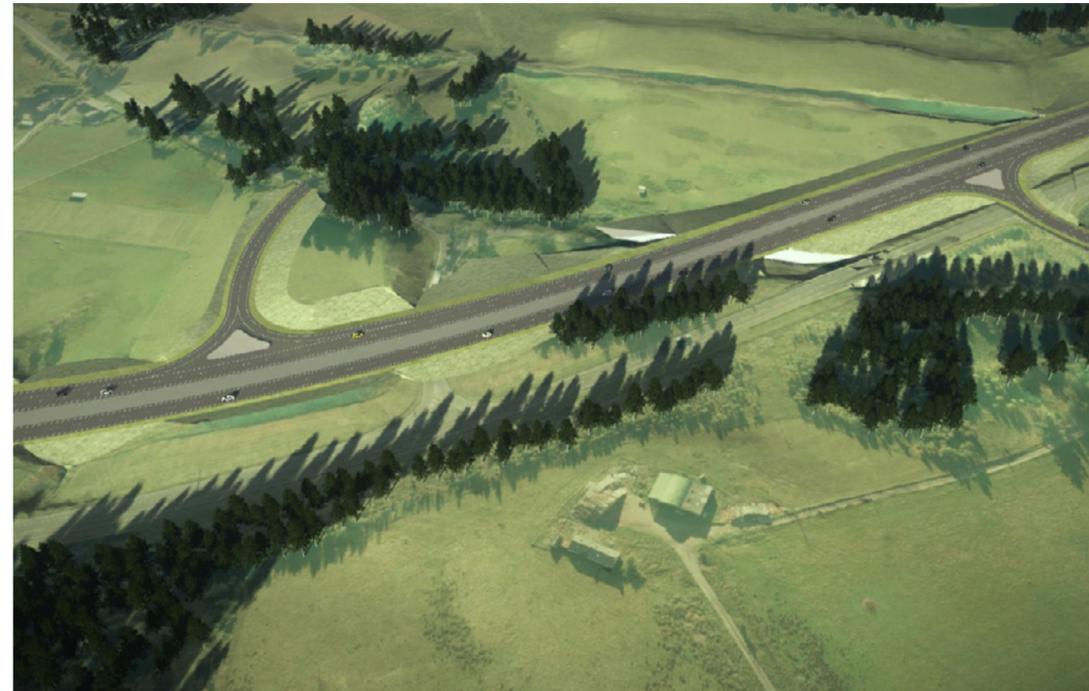
Two potential junction options were considered in the final DMRB Stage 2 Assessment for Kingussie junction. Designs for both junction options were prepared for each mainline option within section 4.

Kingussie Option 2 is a compact grade-separated junction with a similar layout design to the existing junction with an upgrade of the existing left-in/left-out arrangements on both the northbound and southbound carriageways. This option was developed to include additional lanes on the northbound and southbound diverges to take account of concerns expressed by members of the public about the existing junction layout.

Kingussie Option 7 is a grade-separated junction which realigns the A86/B9152 slightly to the north to accommodate the new slip roads which have longer merging and diverging lengths than the current junction.

The preferred junction option is Option 2 as it has benefits over Option 7, including:

- minimised impact on surroundings including A86/B9152, Kingussie community duck ponds and Kingussie rail bridge
- improved earthworks balance (reducing waste disposal)
- in line with public feedback where a preference has been shown for a junction layout similar to the existing one.



Kingussie junction Option 2 visualisation

Detailed plans of this option are available for viewing today.



What happens next?

Public consultation will continue throughout the DMRB Stage 3 Assessment process and the comments and feedback from stakeholders and members of the public, including from this exhibition, will be considered as part of the further development, refinement and assessment of the preferred route option.

Further consultation will also be undertaken on the access strategy for the route, as we look to address access to properties and land adjacent to the existing A9. Some of this work has already started and plans indicating potential options to provide access to Glen Truim, Ralia, Nuide and Inverton are available to view at this exhibition.

Transport Scotland's consultant will now take forward the development and assessment of the preferred route option for the project (DMRB Stage 3 Assessment).

The next stage of the assessment process will include:

- ongoing consultation with stakeholders, affected landowners and members of the public to inform the design development of the preferred route option
- identification of the land required for the project and preparation of draft Orders, preparation of an environmental impact assessment of the developed preferred route option including access issues and publication of an Environmental Statement which will include suitable mitigation measures to reduce impacts of the project on the environment



River Spey Bridge looking south

- a further event to present the developing DMRB Stage 3 design and seek further feedback
- the publication of the draft Road Orders, Compulsory Purchase Order and Environmental Statement.

We are now entering the DMRB Stage 3 Assessment phase of work. Some early work on the next stage of design has already started.

If you would like to know more about some of this work, or the next stage of project development, please speak to one of our team members here today.

Comments and feedback

Transport Scotland welcomes your comments and feedback on the preferred route option and will use this to help inform the ongoing project development.

In particular, we'd welcome your views on the following topics:

- the preferred route option and junctions
- lay-bys
- local access
- Non-Motorised Users (e.g. pedestrians, cyclists and equestrian) routes.

Please take time to consider the information presented and provide any comments you may have as soon as possible and **by 4 May 2017**.

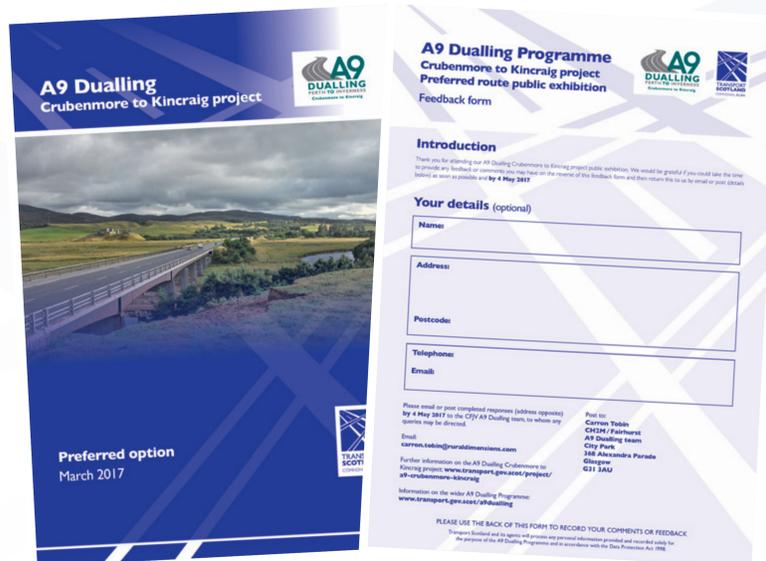
Email to:
carron.tobin@ruraldimensions.com

Or by post to:
Carron Tobin
CH2M / Fairhurst
A9 Dualling team
City Park
368 Alexandra Parade
Glasgow
G31 3AU

Further information

Further consultation through local drop-in events and one-to-one engagement is planned during the DMRB Stage 3 Assessment process.

We will keep you updated through a range of direct communications and consultations, as well as further public exhibitions.



You can contact CFJV Stakeholder Manager Carron Tobin, at any time:

Telephone: **0771 577 3660**
Email: carron.tobin@ruraldimensions.com

You can also contact Transport Scotland's A9 Dualling team:

Telephone: **0141 272 7100**
Email: a9dualling@transport.gov.scot

For further information on the Crubenmore to Kincaig project and to view the exhibition materials, drawings and visualisations, please visit:

www.transport.gov.scot/project/a9-crubenmore-kincaig

For further information on the wider A9 Dualling Programme please visit the Transport Scotland website at:

www.transport.gov.scot/project/a9-dualling



Appendix C

Exhibition Overview Leaflet

A9 Dualling

Crubenmore to Kincaig project



Preferred option

March 2017

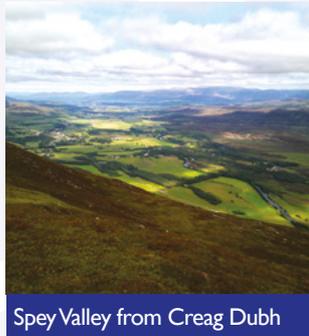


Crubenmore to Kincaig project

Introduction

In November 2015, Transport Scotland held exhibitions to seek public feedback on the route options for dualling the A9 between Crubenmore and Kincaig.

This leaflet provides a summary of the outcome of the route assessment work and the preferred route and junction options for the Crubenmore to Kincaig project.



Spey Valley from Creag Dubh

It also summarises the work that will be carried out as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment process.

We are looking for public feedback on the preferred option developed by our consultants, CFJV, to help the ongoing development and assessment of the dualling proposals.

