

Dalraddy to Slochd

Public Exhibitions Feb 2016
Summary Report

Transport Scotland

August 2016





Notice

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This document has 138 pages including the cover.

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Introduction

Transport Scotland is progressing a programme to upgrade the A9 trunk road between Perth and Inverness to dual carriageway standard.

As part of these proposals, a public exhibition was held over two days to update interested parties on the progress of the Dalraddy to Slochd project. Building upon the feedback from informal 'drop-in' sessions held in Aviemore and Carrbridge during September 2015, the aim was to engage with the public, to present the project options that are being developed and to provide an opportunity for discussion with representatives of Transport Scotland and its Consultants. Also, to gather feedback from the attendees on the information on display to help inform the ongoing development and assessment of the design options being considered between Dalraddy and Slochd.

The first exhibition took place in Carrbridge Village Hall in Carrbridge on Tuesday 2 February 2016 from 12.00 noon to 8.00pm. This was followed by a second exhibition in Aviemore Community Centre, Muirton, Aviemore on Wednesday 3 February 2016, also from 12.00 noon to 8.00pm.

Both days of the exhibition were well attended and generally well received. This report summarises the scope of the events and the reactions and comments of those who attended.

1. Exhibition Preparation

1.1. Advertising

In advance of the exhibitions, letters of invitation were sent to key stakeholder organisations, landowners, businesses, residents and Community Councils, either within the road corridor or otherwise likely to be affected by the proposals.

Dependent on the interests of the recipient, the letters also included offers of individual meetings, presentations to community groups or contact details for further information.

In total, 472 letters were issued to key stakeholders, local businesses, Community Councils, landowners, property owners and residents. An example of the letter issued to landowners is included in Appendix A.

Over 70 posters advertising the event were distributed amongst libraries, Churches, Community Centres, Post Offices and retail outlets in Kincaig, Aviemore, Boat of Garten, Dulnain Bridge, Grantown on Spey, Carrbridge, Nethybridge and Tomatin. A copy of the poster is included in Appendix B.

An article publicising the event appeared in The Press and Journal newspaper on 26th January 2016. A copy of the article can be found in Appendix C.

1.2. Exhibition Materials

The exhibition material presented at the public exhibitions consisted of:

- Exhibition display boards (19 No)
- Drawings:
 - Mainline Route Options
 - Aviemore South Indicative Junction Options
 - Aviemore Central Indicative Junction Options
 - Granish Indicative Junction Options
 - Bogroy – Black Mount Indicative Junction Options
- A9 Dualling Dalraddy to Slochd Exhibition Leaflet
- Video display – Indicative Junction 3D Visualisations
- Feedback form

1.2.1. Exhibition Boards

Information relating to the scheme was presented on a number of boards. The heading of each board is given below:

1. Welcome
2. Introduction
3. Programme objectives / Northern section projects
4. Route options development

5. DMRB Stage 2 design work
6. Information gathering
7. Key constraints
8. Environmental constraints 1 of 2
9. Environmental constraints 2 of 2
10. Mainline options development (i)
11. Mainline options development (ii)
12. Junction locations and development (i)
13. Junction locations and development (ii)
14. Junction constraints and options – Aviemore South (A9/B9152)
15. Junction constraints and options – Aviemore Central (A9/B9152)
16. Junction constraints and options – Granish (A9/A95)
17. Junction constraints and options – Bogroy/Black Mount (A9/A938)
18. Access
19. What Happens Next?

The exhibition display boards can be found in Appendix D.

1.2.2. Drawings

Copies of the following drawings were on display on layout tables:

1. Mainline Route Options – a series of 17 drawings presented at 1:2500 scale showing alternative widening options in the context of engineering, environmental and topographical constraints.
2. Aviemore South Indicative Junction Options – a series of 4 drawings presented at 1:2000 scale showing alternative junction configurations providing A9 access, northbound and southbound, to and from the B9152 at Lynwilg Farm.
3. Aviemore Central Indicative Junction Options – a series of 8 drawings presented at 1:2000 scale showing alternative junction configurations providing A9 access, northbound and southbound, to and from the B9152 at Aviemore Police Station.
4. Granish Indicative Junction Options – a series of 8 drawings presented at 1:2000 scale showing alternative junction configurations providing A9 access, northbound and southbound, to and from the A95 and B9152 at Granish Quarry.
5. Bogroy / Black Mount Indicative Junction Options – a series of 8 drawings presented at 1:2000 scale showing alternative junction configurations providing A9 access, northbound and southbound, to and from the A938.

1.2.3. Exhibition Leaflet

A copy of the A9 Dualling Dalraddy to Slochd Exhibition Leaflet was provided to each visitor to the exhibition. A copy of the leaflet can be found in Appendix E.



1.2.4. Feedback Form

A Feedback form was provided to each visitor to the exhibition. Comments on the proposals were requested by email or post before Friday 18th March 2016. A copy of the Feedback form can be found in Appendix F.

1.2.5. Information Sources Following Exhibition

The Exhibition display boards, drawings, A9 Dualling Dalraddy to Slochd Exhibition Leaflet and Feedback form were made available to download from the A9 Dualling section of the Transport Scotland website at the following web address:

<http://www.transport.gov.scot/project/a9-dalraddy-slochd>



1.3. Photographs



1.3.1. The exhibition venue, Carrbridge Village Hall



1.3.2. The exhibition venue, Aviemore Community Centre



1.3.3. Carrbridge – 2nd February 2016



1.3.4. Aviemore – 3rd February 2016

2. Exhibition Results

2.1. Attendance

The exhibitions were well attended with a total of 274 visitors over the course of the two days, with 114 attending the Carrbridge event on February 2nd and 160 attending at Aviemore the following day.

Visitors were asked to complete a sign-in sheet on arrival at the exhibition. Most visitors complied with a request to provide their home postcode. An analysis of this information shows that the majority of visitors were, as may be expected, from Carrbridge and Aviemore. However the neighbouring towns and villages were also well represented, the geographic spread being generally as follows –

Aviemore	- 40%
Carrbridge	- 29%
Other	- 31% (Tomatin, Inverness and surrounding areas)

A map showing an indicative geographic spread of the attendees is shown in Figure 2-1 below.

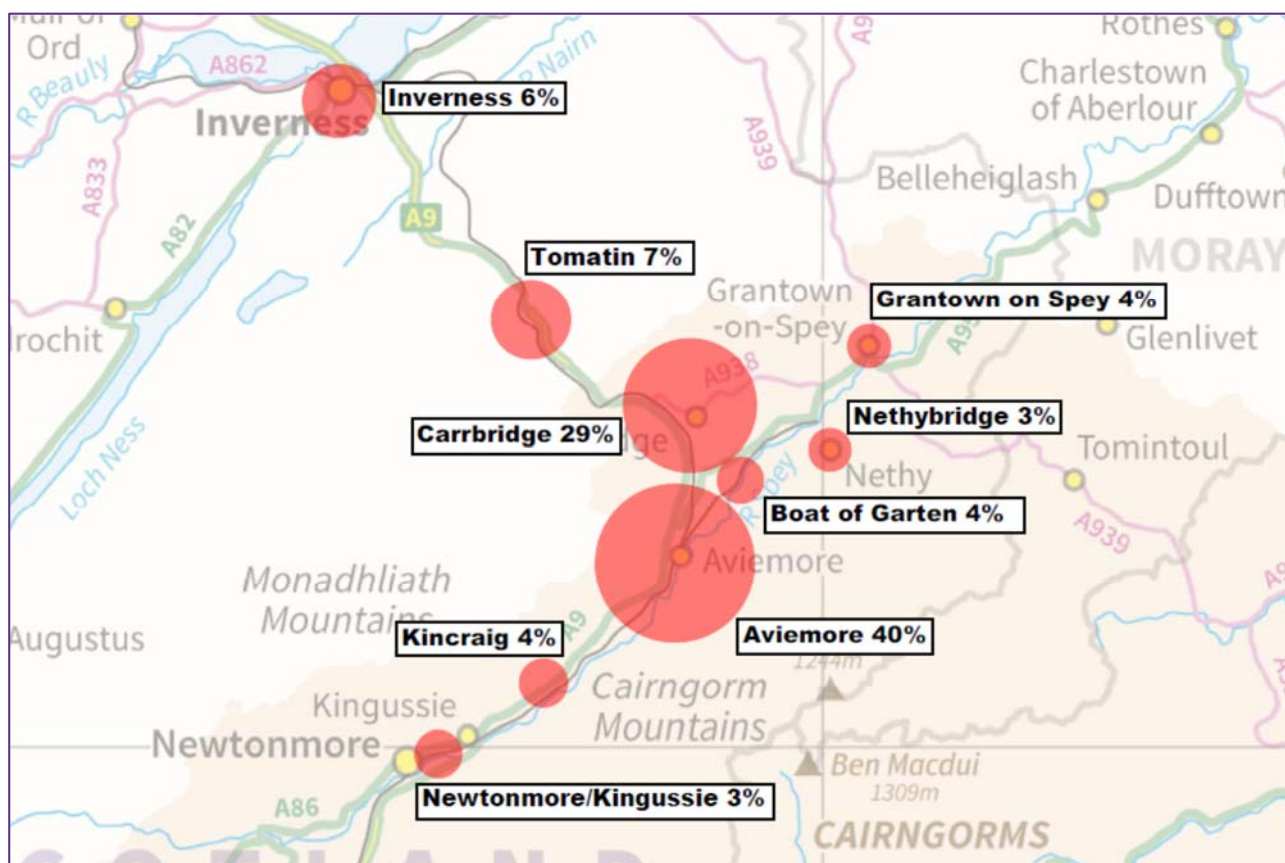


Figure 2-1 Attendance map

2.2. Comments

Visitors to the exhibition were encouraged to provide feedback to help inform the future development of the project. In particular, comments were sought on the route options, junction locations and layouts and access arrangements, including the effects of potential closures of accesses.

In total 34 Feedback forms were returned together with 11 comments noted by Consultant's staff in Records of Conversation. Subsequent to the public events, 82 emails were received with further comments and observations. Most visitors were generally supportive of the project. However, comments were noted relating to junctions, particularly those serving Aviemore, environmental impact, mainline widening options and facilities for Non-Motorised Users (NMUs).

In line with feedback from previous exhibitions for A9 Dualling, the comments received have been grouped into categories, as shown in Figure 2-2. It should be noted that the numbers provided in Figure 2.2 represent the total number of comments contained within the responses noted above.

Further details of the comments are included in Appendix H.

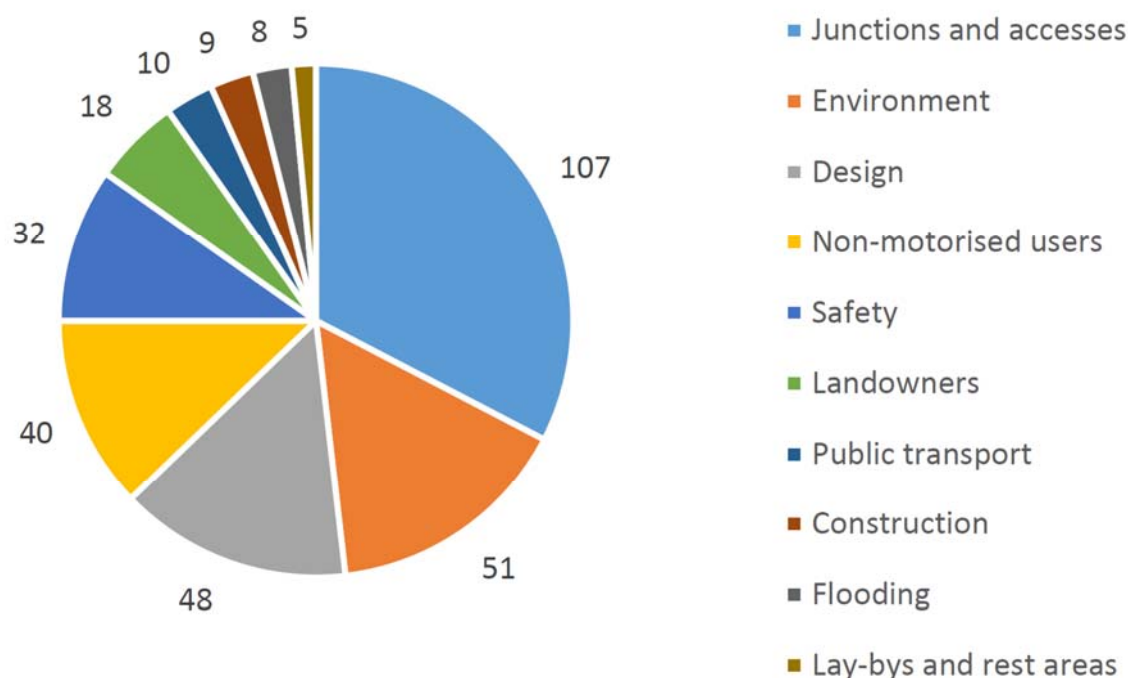


Figure 2-2 Exhibition comments - Summary

2.3. Press Reports

The exhibitions were reported in the Press & Journal and the Strathspey & Badenoch Herald on 4th February 2016. Copies of the articles can be found in Appendix G.



Appendix A. Letter to Landowners





Major Transport Infrastructure Projects

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF
Telephone: 0141 272 7100 , Fax: 0141 272 7272
info@transportscotland.gsi.gov.uk



LANDOWNERS, BUSINESSES
Insert name and address

Your ref:

Our ref: A9/GGD/DAL/EX

Date:
xx/01/2016

Dear xxx,

A9 Dualling: Perth to Inverness Dalraddy to Slochd Project

In summer 2014, Transport Scotland held exhibitions along the A9 as part of consultations to inform the development of options for the A9 Dualling from Perth to Inverness. Since then we have been undertaking further development of options for the section between Dalraddy and Slochd.

To support the development of the options for the road alignment and junctions we are consulting with various groups, including stakeholder organisations, local communities, businesses and landowners.

I am writing to advise you that there will be a public exhibition for the Dalraddy to Slochd project, which will take place over two days in Carrbridge Village Hall in Carrbridge on Tuesday 2nd February 2016 from 12 noon to 8.00pm and at the Aviemore Community and Leisure Centre on Wednesday 3rd February 2016 from 12 noon to 8.00pm.

Plans detailing the project options that are being developed will be on display at the public exhibition. Representatives from Transport Scotland and our consultant (Atkins Mouchel) will be at the exhibition to answer questions relating to these options.

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

The exhibition will give local communities and road users the opportunity to see the mainline route options, junction location options and indicative junction layouts. At this time neither a preferred mainline, preferred junction location nor layouts have been identified.

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

- local information and constraints that you think may be important for us to know about
- how the mainline route options may affect your interests
- how the potential junction locations and indicative layout options may affect your interests
- any other options that you think we should consider



We hope you are able to attend the exhibition however if you are unable to attend please contact our A9 Atkins Mouchel Stakeholder Team on 07_____ or xxx.xxx@mouchel.com for further information or to arrange a meeting.

Yours sincerely,

Stakeholder Manager
A9 Dualling Team

cc Atkins Mouchel Joint Venture



Appendix B. Exhibition poster





A9 Dualling Dalraddy to Slochd project Public Exhibitions



Public exhibitions are being held on 2 and 3 February 2016. These will give local communities and road users the opportunity to see a range of route and junction options for the Dalraddy to Slochd dualling project - part of the A9 Dualling Programme.

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

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

Details of the public exhibitions are as follows:

Tuesday 2 February, 12 noon – 8pm

Carrbridge Village Hall, Main Street, Carrbridge, PH23 3BB

Wednesday 3 February, 12 noon – 8pm

Aviemore Community Centre, Muirton, Aviemore, PH22 1SF

For further information, please visit:

www.transportscotland.gov.uk/a9dualling





Appendix C. Press article (pre event)





'Tricky' A9 dualling plans on show

"No decisions have been made on the preferred option"

Early plans for one of the most challenging stretches to be dualled on the A9 are to go on show for the first time next week.

Public exhibitions are set to be held for the stretch between the Slochd Summit and Dalraddy, nearly 15 miles to the south.

The section passes major junctions to the villages of Aviemore and Carrbridge – and is also constrained by what Transport Scotland has described as the "hard geology" of the Slochd area. The route is further complicated by the nearby Highland Main-line railway track at the narrow Slochd Summit and the need to widen the 475ft Slochd Beag Underbridge.

Further south there is the 260ft bridge over the River Dulnain which would need to be widened and the pres-

ence of peat near to the road.

It also contains 21 pedestrian and cycle crossings which is the highest number of any of the 12 dualling

schemes which make up the £3 billion project to improve the Inverness to Perth road.

The southern end of the project is also constrained by the number of conservation areas and sites of scien-

tific interests, including a nature reserve and an ancient woodland.

At the southern end it will link with the Kincaig to Dalraddy dualling scheme which is currently under construction and due for completion by next year.

A Transport Scotland spokesman said: "The public exhibitions for the A9 dualling Dalraddy to Slochd project will provide local communities and road users the opportunity to see and comment on a range of route and junction location options at an early stage in the design process.

"This is initial design work and no decisions have been made on the preferred option. All comments received will be considered as part of the ongoing design work and assessment of options.

"This will include feedback from local bodies, the various community councils in this section, as well as any comments provided at the public exhibitions."

The public exhibitions will be held on Tuesday, February 2 at Carrbridge Village Hall between 12pm and 8pm

and then the following day at Aviemore Community Centre at the same times.

The Slochd to Dalraddy section is being designed by the Atkins/Mouchel joint venture. The Transport Scotland spokesman added: "We would encourage the local community and road users to take the opportunity to attend the public exhibitions next week and comment on the initial design work."



The A9 plans on show include for Slochd Summit

KG Write a comment...





Appendix D. Exhibition display boards





Dalraddy to Slochd project – welcome

Welcome to this exhibition on the Dalraddy to Slochd section of the A9 Dualling Programme.

In December 2011, the Scottish Government's Infrastructure Investment Plan set out the commitment to dual the A9 trunk road between Perth and Inverness by 2025.

At the same time, Transport Scotland commissioned a Preliminary Engineering Services (PES) study which included a preliminary engineering assessment equivalent to a Design Manual for Roads and Bridges (DMRB) Stage 1 Assessment. This was for the initial development and assessment of proposed corridor options and strategies.

Transport Scotland also commissioned the A9 Dualling Strategic Environmental Assessment (SEA) Environmental Report. This report identified the key environmental and landscape issues along the length of the A9 route, and assessed potential impacts associated with the dualling programme.

The work carried out then built a picture of the challenges and opportunities that dualling may bring. In March 2014, an approximate 200 metre study corridor around the existing A9 for the dualling programme was announced.

In summer 2014, Transport Scotland held exhibitions along the A9 to help inform the public and stakeholders about the development of options for the A9 Dualling Programme.





Introduction

Last year, Transport Scotland appointed design consultants to take forward the more detailed assessment work required to develop route options, junctions and accesses, and consider environmental mitigation for the dualling of the A9. In the northern section between Dalraddy and Inverness, a Joint Venture between Atkins and Mouchel (AMJV) is developing the projects for the dualling of the A9.

This exhibition marks the start of public consultation on more developed route and junction location options for the Dalraddy to Slochd project. No detailed assessment has taken place and we are looking for public feedback on the options being developed. This will help inform the ongoing development and assessment of the dualling proposals for the route between Dalraddy and Slochd.

In particular, we would appreciate your views on the following:

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

Please take your time to study the information on display and to speak to one of the members of the team present today. It will assist us in our assessment work if you could complete the feedback form available at this exhibition, or on the project website.



View of the existing A9 at Slochd Summit



View from the existing Granish junction looking south-east towards A95 and B9152 junction

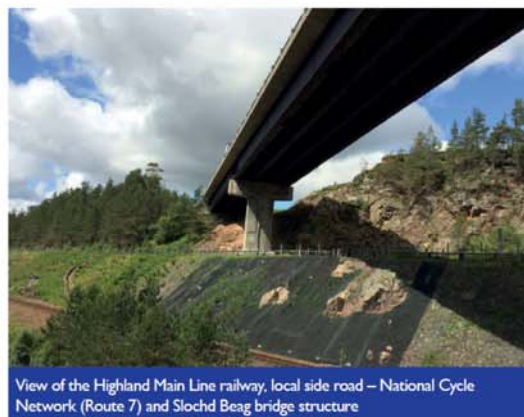




Programme objectives

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) by:
 - reducing accident severity
 - reducing driver stress
- Facilitate active travel within the corridor
- Improve integration with public transport facilities.



Northern section projects

The northern section of the route contains two projects, with dedicated teams working on each:

- Dalraddy to Slochd
- Tomatin to Moy.

Today's exhibition is for the Dalraddy to Slochd project and contains information about the development of options for the dual carriageway and the junction strategy for the project.





Route options 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 current work (referred to as Stage 2) covers the development and assessment of route options, and builds on the previous Preliminary Engineering Services (PES) and Strategic Environmental Assessment (SEA) completed in 2014.

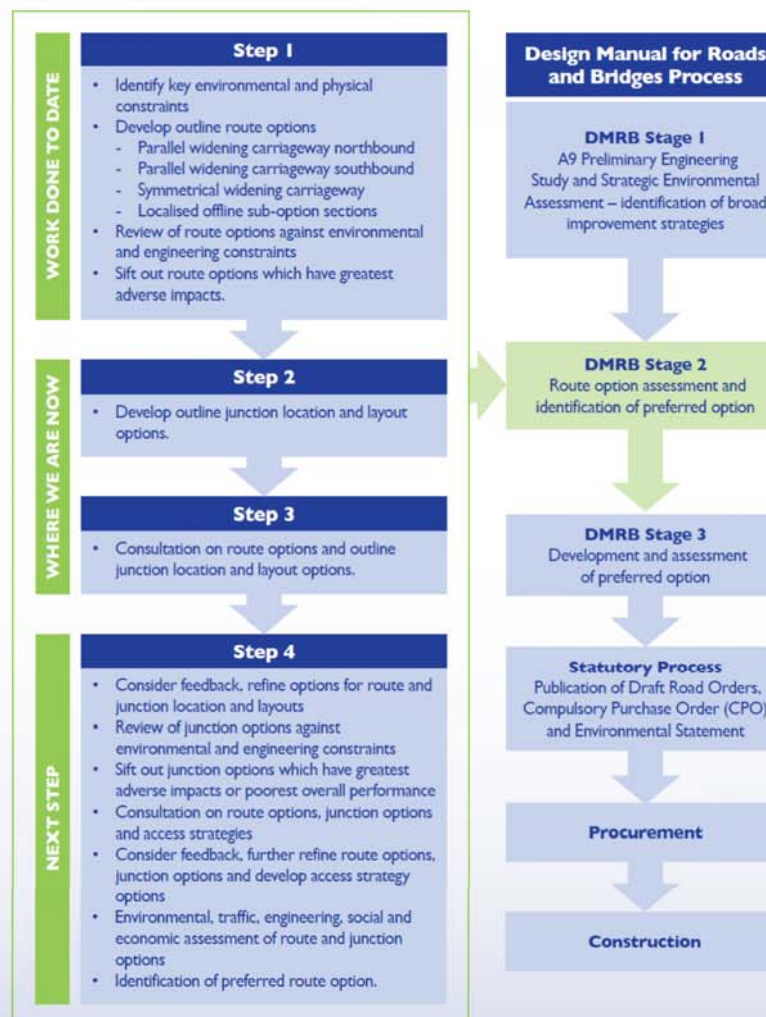
Some early work has allowed the number of route options to be reduced, by sifting out those options that had the highest potential for environmental and engineering impacts. Information about options that were considered and sifted out is available at this exhibition.

Feedback from public and stakeholder consultation, including today's exhibition, will be considered as part of the further development, refinement and assessment of the route options.

The next stages will also include more detailed consideration of junctions, accesses, lay-bys and facilities for pedestrians, cyclists and other Non-Motorised Users (NMUs). There is some information available at this exhibition about these aspects.

Further work, including ongoing consultation with affected people, local communities and the public, will be undertaken as we develop our options further.

After this, the route options will be considered as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment, which will support identification of the preferred route option for the Dalraddy to Slochd project.





DMRB Stage 2 design work

The Design Manual for Roads and Bridges (DMRB) Stage 2 design work has initially considered how to develop the dual carriageway, where junctions could potentially be located and what these could look like. As part of this work, options have been developed considering:

- **Mainline dual carriageway** – whether the A9 could be widened on the northbound side, the southbound side, to both sides, or whether there should be short sections on a new alignment, close to the existing A9.
- **Junctions** – where junctions could be located, considering factors such as nearby properties, environmental features, landscape, geographical features, engineering and operational considerations and cost. We will also consider access between the A9 and the trunk/side road network and local communities.

Initial mainline options were reviewed considering environmental and engineering factors. The mainline dual carriageway options which would have the greatest adverse impacts or poorest overall performance have been sifted out and suspended from further consideration.





Information gathering

Baseline data-gathering and surveys

During the Preliminary Engineering Services (PES) and Strategic Environmental Assessment (SEA), a large amount of data was gathered and consultation undertaken. This information will help inform the design and selection of route options. We have also carried out additional field surveys including:

- Ecological, landscape and visual surveys
- Other environmental surveys
- Traffic surveys
- Rock inspection and mapping.

We will also continue to consult with a range of organisations and local communities through a variety of means including:

- Consultation with individual land and property owners
- Drop-in sessions for members of the public and local communities
- Attending community council meetings
- Consultation with environmental groups
- Consultation with walking, cycling, equestrian and accessibility/disability groups.



Rock mapping surveys, August 2015



Watercourse surveys, December 2015



Structures visual surveys, September 2015



Geotechnical site walkover, September 2015



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Key constraints

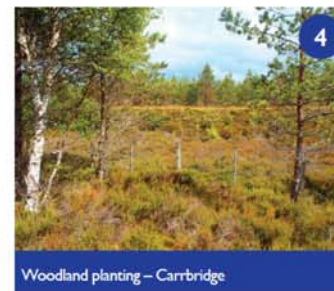
The Dalraddy to Slochd project design is being informed by environmental assessments that consider aspects including residential and commercial property, farming and estate interests, ecology, heritage, landscape and water environment.