A feedback form is available at the exhibition or on the project website: www.transport.gov.scot/project/a9-crubenmore-kincaig

Programme objectives

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

The A9 Dualling Programme objectives are to:

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

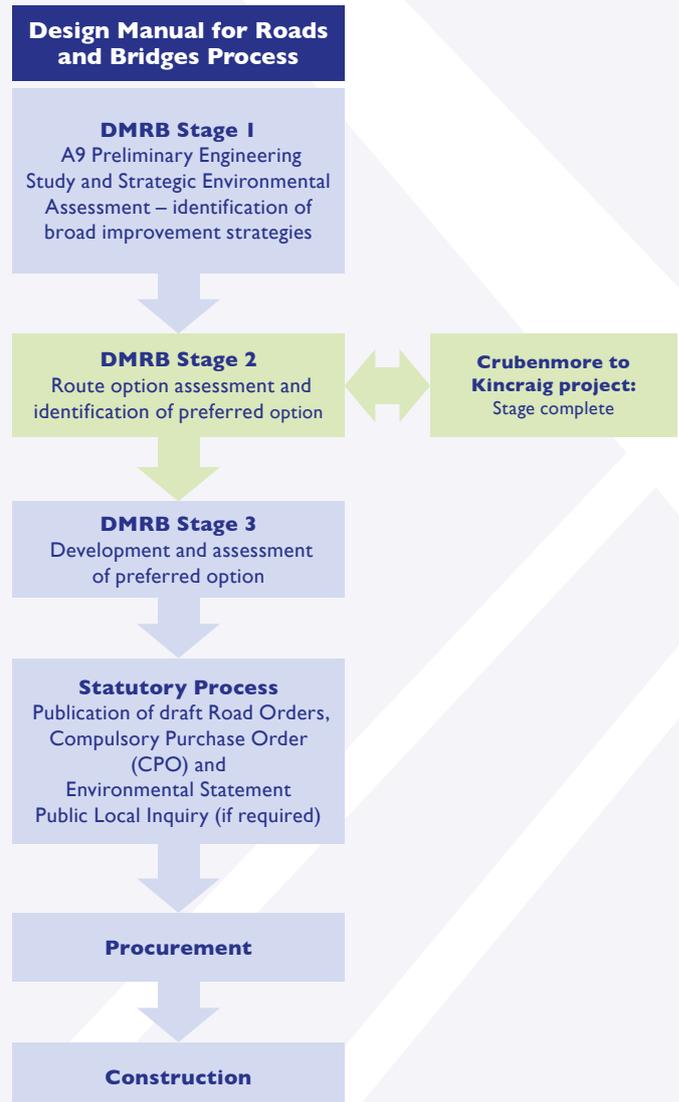
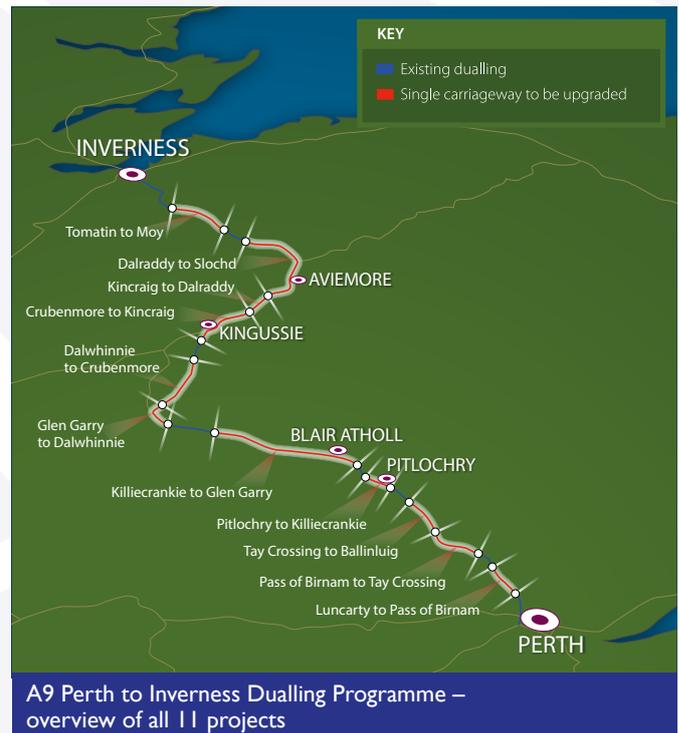
Project development

We are following the normal trunk road scheme development process and progressing in accordance with guidance in the Design Manual for Roads and Bridges (DMRB). See diagram right.

The three-stage assessment process covers engineering, environment, traffic and economic considerations.

Throughout this process, Transport Scotland consults with a diverse range of landowners, the public, local communities, stakeholders and interested parties including heritage, environmental and Non-Motorised Users (NMUs) such as pedestrians, equestrians and cyclists.

Following feedback from the November 2015 exhibition, the route option assessment process (DMRB Stage 2 Assessment) for the Crubenmore to Kincaig project has been completed.



Dual carriageway options

The Crubenmore to Kinraig project involves dualling approximately 16.5km of the current A9, from the existing dual carriageway at Crubenmore, to the Kinraig to Dalraddy dual carriageway section (currently under construction).

The project was split into five sections to assist the design work on the dual carriageway options. The sections were chosen based on local constraints such as topography, environmental features and the proximity of the Highland Mainline Railway.

Section 1 is 0.85km in length: 1 option (a)

Section 2 is 3.82km in length: 2 options (a) and (b)

Section 3 is 4.22km in length: 1 option (a)

Section 4 is 3.93km in length: 4 options (a), (b), (e) and (f)

Section 5 is 3.68km in length: 1 option (a)

The assessment of the options in each section considered known local constraints and feedback received from public consultations.

The line of the dual carriageway for the overall project was identified by joining together the preferred options for each section. Junction options serving the towns of Newtonmore and Kingussie have been assessed and a preferred junction selected.

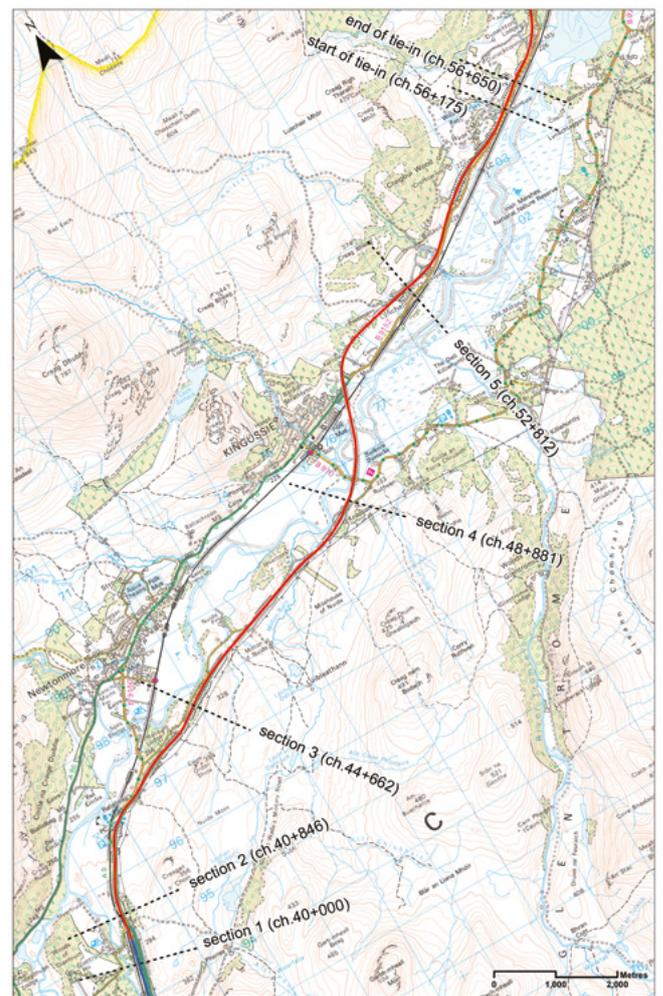
Preferred route

On the basis of the route options assessment process, section options 1a, 2a, 3a, 4b and 5a will be taken forward as the combined preferred route option.

The preferred route provides online widening of the carriageway to the east, from the start of the project to Knappach underpass at the end of section 3. The alignment then moves offline to the east, through section 4 as it crosses the River Spey and Insh Marshes, before it changes to online carriageway widening to the west for the remainder of the route. It then connects with the Kinraig to Dalraddy dual carriageway, currently under construction.

Throughout the DMRB Stage 3 Assessment process the following important elements will be given further consideration:

- a strategy will be developed and incorporated into the design to provide access to land and property next to the route, and



Crubenmore to Kinraig

- to address access requirements for Non-Motorised Users (NMUs) such as pedestrians and cyclists
- the route alignment will be further developed to seek to reduce impact on land and properties
- the alignment will be further developed to help construction and reduce the impact on road users during construction.

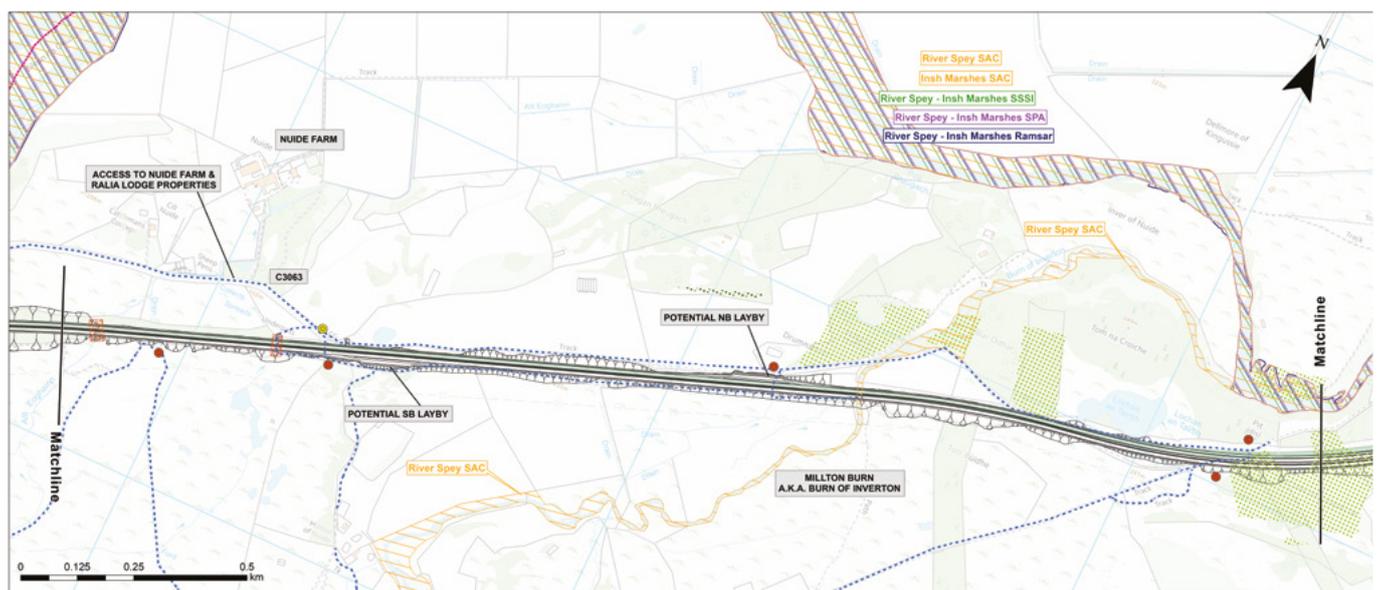
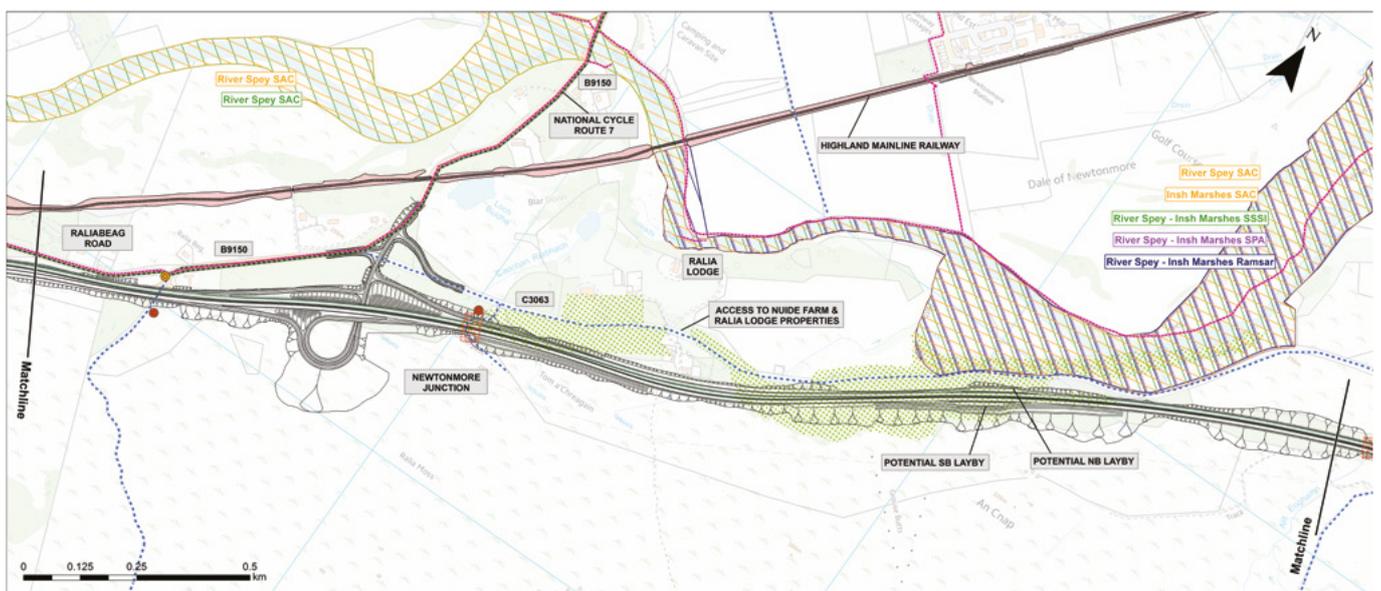
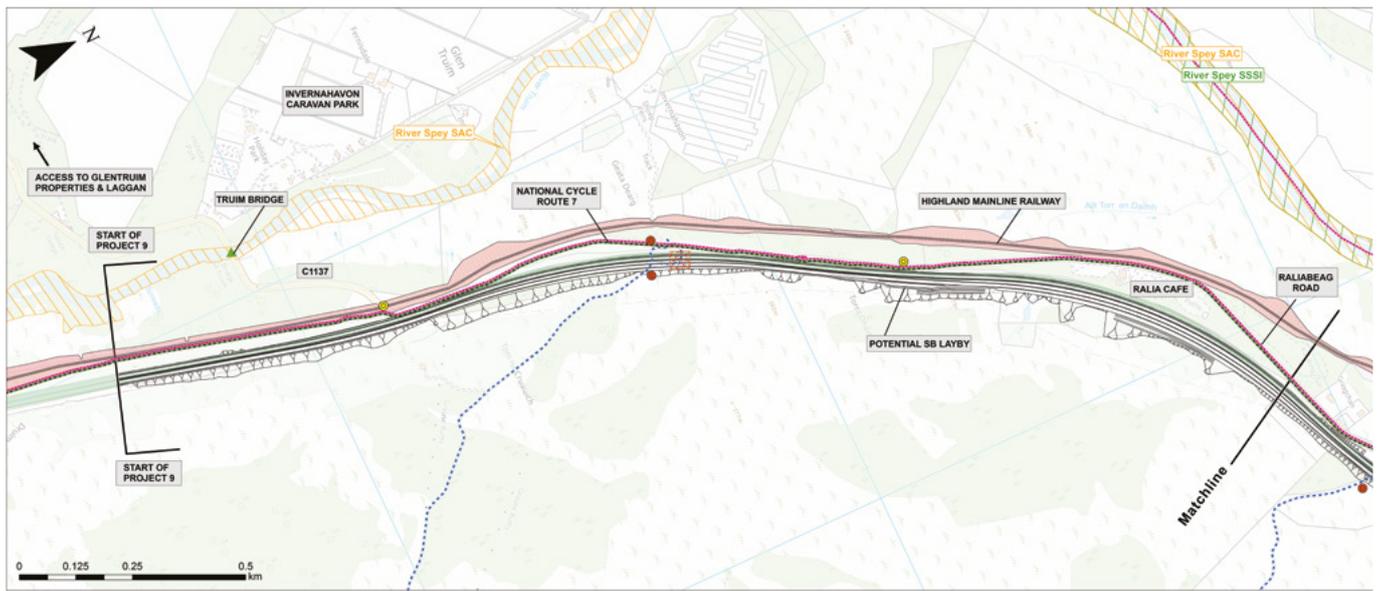


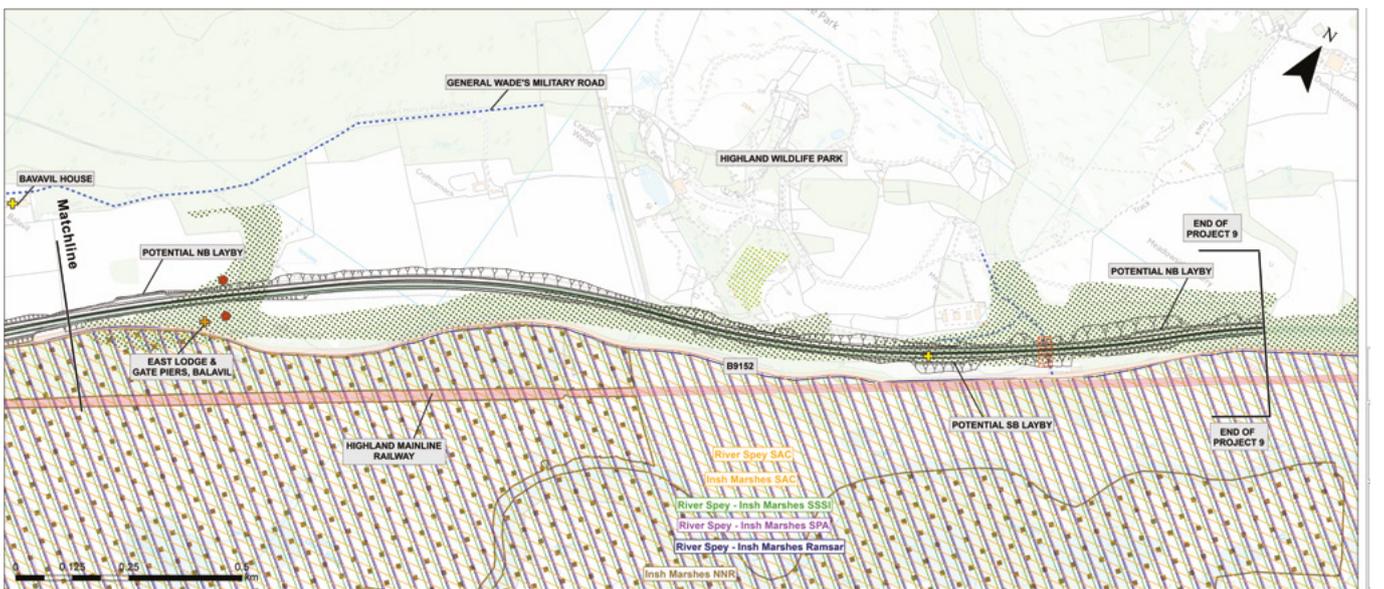
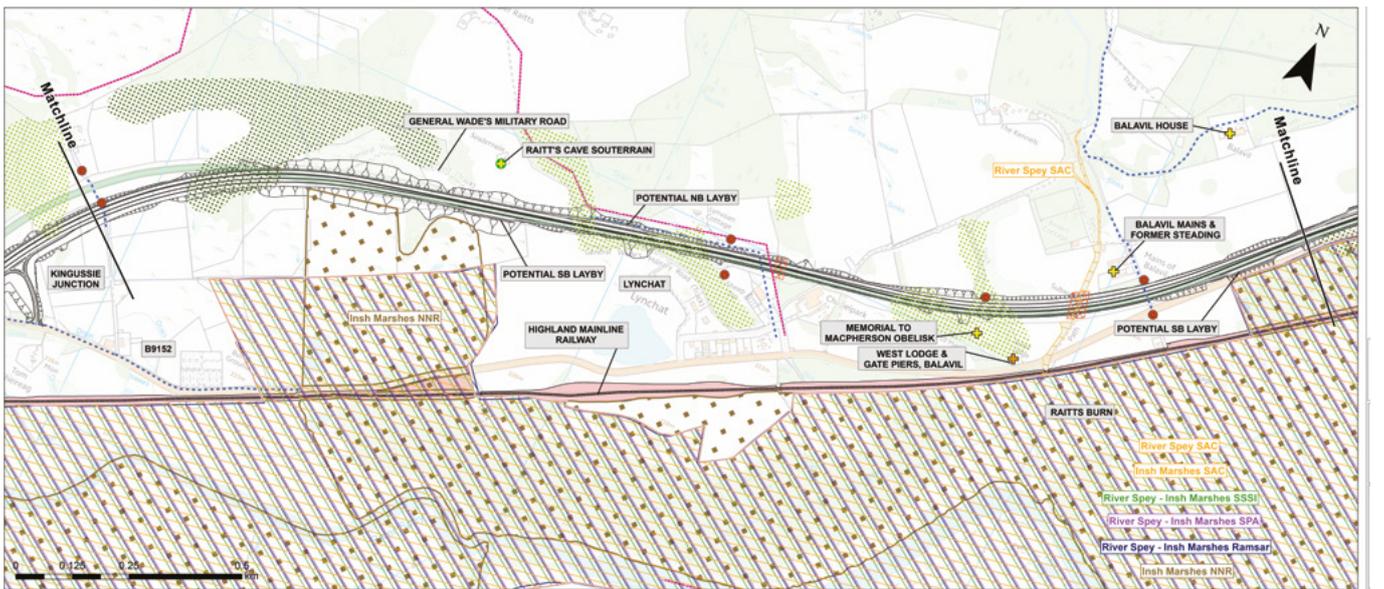
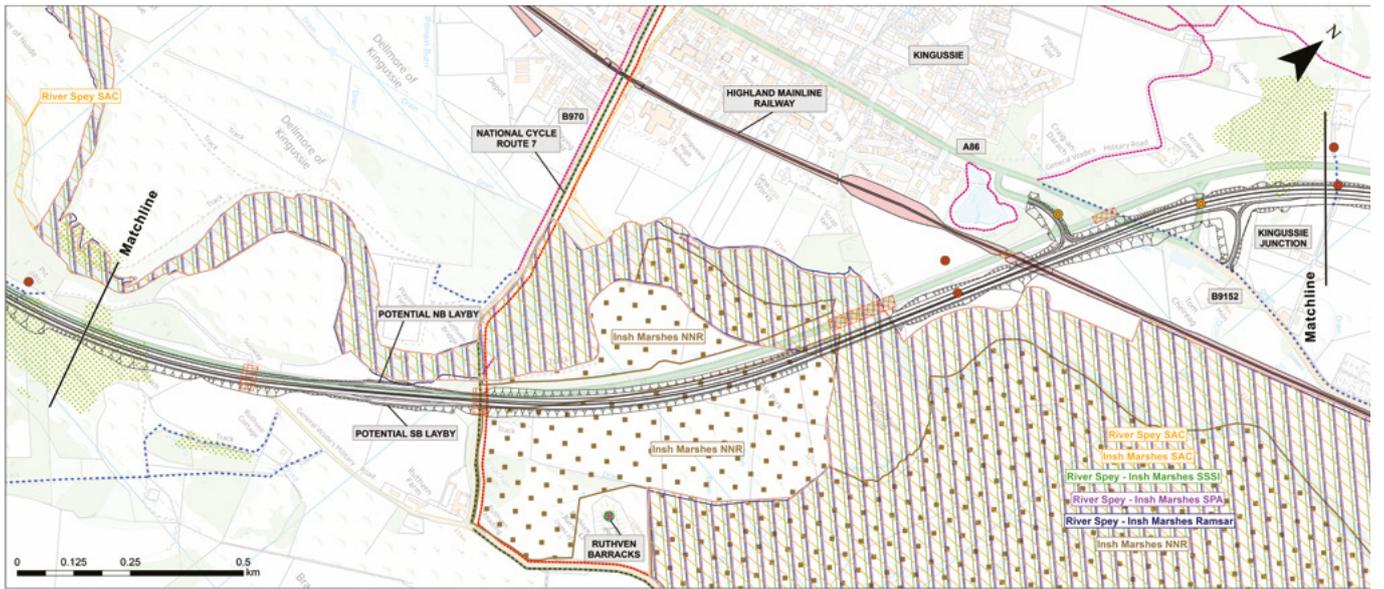
River Spey Crossing and Ruthven Barracks