One of the main considerations of the project is to avoid or reduce the impacts on the environment.

When designing the route, we will seek to avoid environmentally sensitive areas where possible. If we cannot avoid such areas, we will look to provide mitigation to reduce any negative impacts.

When developing the route options we will take into consideration the constraints on the route design in the vicinity of the project, which include:

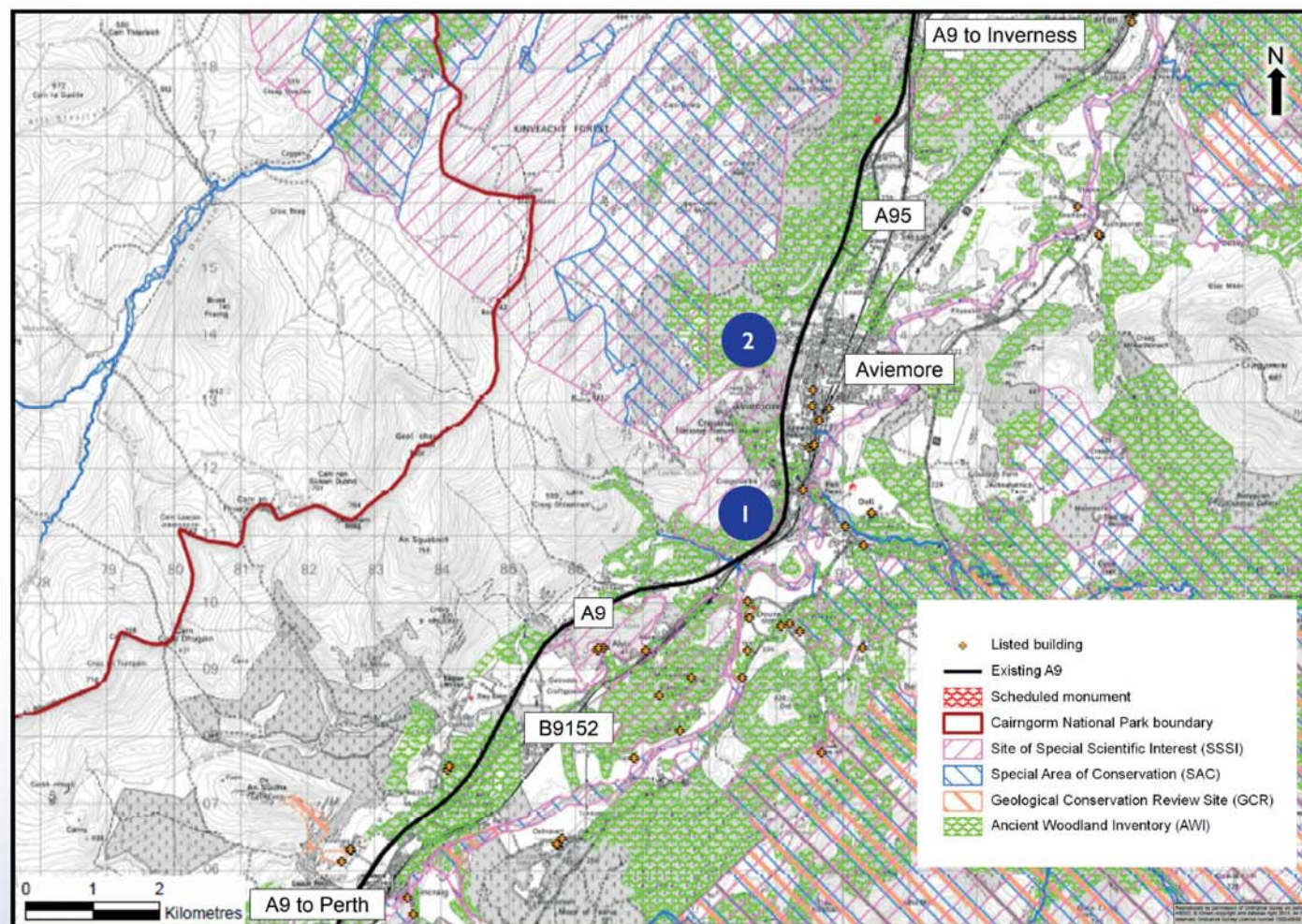
- Communities of Aviemore and Carrbridge
- Businesses and outlying residential properties, including accesses
- Four junctions to side roads
- Six bridges, seven underpasses, 28 culverts, four footbridges
- The existing trunk and side road network
- Non-Motorised User (NMU) e.g. pedestrian and cyclist route(s) including National Cycle Network (Route 7)
- Highland Main Line railway
- Cairngorms National Park (CNP)
- River Spey Special Area of Conservation (SAC)
- Loch Alvie Site of Specific Scientific Interest (SSSI)
- Craigellachie National Nature Reserve (NNR) and SSSI
- Ancient woodland
- Slochd Geological Conservation Review Site (GCR)
- Floodplains.



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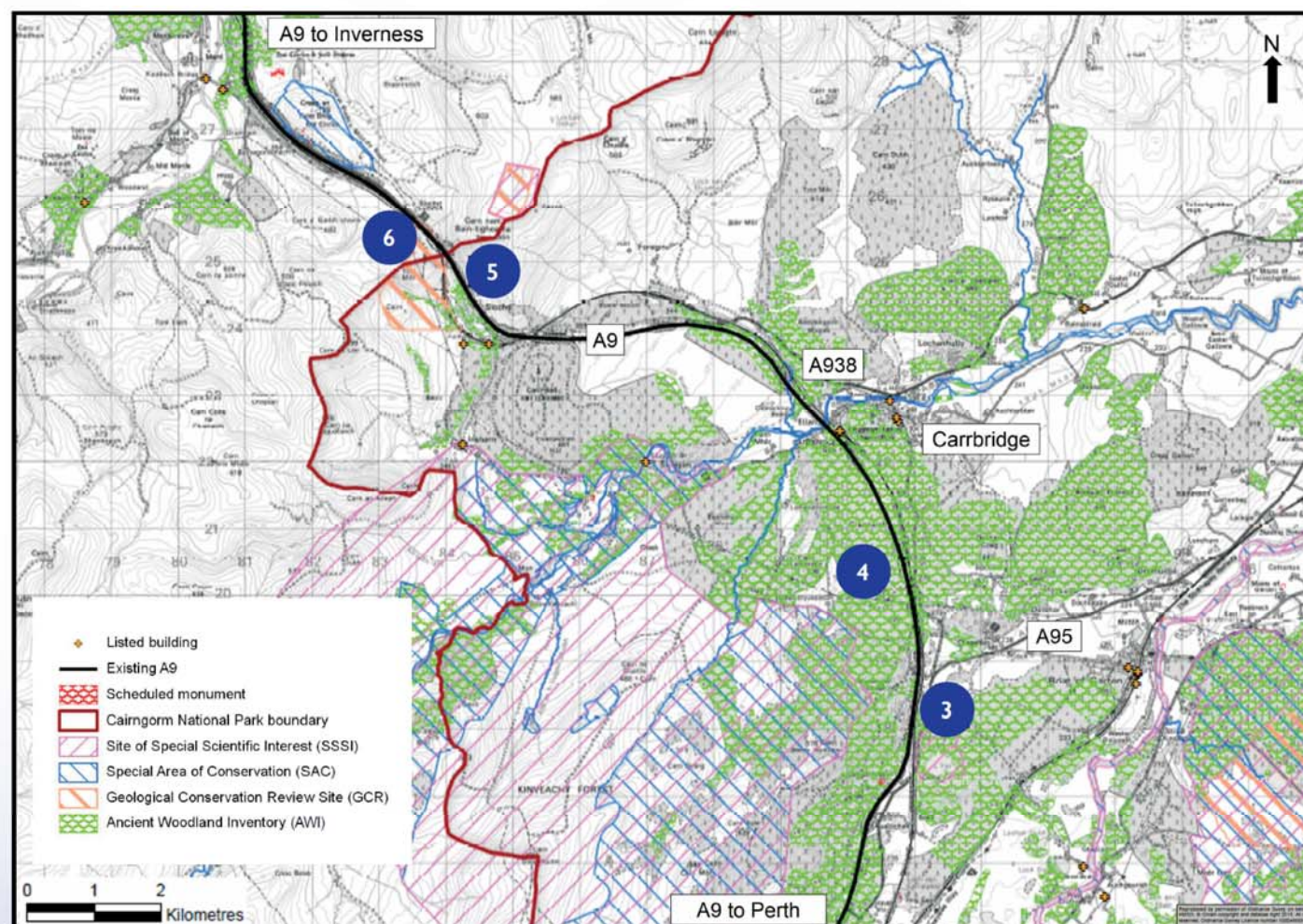


Environmental constraints 1 of 2





Environmental constraints 2 of 2





Mainline options development (i)

Design standards and requirements for new junctions

In accordance with the requirements of the Design Manual for Roads and Bridges (DMRB), the new A9 trunk road will be designed as a Category 7A Dual Carriageway (D2AP). For this particular category of road, the standards stipulate that within the new dual carriageway sections:

- All junctions are required to be grade-separated
- No crossing of the central reserve is permitted.



View of existing A9 looking south towards Aviemore



View of existing Bogroy/Black Mount junction looking south



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Mainline options development (ii)

Proposed mainline options

Previous work has identified an approximate 200 metre corridor within which the new dual carriageway would be broadly located.

Initial options have now been considered for the more detailed alignment of the mainline, and a sifting exercise has been undertaken using environmental and engineering criteria. This includes factors such as topography, ground conditions, buildability, ecology and any landscape requirements, so that we can discount options which would have the greatest adverse environmental and engineering impacts.

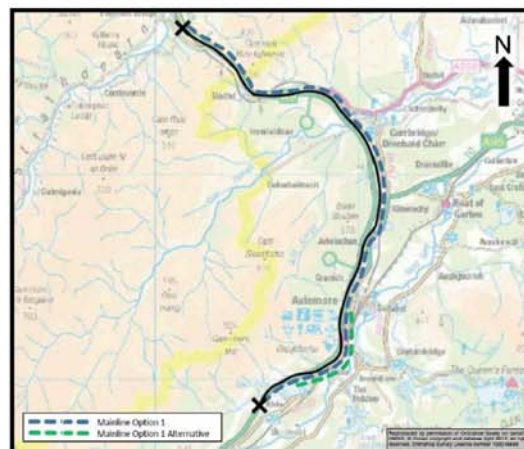
The route has been considered in sections. This work has recommended there should be two mainline options as well as a local variation option. These will be taken forward to the full Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.

Mainline option 1: Predominantly southbound widening along the complete length of project.

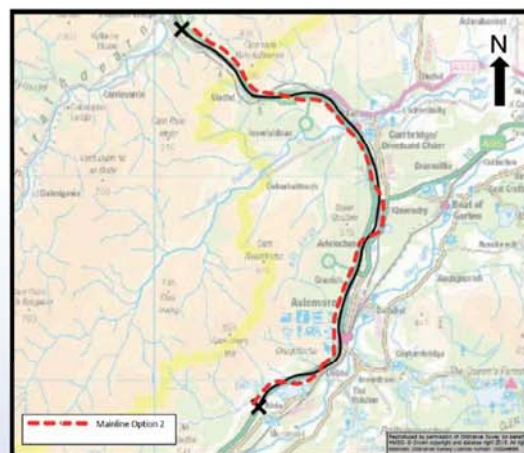
Mainline option 1 alternative: Predominantly southbound widening based on option 1, incorporating a variation to the alignment south of Aviemore to avoid properties.

Mainline option 2: Predominantly northbound widening with localised variations to avoid properties and minimise rock cuts.

Please speak with one of the members of the team if you wish to view plans of these options.



Mainline options 1 and 1 alternative



Mainline option 2





Junction locations and development (i)

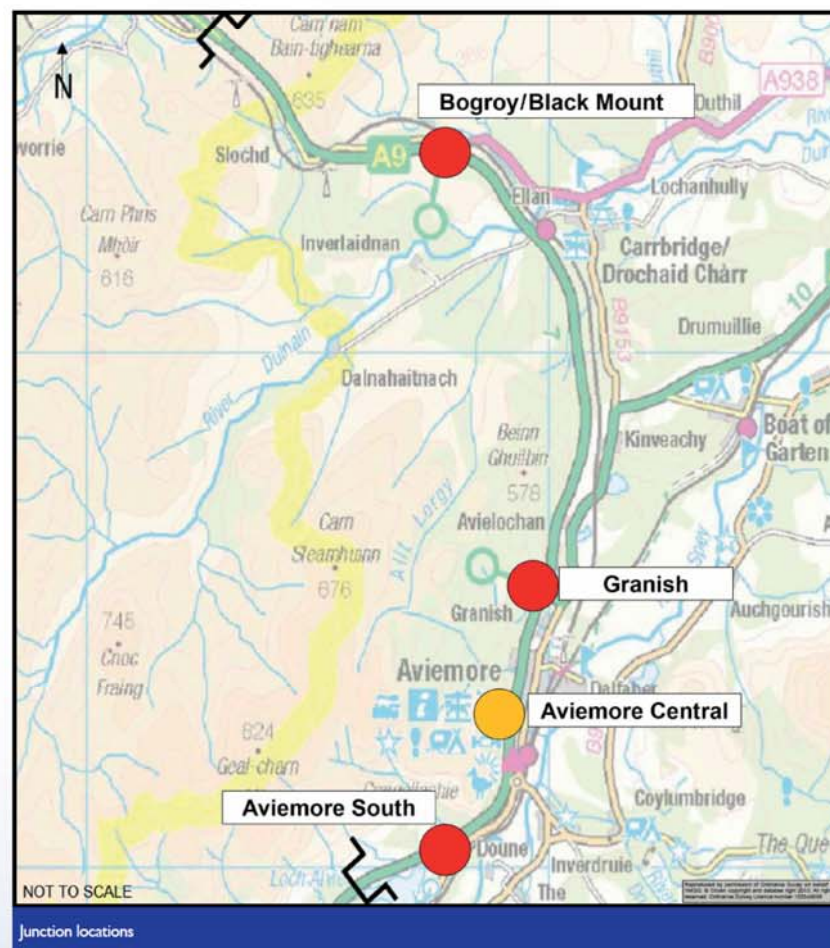
The Preliminary Engineering Services (PES) identified three potential junction locations based on the principle of providing a direct link between trunk roads and A and B class roads.

A further potential junction location has been identified through discussion with stakeholders.

The junction strategy for the project has been developed considering environmental, engineering and traffic criteria.

Potential junction locations are as follows:

- Aviemore South
- Aviemore Central
- Granish
- Bogroy/Black Mount.



Key:



Project extents



Potential tier 1
junction location



Potential alternative
junction location



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Junction locations and development (ii)

A combination of junction options are being considered. In conjunction with an assessment of traffic, this review will assess which locations are most appropriate for a junction, in order to provide suitable access and minimise environmental and engineering impacts. The review will also assess whether adjacent junctions could be combined, to eliminate some of the traffic movements at one or more of the junctions, in order to reduce the impacts of the project.

The junction combinations under consideration are as follows:

- Aviemore South, Granish, Bogroy/Black Mount
- Aviemore Central, Granish, Bogroy/Black Mount (with or without a restricted movements junction at Aviemore South).

Each of these junction option combinations will be considered in further detail as part of future work. In addition to environmental and engineering criteria, issues that will be considered include:

- When considering traffic movements, the need to cater for specific turning movements at each junction will be assessed
- If restricted movement junctions are being considered, the alternative route for any affected vehicles will be assessed to understand the length and travel time for alternative routes and connections
- Whether appropriate access between the A9 and the trunk/side road network and accessibility for communities is provided
- Estimation of potential traffic flows to the junction locations to ensure that good access connections are retained or that any access connection lost is justified. If/where additional traffic surveys are required, these will be identified and arranged to inform later design stages
- Once the traffic movements required are identified, the constraints around the proposed junction sites will be considered – to ensure that a junction can be located around any major constraints, such as rail lines, etc. Local policies and plans and the local development policy will also be considered
- Assessment of potential impact on local accesses and whether the length of diversion route is suitable
- Alternative sites for the proposed junctions may also be considered.



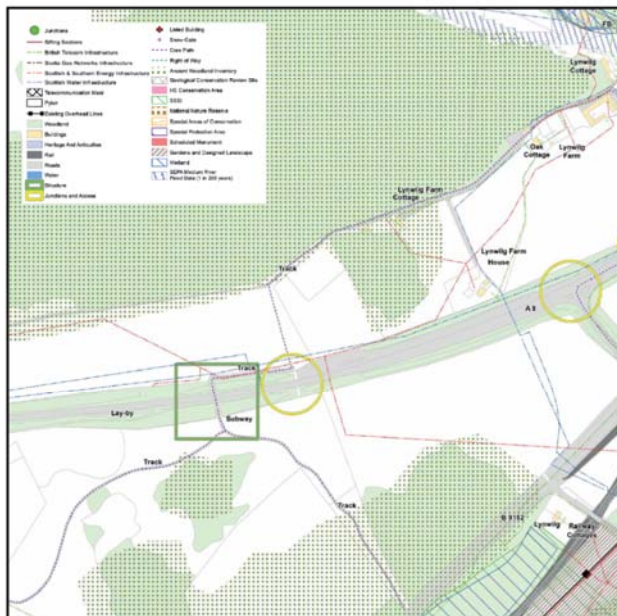


Junction constraints and options – Aviemore South (A9/B9152)

Plans showing indicative junction layout options being developed at Aviemore South junction are available to view at this exhibition, and an indicative option is shown on the 3D visualisation.

At this stage of the project there are no junction options which have been discounted and other layouts may also be developed. We would welcome your feedback on the potential junction location combinations and the indicative layouts presented.

Please ask a member of the team if you would like to see the plans of the indicative potential junction options.



- Areas of semi-natural ancient woodland located to both the north and south of the A9
- The B9152 side road to the south of the A9
- Estate buildings to the north of the A9
- Agricultural land.



Aerial view of existing Aviemore South junction

Indicative junction layout options

Full movements half cloverleaf layout with overbridge connecting to the B9152

Southbound mainline widening option

Full movements diamond layout with overbridge connecting to the B9152

Southbound mainline widening option

Full movements dumb-bell with overbridge connecting to the B9152

Southbound mainline widening option

Full movements left right stagger with B9152 realigned with overbridge connecting to the B9152

Southbound mainline widening option

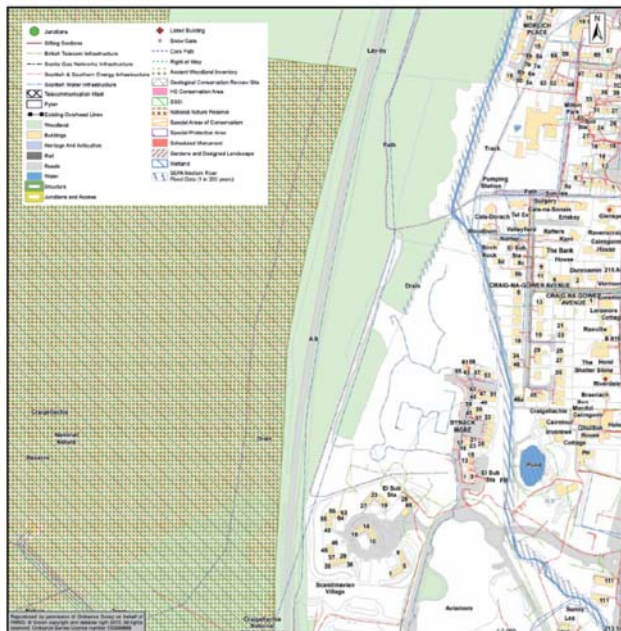


Junction constraints and options – Aviemore Central (A9/B9152)

Plans showing indicative junction layout options being considered at an Aviemore Central junction location are available to view at this exhibition, and an indicative option is shown on the 3D visualisation.

At this stage of the project there are no junction options which have been discounted and other layouts may also be developed. We would welcome your feedback on the potential junction location combinations and the indicative layouts presented.

Please ask a member of the team if you would like to see the plans of the indicative potential junction options.



- Craigellachie Natural Nature Reserve (NNR) and Site of Special Scientific Interest (SSSI) adjacent to the northbound carriageway
- Undated carved stone located approximately 85 metres from the northbound carriageway (heritage spot)
- Area of ancient woodland adjacent to the northbound carriageway within Craigellachie Natural Nature Reserve (NNR)
- Aviemore burn and other minor drainage watercourses running on the southbound side of the A9
- Proximity of properties on the southbound side of the A9, including the Scandinavian Village and Bynackmore
- Numerous existing utilities.



Aerial view of potential Aviemore Central junction location

Indicative junction layout options

Full movements half cloverleaf layout with underbridge connecting to the B9152
Northbound mainline widening option

Full movements half cloverleaf layout with underbridge connecting to the B9152
Southbound mainline widening option

Full movements diamond layout with roundabout on southbound side with underbridge connecting to the B9152
Northbound mainline widening option

Full movements diamond layout with roundabout on southbound side with underbridge connecting to the B9152
Southbound mainline widening option

Full movements dumb-bell with underbridge connecting to the B9152
Northbound mainline widening option

Full movements dumb-bell with underbridge connecting to the B9152
Southbound mainline widening option

Full movements diamond layout with underbridge connecting to the B9152
Northbound mainline widening option

Full movements diamond layout with underbridge connecting to the B9152
Southbound mainline widening option

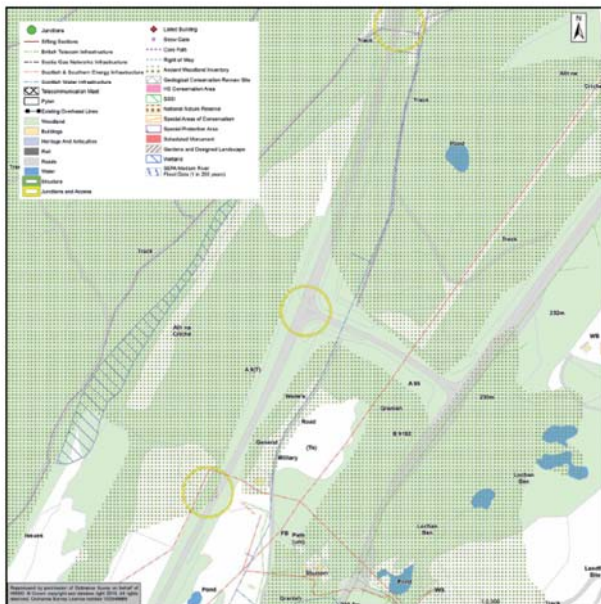


Junction constraints and options – Granish (A9/A95)

Plans showing indicative junction layout options being considered at the existing Granish junction location are available to view at this exhibition, and an indicative option is shown on the 3D visualisation.

At this stage of the project there are no junction options which have been discounted and other layouts may also be developed. We would welcome your feedback on the potential junction location combinations and the indicative layouts presented.

Please ask a member of the team if you would like to see the plans of the indicative potential junction options.



- Areas of semi-natural ancient woodland to both the northbound and southbound side of the A9
- Proximity of the B9152 side road and A95 to the east of the A9
- Residential property to the south east of the existing junction adjacent to the A9 carriageway.



Indicative junction layout options

Full movements dumb-bell with underbridge connecting to the A95
Northbound mainline widening option

Full movements dumb-bell with underbridge connecting to the A95
Southbound mainline widening option

Full movements diamond layout with underbridge connecting to the A95
Northbound mainline widening option

Full movements diamond layout with underbridge connecting to the A95
Southbound mainline widening option

Full movements half dumb-bell and trumpet layout with underbridge connecting to the A95
Northbound mainline widening option

Full movements half dumb-bell and trumpet layout with underbridge connecting to the A95
Southbound mainline widening option

Full movements half cloverleaf layout with underbridge connecting to the A95
Northbound widening option

Full movements half cloverleaf layout with underbridge connecting to the A95
Southbound widening option

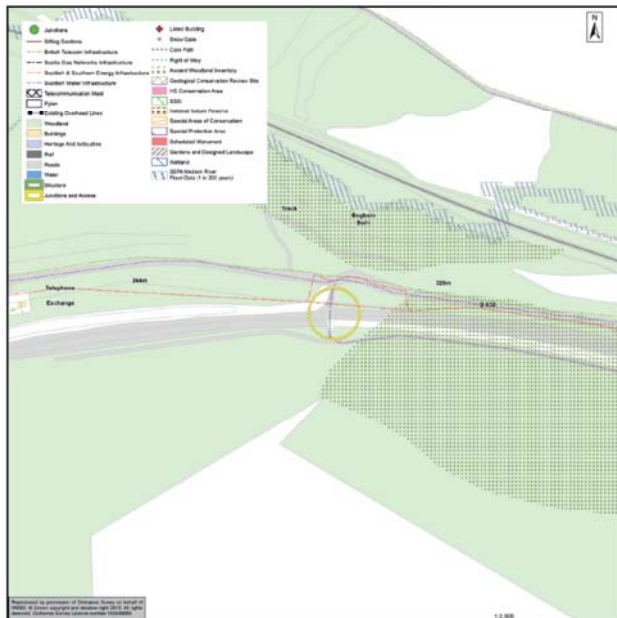


Junction constraints and options – Bogroy/Black Mount (A9/A938)

Plans showing indicative junction layout options being considered at the existing Bogroy/Black Mount junction location are available to view at this exhibition, and an indicative option is shown on the 3D visualisation.

At this stage of the project there are no junction options which have been discounted and other layouts may also be developed. We would welcome your feedback on the potential junction location combinations and the indicative layouts presented.

Please ask a member of the team if you would like to see the plans of the indicative potential junction options.



- Proximity of the unnamed road and National Cycle Network (Route 7) to the north of the A9
- Potentially unfavourable ground conditions (e.g. peat and watercourses)
- Drainage constraints (for underpass arrangements)
- Adjacent areas of semi-natural ancient woodland to both the north and south of the A9
- Proximity of the A938 to the north of the A9
- Close proximity of the Highland Main Line railway
- Restricted headroom at rail bridge on A938 (4.4 metres).



Aerial view of existing Bogroy/Black Mount junction

Indicative junction layout options

- Full movements diamond layout with overbridge connecting to the A938
Northbound mainline widening option
- Full movements diamond layout with overbridge connecting to the A938
Southbound mainline widening option
- Full movements half cloverleaf layout with overbridge connecting to the A938
Northbound mainline widening option
- Full movements half cloverleaf layout with overbridge connecting to the A938
Southbound mainline widening option
- Restricted movements diamond layout with overbridge connecting to the A938
Northbound mainline widening option
- Restricted movements diamond layout with overbridge connecting to the A938
Southbound mainline widening option
- Full movements dumb-bell with overbridge connecting to the A938
Southbound mainline widening option
- Full movements dumb-bell with overbridge connecting to the A938
Northbound mainline widening option





Access

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

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

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

If you currently have an access directly onto the A9 or may be affected by the potential closure of an access onto the A9, please approach a member of our team today who will arrange a one-to-one discussion with you.



Existing local access to the A9



Existing local access to the A9



Existing local access under the A9





What happens next?

We welcome your comments and feedback on the mainline route options, junction locations and indicative junction layout options. This will help the ongoing development of the Dalraddy to Slochd project.

The options presented today, together with any other options you identify during these exhibitions, may be subject to further development.

A further exhibition to provide an update on junction locations and provide details on junction layouts being developed is planned for summer 2016. In addition, further consultation through local drop-ins and one-to-one consultation is also planned. Following the exhibition in the summer, options will be taken forward as part of the DMRB Stage 2 Assessment.

The Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment will consider the advantages, disadvantages and constraints associated with the design options, in relation to environmental, engineering, economic and traffic issues.

A preferred option is expected to be selected by early 2017. We will keep you updated through a range of direct communications and consultations, including further public exhibitions.

We invite your comments and feedback using the feedback form available at the exhibition or on the project website.

In particular, we would appreciate your views on the following:

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

A9 Dualling Programme
Northern section public exhibitions
Dalraddy to Slochd project
Feedback form

Introduction
Thank you for planning your A9 Dualling Exhibition to better understand the road. In gratitude, you could also be asked to provide any feedback or comments you may have on the form of this feedback form about the way it is set up or your (insert text) or your in person or by Friday 18 March 2016.

Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

Please email or text completed questionnaires, comments, or queries to Robin Smith, AMJV Stakeholder Manager, at the following email address: robin.smith@mouchel.com

For more information on the A9 Dualling Programme, please visit: www.transportscotland.gov.uk/project/a9-dualling

Information on the wider A9 Dualling Programme: www.transportscotland.gov.uk/a9dualling

PLEASE USE THE FOLLOWING ADDRESS FOR YOUR COMMENTS OR FEEDBACK

Robin Smith
AMJV Stakeholder Manager
Mouchel
Lanark Court
Ellismuir Way
Tannochside Park
Uddingston
Glasgow
G71 5PW

Please leave feedback forms in the feedback box provided or send to AMJV Stakeholder Manager Robin Smith by:

Email to: Robin.Smith@Mouchel.com

Or by post to:

Robin Smith
A9 Dualling Project Team Stakeholder Manager
Mouchel
Lanark Court
Ellismuir Way
Tannochside Park
Uddingston
Glasgow
G71 5PW

Please provide feedback as soon as possible and by 18 March 2016.

You can also contact AMJV Stakeholder Manager Robin Smith at any time:

Telephone: **07557 172 747**
Email: Robin.Smith@Mouchel.com

Further information

Further information on the A9 Dualling Dalraddy to Slochd project, along with these exhibition panels, summary leaflet, feedback form, drawings and visualisations from this exhibition, can be found on the Transport Scotland A9 Dualling website at:

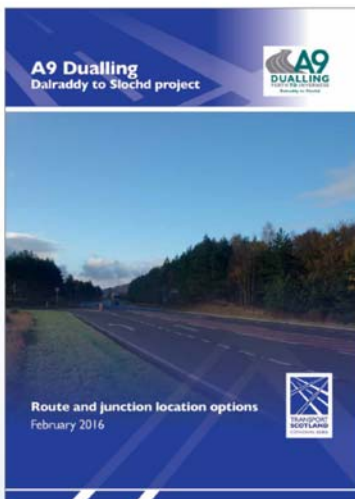
www.transportscotland.gov.uk/project/a9-dalraddy-slochd

Information on the wider A9 Dualling Programme can be found at:

www.transportscotland.gov.uk/a9dualling

Contact details for Transport Scotland's A9 Dualling team:

Telephone: **0141 272 7100**
Email: a9dualling@transportscotland.gsi.gov.uk





Appendix E. Exhibition leaflet





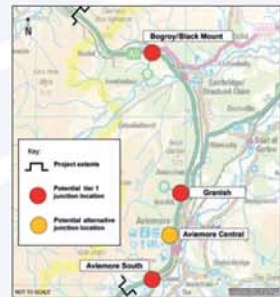
Junction locations and development

Previous work carried out from 2012 to 2014 recommended three potential junction locations based on the principle of providing a direct link between trunk roads and A and B class roads. A further potential junction location was identified through discussion with stakeholders.

The junction strategy for the project has been developed considering environmental, engineering and traffic criteria.

Potential junction locations are as follows:

- Aviemore South
- Aviemore Central
- Grangish
- Bogroy/Black Mount



A combination of junction options are also being considered including:

- Aviemore South, Grangish/Bogroy/Black Mount
- Aviemore Central, Grangish/Bogroy/Black Mount (with or without a restricted movements junction at Aviemore South)

Each of the junction option combinations will be considered in further detail as part of future work.

Junction constraints and options

Various indicative junction layout options have been developed. Some of the constraints at each junction location are listed below.

Aviemore South (A9/B9152)

- Areas of semi-natural ancient woodland located to both the north and south of the A9
- The B9152 side road to the south of the A9
- Estate buildings to the north of the A9
- Agricultural land

Aviemore Central (A9/B9152)

- Cragellachie National Nature Reserve (NNR) and Site of Specific Scientific Interest (SSSI) adjacent to the northbound carriageway
- Undeveloped ground located approximately 85 metres from the northbound carriageway (heritage spot)
- Areas of ancient woodland adjacent to the northbound carriageway within Cragellachie National Nature Reserve (NNR)
- Aviemore burn and other minor drainage watercourses running on the southbound side of the A9
- Proximity of properties on the southbound side of the A9, including the Scandinavian Village and Bynadmore
- Numerous existing utilities

Grangish (A9/A95)

- Areas of semi-natural ancient woodland to both the northbound and southbound side of the A9
- Proximity of the B9152 side road and A95 to the east of the A9
- Residential property to the south east of the existing junction adjacent to the A9 carriageway

Bogroy/Black Mount (A9/A938)

- Proximity of the unmetalled road and National Cycle Network (Route 7) to the north of the A9
- Potentially unfavourable ground conditions (e.g. peat and watercourse)
- Drainage constraints (for underpass arrangements)
- Adjacent areas of semi-natural ancient woodland to both the north and south of the A9
- Proximity of the A938 to the north of the A9
- Close proximity of the Highland Main Line railway
- Restricted headroom at rail bridge on A938 (4.4 metres)

Other junction layout options may also be developed and considered. Graphics outlining the indicative junction options can be viewed at www.transportscotland.gov.uk/projects/a9-dalraddy-slochd

Access

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

The A9 will be upgraded to a high-standard dual carriageway and direct access to the A9 will generally only be available at junctions. Some left-hand access points may be provided in exceptional circumstances.

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

If you will be affected by the potential closure of any of the accesses directly onto the A9, please contact a member of our team who will arrange a one-to-one discussion with you.



Existing local access to the A9

What happens next?

We welcome your comments and feedback on the route options. This will help the ongoing development of the Dalraddy to Slochd project.

The Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment will consider the advantages, disadvantages and constraints associated with the route design options relating to environmental, engineering, economic and traffic issues.

The options presented, together with any other options you identify during or after these exhibitions, will be subject to further development. We will keep you updated through a range of direct communications and consultations including further public exhibitions, local drop-ins and one-to-one discussions.

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

We invite your comments and feedback using the feedback form available at the exhibition or on the project website:

www.transportscotland.gov.uk/projects/a9-dalraddy-slochd

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

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

A9 Dualling Dalraddy to Slochd project



Please leave feedback forms in the feedback box provided at the exhibition or send to AMJV Stakeholder Manager Robin Smith by:

Email to: Robin.Smith@Mouchel.com

Or by post to:

Robin Smith
A9 Dualling Project Team Stakeholder Manager
Mouchel
Lanark Court
Blissair Way
Tennochside Park
Uddingston
Glasgow
G71 5PW

Please provide feedback as soon as possible and by Friday 18 March 2016.

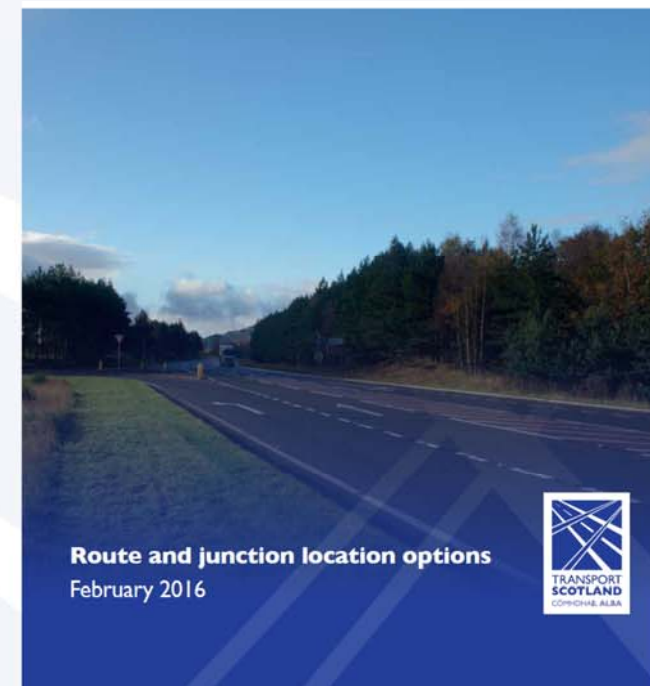
For further information

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

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

Telephone: 0141 272 7100

Email: A9dualling@transportscotland.gsi.gov.uk



Route and junction location options February 2016





A9 Dalraddy to Slochd project

Introduction

In summer 2014, Transport Scotland held a series of public exhibitions along the A9 to inform local communities and get public feedback about route options for the projects which are part of the A9 Dualling Programme.

This leaflet provides a summary of some of the work undertaken for the new dual carriageway from Dalraddy to Slochd and provides an update on the progress made, as well as information on the developing design options.

We are looking for public feedback on the options developed by our consultants, a joint venture between Atkins and Mouchel (A9/JV) to help the ongoing development and assessment of the dualling proposals. Although a detailed assessment is yet to be undertaken, we would appreciate your views on the following:

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

A feedback form is available at the exhibition or on the project website www.transportscotland.gov.uk/projects/a9-dalraddy-slochd



View of the Highland Main Line railway local side road. National Cycle Network (Route 7) and Slochd Bridge bridge structure.



View of the existing A9 looking north at Aviemore south junction.

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 (NMTUs):
 - reducing accident severity
 - reducing driver stress
- Facilitate active travel within the corridor
- Improve integration with public transport facilities

Northern section projects

The northern section of the A9 Dualling Programme consists of two projects, with dedicated teams working on each:

- Dalraddy to Slochd
- Slochd to Pitlochry

This leaflet relates to the Dalraddy to Slochd project.

Route options 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) Stage 2 process (see diagram opposite).

Some early work has allowed the number of route options to be reduced by offering out those options that had the highest potential for environmental and engineering impacts.

Options developed have considered:

- Mainline dual carriageway – whether the A9 could be widened on the northbound side, southbound side, to both sides, or whether there should be short sections on a new alignment close to the existing A9
- Junctions – where junctions could be located, considering factors such as nearby properties, environmental features, landscape, geographical features, engineering and operational considerations and cost. We will also consider access between the A9 and the trunk side road network and local communities.

The mainline dual carriageway options which would have had the greatest adverse impacts (or poorest overall performance) have been lifted out and suspended from further consideration.

The next stages will also include more detailed consideration of junctions, access, lay-bys and facilities for pedestrians, cyclists and other Non-Motorised Users (NMTUs).

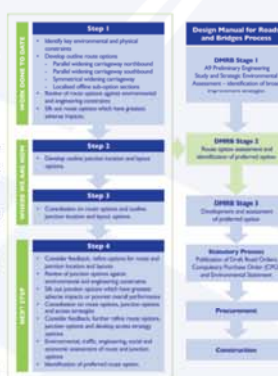
Public feedback will be considered as part of the further development, refinement, and assessment of the dual carriageway and junction options, and will be considered as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment. This will support identification of the preferred route option for the Dalraddy to Slochd project.

Key constraints

The project design is being informed by environmental assessments that consider aspects including residential and commercial property, farming and estate interests, ecology, heritage, landscape and water environments.

The route options have been developed taking into consideration the constraints on the route design identified throughout the corridor as a part of previous and current studies including:

- Communities of Aviemore and Carbridge
- Businesses and outlying residential properties, including access
- Four junctions to side roads
- Six bridges, seven underpasses, 28 culverts, four footbridges
- The existing trunk and side road network
- Non-Motorised User (NMTU) e.g. pedestrian and cyclist route(s) including National Cycle Network (Route 7)
- Highland Main Line railway
- Campgorn National Park (CNP)
- River Spey Special Area of Conservation (SAC)
- Loch Ailsh Site of Specific Scientific Interest (SSSI)
- Crugellach National Nature Reserve (NNR) and SSSI
- Ancient woodland
- Slochd Geological Conservation Review Site (GCR)
- Roadplans



Underbridge structure – Aviemore



Highland Main Line railway – Carbridge

Mainline options development

To comply with the design standards and requirements for new junctions:

- All junctions, both major and minor are required to be grade-separated
 - No crossing of the central reserve is permitted
- Previous work identified an approximate 200 metre wide corridor within which the new dual carriageway would be broadly located. Initial options have now been considered for the more detailed alignment of the mainline, and a lifting exercise has been undertaken using environmental and engineering criteria. This includes factors such as topography, ground conditions, buildability, ecology and any land take requirements, so that we can discount options which would have the greatest adverse environmental and engineering impacts.

This work has recommended there should be two mainline options as well as a local variation option. These will be taken forward to the full Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.

Mainline option 1: Predominantly southbound widening along the complete length of the project.

Mainline option 1 alternative: Predominantly southbound widening based on option 1 incorporating a variation to the alignment south of Aviemore to avoid properties.

Mainline option 2: Predominantly northbound widening with localised variations to avoid properties and minimise road cuts.

More detailed plans of the options are available to view at: www.transportscotland.gov.uk/projects/a9-dalraddy-slochd



View of existing A9 looking south towards Aviemore



View of existing Baginbuck Mount junction looking south



Mainline options 1 and 1 alternative



Mainline option 2



Appendix F. Feedback form





A9 Dualling Programme

Northern section public exhibitions

Dalraddy to Slochd project



Feedback form

Introduction

Thank you for attending our A9 Dualling Dalraddy to Slochd 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 **Friday 18 March 2016**.

Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

Please email or post completed responses (address opposite) as soon as possible and by **Friday 18 March 2016** to the AMJV A9 Dualling team, to whom any queries may be directed.

Email:
robin.smith@mouchel.com

Further information on the A9 Dualling Dalraddy to Slochd project:
www.transportscotland.gov.uk/project/a9-dalraddy-slochd

Information on the wider A9 Dualling Programme:
www.transportscotland.gov.uk/a9dualling

Post to:
Robin Smith
A9 Dualling Project Team Stakeholder Manager
Mouchel
Lanark Court
Ellismuir Way
Tannochside Park
Uddingston
Glasgow G71 5PW

PLEASE USE THE FOLLOWING PAGE TO RECORD YOUR COMMENTS OR FEEDBACK



A9 Dualling – Northern section public exhibitions Dalraddy to Slochd project

Mainline route options, junction locations and indicative junction layouts

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

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

Comments:

Access

If you will be affected by the potential closure of any of the accesses (directly to the A9), we would appreciate your views on the potential impact to you.

Comments:



Appendix G. Press articles (post event)





THE PRESS AND JOURNAL
Thursday, February 4, 2016

HIGHLANDS & ISLANDS NEWS 5

Dispute over new Aviemore A9 dualling junction plans

Transport: Debate over proposed option for road into centre of town

BY DAVID KERR

A possible new junction into the centre of Aviemore has sparked debate at an exhibition in the village.

Transport Scotland are consulting on three options for links from the A9 into the village once the Inverness to Perth road is dualled.

They have proposed a re-ramped junction at Granish, a central turn-off near the Macdonald Highland resort and a further option to the south of the village.

However, only two of the possible options are likely to be built, with the turn-off at Granish expected to be retained.

The junction options were revealed as part of exhibitions showcasing op-

"The two junctions to the south and north of Aviemore are fit for purpose"



MIXED REACTION: Members of the public look over the junction plans in the Aviemore Community Centre. Photographs: Sandy McCook

tions for dualling the 15 mile stretch between Slochd and Dalraddy.

At an event in Aviemore yesterday, the village's community council chairman John Grierson said that junctions at the north and south ends should be retained, adding that a central option was unnecessary.

He added: "The two junctions to the south and north of Aviemore are fit

for purpose and have worked fine for 45 years now.

"We would also like to see all the existing underpasses retained or improved.

"The proposed central junction would be of no benefit and we are totally opposed to it."

He said that the junction would lead to more traffic passing through the town, especially winter sports fans trying to reach Cairn-

Gorm Mountain from the south as well as heavy goods vehicles.

But the proposed junction to the south of Aviemore is further away from the village than the existing connection.

Retired army major Robin McLaren of Kinrara Estate said he supported the central junction - branding the south junction "criminal vandalism" if it was chosen.

He said that the use of land along with light and noise pollution from the junction would be damaging to the estate and beauty spots such as Loch Alvie.

He said: "It is an area of unsurpassed natural beauty, that's not an opinion it's a fact, and if it is destroyed then that would be disgraceful.

"This junction is a complete non-starter.

"We would fight them all

the way to Europe if we have to."

Aviemore residents Andrew and Anne Ker of Alit Mor close to the A9 in the town said they were most concerned about the noise from the dualled road, which could be built closer to their home.

Further public exhibitions are planned for later in the year, while a preferred option is due to be selected by early 2017.



Robin McLaren

Call for local say on A96 proposal amid economy fears

ROADS

BY BEN HENDRY

Moray Council has been urged to launch extensive public talks on plans to dual the A96 Inverness to Aberdeen road through the region.

The Forres A96 Dualling Action Group claims some of the routes being investigated by Transport Scotland could ravage Moray's economy.

They have launched a crusade aimed at dissuading transport chiefs from

pursuing an option which would bypass key commercial areas in Elgin and Forres.

Yesterday, Fochabers Lhanbryde councillor Douglas Ross urged local authority officers to consult residents on what potential route they would most like to see used.

Mr Ross said: "People have great concerns about the lack of action from Moray Council in terms of responding to these plans.

"We need to ask communities for their views, there are a great range of issues

we can consult on and I'd like to see a more proactive approach.

"There's a concern the council will just go along

"People have great concerns about the lack of action from Moray Council"

with Transport Scotland's wishes, rather than trying to influence any decisions."

Director for economic development, Rhona Gunn, said it would not be cost-effective to consult residents on route plans at this point in the dualling project.

She explained that proposed corridors had not been significantly updated since Transport Scotland undertook public consultation events last May, and that fresh talks would fail to yield any useful feedback.

Mrs Gunn added: "It would be premature to advocate any particular

road plan at this stage. We wouldn't be able to supply Transport Scotland with more information than they already have, and I'm concerned about the resource implications of that."

Transport Scotland maintains that design work is far from finalised, and several route options are under consideration.

Forres A96 Dualling Action Group chairman Brian Higgs said the council needed to measure public sentiment on the project before transport bosses

proceed further with plans.

Mr Higgs said: "I understand this is a complex issue, and there is considerable work yet to be done on finalising the route.

"But that is why we think Moray Council should be working on it now.

"The council should be consulting businesses and residents, I'm struggling to think of anything more important than the A96 that the council should be putting resources into."

Journey to police station ends in ban

A woman has been banned from the road for a year after driving 40 miles from remote Northmavine to Lerwick Police Station while under the influence in order to find out why her son had been arrested.

Christine Harrison-Ames, of Seaview Cottage, North Roe, pleaded guilty to driving with 125 milligrammes of alcohol in 100ml of blood on August 28 last year.

Procurator fiscal Duncan Mackenzie described Harrison-Ames' conduct as "beyond stupid".

The 59-year-old was disqualified from driving for 12 months and fined £500.

Man had knife at club

A fisherman who went out to a night club in his work clothes and was found to have a lock knife in his pocket has been fined £400.

Marvin Inkster, 35, admitted the offence, which took place on August 16 last year outside the Paser's nightclub in Lerwick.

Police seize nine vehicles

Nine vehicles have been seized for not having insurance cover since the start of the year, Shetland police have said.

Area commander Lindsay Tulloch has reminded motorists it is their responsibility to ensure they have suitable insurance cover.

The Road Traffic Act provides police with powers to seize any vehicle being driven on a road without appropriate insurance cover.

Cash for museum

The Highland Museum of Childhood Trust in Strathpeffer has been awarded £21,900 by Museums Galleries Scotland.

The museum is housed in a Victorian Railway station and money will be used to refurbish the canopy to its original state.

During the project the museum will run community workshops to research the history of the station.

Options laid out for A9 Aviemore access

By Tom Ramage

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NOW for the big one: with work under way by Kincaid on the first local section of the £3 billion dualling of the A9, attention has now been turned to the longest and toughest part of the route.

More than 100 villagers turned out at Carrbridge Village Hall for Tuesday's eight-hour drop-in session to share their thoughts with Transport Scotland on the upgrade between Dalraddy and Moy.

The section includes the turn-offs for Aviemore at Lynwilg south of the village and Granish to the north, with access also onto the equally important A95 whisky road, and for Tomatin.

High on the list of concerns in the Aviemore area is how the village will be served from the dualled road.

There are fears the two existing junctions could be scrapped and Aviemore left with just the one access directly into the Macdonald Highland Resort if the central option – one of those put forward in the plans – is taken forward.

Concerns have also been aired that the legendary "German soldier" set into the dramatic rockface at Slochd could fall casualty to the massive civil engineering project.

Rory Gunn, roads and infrastructure manager with Atkins/Mouchel, told the Strath: "This is stage two of a project which won't see a final decision for more than two years so there's a long way to go on deciding the precise route and its junctions."

"We are open to all suggestions from the public and the consultation starts now. We want to hear what people think."

The firm's senior geologist, Jessica Smith, currently saw no direct threat to the ever-popular granite soldier – the popular rock illusion, of a helmeted warrior, itself created by the original A9 project decades ago.

She believes there is more than enough room to widen the trunk into dual carriageway without blasting the rock face.



GETTING HANDS ON: Examining the plans in Carrbridge.

Nothing was set in stone, said the geologist: "Obviously no decisions have been made at this stage and we are currently considering all the key constraints along the route. As Rory says we want to know now what people feel about the options."

The design team at Carrbridge explained the mainline options with a 3D fly-over of the entire section on screen, along with wall displays, maps and one-to-one discussions.

Previous work on the section had identified a corridor some 200 metres wide and Mr Gunn explained: "Initial options have now been considered for the more detailed alignment of the mainline and a sifting exercise has been undertaken using environmental and engineering criteria."

"Two mainline options have been recommended as well as a local variation option and these will be taken forward to the stage two assessment."

Option one is for a predominantly southbound widening along the complete length of the project.

An alternative is for a predominantly southbound widening which incorporates a variation to the alignment south of Aviemore to avoid properties.

The second mainline option is a predominantly northbound widening with localised variations to avoid properties and minimise rock cuts.

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"Anything which would increase the traffic, particularly heavy goods traffic, through Aviemore would be detrimental, and we feel have a serious impact on the village."

John Grierson

But one thing is being made very clear to the design team: Aviemore's local watchdog is set against any "Aviemore Central".

As he prepared to attend yesterday's drop-in at the village's community school, chairman John Grierson told the Strath: "We can't see how an access directly into the centre of Aviemore would benefit the village and we're totally opposed to the suggestion."

"We would like to see all the present road underpasses retained and improved. All of the underpasses, including 'cattle creeks' have become part of the path system and are well used by walkers and cyclists."

"We would also like to see a new track for non-motorised transport included in the road design and that it should parallel on the east side the dual carriageway."

"That would enable easy access to villages and other properties. If it is included as part of the new road it would also allow for round trips to be done."

It was essential, he said, that Aviemore had good links with the A9: "It's busy all year round as a tourist resort. It has two distinct shopping areas, a 24-hour filling station and numerous cafes, hotels, guest houses and restaurants."

"At present, Aviemore struggles at times to cope with the traffic and there are frequent hold ups."

"Anything which would increase the traffic, particularly heavy goods traffic, through Aviemore would be detrimental, and we feel have a serious impact on the village."

"Conversely, anything which reduces the opportunity for visitors and locals to access Aviemore easily would impact on Aviemore and the surrounding area."

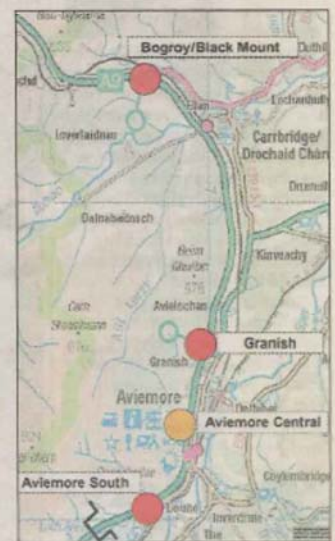
"The present junction system with a junction to the south and north of Aviemore is fit for purpose and has worked very well since it was put in place around 45 years ago and should be retained."