A9 looking north at Braes of Nuide

Crubenmore to Kincaraig project





Crubenmore to Kinraig project

Stage 2 preferred option – Section 1 Option (a)

- 0.85km long, from the tie-in with the existing Crubenmore dual carriageway and stretching between the existing Glen Truim access and Ralia Café and rest area
- Limited opportunity to widen to the west of the existing A9 due to the proximity of the Highland Mainline Railway, National Cycle Network (Route 7) and the River Truim and its associated flood plain
- A single option considered for the new dual carriageway, this involves widening to the east of the existing A9.

Stage 2 preferred option – Section 2 Option (a)

- 3.82km long and incorporates the existing Newtonmore T-junction with the B9150. It also passes to the east of the Ralia Café and rest area and the community of Ralia properties based around the existing Newtonmore junction
- Two options considered taking into account the constraints imposed by the Highland Mainline Railway, National Cycle Network (Route 7) and the River Truim and its associated flood plain
- Option 2a provided online widening to the east and Option 2b was an offline option to the east
- Preferred option is Option 2a, to provide online widening to the east side of the existing A9. This avoids impacts on Ralia Café and rest area and the community of Ralia to the west, whilst reducing the amount of earthworks to the east as there is available ground next to the A9.

Stage 2 preferred option – Section 3 Option (a)

- 4.22km long, commencing north of the existing Newtonmore junction and continuing north, past Nuide Farm, to the north of Knappach underpass
- Single option was considered for the new dual carriageway, this involves widening to the east of the existing A9 to minimise impacts on the River Spey and its associated special environmental areas, as well as on adjacent properties and to avoid the Lochan an Tairbh water feature.



Visualisation of Option 1a looking north



Visualisation of Option 2a looking north at Braes of Nuide



Visualisation of Option 3a looking north

Stage 2 preferred option – Section 4 Option (b)

- 3.93km long, starting just north of the Knappach underpass and crossing the River Spey and Insh Marshes floodplain to Chapelpark Farm in the settlement of Lynchat
- Constrained on both sides by the River Spey and Insh Marshes RAMSAR, Special Protection Area (SPA) and Site of Special Scientific Interest (SSSI), the River Spey Special Area of Conservation (SAC), Insh Marshes SAC, Insh Marshes National Nature Reserve (NNR) and B970 Ruthven Road
- West side constrained by Kingussie community duck ponds, Kerrow, Laggan and Lynvoan Cottages and Raitt's Cave Souterrain
- East side is constrained by Ruthven Barracks, Insh Marshes NNR, Lynchat settlement, Chapelpark Farm, Highland Mainline Railway and the B9152
- Four options were considered taking into account the many constraints:



Visualisation of Option 4b looking south



Option 4a – online widening to the east

Option 4a: Online widening to the east, retaining the existing bridge and requiring a new bridge for the southbound carriageway.



Option 4b – offline alignment to the east

Option 4b: Offline dual carriageway bridge to the east, with the existing bridge and embankment removed and a new dual carriageway bridge crossing the River Spey.



Option 4e – online widening to the west

Option 4e: Online widening to the west, retaining the existing bridge and requiring a new bridge for the northbound carriageway.



Option 4f – symmetrical widening

Option 4f: Online dual carriageway (predominantly to the west), with the existing bridge and embankment removed, and a new dual carriageway bridge crossing the River Spey.

- DMRB Stage 2 preferred option selected was **Option 4b**, as it :
 - limits impact on River Spey (flooding and flood risk)
 - limits impact on progressive long term river channel movement
 - improves the river/floodplain ecological connectivity and species permeability
 - provides for full bridge replacement, easier construction and improved flexibility of bridge choice.
- There may be potential to align the new dual carriageway closer to the existing A9 and this will be considered further at the next stage of project development.

Crubenmore to Kinraig project

Stage 2 preferred option – Section 5 Option (a)

- 3.68km long, starting at Chapelpark Farm and extending north to the tie-in with the Kinraig to Dalraddy project
- Limited opportunity to widen to the east of the existing A9 due to the significant constraint posed by the settlement of Lynchat, Balavil properties (East & West Lodge – Grade B listing), Memorial to MacPherson Obelisk and the existing B9152, which runs parallel to the A9 for the whole of section 5
- A single option for the new dual carriageway was considered, which involves widening to the west of the existing A9.



Visualisation of Option 5a looking north

River Spey Bridge development

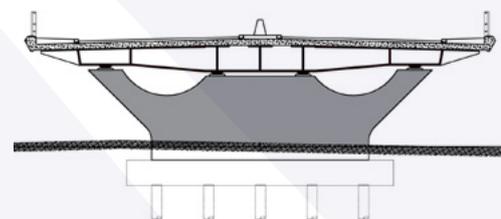
Feedback from the November 2015 exhibition on the River Spey Bridge indicated support for a new bridge structure which:

- fitted well within the local landscape
- would not interrupt views of the Insh Marshes from Kingussie
- would not compete with views to and from Ruthven Barracks.

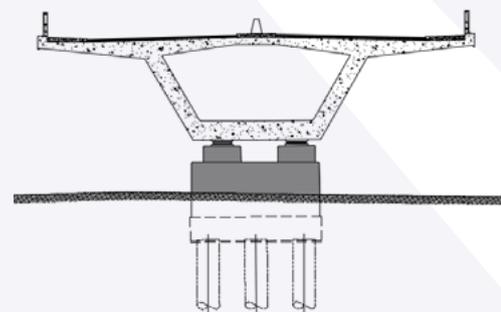
Feedback from members of the public generally gave support for a bridge style similar to that of the existing bridge, which sits low in the landscape.

The development process has considered the environmental importance of the River Spey corridor and the Insh Marshes National Nature Reserve.

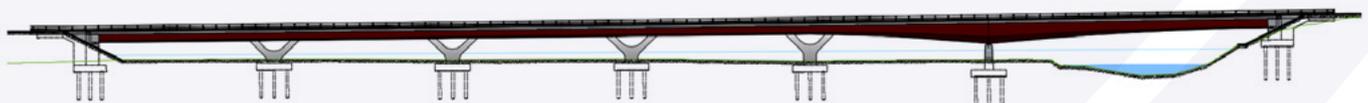
The bridge form will be considered further as part of the DMRB Stage 3 Assessment process. The preferred bridge type, pier configuration and span arrangement will be confirmed following further assessment.



Typical pier arrangement – steel composite



Typical pier arrangement – balanced cantilever



Potential steel composite bridge



Potential balanced cantilever bridge

River Spey flood risk assessment

The River Spey is a significant feature in the local landscape between Newtonmore and Kincaig. The A9 crosses the floodplain upstream of the Insh Marshes.