DISCUSSIONS: Geologist Jessica Smith (left) was asked to explain the various route options around Carrbridge by villagers Shona Rankine (with Buster the dog) and Ruth Graham.



QUESTIONS: Former Cairngorms National Park Authority convenor Duncan Bryden (left) had come down from Tomatin to query the team over plans to improve the A9 junction for his village. Pictured with him is Jeremy Roberts, of Nethy Bridge, who had his own questions over the way the new carriageway would best serve the strath.



WHICH WAY TO GO? The A9 junction options for Aviemore.



FAMILIAR FACE: The well-known German Soldier at the Slochd.



Appendix H. Comments





H.1. Comments from Feedback forms

Reference	Comments
Aviemore_001	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none">• Access to Aviemore from the A9 is already in place, therefore no need for other access.• Any access that would cut Aviemore in half would only create problems, i.e. bottleneck etc.• The most sensible solution is to keep the southern and northern access routes in place this would likely save time and money.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation of these and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p>
Aviemore_002	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none">• Aviemore Central junction would be disastrous for the village.• Would snarl up traffic, force all cars to go via village high street when joining/leaving A9, including HGVs.• All Cairngorm mountain traffic and new village at An Camus Mor.• All Kincaig traffic would have to go into Aviemore to get to A9.• Potentially affected by changes to junctions as I only use on my bike to cross A9 to join trails/tracks.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation of these and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p>



Reference	Comments
	A Non-Motorised User (NMU) strategy has also been developed and feedback from consultation with the public and local organisations will be taken into account in the next stage of development, DMRB Stage 3. This will include a more detailed consideration of accesses, lay-bys and facilities for pedestrians, cyclists and other non-motorised users.
Aviemore_003	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> The difference in the two options at the Avielochan section look minimal, but may be a big difference in terms of noise in which case option 2 might be preferable.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>Please be assured that the assessment of the mainline widening options is being carefully considered. This will include factors such as proximity to property, environmental (including noise), geographical features, ground conditions, ecology and landscape. Public consultation provides valuable local knowledge that informs this process and will be taken into consideration as the design develops and options are assessed.</p> <p>At Stage 2 of the Design Manual for Roads and Bridges (DMRB), the potential environmental impacts of all options will be established. Noise and vibration assessments will be undertaken to understand the potential impacts of the options on receptors, this will then inform the selection of a preferred scheme. Any mitigation that may be necessary will be developed further at DMRB Stage 3.</p>
Aviemore_004	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> Mainline option predominantly southbound would destroy large parts of woodland in Aviemore orbital walk. We would be affected by increased traffic noise – at the moment it is a quiet development. 2 lane southbound would have a disastrous effect on many properties including the Scandinavian village, Macdonald hotels and various houses near the orbital. A more equitable solution would be to take one lane from northbound and 1 lane southbound through the entire length of the village. Present provision with Granish and Aviemore south junctions is adequate. There is no need for Aviemore Central. It would cause increased traffic into the centre of the village when already busy at peak times and have bad visual effect with huge concrete scar in proximity to properties and ancient woodland. <p><u>Accesses</u></p> <ul style="list-style-type: none"> Aviemore Central would cut the village in two.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation of these and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant</p>

Reference	Comments
	<p>environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>A Non-Motorised User (NMU) strategy has also been developed and feedback from consultation with the public and local organisations will be taken into account in the next stage of development, DMRB Stage 3. This will include a more detailed consideration of accesses, lay-bys and facilities for pedestrians, cyclists and other non-motorised users.</p> <p>The assessment of the mainline widening options will include factors such as proximity to property, environmental and geographical features, ground conditions, ecology, landscape and potential impacts to NMU facilities. Public consultation provides valuable local knowledge that informs this process and will be taken into consideration as the design develops and options are assessed.</p> <p>Noise is one of several environmental criteria which will be assessed at DMRB Stage 2 for all mainline and junction options to understand the potential impacts.</p> <p>Symmetrical widening to both sides of the A9 was considered at an earlier stage in the design process. This option was discounted from further consideration when reviewed against engineering and environmental constraints and the disruption during construction that symmetrical widening may result in for traffic.</p>
Aviemore_005	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> Any Civil Engineer in any mountainous European country would see a tunnel as the best solution. Under Craigellachie, 2 or 4 lanes with the current A9 kept open during construction. All involved parties would be happy with this plan including SNH and RSPB. <p><u>Accesses</u></p> <ul style="list-style-type: none"> The Southern Access road would be best kept to one T- junction onto the B1952. The Central Access into the Macdonald Aviemore Centre is not necessary and should not attract public funding.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The Design Manual for Roads and Bridges (DMRB) Stage 1 work undertaken as part of the Preliminary Engineering Services and Strategic Environmental Assessment for the A9 considered tunnels, but these were generally ruled out due to impacts associated with the construction of the tunnel and the ongoing operation and maintenance of the trunk road.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions has been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>Since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been</p>

Reference	Comments
	<p>discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>Any requirements for lighting on roundabouts or otherwise will be considered with respect to current design standards, impacts and safety as part of the assessment work and developed in greater detail during the DMRB Stage 3 process.</p>
Aviemore_006	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> Aviemore Central is a poor option with a significant negative impact on the village. Aviemore South is preferred with a modified diamond interchange and realigned B9152.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>Since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>Your comments with respect to the layout for Aviemore South junction are also acknowledged, and following a sifting exercise of a wide number of junction layouts we can confirm that the layout you noted as preferred at this location is to be taken forward in the assessment of options.</p>
Aviemore_007	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> Serious consideration should be given to the restoration of the old A9 link through Slochd Pass. This would allow some slower traffic – locals, tourists, etc. – to travel freely from Newtonmore to Daviot without using the new dual carriageway. Local buses would maintain their usual direct route and emergency vehicles would not be obstructed should the closure of the A9 be necessary.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>With respect to bus movements and operation of the road network, Bus Operators are included in our stakeholder consultation and we are consulting as such to ensure that all bus operations and potential impacts are fully understood and assessed throughout the design development.</p> <p>It should be noted that the provision of a dual carriageway gives the route greater resilience in the event of an incident affecting one of the carriageways.</p>



Reference	Comments
Aviemore_008	<p><u>Route Options and Junction Layouts</u></p> <p>Initial Response:</p> <ul style="list-style-type: none"> • Aviemore Central is a bad idea. • Traffic heading for the ski road increases congestion in the village. • This option also cuts off an access to the Macdonald resort and Scandinavian Village. • A combination of northbound and southbound widening should be used to keep the road away from existing housing. Widening on Northbound side will reduce costs for relocating water main. <p><u>Accesses</u></p> <ul style="list-style-type: none"> • At Aviemore South an access is needed to the Alltnacriche Outdoor Centre at the back of Linwilg. <p><u>Further responses:</u></p> <ul style="list-style-type: none"> • At the back of the Macdonald Resort, there is a large LPG installation. My concern is that there could be a potential safety hazard due to the very close proximity of the road. • The maps displayed at the exhibition do not show the new houses being built at the end of Grampian View. • The proposal for an "Aviemore Central" exit from the new road is totally bad planning. This also ignores the existing proposals for expansion of the village by 1500 homes on the Rothiemurchus side of the Spey. • We are concerned that should the dualling of the A9 involve cutting down more trees to the east of the road, the noise problem will get worse.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>With respect to the LPG installation and the new water main you have highlighted, this information correlates with the information we currently have on record.</p> <p>Since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>Access to properties is being assessed as part of the next stage of design development, DMRB Stage 3, once the preferred option for mainline widening and junction layouts is identified. Consultation with individual landowners and tenants is and will continue to be undertaken on a case by case basis to ensure access links are retained or appropriate alternatives provided.</p> <p>The drawings displayed at the exhibition are based on Ordnance Survey plans which may not show very recent building developments. We will review the topographical survey and aerial photography available against features now on the ground to identify where any additional, detailed topographical surveys may be required as the design</p>



Reference	Comments
	<p>progresses, to ensure that the location of properties and any impacts from the dualling options are assessed accurately.</p> <p>With regards to your comments on noise, please note that this is one of several environmental criteria which will be assessed at DMRB Stage 2 to understand the potential impacts associated with all options. Further assessment work will be undertaken at DMRB Stage 3 in order to determine what (if any) mitigation measures are required on a case by case basis.</p>
Aviemore_009	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • I would not support the Aviemore Central junction. • I prefer the dumbbell layout with overpass which can be constructed offline of the existing junction. • The widening should be on the east side. This will tie in with the widening at Dalraddy and will allow the road to be constructed while keeping the existing A9 open. <p><u>Accesses</u></p> <ul style="list-style-type: none"> • Close all the small accesses unless left in – left out.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>Since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>When selecting the appropriate junction configuration for each location, the traffic movements, flows and operational efficiency of the junction will be considered along with engineering, environmental, geographical and land take constraints. The assessment of the mainline widening options will also take account of these factors.</p> <p>Construction and opportunities to minimise impacts to road users during construction, is another key criteria that will be considered in the assessment of options. Public consultation provides valuable local information that informs this process and will be taken into consideration as the design develops and options are assessed, so again we would like to thank you for submitting your feedback.</p> <p>Access to properties is being assessed as part of the next stage of design development, DMRB Stage 3. Consultation with individual landowners and tenants is and will continue to be undertaken on a case by case basis, to ensure that access links are retained or appropriate alternatives provided. Direct access to the A9 will generally only be available at grade separated junctions. However, some left-in/left-out accesses may be provided in exceptional circumstances.</p>
Aviemore_010	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • Our concern is the underpass access from the village to our home.



Reference	Comments
	<ul style="list-style-type: none"> I am concerned about future drainage. We are concerned about this while work is being done and how much disruption this will cause. Do we get compensated for the chaos this is going to cause? <p><u>Accesses</u></p> <ul style="list-style-type: none"> We are extremely worried about access to and from the village.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>Impacts upon access during construction will be considered further through the scheme development and wherever possible provision will be made to minimise the disruption. Please be assured that access to properties will be assessed as part of Design Manual for Roads and Bridges (DMRB) Stage 3 and consultation with individual landowners and tenants will be undertaken to ensure that access links are understood in detail, and new links or alternatives are provided for in the final scheme proposals.</p> <p>We are obliged to ensure that the risk of flooding is not exacerbated by the dualling proposals. The impacts and required mitigation for flood risk will be fully assessed as part of the scheme development and used to inform any decisions with respect to the scheme in consultation with The Highland Council and Scottish Environment Protection Agency (SEPA).</p> <p>Guidance on compensation can be found on the Transport Scotland website at: http://www.transportscotland.gov.uk/sites/default/files/documents/rrd_reports/uploaded_reports/j8908/j8908.pdf</p>
Aviemore_011	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> We were shocked that one of the options was for a brand new Central Junction which would bring all traffic into the middle of the village. The loss of the south junction would mean all traffic heading for and leaving the Cairngorm ski area would have to come through the village which is already congested. The proposed Central Junction would have to pass through a residential area with the added risk to young children. Also any major works in this area would exacerbate the flood risk from the Milton Burn.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions has been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>Since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant</p>



Reference	Comments
	<p>environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>With respect to your comments about flooding, we confirm that we are obliged to ensure that the risk of flooding is not exacerbated by the dualling proposals. The impacts and required mitigation for flood risk will be fully assessed as part of the scheme development and used to inform any decisions with respect to the scheme in consultation with The Highland Council and Scottish Environment Protection Agency (SEPA).</p>
Aviemore_012	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • South bound widening preferred - less impact on properties. • Cannot see the value of the Aviemore central access. This is not in keeping with the general aim to bypass town centres. • The southern access diverts Rothiemurchus and Cairngorm traffic from going through the village. • The Granish interchange design must avoid HGVs crossing lanes to join or leave the A9.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The assessment of the mainline widening options will include factors such as proximity to property, environmental and geographical features, ground conditions, ecology and landscape. Public consultation provides valuable information that informs this process and will be taken into consideration as the design develops and options are assessed.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>We therefore confirm that the junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938. All junction locations will be grade separated, which means there will be no right turning manoeuvres across the A9.</p>
Aviemore_013	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • I do not agree with the proposal to have a Central Junction at Aviemore. • This proposal will increase road traffic and HGVs through Aviemore village since the south junction will no longer be in use. • The village roads cannot handle the additional volume of traffic and pedestrians will have difficulty crossing roads.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p>



Reference	Comments
	<p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions has been taken into account, together with factors such as proximity to property, environmental (including noise and air quality), geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p>
Aviemore_014	<p><u>Accesses</u></p> <ul style="list-style-type: none">Some existing underpasses will have to be upgraded to accommodate agricultural vehicles
<i>Response</i>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>Access to properties is being assessed as part of the next stage of design development, the Design Manual for Roads and Bridges (DMRB) Stage 3. Consultation with individual landowners and tenants will be undertaken on a case by case basis to ensure access links are retained or appropriate alternatives provided.</p>
Aviemore_015	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none">On sheet 6 I feel strongly that the mainline should be widened on the northbound side.To widen the southbound side would require considerable encroachment into the amenity of the Orbital Footpath as it passes through valuable birch wood.It would remove the separation between the road and the path.
<i>Response</i>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The assessment of the mainline widening options will include factors such as proximity to property, environmental and geographical features, ground conditions, ecology and landscape. Public consultation provides valuable local knowledge that informs this process and will be taken into consideration as the design develops and options are assessed.</p> <p>A Non-Motorised User (NMU) strategy has also been developed and feedback from consultation with the public and local organisations will be taken into account in the next stage of development (such as your views on the Orbital footpath), Design Manual for Roads and Bridges (DMRB) Stage 3. This will include a more detailed consideration of accesses, lay-bys and facilities for pedestrians, cyclists and other non-motorised users.</p>
Aviemore_016	<p><u>Route Options and Junction Layouts</u></p>



Reference	Comments
	<ul style="list-style-type: none"> The junction constraints listed for a proposed junction at Aviemore Central indicate the good reasons against this junction. The Aviemore South and Granish junctions work well by spreading the traffic load entering Aviemore and offering easy access to alternative destinations.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions has been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>Since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p>
Aviemore_017	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> Noise - Presently 24 hr and can only get noisier. Worried house will reduce in value. Near to children's play park and kick about area. Area of development land for growth, approx. 600 young trees planted. Route - what side of road to be dualled? Dualling - is this really a necessity? <p><u>Accesses</u></p> <ul style="list-style-type: none"> Will access to Aviemore be restricted or closed for any time during construction?
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>As part of the Design Manual for Roads and Bridges (DMRB) assessment currently being undertaken for the project, environmental mitigation requirements will be established and developed. Noise assessments will be undertaken and the visual impact of the dualling scheme will be assessed to understand the potential impacts and mitigation measures that may be necessary.</p> <p>With regard to property value, guidance on compensation can be found on the Transport Scotland website at; http://www.transportscotland.gov.uk/sites/default/files/documents/rrd_reports/uploaded_reports/j8908/j8908.pdf</p> <p>We noted your comments regarding safety of children using the play park and would advise that public safety will be an important consideration during assessment of the</p>



Reference	Comments
	<p>options including construction, and that appropriate traffic management measures and construction practices will require to be implemented.</p> <p>A decision on the mainline route has not yet been made. The assessment of the mainline widening options will include factors such as proximity to property, environmental and geographical features, ground conditions, ecology and landscape. Impacts to Non-Motorised User (NMU) facilities will also inform this assessment. Public consultation provides valuable material that informs this process and will be taken into consideration as the design develops and options are assessed.</p> <p>Access to properties is being assessed as part of the next stage of design development, the Design Manual for Roads and Bridges (DMRB) Stage 3. Consultation with individual landowners and tenants will be undertaken on a case by case basis to ensure access links are retained or appropriate alternatives are provided.</p> <p>With respect to dualling of the A9, the Scottish Government committed to dualling the A9 between Perth and Inverness in December 2011, with the programme being for this to be completed by 2025.</p>
Aviemore_018	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • It is inconceivable that northbound widening at Aviemore would be an option. • Map number 2 does not truly reflect how close the properties are to the existing A9. • Concern over noise, visual impact and depreciation of property. • The southbound option would have less impact on residents and the Craigellachie Nature Reserve.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>Thank you for bringing to our attention a possible inaccuracy in the mapping information on display. The drawings on display at the exhibition were based on Ordnance Survey (OS) 1:2500 scale plans. At that scale the OS advises that for short measured distances up to 50m the features shown are accurate to $\pm 0.5\text{m}$. We will review our topographical survey and aerial photography information to ensure that properties and their proximity to the options is accurate when undertaking the assessment of options.</p> <p>The assessment of the mainline widening options will include factors such as proximity to property, environmental, geographical features, ground conditions, ecology and landscape. Public consultation provides valuable material that informs this process and will be taken into consideration as the design develops and options are assessed.</p> <p>At Stage 2 of the Design Manual for Roads and Bridges (DMRB), the environmental mitigation requirements will be established and developed. Noise assessments will be undertaken and the visual impact of the dualling scheme will be assessed to understand the potential impacts of all options and mitigation measures that may be necessary. These assessments will be carried out at a variety of residential receptors.</p> <p>With regard to property value, guidance on compensation can be found on the Transport Scotland website at:</p> <p>http://www.transportscotland.gov.uk/sites/default/files/documents/rrd_reports/uploaded_reports/j8908/j8908.pdf</p>
Aviemore_019	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • Currently traffic entering Aviemore southbound for Rothiemurchus and the ski road do not go through the village. • A new Central junction would make the town centre even more congested.

Reference	Comments
	<ul style="list-style-type: none"> We have a concern that the Craigellachie Nature Reserve is ruined. Also the orbital path. Concern about the visual and noise impact at High Burnside.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions have been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>Since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>A Non-Motorised User (NMU) strategy has been developed for the route and feedback from consultation with the public and local organisations will be taken into account in Stage 3 of the DMRB. This will include a more detailed consideration of accesses, lay-bys and facilities for pedestrians, cyclists and other non-motorised users.</p> <p>At DMRB Stage 2 of the scheme development, the environmental mitigation requirements will be established and developed. Noise assessments will be undertaken and the visual impact of the dualling scheme will be assessed to understand the potential impacts of all options and mitigation measures that may be necessary.</p> <p>With regard to property value, guidance on compensation can be found on the Transport Scotland website at:</p> <p>http://www.transportscotland.gov.uk/sites/default/files/documents/rrd_reports/uploaded_reports/j8908/j8908.pdf</p>
Aviemore_020	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> I would choose the southbound option 2 for Aviemore. Do not agree with the Central Junction. Also if you close off the underpasses which give pedestrian and cycle access to Craigellachie, High Burnside and the Seafield Estate this will affect the whole village.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The assessment of the mainline widening options will include factors such as proximity to property, environmental and geographical features, ground conditions, ecology and landscape.</p>



Reference	Comments
	<p>Since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>A Non-Motorised User (NMU) strategy has been developed for the route and feedback from consultation with the public and local organisations will be taken into account in Stage 3 of the DMRB development of the preferred option. This will include a more detailed consideration of accesses, lay-bys and facilities for pedestrians, cyclists and other non-motorised users.</p>
Aviemore_021	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • Having a Central access for Aviemore is not likely to work in terms of traffic movements if the South junction is removed. • Taking all of the Ski traffic through the centre of Aviemore will very much increase congestion and it would need a big land take from Craigellachie Nature Reserve.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>Please be assured that the locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions has been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>Since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p>
Bynack More_001	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • Aviemore Central Junction would become the only road for around 30 children to get to school or the school bus. I don't feel this is a safe option for families or children. This is also an area where they play just now. • I also feel that to have all the mountain traffic going through the middle of the town would make the busy traffic situation worse than it already is. • I have a concern with the drainage proposed into the burn behind Craig na Gower Avenue.



Reference	Comments
	<ul style="list-style-type: none"> This burn is very fast flowing in high rain and so could create a flooding issue for houses on either side of the burn. <p><u>Accesses</u></p> <ul style="list-style-type: none"> The Central junction would also be an issue for around 100 children each week to get to the Scout hut – walking there in the evenings would result in a lot of children having to cross.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>Please be assured that the locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions have been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junctions, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>With respect to concerns regarding drainage, we are obliged to ensure that the risk of flooding is not exacerbated by the dualling proposals. The impacts and required mitigation for drainage and flood risk will be fully assessed as part of the scheme development and used to inform any decisions with respect to the dualling proposals in consultation with The Highland Council and SEPA.</p>
Granish_001	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> We are opposed to the Aviemore Central junction on the grounds that all traffic to the main recreational ski areas would have to go through the village. This option would also make it very difficult to refuse a direct road into the Macdonald Empire. With regard to the Granish junction, we would prefer to see options with the least number of T-junctions used, i.e., ½ dumbbell and trumpet. The A95 itself would be better realigned to sweep round from the A9 to head north with a new southward junction to the B9152.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions has been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p>

Reference	Comments
	<p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>Following a review and assessment, the grade-separated junction layout options for Aviemore South, Granish and Black Mount that will be taken forward for the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment were also presented at the recent public exhibitions that took place in Aviemore and Carrbridge in June 2016.</p> <p>A number of junction layout options that changed the priority of movements were considered as part of an early sifting exercise. However, these have been discounted from further consideration as the direct through flow of traffic from the B9152 (Aviemore) to A95 is greater than the turning manoeuvres from A95 to A9. It is for this reason, based on the traffic information currently available, that the existing priority arrangement is the correct arrangement for the predominant traffic movements.</p> <p>We note your comments regarding the configuration of T junctions evident on a number of the junction layouts and would confirm that these are based on fully compliant standard layouts as set out in the design guidelines of the DMRB.</p>
Carrbridge_001	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • We would be strongly in favour of a new northbound carriageway. • We would like to see as many noise attenuation measures as possible, i.e. planting, sound barriers, etc. as the faster road will lead to higher noise levels. • There is currently a gated access to the A9 situated at Dalrachney Beag. We would be happy to see this access closed and an underpass only for cyclists/walkers.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The assessment of the mainline widening options will include factors such as proximity to property, environmental and geographical features, ground conditions, ecology and landscape. Public consultation provides valuable material that informs this process and will be taken into consideration as the design develops and options are assessed.</p> <p>Noise is one of several environmental criteria which will be assessed at Design Manual for Roads and Bridges (DMRB) Stage 2 for all options to understand the potential impacts and any mitigation that may be required.</p> <p>A Non-Motorised User (NMU) strategy has been developed for the route and feedback from consultation with the public and local organisations will be taken into account in the next stage of development. This will include a more detailed consideration of accesses, lay-bys and facilities for pedestrians, cyclists and other non-motorised users.</p> <p>Since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p>



Reference	Comments
	<p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p>
Carrbridge_002	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> I would like to draw your attention to a feature concerning Carrbridge Railway Station. The station operates a safety feature designed to come into action if a train travelling south from the Slochd loses its braking system and descends through the red lights at over 60mph. Under these circumstances the train is automatically diverted to an emergency track to the east of the normal railway track. I bring this to your attention so you can make allowance for it in your works. <p><u>Accesses</u></p> <ul style="list-style-type: none"> Please improve the Sustrans Cycle Route 7 between Perth and Inverness.
<i>Response</i>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>A Non-Motorised User (NMU) strategy has been developed for the route and feedback from consultation with the public and local organisations will be taken into account in the next stage of development. This will include a more detailed consideration of accesses, lay-bys and facilities for pedestrians, cyclists and other non-motorised users.</p> <p>Thank you for noting the specific features associated with Carrbridge Railway Station and the Highland Mainline Railway. We will take this forward in our ongoing consultations with Network Rail.</p>
Carrbridge_003	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> Concern over access to Station Road Carrbridge.
<i>Response</i>	<p>Access to properties will be assessed and developed in greater detail as part of the next stage of design development, Design Manual for Roads and Bridges (DMRB) Stage 3.</p>
Carrbridge_004	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> My preference is to have the same diamond layout at each junction
<i>Response</i>	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>Since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p>

Reference	Comments
	<p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>When selecting the appropriate junction configuration for each location the traffic movements, flows and operational efficiency of the junction will be considered along with engineering, environmental, geographical and land take constraints.</p>
Carrbridge_005	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • Preference for southbound widening. • Concerned over detriment to property value.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The Design Manual for Roads and Bridges (DMRB) Stage 2 assessment of the mainline widening options will include factors such as proximity to property, environmental and geographical features, ground conditions, ecology and landscape. Public consultation provides valuable material that informs this process and will be taken into consideration as the design develops and options are assessed.</p> <p>With regard to property value, this is assessed by the District Valuer under the compensation rules set out in the Land Compensation Act. Guidance on compensation can be found on the Transport Scotland website at:</p> <p>http://www.transportscotland.gov.uk/sites/default/files/documents/rrd_reports/uploaded_reports/j8908/j8908.pdf</p>
Carrbridge_006	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • Black Mount junction closure would cause problems for access to Carrbridge from the north. • It would be disappointing if the German soldier's head in the rock face at Slochd was taken away.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>Although the 'German Soldier's Helmet' is not a designated feature, we are aware of the local interest in preserving this. Note that at present none of the mainline widening options indicate any effect on this feature, however further design refinement will be required at the next stage of development in order to understand any potential impacts.</p> <p>It is not proposed that the junction north of Carrbridge at Black Mount is closed. The proposals are for a new, grade separated junction at this location for connection to the A938. Furthermore, one of the options at Black Mount is for a partial movements junction which accommodates only north facing slip roads. The purpose of this layout is to cater for the dominant traffic movements, which based on traffic turning information currently available indicates that very few vehicles travelling northbound on the A9 turn right onto the A938 and similarly very few vehicles from the A938 turn left (southbound) onto the A9. Impacts to traffic turning as well as any implications to the operation of the trunk and side road networks will be fully assessed as part of the</p>



Reference	Comments
	<p>current works being undertaken on the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>For clarity, the junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p>
Buckie_001	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • From Moray the A95 is the only route south and the route takes a large proportion of HGVs from the whisky industry. • The current A9 junction at Granish is already 3 miles too far south. • A new junction should be considered at the point it joins the A9 corridor. • Failing that, the Granish junction needs the diamond layout. Both the other options have tight turns. • The Aviemore Central Junction is a big no. • Aviemore town centre is already congested and you do not want northbound ski traffic in the town centre. • The southern exit allows a right turn to Cairngorm without restriction.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>Please be assured that the locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions have been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>We therefore confirm that the junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>The above set of criteria will also be used when selecting the appropriate junction configuration and for the mainline widening options.</p> <p>Alternative junction locations at Kinveachy and Avielochan were considered at an earlier stage in the design process. However, these options were discounted when reviewed against environmental and engineering constraints.</p>
Grantown on Spey_001	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • We hope that walking and cycling options are incorporated. • Any consideration given to tunnelling through Slochd Summit? Leave existing two lane carriageway. • Also aware that railway is to be widened at some point.