We have created a hydraulic model of the River Spey and its floodplain to investigate the impact of severe flood events on the A9 and the impact of A9 dualling upstream and downstream of the A9 at Kingussie.

Our model has allowed us to consider the impact of various embankment and bridge span combinations.

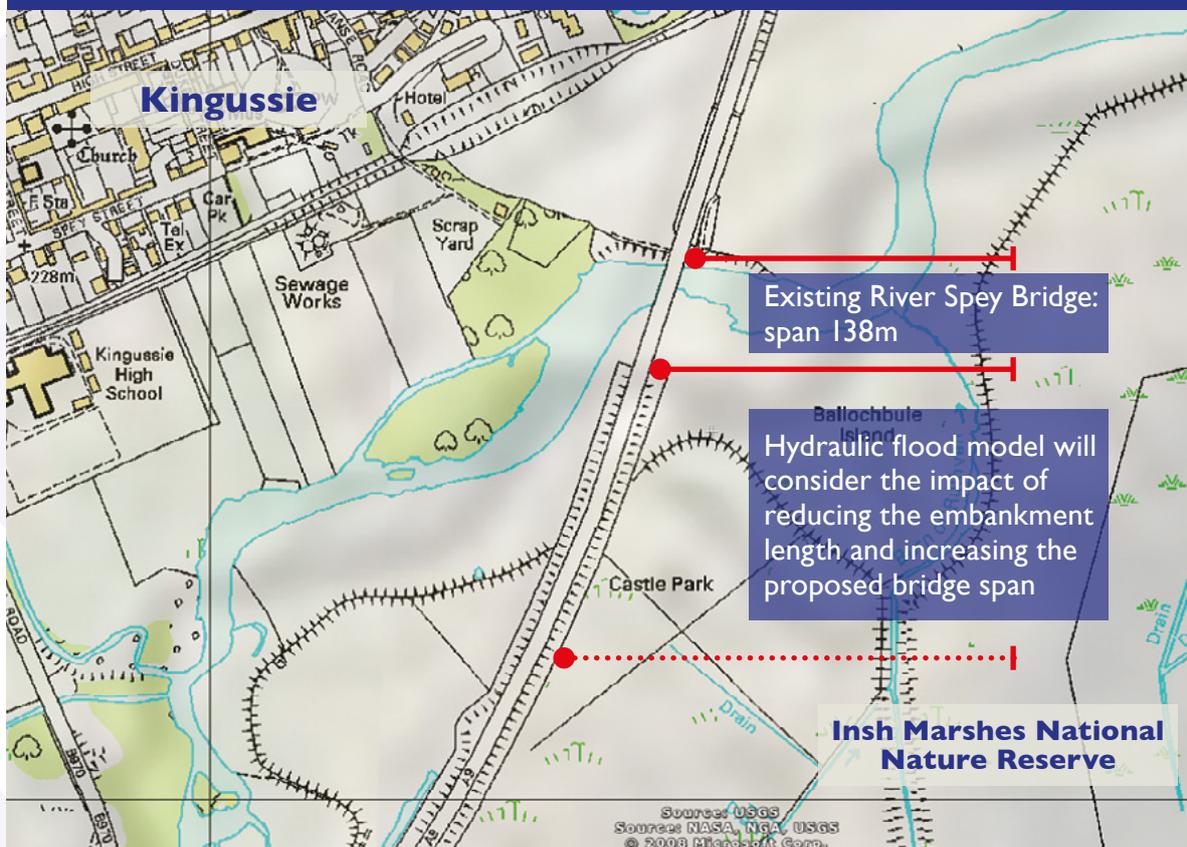
Our studies indicate that the ability of flood water to pass below the Spey crossing is important, with different bridge spans over the Spey affecting upstream and downstream water levels in major flood events (*a 0.5% probability of flood extents being equalled or exceeded in any one year*).

We will develop the selected preferred option with an embankment and bridge span combination which aims to minimise the environmental impact on the River Spey and Insh Marshes and at the same time minimises flood impacts on receptors such as property, utilities, roads and the railway.



River Spey flood extents looking south, August 2014

River Spey Bridge flood modelling considerations



Crubenmore to Kincaig project

Stage 2 preferred junction – Newtonmore Option 7

Two potential junction options were considered during the DMRB Stage 2 Assessment for Newtonmore junction. These options were dependent on the mainline option in section 2.

Both junction options are in the form of a 3-way – 2-level trumpet arrangement.

Newtonmore Option 4 was designed to tie-in to the offline alignment of the mainline, Option 2b.

Newtonmore Option 7 was designed to tie-in to the online widening of the mainline, Option 2a.

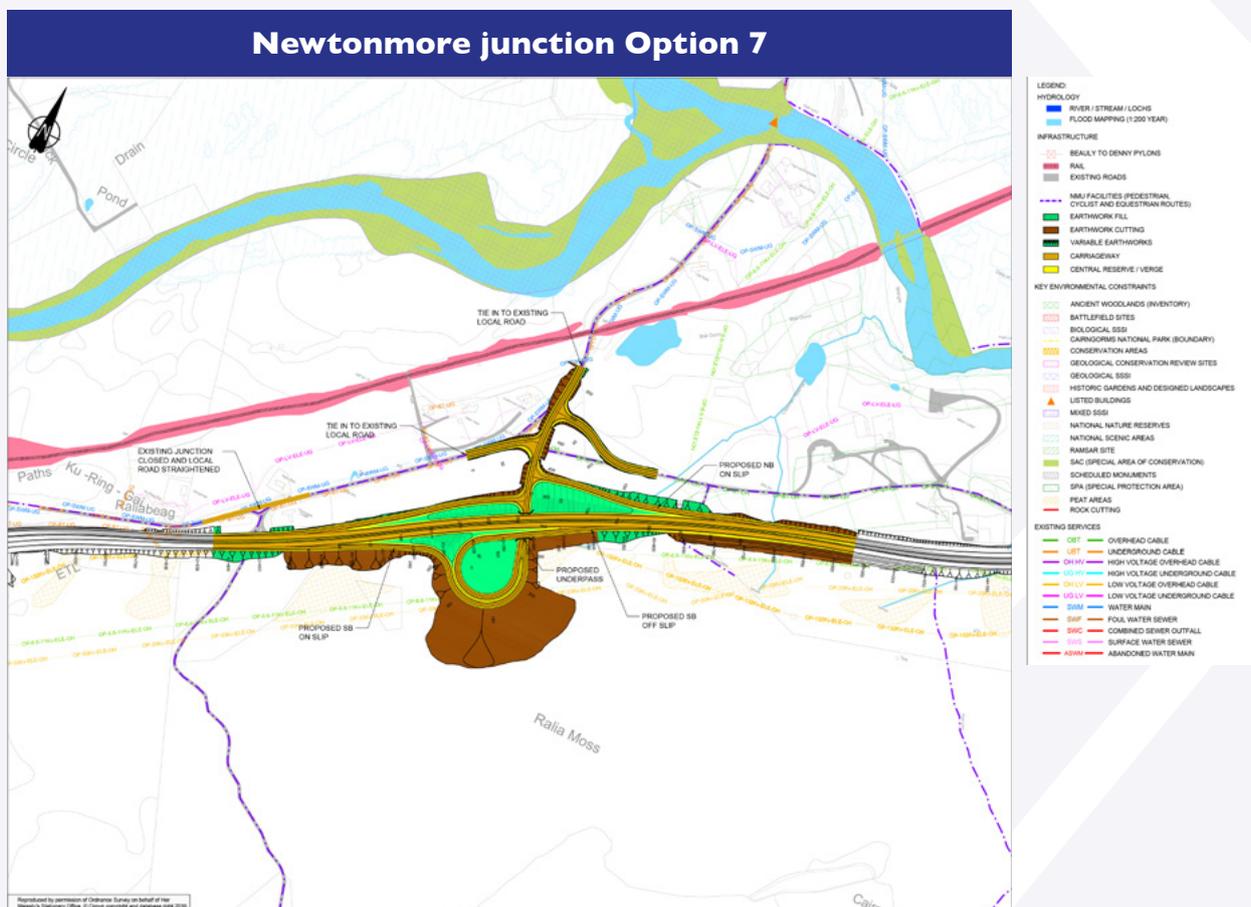
The preferred junction option is Option 7 as mainline Option 2a was chosen as the preferred mainline in this section.

This junction option results in a better earthworks balance for the project. It is considered to provide a more appropriate fit within the surrounding landscape because of the reduced earthworks footprint.

There may be potential to consider if a more compact junction layout can be adopted and this will be considered further at the next stage of the project development.



Newtonmore junction Option 7 visualisation



Stage 2 preferred junction – Kingussie Option 2

Two potential junction options were considered in the final DMRB Stage 2 Assessment for Kingussie junction. Designs for both junction options were prepared for each mainline option within section 4.

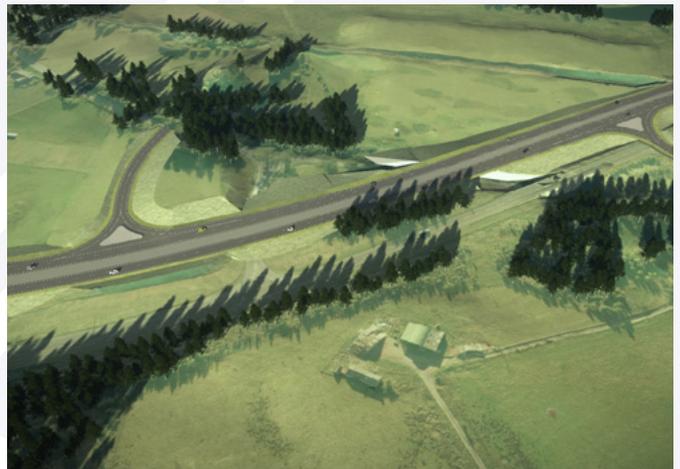
Kingussie Option 2 is a compact grade-separated junction with a similar layout to the existing junction with an upgrade of the existing left-in/left-out arrangements on both the northbound and southbound carriageways.