Reference	Comments
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>With regards to your suggestion to tunnel through the Slochd, the Design Manual for Roads and Bridges (DMRB) Stage 1 work undertaken as part of the Preliminary Engineering Services and Strategic Environmental Assessment for the A9 considered tunnels. However, these were generally discounted due to construction difficulties and impacts on the operation of the trunk road, risk and potential costs of such options. Preliminary work has been undertaken to consider the potential for tunnelling at Slochd summit and has identified that a tunnel does not offer any advantage over the widening options proposed as part of the exhibitions.</p> <p>We can confirm that we are in consultation with Network Rail regarding the A9 dualling proposals and aware of Network Rail's future plans for the Highland Main Line railway.</p> <p>Since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p>
Boat of Garten_001	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • While the possibility of a central exit to Aviemore may be less expensive than two new junctions, I think it is a bad idea. • It means that northbound traffic wishing to turn on to the A95 would have to go through the northern half of the village and all the traffic heading for the Cairngorms, including the very large numbers of skiers in winter, would have to either exit at Kingussie or go through the centre of Aviemore. • I think it is essential that we continue to have the north and south exits. • The diamond and dumbbell junction designs are probably preferable to the clover leaf – less consuming of land and less expensive. The important thing however is that they are all grade separated.
Response	<p>Following the public exhibitions in Aviemore and Carrbridge in February 2016 we thank you for providing comments.</p> <p>Please be assured that the locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions have been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junctions, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>It was not proposed that the junction north of Aviemore (Granish) is closed. The proposals are for a new, grade separated junction at this location for connection to the A95 and B9152.</p> <p>We therefore confirm that the junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of</p>



Reference	Comments
	<p>Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>When selecting the appropriate junction configuration for each location the traffic movements, flows and operational efficiency of the junction will be considered along with engineering, environmental, geographical and land take constraints. All the new junctions will be grade separated and we note your preference for the diamond and dumbbell designs over clover leaf arrangements.</p>
Rothiemurchus_001	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> Closing the Aviemore South junction would be hugely detrimental to locals in the area and also the village of Aviemore. At peak season times the village already congested with the bottleneck effect. The closure of Aviemore South and Granish in my opinion would be a disaster.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions has been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>It was not proposed that the junction north of Aviemore (Granish) is closed. The proposals are for a new, grade separated junction at this location for connection to the A95 and B9152.</p> <p>We therefore confirm that the junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p>
Tomatin_001	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> I am concerned about access to and from the south while work is being done at Slochd. I would prefer to see Granish and Aviemore South junctions kept as to have a central junction would bring a lot of through traffic into the centre of the community. I am concerned about the permanent closure of the current junction at the south end of the existing dual carriageway at Slochd Summit. Should there be a major incident on the viaduct over the Findhorn River or structural damage to that viaduct, there would be no access to the community for emergency vehicles from the south. Through traffic would also have to make an unacceptably long diversion.

Reference	Comments
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions has been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>It was not proposed that the junction north of Aviemore (Granish) is closed. The proposals are for a new, grade separated junction at this location for connection to the A95 and B9152.</p> <p>We therefore confirm that the junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>We acknowledge that the Tomatin South junction was shown within the Dalraddy to Slochd extents at the previous exhibition, at the tie-in between the existing and proposed dual carriageways. The Dalraddy to Slochd scheme has been further refined to show that the scheme ties-in at the existing central reserve extents, as the Tomatin South junction already falls within a dualled section of the A9. However, we are considering this junction as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment for the Tomatin to Moy project, with our work considering local access requirements and bus & cycle routes.</p>

H.2. Records of Conversation from the event

Reference	Record of conversation
Discussion - 01	Discussion on proliferation of signs, standards of maintenance, snow clearing, verge trimming. Preference for northbound widening and dumbbell junctions expressed. Query over the future of Speyside Way.
Discussion - 02	Request for face-to-face meeting.
Discussion - 03	Concern noted over amount of land being lost, access during construction.
Discussion - 04	Replacement trees - request for rabbit proof fencing to protect new plantation. Diamond interchange noted as least favourable option. Don't want lighting at roundabouts. In favour of Aviemore Central Junction and northbound widening. Strongly against development of the Aviemore South Junction. Wants to be consulted on lay-bys and signage.
Discussion - 05	Request for joint meeting with local Community Councils. Request for copies of drawings.
Discussion - 06	Very keen that a full topographical survey is carried out. Request for detailed plans when available.



Discussion - 07	Request for a face-to-face meeting to discuss Tomatin South Junction.
Discussion - 08	Concern noted over access for emergency vehicles if the General Wade Road is closed.
Discussion - 09	Concern noted over access at Dalrachney Road for emergency vehicles, domestic oil delivery, and agricultural vehicles.
Discussion - 10	Notification of the existence of a private water supply.
Discussion - 11	Concern noted over potential impacts to capercaillie and red squirrel at Carrbridge.

H.3. Comments from emails following the event

Reference	Comments
Aviemore_022	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • Why do your maps exclude the full extent of the North/South boundary of the project in sheet 4? • At this stage SNH and SEPA should be persuaded to do an urgent review of all designations. • You have already established that this part needs special consideration before selecting a preferred route because of all the conflicting constraints. The priority is clearly the preservation of the established residential and commercial properties in this area of Aviemore. • Craigellachie acts as an effective sounding board for the increasing traffic noise. • Space in this bottle neck will also have to be reserved for dualing of the railway. • A short tunnel through Craigellachie from Kinakyle to around Loch Puladderin should be the preferred route. • We would suggest they stick to roundabouts where possible, for the sake of economy. These should be illuminated by a single downlighter. • It is not sensible to even consider a single central access to Aviemore.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>With regard to the drawings showing the mainline route options in the area south of Aviemore, these were drawn up to best show the mainline route options in the corridor of the existing A9. Unfortunately due to the scale and frame used to show the length of mainline route option south of Aviemore has meant that your property is not shown on the drawings. Thank you for letting us know about the disparity between the map legend and the detail in the body of the map, we will ensure that this is rectified and displayed correctly in future drawings. Topographical survey work has been undertaken along the full route corridor and we can confirm that this fully captures your property extents. We will ensure that your property is brought to the attention of our design and assessment teams.</p> <p>We can confirm that we are engaging closely with organisations, including SNH and SEPA, in developing and assessing the mainline widening options.</p> <p>The Stage 1 work undertaken as Part of the Preliminary Engineering Services and Strategic Environmental Assessment for the A9 considered tunnels but these were generally ruled out due to construction difficulties and impacts on the operation of the trunk road, risk and potential costs of such options.</p> <p>The Design Manual for Roads and Bridges (DMRB) Stage 2 assessment of the mainline widening options will include factors such as proximity to property, environmental and geographical features, ground conditions, ecology and landscape. Public consultation provides valuable material that informs this process and will be taken into consideration as the design develops and options are assessed.</p> <p>Since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the DMRB Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p>

Reference	Comments
	<p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>When selecting the appropriate junction configuration for each location the traffic movements, flows and operational efficiency of the junction will be considered along with engineering, environmental, geographical and land take constraints. Your comments regarding the T-junctions and roundabouts have been noted.</p> <p>Any requirements for lighting on roundabouts or otherwise, will be considered with respect to current design standards, impacts and safety as part of the assessment work and developed in greater detail during the DMRB Stage 3 process.</p> <p>Noise is one of several environmental criteria which will be assessed at DMRB Stage 2 for all options to understand the potential impacts and mitigation that may be required.</p> <p>Your comment with respect to future railway improvement works is acknowledged and we are taking account of the Network Rail's future plans where these are available and consulting with Network Rail on an ongoing basis.</p>
Aviemore_023	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • I would support the junctions at Granish and Aviemore South. • The idea of Aviemore Central would not be supported. • A junction at this location would cause absolute chaos at busy times. I prefer Mainline option 2.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The assessment of the mainline widening options will include factors such as proximity to property, environmental and geographical features, ground conditions, ecology and landscape. Public consultation provides valuable material that informs this process and will be taken into consideration as the design develops and options are assessed.</p> <p>Since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p>
Aviemore_024	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • Prefer northbound widening as this would have least impact on property • Move the A9 junction with the A95 as far north as possible from the current A95 spur road as this would greatly minimise impact to property • #1 choice would be Northbound widening with dumbbell layout
Response	<p><i>* Response to this feedback was issued as part of a meeting with the landowner.</i></p>



Reference	Comments
Aviemore_025	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> The proposal for a single entrance to the community through Macdonald's and into the roundabout in the centre of the village would mean all ski traffic in the winter having to go through the main street, thereby causing tail backs all down it to the roundabout to the south of the village and all heavy transport having to also go through the already congested main street to get to the trading estate. Having two junctions, one to the north of the village and one to the south, was done for a reason! We would strongly suggest that the status quo be retained. Using Genova to Mont Blanc autostrada on a regular basis, we note that the junctions are designed to minimise congestion on the roads through the many villages and small towns. It might make sense to move the north junction nearer to Carrbridge or the south one nearer to Kincaig but putting one into the centre of the one road through the community shows a complete lack of appreciation of the congestion problems.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The location of the junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions have been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>Since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p>
Aviemore_026	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> Aviemore Central Junction - Disagree. Ski traffic all coming through village - gridlock! Cuts off village centre from main location of housing. V close to residential housing. HGV traffic all coming through village.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>With regards to potential junctions, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been</p>

Reference	Comments
	<p>discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p>
Aviemore_027	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> I have concerns about the Aviemore Central Junction being considered. Already Aviemore suffers from congestion and if the North and South A9 Junctions were lost the traffic on Grampian Road would increase significantly.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The locations of the junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions have been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>Since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>It was not proposed that the junction north of Aviemore (Granish) would be closed. As noted above, the proposals being taken forward are for a new, grade separated junction at this location for connection to the A95 and B9152.</p>
Aviemore_028	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> Regarding the Aviemore Central Junction I strongly object to this proposal. We do not want a high volume of traffic in the middle of the village near residential areas. The North and South Junctions are adequate and make sense.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions (such as those that you have provided) will be taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p>



Reference	Comments
	<p>Since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p>
Aviemore_029	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • I am opposed to the Central Junction in Aviemore. • If it is proposed in addition to the North and South Junctions then it is unnecessary. • If it is proposed in place of either the North or South Junctions this would increase traffic through the village by an unacceptable amount. • Designing a dual carriageway to force traffic through a village centre is a bizarre concept. <p><u>Accesses</u></p> <ul style="list-style-type: none"> • NMU access needs to be maintained for Craigellachie Nature Reserve and between Lynwilg and Aviemore.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions will be taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>It was not proposed that the junction north of Aviemore (Granish) is closed. The proposals are for a new, grade separated junction at this location for connection to the A95 and B9152, as well as new grade separated junctions at Aviemore South (where the A9 connects with the B9152) and Blackmont (where the A9 connects with the A938). The potential junction location option being considered at Aviemore Central has been discounted from further consideration, as it would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>A Non-Motorised User (NMU) strategy has also been developed and feedback from consultation with the public and local organisations will be taken into account in the next stage of development, Design Manual for Roads and Bridges (DMRB) Stage 3. This will include a more detailed consideration of accesses, lay-bys and facilities for pedestrians, cyclists and other non-motorised users. We are currently undertaking further information gathering of all existing NMU routes and accesses through site walkovers and engagement with representatives of various outdoor and NMU groups.</p>
Aviemore_030	<p><u>Route Options and Junction Layouts</u></p>

Reference	Comments
	<ul style="list-style-type: none"> I wish to record my opposition to the suggested proposal for a Central Aviemore Junction to the A9 <p><u>Accesses</u></p> <ul style="list-style-type: none"> Surrounding the A9 Corridor there is an extensive network of regularly used tracks. A number of A9 crossing points are used by walkers, climbers, cyclists and runners and I would be grateful if you would give consideration to maintaining these important crossing points.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>A Non-Motorised User (NMU) strategy has been developed and feedback from consultation with the public and local organisations will be taken into account in the next stage of development, Design Manual for Roads and Bridges (DMRB) Stage 3. This will include a more detailed consideration of accesses, lay-bys and facilities for pedestrians, cyclists and other non-motorised users.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions have been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>Since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the DMRB Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p>
Aviemore_031	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> I think the Aviemore Central Junction would be a massive waste of time and money. It would destroy green space and cause more congestion. I am in favour of predominantly widening Southbound. There are a lot more houses on the North side that would be affected by the construction. Also noise would be a factor after completion.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions have been taken into account, together with factors such as proximity to property, environmental (including the Craigellachie National Nature Reserve) and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>Since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant</p>



Reference	Comments
	<p>environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>The criteria listed previously with respect to junctions will also be used in the assessment of the mainline route widening options.</p> <p>Noise is one of several environmental criteria which will be assessed at DMRB Stage 2 for all options to understand the potential impacts and mitigation that may be required.</p>
Aviemore_032	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> I would prefer option 2 widening to the south of the A9. My preference is for junctions to be Granish and Aviemore Central. Access tunnels through the works could cause issues.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The Design Manual for Roads and Bridges (DMRB) Stage 2 assessment of the mainline widening options will include factors such as proximity to property, environmental and geographical features, ground conditions, ecology and landscape.</p> <p>Minimising inconvenience to the public will be an important consideration during construction and that appropriate traffic management measures and construction practices will be implemented.</p> <p>With regards to potential junctions, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the DMRB Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p>
Aviemore_033	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> We want southbound mainline option at Aviemore / High Burnside. Our property's market value would decrease considerably.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The Design Manual for Roads and Bridges (DMRB) Stage 2 assessment of the mainline widening options will include factors such as proximity to property, environmental and geographical features, ground conditions, ecology and landscape. Public consultation provides valuable material that informs this process and will be taken into consideration as the design develops and options are assessed. We note your support of predominantly southbound widening.</p>



Reference	Comments
	<p>With regard to property value, guidance on compensation can be found on the Transport Scotland website at:</p> <p>http://www.transportscotland.gov.uk/sites/default/files/documents/rrd_reports/uploaded_reports/j8908/j8908.pdf</p>
Aviemore_034	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • There was a campaign last time the A9 was improved to have different junctions to the existing Aviemore ones. It was soon realised that in fact the junctions North and South of Aviemore are the best option. • A junction in the centre of Aviemore would cause more congestion than the N & S options. • I see little difference between the various styles of turn off but would want safety without any lighting.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions have been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>Since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>Any requirements for lighting at junctions or otherwise will be considered with respect to current design standards, impacts and safety as part of the assessment work.</p>
Aviemore_035	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • I see no merit in the Aviemore Central junction, bringing ski traffic, which is considerable, through the centre of Aviemore. Also the additional HGV traffic heading for Grantown on Spey and east on the A95 will cause chaos. • None of the junction layouts show an elevated roundabout with slip roads off. This may be due to cost but it would reduce the junction footprint.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions have been taken into account, together with factors such as proximity to property, environmental and</p>



Reference	Comments
	<p>geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>Since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>A two structure interchange was considered at an earlier stage in the design process. This option was discounted from further consideration when reviewed against environmental and engineering constraints and associated impacts when compared to other layout arrangements. When selecting the appropriate junction configuration for each location the traffic movements, flows and operational efficiency of the junction will be considered along with engineering, environmental, geographical and land take constraints.</p>
Aviemore_036	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • We strongly favour predominantly northbound widening. • The dumbbell layout or half dumbbell/trumpet would seem to be the best arrangement.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The Design Manual for Roads and Bridges (DMRB) Stage 2 assessment of the mainline widening options will include factors such as proximity to property, environmental and geographical features, ground conditions, ecology and landscape. Public consultation provides valuable material that informs this process and will be taken into consideration as the design develops and options are assessed.</p> <p>When selecting the appropriate junction configuration for each location, the criteria outlined previously will be used.</p>
Aviemore_037	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • Aviemore Central Junction Option: This option would create unacceptable traffic flows through the main street (B9152) and would cause significantly increased levels of congestion and pollution. • It would also put further pressure on the limited on and off street parking along the B9152 in the village. • The existing accesses to the north and south of Aviemore should be upgraded as follows: <ul style="list-style-type: none"> • 1. Aviemore South: Modified diagonal junction. • 2. Granish: Diamond junction. • 3. Bogroy/ Black Mount: Diamond junction. • In respect of the Bogroy/Black Mount junction, I think it is important to retain access to the A938 from the south, so that traffic can be diverted back into Carrbridge if the road has to be closed at the Slochd.



Reference	Comments
	<ul style="list-style-type: none"> The dumbbell layout or half dumbbell/trumpet would seem to be the best arrangement.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions have been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>Since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>The criteria outlined above is also true for our assessment of the mainline route option, where we will work to ensure that good access connections are retained. Landscape and visual impact assessments will be undertaken to understand the potential effects of the scheme and any mitigation measures that may be necessary.</p> <p>Currently available traffic data suggests very low turning movements from A9 northbound onto A938 and A9 southbound from A938. When selecting the appropriate junction configuration for each location the traffic movements, flows and operational efficiency of the junction will be considered along with engineering, environmental, geographical and land take constraints.</p> <p>Work is currently being undertaken as part of the DMRB Stage 3 assessment, to understand the feasibility, potential impacts and potential benefits, which would arise from reinstating a side road link between Black Mount and Tomatin adjacent to the A9 through the Slochd summit. We expect to be able to present this work at the next round of public exhibitions for the Tomatin to Moy project later in the year.</p> <p>Laybys are still to be developed for the route and feedback from consultation with the public and local organisations will be taken into account in Stage 3 of the Design Manual for Roads and Bridges.</p>
Aviemore_038	<p><u>Accesses</u></p> <ul style="list-style-type: none"> General concern over impact on NMUs at multiple locations. Public rights of way, wider access paths, CNPA core paths or THC core paths Burma Road Aviemore to Lynwilg Aviemore Orbital Balnabruich Kinveachy to Sluggan and Slochd U Class road at Slochd v A9 bridge Forest road and U Class road at Slochd General Wade's Military Road



Reference	Comments
	<ul style="list-style-type: none"> • NCN7 Old A9 • Slochd track • Sputan Dubha <p>Also lay-bys rest areas:</p> <ul style="list-style-type: none"> • Old road / cycleway northbound at Slochd • Lay-by southbound at Slochd – Sputan Dubha • Junction off A9 • Informal lay-by off southbound A9
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments and detailed information on NMU routes.</p> <p>We are currently undertaking further information gathering of all existing NMU routes and accesses through site walkovers and engagement with representatives of various outdoor and NMU groups. The detailed development of designs for NMU access will form part of the next stage of design, DMRB Stage 3.</p>
Aviemore _039	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • Supportive of Aviemore south rather than Aviemore central junction based on: • Likely impact on accessing the centre is central junction rather than a south junction is even more significant. • No clear or easy way of access being provided to the B9152 if there was only a centre junction. • Significantly longer access times if we are accessed only from B9152 (estimate 10 mins difference) and guests are travelling on the A9. • General point. Many folks heading north going to Glenmore Area and ski slopes want to avoid going into Aviemore, and there will be significant congestion resulting from the central only option. • Pleased to see the south junction having both north and south access on this junction. • Would rather not have the light pollution associated with roundabout option. • Understand that the link road to our existing road is part of next phase (3) and great to have opportunity to influence. • Our reflections to link road options: • A separate underpass on to the B9152 north of the existing junction would be more appropriate, not linked directly to the proposed Aviemore South junction.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions have been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations. We will consider traffic flows to and from the junction locations to ensure that good access connections are retained.</p>



Reference	Comments
	<p>Since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>Consideration of private access requirements will be undertaken in detail as part of the DMRB Stage 3 design and assessment.</p> <p>We are currently undertaking further information gathering of all existing NMU routes and accesses through site walkovers and engagement with representatives of various outdoor and NMU groups. The detailed development of designs for NMU access will form part of the next stage of design, DMRB Stage 3.</p> <p>Guidance on compensation can be found on the Transport Scotland website at: http://www.transportscotland.gov.uk/sites/default/files/documents/rrd_reports/uploaded_reports/j8908/j8908.pdf</p>
Aviemore _040	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • We are firmly of the opinion that there should be junctions, as indicated on the consultation drawings, south of Aviemore near Lynwilg and north of Aviemore near Granish, • The option of a junction directly into the centre of Aviemore is something which we do not support. A junction would bring traffic directly into the middle of Aviemore and cause traffic chaos. • Cairngorm Mountain, Glenmore and Rothiemurchus attract over a million visits every year. Removing the southern junction would mean that this extra traffic would have to go through Aviemore. • Furthermore, the northbound exit/access ramps with associated junction layouts would result in untold damage to the Craigellachie National Nature Reserve. • We understood from the consultation that the northern junction near Granish is to be retained and we agree with this. Although not strictly on the A9, we would like to see some upgrading work done at the junction of the A95 with the B9152 into Aviemore. At present traffic coming off the A9 on to the A95 trunk road has to stop at the junction with the B9152. The B9152 is in effect the main road. There have been a number of accidents, some serious, at this location often because drivers do not appreciate the junction layout. • We would like to see the settlement boundary retained with no road encroaching on the Aviemore side and any widening being done on the west (northbound) side. • On the Aviemore side is Milton Wood with the Aviemore Orbital Path going through it. After much pressure from the local community, over the years, Milton Wood is now in the CNPA Local Development Plan 2015 as open space protected from development. • We would like to see all the underpasses retained and if possible upgraded. • We would also like to see an underpass access leading to Craigellachie Nature Reserve from Aviemore Centre behind the Highlands Hotel.



Reference	Comments
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions have been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>Since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>The DMRB Stage 2 assessment of the mainline widening options will include factors such as proximity to property, environmental and geographical features, ground conditions, ecology and landscape. Public consultation provides valuable material that informs this process and will be taken into consideration as the design develops and options are assessed.</p> <p>With respect to possible impacts and opportunities for pedestrians and cyclists, a Non-Motorised User (NMU) strategy has been developed for the route and feedback from consultation with the public and local organisations will be taken into account in the next stage of development, DMRB Stage 3. This will include a more detailed consideration of accesses, lay-bys and facilities for pedestrians, cyclists and other non-motorised users.</p>
Aviemore_041	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> I am concerned that one of the potential options, the Central Aviemore Junction, would exacerbate the already serious congestion which the town centre experiences and remove any of the benefits of a bypass which the existing A9 currently provides.
Response	<p>Following the public exhibitions in Aviemore and Carrbridge in February 2016, we thank you for taking the time to email your comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions have been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junctions, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant</p>



Reference	Comments
	<p>environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p>
Aviemore_042	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> The alternative roads B9152 and B970 plus occasionally the railway are subject to closure due to flooding. According to SEPA flood event frequency and severity is likely to increase. As there is limited or no access onto the A9 trunk road between Kingussie and Aviemore it is important that a junction south of Aviemore is retained. Most visitor traffic accessing Aviemore comes from the south. Having a junction feeding this traffic into the middle of Aviemore will cause congestion, particularly as some of this traffic will be seeking destinations south of Aviemore towards Kincaig or Feshiebridge or east towards Glenmore and the Cairngorms. <p><u>Accesses</u></p> <ul style="list-style-type: none"> Land holdings tend to run from land that can be cultivated close to the rivers in the straths, up into out-bye grazing land, forestry and hill ground. The A9 trunk road corridor cuts through these land holdings impeding or preventing access across land holdings. It is important that adequate access is provided for each landholding across the trunk road corridor sufficient to take high sided vehicles. Land should not be left isolated without adequate access to the public road network. Land use will change; access to the public road network may not be required now but could impede development in the future. Access routes for wildlife and livestock should also be provided. Wildlife is more likely to cross the trunk road corridor on a bridge over the road than through a tunnel under the road. Many of the burns and rivers crossing under the A9 trunk road are subject to flash flooding. Having vehicle / pedestrian / livestock access routes under the trunk road in the same underpass as a burn or river should be avoided where possible. Many landholdings have their own services (water, sewers, electric or communication cables), some of which cross the trunk road corridor. On the Kincaig to Dalraddy section, adequate provision for these services appears to have been overlooked. Providing even relatively small diameter ducts under the trunk road at intervals can provide access across the trunk road corridor for some wildlife, livestock and services. It is important that the fences enclosing the trunk road corridor is to an adequate specification to prevent access into the corridor by both domestic livestock and wildlife, including deer. We are concerned at including a non-motorised route / track alongside the trunk road within the trunk road corridor. This will isolate non-motorised users from local services. It will also increase the width of the trunk road corridor.
Response	<p>Following the public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p>

Reference	Comments
	<p>With regards to flooding we are obliged to ensure that the risk of flooding is not exacerbated by the dualling proposals. The impacts and required mitigation for flood risk will be fully assessed as part of the scheme development and used to inform any decisions with respect to the scheme in consultation with The Highland Council and Scottish Environment Protection Agency (SEPA).</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions have been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>Access to properties will be assessed as part of the DMRB Stage 3 design development. Consultation with individual landowners and tenants will be undertaken on a case by case basis to ensure access links and services, both public and private, are retained or appropriate alternatives provided.</p> <p>Environmental surveys, assessments, and consultation with the appropriate bodies will identify the locations and populations of various species to determine the potential impacts of the A9 dualling and inform the design of mitigation measures which may include mammal underpasses, wildlife bridges and appropriate fencing.</p> <p>With respect to impacts to pedestrian, cycle and equestrian routes, a Non-Motorised User (NMU) strategy has been developed for the route and feedback from consultation with the public and local organisations will be taken into account in the next stage of development. This will include a more detailed consideration of accesses, lay-bys and facilities for pedestrians, cyclists and other non-motorised users.</p> <p>With respect to private services and utilities, we will endeavour, through consultation and surveys, to identify private services and the means of safeguarding these as the Dalraddy to Slochd project develops.</p>
Aviemore_043	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • Aviemore South – Linwilg residents are unsure how the junction will maintain our access both to Aviemore and also our children's primary school that is Alvie Primary in Kincaig. • As keen bikers with children riding to school on the Badenoch Way cycle route the high speed junction proposals would be daunting. A separate segregated access to Grampian Road or even better the excellent Badenoch Way would help. • Our support would be with the Southern Junction rather than Aviemore central. Most of our journeys and those of our neighbours are not to Aviemore and we feel that there would be a lot of unnecessary congestion caused by accessing the A9 direct from Aviemore.