This option was developed to include additional lanes on the northbound and southbound diverges to take account of concerns expressed by members of the public about the existing junction layout.

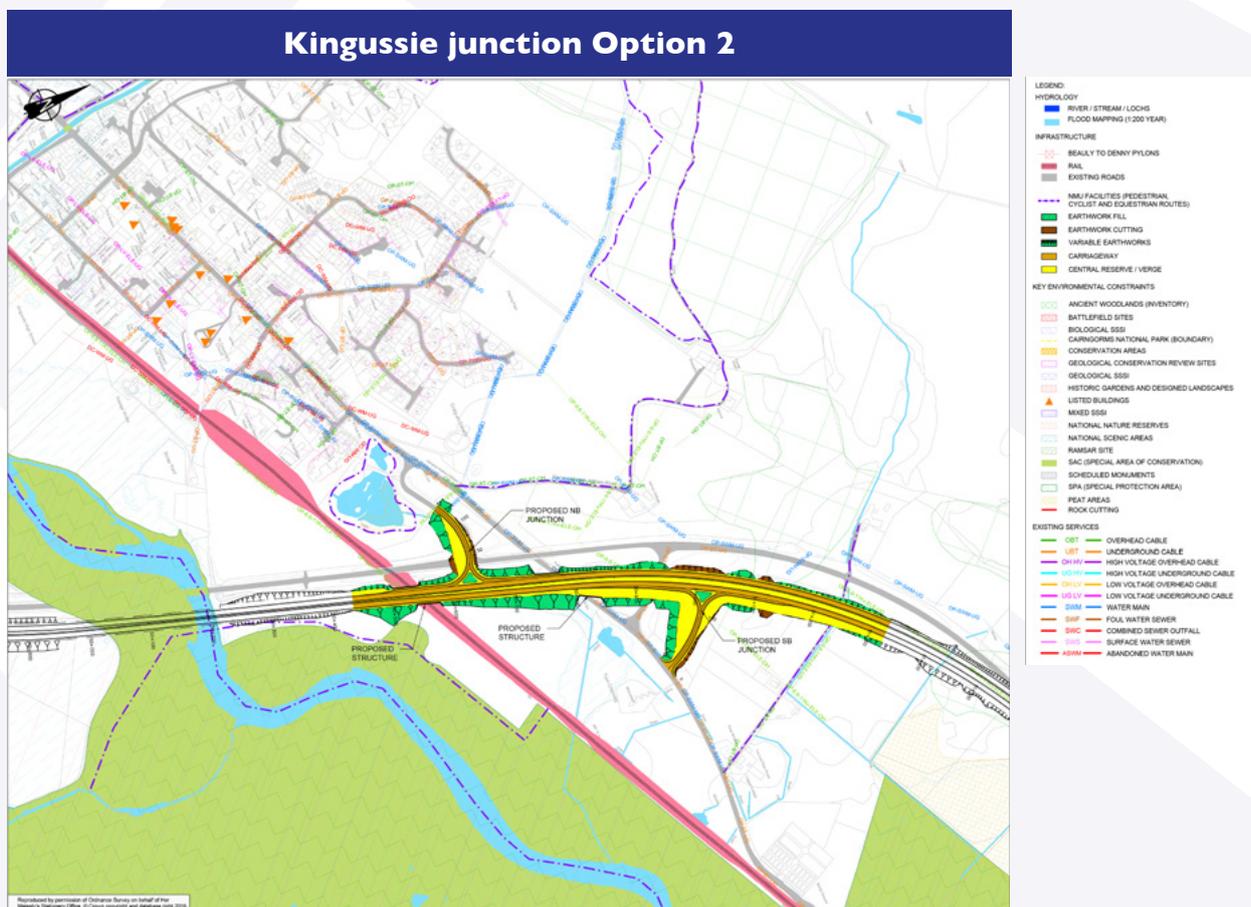
Kingussie Option 7 is a grade-separated junction which realigns the A86/B9152 slightly to the north to accommodate the new slip roads which have longer merging and diverging lengths than the current junction.

The preferred junction option is **Option 2** as it has benefits over Option 7, including:

- minimised impact on surroundings including A86/B9152, Kingussie community duck ponds and Kingussie rail bridge
- improved earthworks balance (reducing waste disposal)
- in line with public feedback where a preference has been shown for a junction layout similar to the existing one.



Kingussie junction Option 2 visualisation



Crubenmore to Kincaig project

What happens next?

Public consultation will continue throughout the DMRB Stage 3 Assessment process and the comments and feedback from stakeholders and members of the public, will be considered as part of the further development, refinement and assessment of the preferred route option.

Further consultation will also be undertaken on the access strategy for the route, as we look to address access to properties and land adjacent to the existing A9. Some of this work has already started and plans indicating potential options to provide access to Glen Truim, Ralia, Nuide and Inverton are available to view at this exhibition.

Transport Scotland's consultant will now take forward the development and assessment of the preferred route option for the project (DMRB Stage 3 Assessment).

The next stage of the assessment process will include:

- ongoing consultation with stakeholders, affected landowners and members of the public to inform the design development of the preferred route option
- identification of the land required for the project and preparation of draft Orders, preparation of an environmental impact assessment of the developed preferred route option including access issues and publication of an Environmental Statement which will include suitable mitigation measures to reduce impacts of the project on the environment
- a further event to present the developing DMRB Stage 3 design and seek further feedback
- the publication of the draft Road Orders, Compulsory Purchase Order and Environmental Statement.

Comments and feedback

Transport Scotland welcomes your comments and feedback on the preferred route option, particularly on the following topics:

- the preferred route option and junctions
- lay-bys
- local access
- Non-Motorised Users (e.g. pedestrians, cyclists and equestrian) routes.

Please take time to consider the information presented and provide any comments you may have as soon as possible and **by 4 May 2017.**

Email to:

carron.tobin@ruraldimensions.com

Or by post to:

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



River Spey Bridge looking south

For further information on the Crubenmore to Kincaig project, and to view the exhibition materials, drawings and strip plans, please visit:

www.transport.gov.scot/project/a9-crubenmore-kincaig

For further information

Further consultation through local drop-in events and one-to-one engagement is planned during the DMRB Stage 3 Assessment process.

We will keep you updated through a range of direct communications and consultations, as well as further public exhibitions.

You can contact CFJV Stakeholder Manager Carron Tobin, at any time:

Telephone: **0771 577 3660**

Email: **carron.tobin@ruraldimensions.com**

For further information on the wider A9 Dualling Programme, please visit the Transport Scotland website at:

www.transport.gov.scot/a9dualling

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

Telephone: **0141 272 7100**

Email: **a9dualling@transport.gov.scot**

Appendix D

Exhibition Feedback Form

A9 Dualling Programme

Crubenmore to Kincaig project

Preferred route public exhibition



Feedback form

Introduction

Thank you for attending our A9 Dualling Crubenmore to Kincaig project 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 possible and **by 4 May 2017**.

Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

Please email or post completed responses (address opposite) **by 4 May 2017** to the CFJV A9 Dualling team, to whom any queries may be directed.

Email:
carron.tobin@ruraldimensions.com

Further information on the A9 Dualling Crubenmore to Kincaig project: **www.transport.gov.scot/project/a9-crubenmore-kincaig**

Information on the wider A9 Dualling Programme:
www.transport.gov.scot/a9dualling

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

PLEASE USE THE BACK OF THIS FORM TO RECORD YOUR COMMENTS OR FEEDBACK

Transport Scotland and its agents will process any personal information provided and recorded solely for the purpose of the A9 Dualling Programme and in accordance with the Data Protection Act 1998.

A9 Dualling Programme Crubenmore to Kincaig project

We would appreciate your comments and feedback, particularly on the following topics:

- **the preferred route option and junctions**
- **lay-bys**
- **local access**
- **Non-Motorised Users (e.g. pedestrians, cyclists and equestrian) routes.**

Comments:

Appendix E

Feedback Received

Item	Feedback Received	Response to Feedback
Comments on the preferred route		
1	Could the preferred route be taken further east at Newtonmore (preferred route widening is generally to the east at this location)?	An offline option further to the east was previously considered and rejected; the preferred route is online to the east of the existing A9. The preferred route at Newtonmore responds to the local topography taking cognizance of the constraints and avoids the excessive earthworks that would result from an alignment further to the east. There are currently no proposals to revisit the offline route. The preferred route will be subject to design refinement and Environmental Impact Assessment (EIA).
2	Could the preferred route could be taken further east north of Kingussie (preferred route widening is generally to the west on this section)?	Online widening to the west was selected as the preferred route north of Kingussie. The preferred route will be subject to design refinement and an Environmental Impact Assessment (EIA) as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 process where consideration will be given to the potential for adjustment of the preferred route while retaining the principle of widening to the west of the existing A9.
3	How will noise and visual impact from the mainline at the Newtonmore junction be considered to ensure that impacts are minimised?	As part of the Design Manual for Roads and Bridges (DMRB) Stage 3 process, design refinement and an Environmental Impact Assessment (EIA) will be undertaken to identify the environmental impacts of the dualled A9, including noise and visual impacts. This assessment will include recommendations for appropriate mitigation measures to minimise the impacts of the project on the environment where required. Options for noise mitigation may include noise barriers, earth bunds and low noise surfacing. Details of any essential mitigation will be reported in the Environmental Statement.
4	Where side roads currently have direct access to the A9 closure of the central reserve is likely to result in additional journey times and travel distance to the proposed and retained major junctions at Newtonmore and Kingussie respectively.	We can advise that once the A9 is dualled, right-turn manoeuvres across the carriageway will be eliminated with there being no gap in the central reserve within the new dualled sections. It is currently proposed that alternative access will be available via the proposed grade separated junctions providing access to Newtonmore, Kingussie and the local road network. As part of the assessment, we are considering journey times and this will be taken into account in the overall assessment of the access options.
5	There is a concern that the anti-social use of existing lay-bys nearby adjacent properties will continue if these are replaced on a like for like basis on the dual carriageway.	We note the views on the potential introduction of a "like for like" or upgraded replacement of lay-bys. Several factors need to be taken into account when considering where to site a lay-by including the curvature of the road; visibility to and from the lay-by; and the distance to junctions as these factors affect the safety and operation of lay-bys. We can confirm that we are reviewing the proposed lay-by locations on the basis of the feedback received and will present these as part of future consultation on the project, where further feedback would be welcomed.
6	How is the periodic flooding of the Insh Marshes considered in the design and the selection of the bridge over the River Spey Bridge?	The impact of local flooding is an important element of the assessment process and is taken into account in flood modelling being undertaken to assess the impact and inform the development of the proposals. We are aware of the nature and extent of local flood events including those which are known to impact on Kingussie. We will continue to develop the flood model and take this into consideration in the Stage 3 assessment. The proposed bridge over the River Spey, regardless of structural form, will be designed to take account of flood risk and pier scour in accordance with current requirements.