Reference	Comments
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The Design Manual for Roads and Bridges (DMRB) Stage 1 assessment for the A9 dualling confirmed the principal of providing direct connections by way of full grade-separated junctions to connect all A and B roads that currently connect to the A9 trunk road. Design options development work is currently underway to identify the optimal layout for a full grade-separated junction at Aviemore South to connect the B9152 with the A9 at Aviemore South.</p> <p>The Dalraddy to Slochd section of the Programme is currently at Stage 2 (Route Options Assessment), more details on the A9 dualling strategy can be found in the following link: http://www.transportscotland.gov.uk/road/a9-dualling-strategy</p> <p>A Non-Motorised User (NMU) strategy has also been developed and feedback from consultation with the public and local organisations will be taken into account in the next stage of development, DMRB Stage 3. This will include a more detailed consideration of accesses, lay-bys and facilities for pedestrians, cyclists and other non-motorised users.</p> <p>With regards to potential junctions, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the DMRB Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p>
Aviemore_044	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • I would like to express my appreciation for the opportunity to comment but do so in the hope that this is not a tick box exercise. • The main concern is the central junction option which is obviously the cheapest option for the planners. However it is not the best option, as for the residents of the area it would make any journey into, out of or through Aviemore a nightmare. • The expected traffic flow will be affected by current plans for increasing the population of Aviemore by development on land across the Spey. • Also long term plans generally to develop the far north as a hub for marine renewables thus increasing traffic flows compared to the existing position. • The other issue regarding Aviemore is the main route for the additional carriageway. The northern route has the disadvantage of a small impact on ancient woodland but the southern route from an Aviemore perspective would impact more in terms of number of people exposed to a significant noise level and loss of local amenity especially the orbital footpath which is well used.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>Engagement with directly affected communities and businesses is at the heart of Transport Scotland's major infrastructure projects and is a vital part of our work as we develop plans to dual the A9 between Perth and Inverness. Please be assured</p>



Reference	Comments
	<p>that your comments will be considered by the design team. Please refer to our "Engaging with communities" booklet for more information:</p> <p>http://www.transport.gov.scot/system/files/uploaded_content/documents/projects/A9%20dualling/TS_A9_Dualling_Engaging_Communities_Booklet.pdf</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>With respect to your comments over any potential noise impacts, noise is one of several environmental criteria which will be assessed at Stage 2 for all options to understand the potential impacts of all options.</p> <p>The DMRB assessment work, supplemented by local feedback, is used to consider the options in the round to conclude on a preferred route. At that stage information on the assessment and conclusions will be shared publically. In terms of the final decision to proceed with the preferred route, that falls to the Scottish Ministers once the draft orders and Environmental statement have been published for the preferred route and any objections heard. Further details on the process can be found at:</p> <p>http://www.transport.gov.scot/road/promoting-new-trunk-roads.</p>
Aviemore_045	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> I think it is important that there are junctions on south and north side of Aviemore. Driving through Aviemore can be time consuming and would just increase in town traffic and congestion particularly as town expands. Slochd junction to Tomatin at very least kept as a slip road. New village hall will have electric charge points for car. Perhaps this is something that could have signs for? Hall completion - 2018. Keeping bus route open one way or another critical for community.
Response	<p>Following the public exhibitions in Aviemore and Carrbridge in February 2016, we thank you for attending the exhibition and taking the time to email your comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions will be taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junctions, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant</p>



Reference	Comments
	<p>environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>We acknowledge that the Tomatin South junction was shown within the Dalraddy to Slochd extents at the previous exhibition, at the tie-in between the existing and proposed dual carriageways. The Dalraddy to Slochd scheme has been further refined to show that the scheme ties-in at the existing central reserve extents, as the Tomatin South junction already falls within a dualled section of the A9. However, we are considering this junction as part of the DMRB Stage 3 assessment for the Tomatin to Moy project, with our work considering local access requirements and bus & cycle routes. We expect to be able to present the work from this assessment at the next round of public exhibitions for the Tomatin to Moy project later in the year.</p> <p>Information on bus services and active travel is being gathered as part of the development of the proposals and will inform the proposals. Also, Bus Operators are included in our stakeholder consultation. Operational requirements and public transport facilities are taken into consideration during the design development.</p>
Aviemore_046	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • We have listed below what we believe to be the principal existing features which need to be considered when deciding which routeing alternative to select • New Southbound Carriageway (i.e. if new carriageway on East side of existing A9) - <ul style="list-style-type: none"> • Chalet (Around NH 899 150) • Aviemore Weather Station • High embankment (massive quantity of hardcore needed to expand this Eastwards) • Existing screen of mature trees on embankment (sound barrier) would need to be felled • Water pumping station adjacent to existing A9 • Main water pipe adjacent to existing A9 • Aviemore Orbital Footpath adjacent to existing A9 (amenity) • Scandinavian Village (proximity; loss of amenity) • Aviemore Highlands Hotel (Near-collision with this very high grade hotel; significant loss of amenity) • Caravan Park • New Northbound Carriageway (i.e. if new carriageway on West side of existing A9) – <ul style="list-style-type: none"> • Proximity to recent houses immediately North of Cairn Elrig View • Proximity to recent houses at Carn Elrig View • Encroachment into Craigellachie National Nature Reserve.
Response	<p>Following the public exhibitions in Aviemore and Carrbridge in February 2016, we thank you for attending the exhibition and taking the time to email your comments.</p> <p>The Design Manual for Roads and Bridges (DMRB) Stage 2 assessment of the mainline widening options will include factors such as proximity to property, environmental and geographical features, ground conditions, ecology and landscape. Public consultation provides valuable material that informs this process and will be taken into consideration as the design develops and options are assessed.</p>

Reference	Comments
	<p>Since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the DMRB Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>Noise is one of several environmental criteria which will be assessed at DMRB Stage 2 for all options to understand the potential impacts and mitigation that may be required.</p> <p>A Non-Motorised User (NMU) strategy has been developed for the route and feedback from consultation with the public and local organisations will be taken into account in the next stage of development. This will include a more detailed consideration of accesses, lay-bys and facilities for pedestrians, cyclists and other non-motorised users.</p> <p>With respect to Scottish Water and utilities companies in general, they are included in our stakeholder consultation and we are consulting as such to ensure that all potential impacts of the A9 dualling are fully understood and assessed throughout design development.</p>
Aviemore_047	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • The area outside Tesco in the centre of the village is already a sticking point for traffic - this has recently been improved by traffic lights however taking away the south junction and adding a central one will only increase the traffic congestion through the village. • At the moment the traffic from the south can either head straight to Rothiemurchus, Glenmore or up to Cairngorm without entering Aviemore.
Response	<p>Following the public exhibitions in Aviemore and Carrbridge in February 2016, we thank you for attending the exhibition and taking the time to email your comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions have been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>Since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p>



Reference	Comments
Aviemore_048	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> The existing Junctions north and south of Aviemore should be kept and restructured. The proposed junction into the centre of Aviemore MUST be scrapped. South Junction - roundabouts at the end of the slip roads are the favoured option for this site. A form of sweeping roads would be an acceptable alternative if appropriate to the terrain. The U designs with endless T Junctions are NOT favoured at all as they would cause unnecessary traffic flow problems particularly for larger vehicles. North Junction - roundabouts at the end of the slip roads, which allow for access to both north and south. Some redesign on the east side to join up with the A95 could create a roundabout half way between the current turn off and the A95 T Junction and having 5 prongs including the slip roads, rather than having the need for 3 roundabouts, one on the west side, one from the east slip roads and one on the A95 junction coming out of Aviemore. The U shapes with T junctions are not acceptable as they would cause unnecessary traffic flow problems especially for larger vehicles. Black Mount Junction - it is important to have access to turn both north and south at this junction. Winter resilience is an issue at this junction. Travelling towards Slochd, weather conditions can be unpredictable in winter. Snowploughs and emergency vehicles would need access in both directions.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016t, thank you for your comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions will be taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>When selecting the appropriate junction configuration for each location the traffic movements, flows and operational efficiency of the junction will be considered along with the criteria outlined previously for the junction locations.</p> <p>Currently, available traffic data suggests very low turning movements from A9 northbound to A938 and to A9 southbound from A938. When selecting the appropriate junction configuration for each location the traffic movements, flows and operational efficiency of the junction will be considered along with engineering, environmental, geographical and land take constraints.</p>
Aviemore_049	<p><u>Route Options and Junction Layouts</u></p>

Reference	Comments
	<ul style="list-style-type: none"> The provision of the new Central junction is an imperative rather than a desire. The juxtaposition of the mix of the proposed uses is such that it is essential that the Central junction is constructed to facilitate movement in and out of the new hospital complex. The Central junction will have the added impact of invigorating the town centre by re-introducing some through traffic into the centre. This is a material economic benefit as the scale and nature of these uses mean that the Central junction is of vital importance and the catalyst to sustained development. The <i>quid quo pro</i> is that the Southern junction should be amended to being a left in and left out junction which results in traffic coming from Inverness or heading to Perth be able to access the A9 from here. Granish should be retained and improved. There is therefore a sound practical, economic, social and physical justification for the provision of the new Central junction because of the material impact it would have to serve the emerging uses and deliver sustainability to Aviemore by reintegrating the settlement with the main road route.
Response	<p>Following the public exhibitions in Aviemore and Carrbridge in February 2016, we thank you for taking the time to email your comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions will be taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p>
Aviemore_050	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> The proposed central junction in Aviemore should NOT be considered at all. The two existing junctions should be maintained. If the central junction were to be implemented it would mean that all traffic would have to use the main road in Aviemore, whether going north or south, causing huge traffic flow problems for the village. Traffic travelling to Aberlour/Elgin/Aberdeen would have to go north through the village, past access to the school, health centre, ambulance station and fire station. Parents may feel that because their children will not be as safe walking to school then they will take them in the car, causing even more traffic. Travelling to Kinraig, Loch Inch, Cairngorm Mountain, Loch Morlich, and Kingussie would have to travel south through the village past the bottleneck that is the Tesco car park access and queues at the fuel station.

Reference	Comments
	<ul style="list-style-type: none"> If the north access to Aviemore (Granish junction) were closed it would mean that I would have to go through the centre of Aviemore for every journey causing more traffic flow problems for the village
Response	<p>Following the public exhibitions in Aviemore and Carrbridge in February 2016, we thank you for attending the exhibition and taking the time to provide comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions will be taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations. We will consider traffic flows to and from the junction locations to ensure that good access connections are retained.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>A Non-Motorised User (NMU) strategy has been developed for the route and feedback from consultation with the public and local organisations will be taken into account in the next stage of development at the DMRB Stage 3.</p>
Aviemore_051	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> Central junction at Aviemore. I don't think this would be good for traffic flow through Aviemore and would cause disturbance to Scandinavian Village. At 7000K there is a well-used underpass (labelled subway) not highlighted on your plans. It is used by walkers heading to the waterfall walk through the forest and people accessing High Burnside. I would prefer that option 2, northbound widening is recommended. It appears to be the most cost effective solution, due to the level of the ground and the water pipe running along the southern boundary of the current carriageway.
Response	<p>Following the public exhibitions in Aviemore and Carrbridge in February 2016, we thank you for attending the exhibition and taking the time to email your comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions will be taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been</p>



Reference	Comments
	<p>discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>Thank you for letting us know about the disparity in the body of the base mapping presented at the February 2016 exhibition. We confirm that the designers are aware of this feature and will ensure this is highlighted, like other structures in our base mapping going forward.</p> <p>Thank you for bringing to our attention the location of utilities and services, we have sourced information from utility companies, but local knowledge such as that you have provided is very useful for checking against our information to ensure this is complete as possible. Potential impacts to services will form part of the engineering assessment of all options.</p> <p>With respect to wider pedestrian and cycle provision, a Non-Motorised User (NMU) strategy has been developed for the route and feedback from consultation with the public and local organisations will be taken into account in the next stage of development. This will include a more detailed consideration of accesses, lay-bys and facilities for pedestrians, cyclists and other non-motorised users.</p> <p>The DMRB Stage 2 assessment of the mainline widening options will include factors such as proximity to property, environmental and geographical features, ground conditions, ecology and landscape. Public consultation provides valuable material that informs this process and will be taken into consideration as the design develops and options are assessed.</p>
Aviemore_052	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • I am concerned with the proposal to provide only one access road in to central Aviemore, from the A9. This would bring far too heavy traffic in the village. • The current Aviemore South entrance provide excellent access to the mountain/ski areas without the need to drive through the village. • The road crossing the village does not cope as it is with the cars driving, stopping, accessing shops/supermarkets, and pedestrians and cyclists. • We believe locally that the MacDonald complex would be positively affected by the new A9 access proposal right at their doorstep, as it was always their wish. I am not against the idea, but let this be an extra access just for them, and at their own cost.
Response	<p>Following the public exhibitions in Aviemore and Carrbridge in February 2016, we thank you for attending the exhibition and taking the time to email your comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions will be taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant</p>



Reference	Comments
	<p>environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>As noted above, it was not proposed that the junction north of Aviemore (Granish) is closed. The proposals are for a new, grade separated junction at this location for connection to the A95 and B9152. This will ensure that safety and travel times will be improved North of Aviemore.</p>
Aviemore_053	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • One entrance to Aviemore in the middle of town would create huge congestion and noise. • Surely that cannot be considered as an option. • Ideally the North access should remain where it is and hopefully the South also.
Response	<p>Following the public exhibitions in Aviemore and Carrbridge in February 2016, we thank you for attending the exhibition and taking the time to email your comments</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions have been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations. We have considered traffic flows to and from the junction locations, taking account of current planning proposals.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>We therefore confirm that the junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>Noise is one of several environmental criteria which will be assessed at DMRB Stage 2 for all options to understand the potential impacts and mitigation that may be required.</p>
Aviemore_054	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • I am strongly against the idea of a central junction with direct access into the middle of Aviemore. • For the Aviemore South junction I like the option where priority is given to A9-Aviemore traffic as this would reflect the majority of traffic flow. • Could this option also be considered at Blackmount where the majority of traffic is A9-Carrbridge with very little going on to the unclassified road to Slochd? • I would be keen that the layout of Granish junction ensures easy flow for both A9(S)-A95 traffic and A9 (N)-Aviemore traffic as there are times of



Reference	Comments
	<p>day when a lot of traffic crosses over here, so options with roundabout(s) might help minimise queuing.</p> <ul style="list-style-type: none"> Finally, I would hope that the impact on the Craigellachie Nature Reserve is kept to a minimum as this is a great local amenity which should be protected from any Westward expansion of the A9. As a dog-walker who regularly uses the underpasses under the A9 to access the woodland to the West of the village, I would be keen for all current accesses to be retained.
Response	<p>Following the public exhibitions in Aviemore and Carrbridge in February 2016, we thank you for attending the exhibition and taking the time to email your comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions have been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>We therefore confirm that the junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>With respect to pedestrian and cycle facilities, a Non-Motorised User (NMU) strategy has been developed for the route and feedback from consultation with the public and local organisations will be taken into account in the next stage of development. This will include a more detailed consideration of accesses, lay-bys and facilities for pedestrians, cyclists and other non-motorised users.</p> <p>We are currently undertaking further information gathering of all existing NMU routes and accesses through site walkovers and engagement with representatives of various outdoor and NMU groups. The detailed development of designs for NMU access will form part of the next stage of design, DMRB Stage 3.</p>
Aviemore_055	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> Aviemore South - we agree with the moving south of this junction to allow more space. However we would like to see the removal of the 'T' junctions as you come off the A9. As to traffic joining the A9 to travel south, again please smooth the junction so that traffic does not need to stop by including a swept junction allowing traffic from Aviemore and Cairngorm to join the A9 without stopping. There needs to be a better and more sensible junction than a 'T' where the A9 access Road joins or leaves the B9152. As the main options currently show, a roundabout would be much better, as it currently stands this junction looks like an afterthought. Aviemore Central - there is no appetite or wish for this junction to be built, there is total opposition. We are totally opposed to this proposal.



Reference	Comments
	<ul style="list-style-type: none"> Granish Junction - this junction serves the A95 traffic well without the need for travelling through Aviemore. Again, as was said for Aviemore South we do not want to see 'T' junctions. As you travel north and take the slip road for the A95 there should be a half dumbbell/ trumpet similar to that shown before crossing under the dual carriageway. It was suggested that a large roundabout be built between the A9 and the A95 to accommodate all joining and leaving traffic. This single roundabout would mean negotiate only one junction as opposed to the proposed two, the 'T' with the A95 has to be removed. We find it unacceptable that traffic travelling south has to stop on the A95 before crossing in front of oncoming traffic and then climbing over itself to join the A9, at busy periods given the space available for standing traffic lorries and buses etc. could be queuing back on to the A95 at its currently proposed 'T' junction. Traffic should not have to cross in front of oncoming traffic. Blackmount - we would want to see access and egress both north and south from the dualled A9 at Blackmount.
Response	<p>Following the public exhibitions in Aviemore and Carrbridge in February 2016, thank you for your comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions have been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junctions, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>We can confirm that during the early sifting stages of the project there were options which considered changing the priority movements at all the junction locations. These initial layouts were subject to an evaluation and those options which had the highest potential for environmental and engineering impacts were sifted out.</p> <p>At the Aviemore South location there is a junction option which changes the priority of the B9152 and A9 as the current traffic data indicates that the movement from the A9 northbound to Aviemore, and from Aviemore to the A9 southbound forms the predominant traffic movements. This option will be taken forward and considered in the current DMRB Stage 2 assessment.</p> <p>For the Granish Junction, a number of junction layout options which changed the priority of movements were considered as part of an early sifting exercise. However, these have been discounted from further consideration as the direct through flow of traffic from the B9152 (Aviemore) to A95 is greater than the turning manoeuvres from A95 to A9. It is for this reason, based on the traffic information currently available, that the existing priority arrangement is the correct arrangement for the predominant traffic movements.</p>

Reference	Comments
	<p>At the Black Mount junction we have considered a number of junction layouts, including maintaining priority with A938 and also a restricted movements layout which accommodates only north facing slip roads. In terms of maintaining the existing junction priority, the lack of available area due to the proximity of the side road and Highland Mainline railway has prevented a compliant junction to be progressed which meets the standards set out in the DMRB. We have therefore developed junction layouts at this location which changes the priority between the A9 and A938. The alternative option consisting of the restricted movements has been progressed as the traffic turning information currently available indicates that very few vehicles travelling northbound on the A9 turn right onto the A938 and similarly very few vehicles from the A938 turn left (southbound) on to the A9. The impacts to traffic turning as well as any implications to the operation of the trunk and side road networks will be fully assessed as part of the DMRB Stage 2 assessment.</p> <p>The quantity and configuration of T-junctions evident on a number of the junction layouts which are being progressed as part of the DMRB Stage 2 assessment are based on fully compliant junction layouts as set out in the design standards of the DMRB and applicable to the Category 7a dual carriageway for the new A9 dual carriageway trunk road. The removal of the T- junctions to form a free flow link is not appropriate for the junction layouts proposed and would be applicable for motorway and interchange standard of layouts, which goes beyond what is required in terms of traffic flows and turning movements for the A9 trunk road.</p> <p>The DMRB Stage 2 assessment of the mainline widening options will include factors such as proximity to property, environmental and geographical features, ground conditions, ecology and landscape. Public consultation provides valuable material that informs this process and will be taken into consideration as the design develops and options are assessed.</p>
Aviemore_056	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> I am writing to ask you to reconsider your proposals to remove the junction with the A9 south of Aviemore and to create a new junction which would take the traffic from the A9 into the centre of Aviemore. Aviemore is already very congested at peak holiday times and when the skiing on Cairngorm Mountain is good. At present many people (especially skiers and those heading for Glenmore) leave the A9 south of Aviemore and then travel to the B970 Ski Road without going anywhere near the centre of Aviemore. I am concerned that your proposal would mean that ALL the A9 traffic heading for Glenmore and Cairngorm Mountain would be forced to travel through the centre of Aviemore and that this would cause much increased congestion and gridlock in Aviemore.
Response	<p>Following the public exhibitions in Aviemore and Carrbridge in February 2016, we thank you for attending the exhibition and taking the time to email your comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions have been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant</p>

Reference	Comments
	<p>environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p>
Aviemore_057	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • My major area of concern is over the possibility of an “Aviemore Central” junction. I can see that there might be some advantages to some local businesses with such a junction, though I am concerned about the impact on the Craigellachie NNR. • Removing Aviemore South would result in a large increase in traffic in this busy area as it would have to handle all traffic going to/from the B970. • As regards Aviemore North, this is currently used by a large number of commercial vehicles, particularly those related to distilling and forestry. If they had to access the A95 via Aviemore Central this would result in them having to pass the access to the primary school and that to the proposed hospital on Dalfaber Road as well as a number of existing residential areas covered by the 30mph zone in Aviemore. <p><u>Accesses</u></p> <ul style="list-style-type: none"> • There are a large number of tracks and paths on the west side of the A9 that are in common use for walking and cycling and that are accessed from the east side. A few of these are currently served by an underpass and there are no over-bridges. The current design documents do not seem to be considering how these will be retained, replaced or rationalised. Is it correct that consideration of NMU access will be taken forward in the next design stage?
Response	<p>Following the public exhibitions in Aviemore and Carrbridge in February 2016, thank you for your comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions have been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>It was not proposed that the junction north of Aviemore (Granish) is closed. The proposals are for a new, grade separated junction at this location for connection to the A95 and B9152.</p> <p>We therefore confirm that the junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p>

Reference	Comments
	<p>With respect to the various tracks and underpasses you have helpfully highlighted to us, a Non-Motorised User (NMU) strategy has also been developed and feedback from consultation with the public and local organisations will be taken into account in the next stage of development, DMRB Stage 3. This will include a more detailed consideration of accesses, lay-bys and facilities for pedestrians, cyclists and other non-motorised users.</p> <p>We are currently undertaking further information gathering of all existing NMU routes and accesses through site walkovers and engagement with representatives of various outdoor and NMU groups. The detailed development of designs for NMU access will form part of the next stage of design, DMRB Stage 3.</p>
Aviemore_058	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> I think the junction arrangements for Aviemore should stay as they are. If the junction moves to the centre of the village the traffic will be very bad (as I saw on recent plans). On a busy weekend it is hard enough to get through Aviemore without the addition of hill and ski traffic. I think it would only annoy tourists and residents.
Response	<p>Following the public exhibitions in Aviemore and Carrbridge in February 2016, we thank you for attending the exhibition and taking the time to email your comments</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions have been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p>
Aviemore_059	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> The proposal for a central junction beside the Scandinavian village is not the best plan for Aviemore. At the moment, there are two junctions, Granish to the North, Lynwilg to the south. Granish junction allows traffic from the A9 access the A95 or the north end of Aviemore. Lynwilg allows southern access to Aviemore as well as the ski resort and tourism spots to the east of Aviemore. In the case of both junctions, removal of either junction will force traffic that doesn't need to be in Aviemore through the centre of what is a very busy town in the height of tourist season. Grampian Road to the north is mostly residential, and closing the northern junction at Granish would force a lot of HGV traffic through the centre of Aviemore. Similarly, closing the southern junction in favour of a central one will result in traffic destined for the ski resort or other tourist areas to the east of Aviemore, such as Loch Morlich, Rothiemurchus and Glenmore. This traffic would be forced through an already congested area around the Tesco supermarket and railway station.

Reference	Comments
	<ul style="list-style-type: none"> An increase of traffic in Aviemore will be a massive blow to the town and will almost totally wipe out any benefits the village gained when the A9 bypassed the town nearly 40 years ago.
Response	<p>Following the public exhibitions in Aviemore and Carrbridge in February 2016, we thank you for attending the exhibition and taking the time to email your comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions will be taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>It was not proposed that the junction north of Aviemore (Granish) is closed. The proposals are for a new, grade separated junction at this location for connection to the A95 and B9152.</p> <p>We therefore confirm that the junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p>
Aviemore_060	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> We and all other residents in our development would vote for the road going on the Aviemore south bound side of the A9 with the junctions to the South and North of Aviemore. We have much to lose – the children's play park & playing field - children's safety when playing near the road & playing ball games - wild cats in the woods at our area - very old birch tree woods - bird nesting sites - wildlife habitat, etc.
Response	<p>Following the public exhibitions in Aviemore and Carrbridge in February 2016, we thank you for attending the exhibition and taking the time to email your comments.</p> <p>The Design Manual for Roads and Bridges (DMRB) Stage 2 assessment of the mainline widening options include factors such as proximity to property, environmental and geographical features, ground conditions, ecology and landscape. Public consultation provides valuable material that informs this process and have been taken into consideration as the design develops and options are assessed. These factors will also form our assessment of the junction options which will also consider traffic flows to and from the junction locations to ensure that good access connections are retained.</p> <p>With regards to wildlife, an ecological impact assessment will be undertaken during the next stages of scheme development including environmental surveys, assessments, mitigation design and consultation with the appropriate bodies. This will help inform the design of the scheme and the development of mitigation plans. Preliminary ecological surveys have commenced along the Dalraddy to Slochd corridor which will seek to identify the location and population of various species,</p>



Reference	Comments
	to help determine potential impacts of the A9 Dualling. Landscape and visual impact assessments will also be undertaken to understand the potential effects of the scheme and any mitigation measures that may be necessary.
Bynack_More_002	<p><u>Route Options and Junction Layout</u></p> <ul style="list-style-type: none"> A very bad idea, too many cars.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide your comment.</p> <p>Please be assured that the locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions have been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p>
Bynack More_003	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> Bynack More is not featured on the map used for the above drawings. The proposed Central Aviemore option would be highly disruptive to most of the residents of Aviemore. This proposal would funnel all this traffic right through the town centre. There is also the issue of the proposed An Camach Mor housing development. All the resulting traffic to and from this development would also be directed right through the centre of Aviemore. There is currently a belt of woodland between this part of the town and the A9 which blocks off most of the noise from the road. The removal of this to create the slip road/junctions that are being considered, would greatly increase noise pollution from passing traffic. The disruption for building the actual road/junction would also be considerable. <p><u>Accesses</u></p> <ul style="list-style-type: none"> The proposed Aviemore South scheme would be far less disruptive to not only me but all the residents of Aviemore. The location proposed, being a few hundred metres beyond the current South junction, affect very few people and add absolutely minimal disruption to either residents or drivers.

Reference	Comments
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>Please be assured that the locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions have been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938. Noise is one of several environmental criteria which will be assessed at Design Manual for Roads and Bridges (DMRB) Stage 2 for all options to understand the potential impacts and mitigation that may be required.</p> <p>We note your comments regarding disruption during construction and confirm that minimising inconvenience to the public will be an important consideration during construction and that appropriate traffic management measures and construction practices will be implemented.</p>
Bynack_More_004	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • Concern over traffic volume, I feel the volume of traffic has been severely underestimated and that the new junction will be busy and congested. • I feel that draining the water from the A9 into the small burn that runs past many houses is a bad idea. What are the plans to stop any flooding? • What plans to replace the orbital path this junction and dualling will likely take away? • There was originally a plan for a play park for the surrounding houses where this junction will be, is this still going ahead?
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>Please be assured that the locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions have been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations. We will also the operational efficiency of the junction along with engineering, environmental, geographical and land take constraints.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant</p>

Reference	Comments
	<p>environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>We are obliged to ensure that the risk of flooding is not exacerbated by the dualling proposals. The impacts and required mitigation for drainage and flood risk will be fully assessed as part of the scheme development and used to inform any decisions with respect to the dualling proposals in consultation with The Highland Council and SEPA.</p> <p>We are currently undertaking further information gathering of all existing Non-Motorised user (NMU) routes and accesses through site walkovers and engagement with representatives of various outdoor and NMU groups, and potential impacts of all options on such facilities will inform the assessment and selection of a preferred option. Where any options impact directly on existing NMU routes and facilities, alternative options will be considered to mitigate any such impacts during the detailed development of designs for NMU access which will form part of the next stage of design, Design Manual for Roads and Bridges (DMRB) Stage 3.</p> <p>We confirm that the impacts arising from changes in noise, vibration and air quality are fully assessed for all options to understand the relative impacts of each option. At the next stage any measures required to mitigate any residual impacts of these for the preferred scheme will be developed in greater detail.</p> <p>We are not aware of any specific planning applications with respect to proposals for a play park, but will review this through consultation with The Highland Council to ensure any potential impacts on planned development are understood to inform the selection of options.</p>
Bynack_More_005	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • Please accept this as the part of a communal disapproval of A9 Dualling project, which proposes to put a new junction through our quiet area, literally outside of our windows! • The new junction will directly affect our everyday living. • We are very concerned with regards a security and safety of our neighbourhood, especially, children. • Heavy traffic coming from a busy A9 (including Lorries) will create a high risk of potential accidents, involving not only residents, but also visitors coming to Aviemore as there are couple of hotels nearby. • The potential junction in the middle of our village with heavy incoming traffic will disrupt the life of the entire village. It will also cumulate a jump in traffic in the place where pubs, shops, play areas and banks are located. Therefore, it will affect general flotation of movements of general public. • We strongly believe that putting a new junction in the middle of the village will ruin the image and safety of the place. • The new junction will destroy the trees and fields surrounding our neighbourhood. The green pass separating A9 and our houses is great isolation from the noise and car fumes coming from a heavy traffic on A9. This small woodland is a great getaway for walks. • We are concerned about the noise, which will be created by accumulation of the intensive traffic to the village. • We are very cautious of our surrounding environment, and do not want it to be ruined. <p><u>Accesses</u></p>

Reference	Comments
	<ul style="list-style-type: none"> We also strongly disagree with the closure of the south junction. By removing the A9 southern access to Aviemore, as then the entire heavy south traffic would be forced through the village. This will increase the risk to pedestrians and put additional pressure on the existing, already busy flow of traffic
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions have been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>Noise is one of several environmental criteria which will be assessed at Design Manual for Roads and Bridges (DMRB) Stage 2 for all options to understand the potential impacts and mitigation that may be required. Landscape and visual impact assessments will also be undertaken to understand the potential effects of the options.</p> <p>With respect to recreation and pedestrians, cyclists and equestrians, a Non-Motorised User (NMU) strategy has been developed for the route and feedback from consultation with the public and local organisations will be taken into account in the next stage of development. This will include a more detailed consideration of accesses, lay-bys and facilities for pedestrians, cyclists and other non-motorised users.</p>
Bynack_More_006	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> I believe a central junction would massively affect Aviemore in a negative way. Firstly bringing traffic into the centre of the village will create a massive bottle-neck at the current roundabout onto Grampian Road. Removing the North or South Junction would further compound this issue. Currently the Northern Junction diverts all traffic heading out to Grantown on Spey, Elgin, Forres and Huntly which consists of a massive amount of Haulage traffic servicing the whisky distilleries and also the Saw Mill at Boat of Garten. The Junction to the South is massively important to the village too. The junction diverts traffic heading to Cairngorm Mountain from the south (3000 people on a peak day), tourist traffic to Glenmore and surrounding area and also traffic that is heading to Kincaig and outlying areas. The proposed new village development of An Camus Mor set to be near Rothiemurchus would also be accessed on the Ski Road via this junction.

Reference	Comments
	<ul style="list-style-type: none"> If either junction was to disappear Grampian road would then have to cope with this through traffic and as it is the only linear public road to go through the village would have a massive impact on traffic flow and access and egress to junctions along its length. Some thought should be given to widening or deepening the current burn if this was to go ahead. <p><u>Accesses</u></p> <ul style="list-style-type: none"> For the residents of Bynack More the new junction would have an impact on access and egress to properties having to enter a busy main road as opposed to quiet minor one just now. Children walk or cycle to the Scout Hut next to Tesco every week as do around 100 young people to take part in Scouting or Guiding
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>Please be assured that the locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions have been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>We are aware of the An Cambus Mor and retail developments and they will be considered during our assessments.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>It was not proposed that the junction north of Aviemore (Granish) be closed. The proposals are for a new, grade separated junction at this location for connection to the A95 and B9152. This will ensure greater safety and better connectivity north of Aviemore.</p> <p>We therefore confirm that the junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>We confirm that we are obliged to ensure that the risk of flooding is not exacerbated by the dualling proposals. The impacts and required mitigation for flood risk will be fully assessed as part of the scheme development and used to inform any decisions with respect to the scheme in consultation with The Highland Council and the Scottish Environment Protection Agency (SEPA).</p> <p>A Non-Motorised Users (NMU) strategy has been developed for the route and feedback from consultation with the public and local organisations will be taken into account in the next stage of development. This will include a more detailed consideration of accesses, lay-bys and facilities for pedestrians, cyclists and other non-motorised users.</p>
Bynack_More_007	<u>Route Options and Junction Layouts</u>



Reference	Comments
	<ul style="list-style-type: none"> I am writing to disagree with the proposal of building a new A9 access junction to Aviemore as part of A9 Dualling project. When I bought my flat, children safety was one of my main concerns. I was assured that Bynack More always will be a quiet corner and that only flats were in plan to be built. The fields and woodlands separating Bynack More and A9 is a great place where we all enjoy walks with kids and dogs. It is also a place, where children go to play and cycle around the fields. The woodlands and fields separate us from busy A9 and give good isolation from the noise and coming from the traffic. <p><u>Accesses</u></p> <ul style="list-style-type: none"> I also disagree with the closure of the south junction. By removing the A9 southern access to Aviemore, the entire heavy south traffic will be accumulated at the new junction. Visitors from south and north heading to mountains will have to go through the centre of the village. It is already busy traffic at peak times in Aviemore with lots of tourists heading both directions.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions will be taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>We note your comments regarding child safety and would advise that public safety is an important consideration during construction and that appropriate traffic management measures and construction practices will require to be implemented.</p> <p>Noise is one of several environmental criteria which will be assessed for all options at Design Manual for Roads and Bridges (DMRB) Stage 2 to understand the potential impacts and mitigation that may be required.</p> <p>A Non-Motorised User (NMU) strategy has been developed for the route and feedback from consultation with the public and local organisations will be taken into account as part of the Stage 3 assessment. This will include a more detailed</p>



Reference	Comments
	consideration of accesses, lay-bys, school walking routes where affected and facilities for pedestrians, cyclists and other non-motorised users.
Bynack_More_008	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> There are two entrances to Aviemore at the moment at each end of the village which work well. People going skiing can go directly to the mountain from the A9. This alternative would create chaos and queues in Aviemore, most of which will be directly on the proposed road through the housing estate. The road that is proposed will affect the living standards of many people and I have informed Tulloch Homes and Cairn about the proposed route. Neither of whom seemed to know anything about it. I have also contacted the Highland Council this morning. Am I right in thinking that you would have to get planning permission for this from the council?
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>Please be assured that the locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions have been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>The A9 Dualling is a trunk road scheme which will be promoted by Transport Scotland on behalf of Scottish Ministers under the Roads (Scotland) Act and is not subject to Local Authority Planning Approval. However, we are in consultation with The Highland Council and will be in discussion with them with regard to local road connections.</p>
Bynack_More_009	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> I have just recently bought a property at Bynack More. The proposed junction for the A9 surrounds my home on two sides and possibly three sides. The new proposed access road is right on my doorstep. I will be fighting this new proposal tooth and nail as I'm sure will all the residents of Bynack More through my member of parliament and also my solicitor. I will seek full compensation for the severity of the effects on my home and my wellbeing during the building of the road and the effects after the completion of it.

Reference	Comments
	<ul style="list-style-type: none"> From a wider point of view, this new proposal is going to affect everyone living in Aviemore. It cuts right through the heart of Aviemore. It will be gridlock at weekends and peak times all trying to get onto Grampian Rd. Furthermore, if this new junction became the only access point in and out of Aviemore and the present north and south junctions are closed, the traffic problem would increase tenfold I strongly urge you to consider the other two proposals - the north at Granish and south at Linwilg and keep our village as traffic free as possible.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>Please be assured that the locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions have been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>It was not proposed that the junction north of Aviemore (Granish) is closed. The proposals are for a new, grade separated junction at this location for connection to the A95 and B9152.</p> <p>We therefore confirm that the junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>With regard to property value, guidance on compensation can be found on the Transport Scotland website at:</p> <p>http://www.transportscotland.gov.uk/sites/default/files/documents/rrd_reports/uploaded_reports/j8908/j8908.pdf</p>
Bynack_More_010	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> I have a huge concern about building a junction next to Macdonald hotel. The first and main thing is that there are flats just next to the roundabout where you want to connect from a9. We have loads of kids living here. What would happen to them? It won't be save anymore for them to leave here with all this huge traffic. Already traffic in Aviemore is horrible. It's so hard to drive thru village and during holidays sometimes it is a miracle. Another thing that troubles me a lot is that you will destroy the last green part that is on this side of the village where there is loads of people going for walks there. This is as well and end to the orbital path. That would be destroyed as well. The woods there are used by primary school too. The kids have been taken there to learn the natural habitat. To learn loads of thing about nature, leaving, animals.



Reference	Comments
	<ul style="list-style-type: none"> I think if you will go ahead with the junction you will destroyed the whole spirit of our lovely village, safety of loads of people, happiness plus you will make so much damage by letting the huge amount of cars passing thru. The pollution would get so big we would need to consider to move away from here.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>Please be assured that the locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions have been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>We therefore confirm that the junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>We will consider traffic flows to and from the junction locations to ensure that good access connections are retained.</p> <p>A Non-Motorised Users (NMU) strategy has been developed for the route and feedback from consultation with the public and local organisations will be taken into account in the next stage of development. This will include a more detailed consideration of routes, accesses, lay-bys and facilities for pedestrians, cyclists and other non-motorised users.</p>
Bynack_More_012	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> I, like most other local people, am totally opposed to development of an Aviemore Central junction. I believe it would be dangerous as it would lead to more heavy traffic passing through the centre of Aviemore, which is often very busy with the present junctions. It would have an adverse effect on local walks, such as the Aviemore Orbital, which I use frequently. The detailed plans on display are not current as they do not show the Bynack Mor development, which would be cut off from the rest of Aviemore Centre and village, having an adverse effect on quality of life for residents. I believe that all junctions should use roundabouts or clover-leaf where possible. This is a safety issue. When the roads are slippery (as frequently happens), there is an increased risk of skidding at T-junctions. I favour Option2 for the line of the dualled A9. This would minimise the impact on Aviemore Centre, which is a peaceful place for residents and visitors. The downside of Option 2 is the partial infilling of the lochan at Craigellachie to form an embankment. I believe that use of a bridge over the lochan would deal with these objections.

Reference	Comments
	<ul style="list-style-type: none"> Earlier consultations on A9 dualling proposed the use of extended lay-bys (Vista points in North America or Europe). I believe that these are very important and suggest three sites: overlooking Loch Alvie (giving a good view of the church), overlooking Avielochan (giving a great view down the Lairig Ghru – Grid Reference NH905170 on current A9 – it should be possible to build a Vista Point on northbound as well as southbound side.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>Please be assured that the locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions have been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>The drawings displayed at the exhibition are based on Ordnance Survey plans which may not show recent building developments. We will review the topographical survey and aerial photography available against features now on the ground to identify where any additional, detailed topographical surveys may be required as the design progresses to ensure that location of properties and any impacts from the dualling options are assessed accurately.</p> <p>The Design Manual for Roads and Bridges (DMRB) Stage 2 assessment of the mainline widening options will include factors such as proximity to property, environmental and geographical features, ground conditions, ecology and landscape. Public consultation provides valuable material that informs this process and will be taken into consideration as the design develops and options are assessed.</p> <p>A Non-Motorised User (NMU) strategy has been developed for the route and feedback from consultation with the public and local organisations will be taken into account in the next stage of development. This will include a more detailed consideration of accesses, lay-bys and facilities for pedestrians, cyclists and other non-motorised users. A lay-by and rest area strategy is also being developed and consideration will be given to enhanced lay-by features.</p>
Bynack_More_013	<p><u>Route Options and Junction Layout</u></p> <ul style="list-style-type: none"> I am very much opposed to the Aviemore Central Junction. It would cause chaos and gridlock in Aviemore. The South and Central Junctions allow both A95 and Cairngorm traffic to avoid the town.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p>



Reference	Comments
	<p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions have been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>It was not proposed that the junction north of Aviemore (Granish) is closed. The proposals are for a new, grade separated junction at this location for connection to the A95 and B9152.</p> <p>We therefore confirm that the junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p>
Bynack_More_014	<p><u>Route Options and Junction Layout</u></p> <ul style="list-style-type: none"> I am very much against putting a new junction by the Scandinavian Village in Aviemore. It would completely ruin the area and also stop children playing safely. The new junction arrangement should stay as close to the existing arrangement as possible.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>Please be assured that the locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions will be taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junctions, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p>
Bynack_More_015	<p><u>Route Options and Junction Layout</u></p> <ul style="list-style-type: none"> Too many children running around, too many cars, gridlock, bad town planning!



Reference	Comments
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comment on the project.</p> <p>Please be assured that the locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions have been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junctions, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p>
Bynack_More_016	<p><u>Route Options and Junction Layout</u></p> <ul style="list-style-type: none"> Residents of Bynack More are largely families with young children. There are no play park facilities in the area. If the proposals go ahead on the proposed Central site it risks our children's lives. Also, having traffic come into the middle of the village would cause more gridlock than we already suffer. Deer and other wildlife would suffer. Negative visual impact.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>Please be assured that the locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions have been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>With regards to deer and other wildlife, an ecological impact assessment will be undertaken during the next stages of scheme development including environmental</p>



Reference	Comments
	<p>surveys, assessments, mitigation design and consultation with the appropriate bodies. This will help inform the design of the scheme and the development of mitigation plans. Preliminary ecological surveys have commenced along the Dalraddy to Slochd corridor which will seek to identify the location and population of various species, to help determine potential impacts of the A9 Dualling.</p> <p>Landscape and visual impact assessments will also be undertaken in Stage 2 of the Design Manual for Roads and Bridges (DMRB) to understand the potential effects of the scheme options and any mitigation measures that may be necessary.</p>
Bynack_More_017	<p><u>Route Options and Junction Layout</u></p> <ul style="list-style-type: none"> • Traffic in Aviemore is already chaotic • The news plans would cause disruption to orbital path, nature reserve and private housing. • The north and south junctions are fine where they are.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions have been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations. Impacts to Non-Motorised User (NMU) facilities will also inform this assessment. We will consider traffic flows to and from the junction locations to ensure that good access connections are retained.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>A Non-Motorised Users (NMU) strategy has been developed for the route and feedback from consultation with the public and local organisations will be taken into account in the next stage of development, Design Manual for Roads and Bridges (DMRB) Stage 3. This will include a more detailed consideration of accesses, lay-bys and facilities for pedestrians, cyclists and other non-motorised users.</p>
Bynack_More_018	<p><u>Route Options and Junction Layout</u></p> <ul style="list-style-type: none"> • Putting a junction in by Scandinavian Village will be absolutely disastrous. • There are a number of quiet residential estates there which will be massively disrupted and devalued. • Beautiful green areas and walks will be destroyed. • Noise pollution will be at an all-time high. • We have 2 perfectly good junctions now. • The roads are not designed for this plus access to the village will be a nightmare.



Reference	Comments
	<p><u>Accesses</u></p> <ul style="list-style-type: none"> • Putting a junction in by the Scandinavian Village will be a very bad idea. • Traffic chaos for surrounding estates • Gridlock in the town/village • Tourists will need to drive through the village to get to the ski area • Compromise the orbital and enjoyable walking area around Scandinavian Village • Why move the junction into centre of village when the 2 junctions currently work really well?
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions has been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>A Non-Motorised Users (NMU) strategy has been developed for the route and feedback from consultation with the public and local organisations will be taken into account in the next stage of development, Design Manual for Roads and Bridges (DMRB) Stage 3. This will include a more detailed consideration of accesses, lay-bys and facilities for pedestrians, cyclists and other non-motorised users.</p> <p>Noise is one of several environmental criteria which will be assessed for all options at Stage 2 of Design Manual for Roads and Bridges (DMRB) to understand the potential impacts and mitigation that may be required.</p>
Bynack_More_019	<p><u>Route Options and Junction Layout</u></p> <ul style="list-style-type: none"> • I am very concerned about the proposal for Aviemore Central. This main A9 junction is far too close to family homes where children play and if this was to go ahead they would have to walk to and from school along a busy A9 road!!!! • The current access to Aviemore south provides excellent access to the Mountain and ski areas, and this route negates the need for cars to pass through the centre of Aviemore. By removing the south access A9 route, traffic from the south would be forced to pass by our homes and pass through the village, which would become gridlocked. This would cause an additional risk to pedestrians and especially our children. • One access route into Aviemore is a good idea to keep cost down, however not practical for sensible access to the area, and would have a massive negative impact on our little village.



Reference	Comments
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions has been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>It was not proposed that the junction north of Aviemore (Granish) is closed. The proposals are for a new, grade separated junction at this location for connection to the A95 and B9152.</p> <p>We therefore confirm that the junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>The drawings displayed at the exhibition are based on Ordnance Survey plans which may not show very recent building developments. We have conducted a review and updated the mapping within the area of your property and can confirm that the extents of your property are now accurately recorded.</p>
Carrbridge_007	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • Some locals have suggested a fly-over for north bound traffic at Blackmount Junction. • There are several roundabouts at each end of Perth also several roundabouts from North of Inverness so I do not see any problems with building new roundabouts on a dual carriageway. • As regards to the Tomatin access I would have thought that one new roundabout would serve the village if it was built at the north end of the existing dual carriageway.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>With regards to junction layouts, various grade-separated junction options for Aviemore South, Granish and Black Mount will be taken forward in the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment. These were presented at the recent public exhibitions that took place in Aviemore and Carrbridge in June 2016.</p> <p>When selecting the appropriate junction configuration for each location the traffic movements, flows and operational efficiency of the junction will be considered along with engineering, environmental, geographical and land take constraints.</p> <p>With reference to your proposal of incorporating roundabouts as potential junction layouts, on the basis of the requirements of the DMRB, the new A9 trunk road will be designed as a Category 7A Dual Carriageway (D2AP). For this particular category of road, the standards stipulate that within the new dual carriageway sections all junctions are required to be grade-separated which takes the form of</p>



Reference	Comments
	<p>dedicated slip roads and a link road over or under the A9. It is for this reason that roundabouts are not included as potential junction layout options.</p> <p>The assessment of the mainline widening options will include factors such as proximity to property, environmental and geographical features, ground conditions, ecology and landscape. Public consultation provides valuable material that informs this process and will be taken into consideration as the design develops and options are assessed.</p> <p>We acknowledge that the Tomatin South junction was shown within the Dalraddy to Slochd extents at the previous exhibition, at the tie-in between the existing and proposed dual carriageways. The Dalraddy to Slochd scheme has been further refined to show that the scheme ties-in at the existing central reserve extents, as the Tomatin South junction already falls within a dualled section of the A9. However, we are considering this junction as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment for the Tomatin to Moy project, with our work considering local access requirements and bus & cycle routes.</p> <p>Noise is one of several environmental criteria which will be assessed at Design Manual for Roads and Bridges (DMRB) Stage 2 for all options to understand the potential impacts and any mitigation that may be required.</p> <p>Thank you for noting the specific features associated with the Highland Mainline Railway. We will take this forward in our consultations with Network Rail.</p>
Carrbridge_008	<p><u>Route Options and Junction Layout</u></p> <ul style="list-style-type: none"> It is important to keep traffic not destined for Aviemore from passing through the village. A single Aviemore Central access is the worst configuration. The site of the northern junction need not be at Granish. If it were moved to Kinveachy, the A95 could finish at that point and the road from there to Aviemore could be a local non-trunk road. At present this road is not suitable for NMUs. Bogroy: Restricted movement option should be acceptable. Current use involves hardly any access from or to the south. <p><u>Accesses</u></p> <ul style="list-style-type: none"> It is vital to allow access across the A9 for walkers, horse riders etc.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions has been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p>

Reference	Comments
	<p>It was not proposed that the junction north of Aviemore (Granish) is closed. The proposals are for a new, grade separated junction at this location for connection to the A95 and B9152.</p> <p>We therefore confirm that the junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>Alternative junction locations at Kinveachy and Avielochan were considered at an earlier stage in the design process. However, these options were discounted when reviewed against environmental and engineering constraints.</p> <p>A Non-Motorised User (NMU) strategy has been developed for the route and feedback from consultation with the public and local organisations will be taken into account as part of the current DMRB Stage 2 Assessment. As the project develops, a more detailed consideration of accesses, lay-bys and facilities for pedestrians, cyclists and other non-motorised users will be progressed during the DMRB Stage 3 Assessment.</p>
Carrbridge_009	<p><u>Accesses</u></p> <ul style="list-style-type: none"> Bogroy/Black Mount. It is essential to have a bridge under or over - access to the North (Inverness) is essential.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>All the proposals for junction layouts are for new, grade separated junctions which separates the link and slip roads of the junction from the main A9 carriageway. This includes the junction at Bogroy/Black Mount where it is proposed to take the link road over the A9 in order to provide an improved tie-in within existing road levels and avoid poor ground conditions.</p> <p>Furthermore, one of the options proposed at Black Mount is for a partial movements junction. The purpose of this layout is to cater for the dominant traffic movements, which based on traffic turning information currently available indicates that very few vehicles travelling northbound on the A9 turn right onto the A938 and similarly very few vehicles from the A938 turn left (southbound) onto the A9.</p> <p>Impacts to traffic turning as well as any implications to the operation of the trunk and side road networks will be fully assessed as part of the current works being undertaken on the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p>
Carrbridge_010	<p><u>Route Options and Junction Layout</u></p> <ul style="list-style-type: none"> Reducing to a single Aviemore Junction would be a dreadful idea as the considerable HGV traffic from Speyside and the Moray coast would funnel into Aviemore, where there is already more traffic than is comfortable. Similar problems exist at the southern end; traffic going to the ski slopes neither wants nor needs to spend time in a traffic jam in Aviemore, mingling with HGV traffic <p><u>Accesses</u></p> <ul style="list-style-type: none"> The northbound widening option threatens the integrity of the path-used by cyclists and walkers heading for Lynwilg. I was pleased to receive assurances that underpasses would be provided at Kinveachy and Ellan/Lymphail