Item	Feedback Received	Response to Feedback
7	Residents who live close to the A9 requested that consideration is given at the next stage to ensure that appropriate mitigation is available for visual and noise impacts.	As part of the Design Manual for Roads and Bridges (DMRB) Stage 3 process, design refinement and an Environmental Impact Assessment (EIA) will be undertaken to identify the environmental impacts of the dualled A9, including noise and visual impacts. This assessment will include recommendations for appropriate mitigation measures to minimise the impacts of the project on the environment where required. Options for noise mitigation may include noise barriers, earth bunds and low noise surfacing. Details of any essential mitigation will be reported in the Environmental Statement.
Comments on the proposed Newtonmore junction		
8	Comments were made in support of the Newtonmore junction proposal.	Your comments will feed into the on-going development and refinement of the preferred route and junctions at DMRB Stage 3.
9	A few comments suggested that the final junction provision should be reviewed to minimise local impact and provision similar to motorway standard would seem excessive.	On the basis of received feedback we are currently reviewing the size and layout of the proposed Newtonmore junction. Consideration of the proposals is being undertaken as part of the DMRB Stage 3 assessment process.
10	One regular user of the A9 suggested that tight loop radii on the junction should be avoided to avoid the possibility of accidents occurring due to high diverge speeds.	We note the geometric parameters adopted in the design of major road junctions are recommended in accordance with DMRB standards and are considered and applied in relation to the potentially unique set of conditions which apply at each junction.
11	A number of responses suggested a need for the provision of adequate crossing points at Newtonmore junction to allow walkers, cyclists and horse riders to cross the A9 and to make safe use of NCN7.	We note your comments in ensuring adequate crossing points are provided for non-motorised users (pedestrians, cyclists and horse riders). Provision of facilities for non-motorised users (NMU) is a key element of our design development and assessment processes, and consultations with user groups will continue through the next stage to ensure that concerns are considered. Consultation will also be undertaken with relevant stakeholders to develop proposals for NMU routes which may be impacted by the A9 dualling during DMRB Stage 3.
12	Concerns were raised about the potential loss of tree belt close to the proposed Newtonmore junction noted concerns about the potential loss of tree belt between the A9 and the B9150 Newtonmore Road; including the potential for “wind-blow” where edge trees were removed.	We note your comments with regard to the choice of location and the potential impact of the proposed Newtonmore grade separated junction on adjacent commercial conifer planting. We recognise that some loss of woodland is likely to be unavoidable, but we aim to minimise impacts on protected woodland, specimen trees and designed landscapes where possible through design refinement. If encroachment is expected sympathetic treatment of woodland areas will be considered as part of the landscaping proposals. Details of any essential mitigation will be reported in the Environmental Statement. On the basis of received feedback we are currently reviewing the size and layout of the proposed Newtonmore junction and the proposals to access Glentruim and Ralia.
Comments on the proposed Kingussie Junction		
13	Comments were made in support of the Kingussie junction proposal.	Your comments will feed into the on-going development and refinement of the preferred route and junctions at DMRB Stage 3.
14	Kingussie residents would like to see an improvement to the forward visibility and short taper on exit from the A9 into Kingussie on the existing northbound diverge.	The proposed upgrade to the Kingussie grade separated junction will incorporate a parallel diverge taper on the northbound diverge, in accordance with standards set out in the Design Manual for Roads and Bridges. This provision will allow vehicles the opportunity to decelerate on the parallel diverge lane rather than on the main carriageway.

Item	Feedback Received	Response to Feedback
15	Residents would like the existing local paths and access to the Community Ponds to be maintained.	The current proposals do not impact on the access to the Community Ponds or existing local footpaths.
16	Consideration should be given to pedestrians and children on bicycles and pushchairs as the existing footpath (on the A86) under the A9 is too narrow.	It is proposed that the footpath on the northbound side of the A86 will be widened when the A86 underbridge is replaced.
Comments on local access to Ralia and Glentruim and Ralia Lodge/Nuide Farm		
17	Comments were made in support of the proposals to extend the Glentruim Road north to connect it to the B9150 and to provide a left-in/ left-out junction for local access south of the Newtonmore Junction.	Your comments will feed into the on-going development and refinement of the preferred route and junctions at DMRB Stage 3.
18	<p>Feedback received suggested more detailed consideration of proposals for future access to and from Glentruim. The Glentruim Road is a local road serving a popular caravan park, farms and residential properties.</p> <p>Specific consideration is needed for safe stopping points for the school bus. This route is also used by tourists and has been used by the police as a diversion (when an incident causes the closure of the A9).</p>	<p>In accordance with the A9 Dualling junction and access strategy, the Glentruim Road is categorised as a Tier 2 access (Class C and unclassified roads). The strategy sets out that these should be closed where reasonable alternative access can be made available. Specific proposals for this location were presented at the pre-exhibition meeting(s) with local residents and at the exhibition.</p> <p>It is currently proposed that access to Glentruim will be available from either the proposed Left-in and Left out junction located near the existing northbound diverge serving Ralia Café and via the proposed grade separated junction providing access to Newtonmore and the local road network.</p> <p>On the basis of received feedback we are currently reviewing the size and layout of the proposed Newtonmore junction and the proposals to access Glentruim and Ralia.</p> <p>We are undertaking additional traffic counts and individual interviews to further inform our understanding of the existing traffic on the Glentruim and Ralia/Nuide Roads. We will follow-up with a further consultation event where the general public will have the opportunity to review the DMRB Stage 3 proposals in more detail.</p> <p>We are aware of the school bus service and consultations with the Highland Council are on-going to consider routing and associated issues.</p> <p>This work forms part of the on-going DMRB Stage 3 development and assessment work to inform and develop the preferred route presented at the public exhibition March 2017.</p>
19	Comments regarding access and journey times to Glentruim for emergency services.	We are consulting with the Emergency Services on local access routes. We can also advise that consideration of access for emergency services will be undertaken as part of the assessment.
20	Comments regarding school bus pick-up and drop-off provision for school children living towards the eastern end of the Glentruim Road.	We are aware of the school bus service and consultations with the Highland Council are on-going to consider routing and associated issues.

Item	Feedback Received	Response to Feedback
21	<p>Comments were received regarding the traffic capacity and potential for congestion on the Glentruim Road and proposed extension of the Glentruim access to the Newtonmore junction, extended on a like for like basis with the existing road, as single track road with intervisible passing places.</p>	<p>We note your comments regarding traffic capacity and the potential for congestion on the Glentruim Road. As part of the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment, we are considering traffic movements and these will be taken into account in the overall assessment of the access options.</p> <p>The standard of access road, including the width and provision of passing places, will be developed during DMRB Stage 3 taking into consideration the traffic that will use the access road and in consultation with the Highland Council.</p> <p>We are undertaking additional traffic counts and individual interviews to further inform our understanding of the existing traffic on the Glentruim and Ralia/Nuide Roads. We will follow-up with a further consultation event where the general public will have the opportunity to review the DMRB Stage 3 proposals in more detail.</p> <p>This work forms part of the on-going DMRB Stage 3 development and assessment work to inform and develop the preferred route presented at the public exhibition March 2017.</p>
22	<p>Two safety concerns were received regarding the safety of cyclists on NCN7 who would need to share a section of the proposed extension to the Glentruim Road (i.e. between the Highland Mainline bridge and access to the Ralia Café).</p> <p>In addition, comments identified that the sight lines on shared vehicle and cycle/pedestrian routes should ensure adequate vehicle stopping sight distance.</p>	<p>We note your comments regarding the safety of cyclists where it is proposed that NCN7 and the Glentruim road will share the same road surface.</p> <p>We are undertaking additional traffic counts and individual interviews to further inform our understanding of the existing traffic on the Glentruim and Ralia/Nuide Roads. We will follow-up with a further consultation event where the general public will have the opportunity to review the DMRB Stage 3 proposals in more detail.</p> <p>We are keen to ensure the safety of road users and cyclists in developing the proposals. We note that where there is no practical alternative, it is accepted that on lightly trafficked local roads for both vehicles and vulnerable user groups will share the carriageway*. Road signs and markings should be used to inform drivers they are sharing the carriageway with cyclists and where practical new sections should be designed to provide uninterrupted forward visibility (between passing places).</p> <p>[The relevant guidance “Cycling by Design 2010” advises: “Rural roads with two-way traffic flows less than 1,000 vehicles per day will be used to form an integral part of the leisure or local access cycle network, including the National Cycle Network”].</p>
23	<p>Comments were received in relation to the options available in relation to the potential closure of the C3063 Ralia to Nuide Road at Nuide Farm.</p> <p>Requests were made for consideration of retaining a Left-in/Left-out at Nuide Farm primarily to provide a direct access from the A9 for delivery vehicles to support farming and estate operations.</p> <p>A number of individuals commented on the potential loss of amenity and inconvenience that would be caused through the closure of the two direct accesses (to each side of the A9) at Nuide Farm.</p>	<p>In accordance with the A9 Dualling junction and access strategy, the C3063 Ralia to Nuide Road is categorised as a Tier 2 access (Class C and unclassified roads). The strategy sets out that these should be closed where reasonable alternative access can be made available.</p> <p>Specific proposals for this location were presented at the exhibition and we note your comments on the potential operational issues regarding the use of the C3063 Ralia to Nuide Road as an alternative means of access for those businesses and properties whose access depends on this road.</p> <p>On the basis of received feedback we are currently reviewing and the access proposals for the C3063 Ralia to Nuide Road. Consideration of these proposals is being undertaken as part of the DMRB Stage 3 assessment process. As part of this exercise, the option you refer to of providing direct access from Nuide Farm to the A9 will be considered.</p> <p>We are undertaking additional traffic counts and individual interviews to further inform our understanding of the existing traffic on the Glentruim and Ralia/Nuide Roads. We will follow-up with a further consultation event where the general public will have the opportunity to review the DMRB Stage 3 proposals in more detail.</p>

Item	Feedback Received	Response to Feedback
24	<p>Various concerns were raised on the standard, capacity, current and future use of the C3063 Ralia to Nuide Road and the Glentruim Road: the main issues are:</p> <ul style="list-style-type: none"> • The width of the existing road and the lack of adequate inter-visible passing places • Responsibility for winter maintenance and the frequency of maintenance interventions during the winter months • Provision for school bus services. 	<p>The width of access road will be developed during the DMRB Stage 3 design taking into consideration traffic flow and the types of vehicles that will use the access road and in consultation with the Highland Council.</p> <p>We note your comment on the existing C3063 Ralia to Nuide Road and Glentruim Road in relation to the treatment in during the winter months. This issue will be further developed during DMRB Stage 3 in consultation with the Highland Council.</p> <p>We are aware of the school bus service and consultations with the operator and the Highland Council will be undertaken to consider routing and associated issues.</p>
Comments on Non-Motorised Users Routes		
25	It is absolutely essential that NCN7 is maintained.	We note that National Cycle Route 7 will be maintained between Glentruim and the Newtonmore Junction. (This is the only location between Crubenmore and Kincaig where NCN7 lies in close proximity to the A9).
26	Please consider taking the NMU along the entire length of dualled section, parallel to the new A9.	<p>The strategy for NMU provision along the A9 corridor does not suggest the provision of a continuous, parallel NMU route immediately adjacent to the A9 between Perth and Inverness. The A9 corridor is highly constrained with features such as internationally protected ecological sites, designated landscape and the Highland Main Line railway in close proximity to the route. There is however a commitment to extend the shared facility created under the Kincaig to Dalraddy project south to Kingussie and this could link with other NMU facilities to provide a link between Kingussie and Aviemore and provide access to other routes.</p> <p>Where existing NMU routes are affected suitable diversions will be proposed, in consultation with relevant NMU groups. Opportunities to enhance existing provisions will be considered where appropriate to support the scheme objectives. The importance of maintaining links to local towns, villages and communities for local residents and tourists is recognised and will be maintained where possible.</p>
27	A number of comments conveyed a desire to ensure that adequate provision is made across the A9 to link up previously severed “public rights of way” and to provide access to outlying properties, agricultural and recreational interests.	<p>Provision of facilities for non-motorised users (NMU) is a key element of our design development and assessment processes, and consultations with user groups will continue through the next stage to ensure that concerns are considered. Consultation will also be undertaken with relevant stakeholders to develop proposals for NMU routes which may be impacted by the A9 dualling during DMRB Stage 3.</p> <p>For example, existing rights of way to the hills will be reconnected at safe crossing points and alternative means of access will be provided for Tier 2 and Tier 3 accesses.</p> <p>We are considering a number of options at Knappach to ensure the integrity and connectivity of the path network is maintained and proposals in development will consider the reconnection of the Wade’s Military Road at Knappach and Nuide Farm.</p>

Item	Feedback Received	Response to Feedback
28	Comments identified that any parallel cycle routes level with the A9 should not be unnecessarily routed down to underpasses where the desire line for cyclists is to carry on over structures.	<p>The note your comment on the continuity of parallel cycle routes over crossing underbridge routes.</p> <p>The strategy for NMU provision along the A9 corridor does not suggest the provision of a continuous, parallel NMU route immediately adjacent to the A9 between Perth and Inverness. The A9 corridor is highly constrained with features such as internationally protected ecological sites, designated landscape and the Highland Main Line railway in close proximity to the route. There is however a commitment to extend the shared facility created under the Kincaig to Dalraddy project south to Kingussie and this could link with other NMU facilities to provide a link between Kingussie and Aviemore and provide access to other routes.</p> <p>Opportunities to enhance the proposals will be considered where appropriate to support the scheme objectives. The importance of maintaining links to local towns, villages and communities for local residents and tourists is recognised and will be maintained where possible.</p> <p>As an example, at the Highland Wildlife Park Underbridge, the intention is to provide parallel access across the underpass and access to the Highland Wildlife Park access road to ensure that the opportunity is available to leave the parallel route at appropriate points. This approach will be adopted for all parallel route sections between Crubenmore and Kincaig.</p>
29	Comments noted that consideration is given to the potential disturbance to existing NMU provision during the construction phase.	Minimising disruption during the construction phase remains a key consideration and this is taken into consideration in the development of the proposals.
General Comments		
30	Local residents were interested to know of any future proposals regarding the U2387 Crubenmore to Dalwhinnie Junction.	We can advise that a separate study of the existing dual carriageway section at Crubenmore is now being undertaken and this will include an assessment of the existing access arrangements. We would welcome any feedback you have about accesses on the existing dual section so it may inform this study.
31	<p>A number of comments noted the challenging nature of the Insh Marshes and River Spey and the development of a suitable bridge and embankment solution, given the important international and national environmental designations of the area.</p> <p>Additional comments identified the complexity of the task facing the designers to determine the most appropriate bridge form and span arrangement, given the risk of regular flooding and the active nature of the river system in the vicinity of Kingussie.</p>	<p>We note your comments regarding the section of A9 which crosses the Insh Marshes and the challenging nature of this specific section of the route. In developing the crossing of the River Spey, we are considering factors such as the environmental designations, proximity to Ruthven Barracks and its location within the flood plain. During Design Manual for Roads and Bridges (DMRB) Stage 3, the preferred option for the bridge will be developed taking account of the sensitive environment it will pass through including the River Spey and its flood plain and the Insh Marshes National Nature Reserve.</p> <p>We note your comments on the proposed Spey Crossing. The bridge form and span will be developed and further refined during Design Manual for Roads and Bridges (DMRB) Stage 3. The development of the bridge proposals will take into account the engineering, environmental, traffic and economic impacts of the options. This will include consideration of issues such as the river Spey and its floodplain, ecological impacts, cultural heritage impacts, aesthetics, landscape impacts and cost. Any replacement bridge regardless of structural form, will take account of the impact on flood risk upstream and downstream of the proposed bridge in accordance with current requirements.</p>

Item	Feedback Received	Response to Feedback
32	Are there any proposals to upgrade the Crubenmore to Glentruim section of NCN7 to take vehicular traffic?	<p>There are currently no proposals as part of the Crubenmore to Kincaig project to upgrade the National Cycle Route to take vehicular traffic south from Glentruim. The local road network provides access from Glentruim to the south via the A889 or the proposed Newtonmore grade separated junction.</p> <p>The Crubenmore to Glentruim section is however the subject of a separate Design Manual for Roads and Bridges (DMRB) Stage 2 Study of the existing Crubenmore dual carriageway. This study will consider the existing dual carriageway section which requires to be brought up to a uniform standard to match the rest of the upgraded A9. This additional work is not in the current A9 Dualling Programme but will be included in a supplementary programme moving forward. This work is at a very early stage and any improvements identified for the existing dualled sections are expected to get underway after the completion of the dualling programme in 2025.</p> <p>We note that surveyors will shortly be active in the A9 corridor at Crubenmore gathering environmental and topographical data as well as land use management activities. This work will focus on the dual carriageway section where gaps in the central reservation require to be closed and the local accesses and junctions need managed to provide a safe layout for motorists.</p> <p>Consistent with the ongoing stakeholder engagement for the dualling programme, there will be full public consultation with the modernisation of the existing Crubenmore dual carriageway section and all options will be considered as we move forward with the development of a preferred layout for the junctions and accesses.</p>
33	Comments with regard to the provision of adequate signing of HGV Rest Areas from the A9.	Signing from the A9 will be considered during Design Manual for Roads and Bridges (DMRB) Stage 3 development and assessment work and as part of this work signing for any rest areas will also be considered.
34	Comments were received in relation to access to Ralia Café.	Proposals for access to Ralia Café were presented at pre-exhibition meeting(s) with local residents and at the exhibition. It is proposed that access to Ralia Café will be available from the proposed Left-in and Left out junction located near the existing northbound diverge serving Ralia Café and via the proposed Newtonmore grade separated junction. (This proposal also provides access to Glentruim and Phoinés Estate Lodge).
35	Comments were made with regard to ensuring the maintenance of NMU access to the Scheduled Ancient Monument: Raitts Cave, located just to the north of Kingussie.	<p>Consultation will be undertaken with relevant stakeholders to develop proposals for NMU routes which may be impacted by the A9 dualling during DMRB Stage 3.</p> <p>Currently, the proposals will include provision to maintain access to the Raitts Cave souterrain car-park north of Kingussie. Proposals under consideration include a pedestrian access from a northbound lay-by and access from the B9152 via Lynchat.</p> <p>There is also a commitment to extend the shared facility created under the Kincaig to Dalraddy project south to Kingussie and this could link with other NMU facilities to provide a link between Kingussie and Aviemore and provide access to other routes.</p>
36	Comments on the retention of the average speed cameras post dualling of the A9 between Perth and Inverness.	We can confirm that there are currently no proposals to retain the average speed cameras once dualling of the A9 between Perth and Inverness is complete.
37	Comments on the proposed construction timetable.	We can advise that DMRB Stage 3 assessment is currently on-going. There is a commitment to complete dualling of the A9 between Perth and Inverness by 2025.
38	A comment was made with regard to the proximity of Lay-bys to junction slip roads where the possibility of misreading signage might lead to entering a lay-by, when expecting a junction slip road.	Your comments on the proximity of lay-bys to junctions will feed into the on-going development and refinement of the preferred route and junctions at DMRB Stage 3.