Reference	Comments
	<ul style="list-style-type: none"> An underpass is also essential on the General Wade road at Slochd Summit
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions has been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>Since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>It was not proposed that the junction north of Aviemore (Granish) is closed. The proposals are for a new, grade separated junction at this location for connection to the A95 and B9152. These will be taken forward in the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>We therefore confirm that the junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>A Non-Motorised User (NMU) strategy has been developed for the route. Feedback from consultation with the public and local organisations, including yourself, will be taken into account in the next stage of development for this project. This will include a more detailed consideration of accesses, lay-bys and facilities for pedestrians, cyclists and other non-motorised users.</p> <p>Access to properties is being assessed as part of the next stage of design development as will that of Non-Motorised Users. Consultation with individual landowners and tenants will be undertaken on a case by case basis to ensure access links are retained or appropriate alternatives provided.</p>
Carrbridge_011	<p><u>Route Options and Junction Layout</u></p> <ul style="list-style-type: none"> Carriageway widening at Carrbridge Station - The residents of Station Road, Station Cottages, The Pines and Urquhart Brae would be significantly impacted by any plan to extend the southbound carriageway border. <p><u>Accesses</u></p> <ul style="list-style-type: none"> As a keen walker and mountain biker, I am concerned about plans to limit the number of crossing points in this area.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The Design Manual for Roads and Bridges (DMRB) Stage 2 assessment of the mainline widening options will include factors such as proximity to property,</p>

Reference	Comments
	<p>environmental and geographical features, ground conditions, ecology and landscape. Public consultation provides valuable material that informs this process and will be taken into consideration as the design develops and options are assessed.</p> <p>A Non-Motorised User (NMU) strategy has been developed for the route and feedback from consultation with the public and local organisations will be taken into account in the next stage of development. This will include a more detailed consideration of accesses, lay-bys and facilities for pedestrians, cyclists and other non-motorised users.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p>
Carrbridge_012	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • I am very opposed to any Aviemore Central link, unless it is associated with the removal of the Granish junction and the introduction of a Kinveachy junction. • I very much like the double dumb-bell layouts (i.e.) roundabouts, not T junctions. • Whilst appreciating the CNPA, I think safety over-rides any consideration of "Dark Skies" in the park (i.e.) roundabouts should be lit. • Roundabout at the A95/B9152 junction at Granish. • Whilst I appreciate the constraints on the site, at least consider a Kinveachy junction. • There must be provision for underpass access at several points on the route for NMUs (e.g.) in Kinveachy vicinity and at Slochd hill road access point.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The locations and layouts of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions has been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>It was not proposed that the junction north of Aviemore (Granish) is closed. The proposals are for a new, grade separated junction at this location for connection to the A95 and B9152.</p>

Reference	Comments
	<p>Alternative junction locations at Kinveachy and Avielochan were considered at an earlier stage in the design process. However, these options were discounted when reviewed against environmental and engineering constraints.</p> <p>We therefore confirm that the junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>Any requirements for lighting, or otherwise will be considered with respect to current design standards, impacts and safety as part of the assessment work.</p> <p>A Non-Motorised User (NMU) strategy has been developed for the route and feedback from consultation with the public and local organisations will be taken into account in the next stage of development. This will include a more detailed consideration of accesses, lay-bys and facilities for pedestrians, cyclists and other non-motorised users.</p>
Carrbridge_013	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • The proposed provision of accesses at Granish and Bogroy will maintain the current situation, but with safer turning operations. Removal of either, particularly Bogroy will result in longer journeys to/from the north, not just for Carrbridge but residents in Grantown, Abernethy and Boat of Garten. • We do not see the Aviemore Central junction being a success. Why bring traffic into the middle of Aviemore when currently the A9 operates as a bypass; keep Cairngorm traffic out of town, unless it wants to. • We don't have any strong preference for mainline alignment, although Option 2 may have lower traffic noise with the new carriageway further to the west. The tree belt between the A9 and railway screens noise, although felling is currently progressing in this area, hopefully to be replanted. • Hopefully the "German Soldier's helmet" at the Slochd can be preserved, a local landmark.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions has been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p>



Reference	Comments
	<p>It is not proposed to remove a junction between the A9 and A938 at Black Mount (Bogroy). The proposal is that a new grade separated junction is provided in the vicinity of the existing junction.</p> <p>The Design Manual for Roads and Bridges (DMRB) Stage 2 assessment of the mainline widening options will include factors such as proximity to property, environmental and geographical features, ground conditions, ecology and landscape. Public consultation provides valuable material that informs this process and will be taken into consideration as the design develops and options are assessed.</p> <p>Noise is one of several environmental criteria which will be assessed at Design Manual for Roads and Bridges (DMRB) Stage 2 for all options to understand the potential impacts and mitigation that may be required.</p> <p>Although the 'German Soldier's Helmet' is not a designated feature, we are aware of the local interest in preserving this. Note that at present none of the mainline widening options indicate any effect on this feature, however further design refinement will be required at the next stage of development in order to understand any potential impacts.</p>
Carrbridge_014	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • The North Black Mount access junction to Carrbridge is of vital importance and must be retained with both north and southbound access and egress. • The Granish Junction must be retained • The Aviemore South Junction must be retained. • There is no benefit to be derived from the creation of the proposed Aviemore Central Junction. • We do not wish to have T junctions built into the development plans and prefer roundabout solutions that provide smoother traffic flows.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions has been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>It was not proposed that the junction north of Aviemore (Granish) is closed. The proposals are for a new, grade separated junction at this location for connection to the A95 and B9152.</p> <p>We therefore confirm that the junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>With regards to junction layouts, various grade-separated junction options for Aviemore South, Granish and Black Mount will be taken forward in the DMRB Stage 2 Assessment. When selecting the appropriate junction configuration for each</p>



Reference	Comments
	location the traffic movements, flows and operational efficiency of the junction will be considered along with engineering, environmental, geographical and land take constraints.
Carrbridge_015	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> Concern in relation to the route option that shows a restricted movement junction layout option at Bogroy / Blackmount (north-bound only option). Request that the project consider potential future traffic movements in connection with potential future business operations in the design of the new junction at Bogroy / Blackmount. Request that the new junction at Bogroy / Blackmount is designed to allow full movements including south-bound traffic.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>At the Black Mount location, there are a number of different junction layouts which are being progressed as part of the DMRB Stage 2 assessment and these are all based on a junction located within the vicinity of the existing at-grade junction with a link road taken over the A9 in order to provide an improved tie-in with existing ground levels and avoid poor ground conditions.</p> <p>One of the junction layout options proposed at Black Mount is for a partial movements junction. The purpose of this layout is to cater for the dominant traffic movements, which based on traffic turning information currently available indicates that very few vehicles travelling northbound on the A9 turn right onto the A938 and similarly very few vehicles from the A938 turn left (southbound) onto the A9. The impacts to traffic turning movements as well as any implications to the operation of the trunk and side road networks will be fully assessed as part of the current works being undertaken on the DMRB Stage 2 Assessment to ensure that all factors are taken into account including your own particular access requirements.</p>
Carrbridge_016	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> Concern by people in Tomatin for a southern route to the A9 if the Slochd Junction is removed This is a narrow route so the current cycle track could be used for dual purpose providing it remains very narrow Beyond the confines of the Slochd a cycle track should be laid beside this narrow road/existing road Motor traffic using this route would join the A9 at Black Mount If the A9 is dualled, on the occasions when one carriage-way is blocked, the remaining carriage-way(s) could be used in two directions rather than resorting to the old road. This new route would possibly not be suitable for buses All, or almost all, the A9 cycle track should lie to the east of the widened A9 since Carrbridge and Aviemore and smaller settlements lie on this side. If the Granish junction is removed north to Kinveachy the traffic on the current A95 south of Kinveachy would be considerably lighter Consideration should be given to a major lay-by close to Carrbridge Station. <p><u>Accesses</u></p> <ul style="list-style-type: none"> Currently long-distance buses don't stop near the village. Links should be made to the station (e.g. underpasses)



Reference	Comments
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>A Non-Motorised User (NMU) strategy has been developed for the route. Feedback from consultation with the public and local organisations will be taken into account in the next stage of development. This will include a more detailed consideration of accesses, lay-bys and facilities for pedestrians, cyclists and other non-motorised users.</p> <p>We acknowledge that the Tomatin South junction was shown within the Dalraddy to Slochd extents at the previous exhibition, at the tie-in between the existing and proposed dual carriageways. The Dalraddy to Slochd scheme has been further refined to show that the scheme ties-in at the existing central reserve extents, as the Tomatin South junction already falls within a dualled section of the A9. However, we are considering this junction as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment for the Tomatin to Moy project, with our work considering local access requirements and bus & cycle routes.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions has been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>It was not proposed that the junction north of Aviemore (Granish) is closed. The proposals are for a new, grade separated junction at this location for connection to the A95 and B9152. Alternative junction locations at Kinveachy and Avielochan were considered at an earlier stage in the design process. However, these options were discounted when reviewed against environmental and engineering constraints.</p> <p>We therefore confirm that the junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>With regards to connectivity to Carrbridge railway station, we are investigating the potential for such NMU connections option as part of the scheme development in conjunction with assessing laybys, rest areas and other NMU provisions. We are also consulting with bus operators to understand their operational requirements to ensure that this is taken into consideration during the DMRB Stage 3 Assessment.</p>
Boat of Garten_002	<p><u>Accesses</u></p> <ul style="list-style-type: none"> • Discussion on protection of historic wolf lairs • Two locations on the right hand side of the current carriageway when heading north relate to what are believed to have been the Natal Dens which were used by the wolves which were thought to have been the last wolves killed in Scotland (1743). • It is accepted that the most northerly Den, Location A, see photographs following under separate cover, might prove to be too close to the current



Reference	Comments
	<p>and possible future carriageway however it is probably the most important of the two.</p> <ul style="list-style-type: none"> The second Den is located further South and farther back from either the current carriageway, or probable dualling route. Details to follow.
Response	<p>Following the public exhibitions in Aviemore and Carrbridge in February 2016, we thank you for taking the time to provide your comments and bringing the information regarding the Wolves and their Natal Dens to our attention. We will follow up with the Cairngorms National Park Authority.</p>
Boat of Garten_003	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> I would not be keen for the main junction off the A9 to be heading into the centre of Aviemore as the current plans show. At present there is a traffic issue in Aviemore centre on a busy day and to take the additional traffic from both the junctions at the north and the south of the village and put them all into the centre would induce grid lock on a regular basis. There are a limited number of parking spaces available in Aviemore currently and this again will increase the pressure on those, making heading to the shops for locals or visitors a more stressful experience and as a village that has tourism at the heart of its economy this should be avoided at all costs. There will also be huge increase of commercial truck traffic through the village, with timber lorries and whisky lorries that regularly travel up and down the Elgin road. I hope that you do reconsider the junctions and keep both of the north and south junctions open. Aviemore is a vibrant village with some already pre-existing traffic issues and I feel that the current plans would have a huge detrimental impact on the village and the communities that it supports.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>Please be assured that the locations of junctions has been carefully considered.</p> <p>Feedback from public consultation including comments from the public exhibitions have been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>It was not proposed that the junction north of Aviemore (Granish) is closed. The proposals are for a new, grade separated junction at this location for connection to the A95 and B9152.</p> <p>We therefore confirm that the junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p>



Reference	Comments
Tomatin_002	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • Concern by people in Tomatin for a southern route to the A9 if the Slochd Junction is removed. • This is a narrow route so the current cycle track could be used for dual purpose providing it remains very narrow with features, e.g. kerbs separating cyclists and walkers from the motor-road, discouraging motorists from using it at speed. • Motor traffic using this route would join the A9 at Black Mount • If the A9 is dualled, on the occasions when one carriage-way is blocked, the remaining carriage-way(s) could be used in two directions rather than resorting to the old road. • Access from the A9 into the middle of Aviemore would probably bring speedier traffic into the town centre - a problem for pedestrians and cyclists. <p><u>Accesses</u></p> <ul style="list-style-type: none"> • All the A9 cycle track should lie to the east of the widened A9 since Carrbridge and Aviemore and most smaller settlements lie on this side. • Easy passageways across the road would need to be fairly frequent in an area of footpaths walked often by dog-walkers and more mature people, rather than long-distance hikers. • If the Granish junction is removed north to Kinveachy the traffic on the current A95 south of Kinveachy would be considerably lighter such that cyclists would be encouraged to use it as one of several alternatives between Carrbridge and Aviemore (new A9 cycle track, former A95 and Sustrans route) depending upon the urgency of moving between the villages and time of day. • Consideration should be given to a major lay-by close to Carrbridge Station. Currently long-distance buses don't stop near the village. Links should be made to the station (e.g. underpasses).
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for attending the exhibition and for providing comments.</p> <p>We acknowledge that the Tomatin South junction was shown within the Dalraddy to Slochd extents at the previous exhibition, at the tie-in between the existing and proposed dual carriageways. The Dalraddy to Slochd scheme has been further refined to show that the scheme ties-in at the existing central reserve extents, as the Tomatin South junction already falls within a dualled section of the A9. However, we are considering this junction as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment for the Tomatin to Moy project, with our work considering local access requirements and bus & cycle routes.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions has been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>Since the February exhibitions we have carried out an evaluation and identified the Dalraddy to Slochd junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p>



Reference	Comments
	A Non-Motorised User (NMU) strategy has been developed for the route and feedback from consultation with the public and local organisations will be taken into account in the next stage of development. This will include a more detailed consideration of accesses, lay-bys and facilities for pedestrians, cyclists and other non-motorised users.
Tomatin_003	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • In relation to the Tomatin South (Slochd) Junction, our preferred choice was for: • Retaining left turn only from north bound A9 carriageway, plus construction of an underpass to allow a right turn onto southbound A9 carriageway as a grade separated junction; • In the event of the grade separated junction not being approved to retain a left turn only from the northbound A9 carriageway;
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to email your comments.</p> <p>We acknowledge that the Tomatin South junction was shown within the Dalraddy to Slochd extents at the previous exhibition, at the tie-in between the existing and proposed dual carriageways. The Dalraddy to Slochd scheme has been further refined to show that the scheme ties-in at the existing central reserve extents, as the Tomatin South junction already falls within a dualled section of the A9. However, we are considering this junction as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment for the Tomatin to Moy project, with our work considering local access requirements and bus & cycle routes.</p> <p>The locations of grade separated junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions has been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the Dalraddy to Slochd junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>Work is currently being undertaken as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment, to understand the feasibility, potential impacts and potential benefits, which would arise from reinstating a side road link between Black Mount and Tomatin adjacent to the A9 through the Slochd summit.</p>
Tomatin_004	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • Would like the project to consider the reinstatement of the old A9 adjacent to the new, dualled route • Concern in respect of future plans for Tomatin South junction



Reference	Comments
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>With regards to the 'old A9', work is currently being undertaken as a result of feedback from the public exhibition events to understand the feasibility and associated impacts and opportunities arising from reinstating a side road link between Black Mount and Tomatin, adjacent to the proposed dual carriageway through Slochd Summit and whether such a link is feasible. We will report on this work when completed.</p> <p>We acknowledge that the Tomatin South junction was shown within the Dalraddy to Slochd extents at the previous exhibition, at the tie-in between the existing and proposed dual carriageways. The Dalraddy to Slochd scheme has been further refined to show that the scheme ties-in at the existing central reserve extents, as the Tomatin South junction already falls within a dualled section of the A9. However, we are considering this junction as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment for the Tomatin to Moy project, with our work considering local access requirements and bus & cycle routes.</p> <p>We also note your desire to see the 'old A9' reinstated entirely between Dalwhinnie and Daviot. Unfortunately whilst reinstating the 'old A9' may have some benefits, this falls out with the A9 Dualling programme objectives. However, we are working with Cairngorm National Park Authority and Visit Scotland to make sure the dualling supports accessibility for tourism.</p> <p>The assessment of the mainline widening options will include factors such as proximity to property, environmental and geographical features, ground conditions, ecology and landscape. Public consultation provides valuable material that informs this process and will be taken into consideration as the design develops and options are assessed.</p> <p>Since the February exhibitions we have carried out an evaluation and identified the Dalraddy to Slochd junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p>
Tomatin_005	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> I am concerned about the possible closure of the exit/entrance from the old A9 onto the current A9 at the south end of Tomatin.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>We acknowledge that the Tomatin South junction was shown within the Dalraddy to Slochd extents at the previous exhibition, at the tie-in between the existing and proposed dual carriageways. The Dalraddy to Slochd scheme has been further refined to show that the scheme ties-in at the existing central reserve extents, as the Tomatin South junction already falls within a dualled section of the A9. However, we are considering this junction as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment for the Tomatin to Moy project, with our work considering local access requirements and bus & cycle routes.</p> <p>Since the February exhibitions we have carried out an evaluation and identified the Dalraddy to Slochd junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where</p>



Reference	Comments
	the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.
Tomatin_006	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> I would like to see the Tomatin south junction remain open. Closing the junction, and reducing access to and from Tomatin to one junction on the A9, will be damaging to the local community, as well as posing a safety risk. The road though Tomatin is listed by Highland Council as a priority route, and is used as a diversion route when there is a problem on the A9. <p><u>Accesses</u></p> <ul style="list-style-type: none"> Why not reposition the proposed underpass (sheet 17), to allow continued access to the moorland whilst also keeping the Tomatin south junction open? This suggestion would mean there would still be access to the A9 south bound from Tomatin and to Tomatin from the A9 north bound. I would like to see new sections of traffic-free cycle paths built along sections of the A9 that do not currently have them. During the construction phase, I would like to see some planning on how the inevitable increase in traffic on surrounding roads will be reduced. In particular, where the surrounding roads are also part of the national cycle network.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for attending the exhibition and for providing comments.</p> <p>We acknowledge that the Tomatin South junction was shown within the Dalraddy to Slochd extents at the previous exhibition, at the tie-in between the existing and proposed dual carriageways. The Dalraddy to Slochd scheme has been further refined to show that the scheme ties-in at the existing central reserve extents, as the Tomatin South junction already falls within a dualled section of the A9. However, we are considering this junction as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment for the Tomatin to Moy project, with our work considering local access requirements and bus & cycle routes.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions has been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>Since the February exhibitions we have carried out an evaluation and identified the Dalraddy to Slochd junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>A Non-Motorised User (NMU) strategy has been developed for the route and feedback from consultation with the public and local organisations will be taken into account in the next stage of development. This will include a more detailed consideration of accesses, lay-bys and facilities for pedestrians, cyclists and other non-motorised users.</p> <p>We note your comments regarding disruption during construction and would advise that minimising inconvenience to the public will be an important consideration during construction and that appropriate traffic management measures and construction practices will be implemented.</p>



Reference	Comments
Kingussie_001	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> The current southerly Lynwilg A9 junction facilitates direct access to Aviemore whilst enabling traffic to access Rothiemurchus and Glenmore without having to pass through Aviemore. As Glenmore alone attracts in excess of one million visitors per year, this is an important consideration. It will also be the first opportunity for vehicles travelling from all of the settlements south of Aviemore to access the A9, once the current Kincaig-Dalraddy section of dual carriageway is completed. The current northerly Granish A9 junction also enables direct access to Aviemore, whilst enabling traffic direct access onto the A96 trunk road for onward travel to Grantown-on-Spey and Elgin without having to pass through Aviemore. This is an important consideration, as many heavy goods vehicles use this route. It also gives easy access to the north end of Aviemore, the most densely populated part of the village and the area where the proposed new hospital is likely to be sited. The current junction system with the A9 has served the area well for over forty five years, and we do not see any valid reason to change it. The changes being proposed would not only have an adverse impact on Aviemore they would seriously impact on all of the communities south of Aviemore, which is why we are registering our opposition.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions has been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>It was not proposed that the junction north of Aviemore (Granish) is closed. The proposals are for a new, grade separated junction at this location for connection to the A95 and B9152.</p> <p>We therefore confirm that the junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p>
Kincaig_001	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> Aviemore Central is a bad idea. It would bring ski traffic and HGVs through the middle of Aviemore. <p><u>Accesses</u></p>



Reference	Comments
	<ul style="list-style-type: none"> Cyclists and walkers will want access to the rights of way at Lynwilg and the General Wade Road.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions has been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>A Non-Motorised User strategy has been developed for the route and feedback from consultation with the public and local organisations will be taken into account in the next stage of development. This will include a more detailed consideration of accesses, lay-bys and facilities for pedestrians, cyclists and other non-motorised users.</p>
User_001	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> I write to oppose the Aviemore Central Junction. Apart from the visual impact the location the location would cause damage to the Craigellachie Nature Reserve and create a barrier to recreational access to the Monadhliath Mountain Range.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions has been taken into account, together with factors such as proximity to property, environmental (including the Craigeallachie National Nature Reserve), operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where</p>

Reference	Comments
	<p>the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>Landscape and visual impact assessments will also be undertaken to understand the potential effects of the scheme and any mitigation measures that may be necessary.</p>
User_002	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> I am a regular user of the A9 and would like to support the Aviemore central Junction option that has been proposed.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The locations of junctions have been being carefully considered. Feedback from public consultation including comments from the public exhibitions has been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>Since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p>
User_003	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> Central junction far too close to residential area increasing noise and danger to locals. Don't want to cycle through a dual carriageway junction.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions has been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where</p>



Reference	Comments
	<p>the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>A Non-Motorised User (NMU) strategy has been developed for the route and feedback from consultation with the public and local organisations will be taken into account in the next stage of development. This will include a more detailed consideration of accesses, lay-bys and facilities for pedestrians, cyclists and other non-motorised users.</p>
User_004	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • Against Aviemore Central. • I would prefer Granish Junction and Blackmount Junction be closed and a new Junction created between Avielochan and Kinveachy Junction and all traffic from the North and South leave the A9 to join the A95 to Aviemore and Grantown on Spey/Elgin just before the railway bridge at Laggantygown Cemetery. • Renewal of the old A9 Slochd to Tomatin for emergency access etc.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions has been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>Alternative junction locations at Kinveachy and Avielochan were considered at an earlier stage in the design process. However, these options were discounted when reviewed against environmental and engineering constraints.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>When selecting the appropriate junction configuration for each location the traffic movements, flows and operational efficiency of the junction will be considered along with engineering, environmental, geographical and land take constraints.</p> <p>Work is currently being undertaken as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment, to understand the feasibility, potential impacts and potential benefits, which would arise from reinstating a side road link between Black Mount and Tomatin adjacent to the A9 through the Slochd summit.</p>
User_005	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> • I feel it [Central] would be detrimental to Aviemore especially if the existing connections to the A9 in proximity to Aviemore were lost. • The proposed junction would be of no benefit and would only put strain on the village with regard to increased traffic, e.g. currently traffic trying to



Reference	Comments
	<p>connect to the A95 don't need to enter Aviemore at all they come off/join at Granish.</p> <ul style="list-style-type: none"> The less traffic travelling through Aviemore the better, why drive through the long stretch at 30mph when you have no intention of stopping?
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions has been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>When selecting the appropriate junction configuration for each location the traffic movements, flows and operational efficiency of the junction will be considered along with engineering, environmental, geographical and land take constraints.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>It was not proposed that the junction north of Aviemore (Granish) is closed. The proposals are for a new, grade separated junction at this location for connection to the A95 and B9152.</p> <p>We therefore confirm that the junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p>
Visitor_001	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> Craigellachie National Nature reserve (NNR) is a Site of Special Scientific interest (SSSI) notified for its supporting upland birch woodland and moth assemblage. The NNR is very popular with local people and visitors to Badenoch & Strathspey and is accessed by a pedestrian underpass through the A9 from Aviemore. All eight layout options for a proposed new Central Junction involve a significant incursion into the eastern edge of the NNR with the potential loss of approximately 12ha of the site. The proposals include new roads and, earthwork-in-cut that would lead to a significant loss of woodland, including ancient woodland, and its supporting field layer and soil structure. The impact to the NNR would be highly visible from the adjacent A9 and from the reserves main access point and from parts of the internal path network. This impact to the NNR would appear to be avoidable because there are two existing junctions servicing north and south of Aviemore that lie out with this nationally important site. It is our view that these central indicative junction proposals would result in significant adverse impacts on a nationally important woodland site and consequentially, raises natural heritage issue of national interest.

Reference	Comments
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>Since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>The junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p> <p>An ecological impact assessment will be undertaken during the next stages of scheme development, including environmental surveys, assessments, mitigation design and consultation with the appropriate bodies. This will help inform the design of the scheme and the development of mitigation plans. Preliminary ecological surveys have commenced along the Dalraddy to Slochd corridor which will seek to identify the location and population of various species, to help determine potential impacts of the A9 Dualling.</p> <p>Landscape and visual impact assessments will also be undertaken to understand the potential effects of the scheme and any mitigation measures that may be necessary.</p> <p>A Non-Motorised User (NMU) strategy has been developed for the route and feedback from consultation with the public and local organisations will be taken into account in the next stage of development. This will include a more detailed consideration of accesses, lay-bys and facilities for pedestrians, cyclists and other non-motorised users.</p>
Visitor_002	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> I am a regular visitor to Aviemore, and I am concerned to see the proposal to provide only one access road into central Aviemore, from the dualled A9, as this will bring the village into gridlock at certain times of the year. The current access to Aviemore south provides excellent access to the mountain & ski areas, and that route negates the need for cars to pass through the centre of Aviemore. The mountain area, via Rothimurchus is a top tourist destination all year round, with the ski season in particular drawing hundreds of cars per day. Major population centres are south of Aviemore, so it is reasonable to assume that the bulk of visitors to the ski area use the existing A9 southern access road. One access route into Aviemore is a good idea to keep cost down, but not practical for sensible access to the area, and would have a massive negative impact on the village.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions has been taken into account, together with factors such as proximity to property, environmental and</p>

Reference	Comments
	<p>geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>We note that the options presented previously do not consider only one access route to Aviemore as suggested. It was not proposed that the junction north of Aviemore (Granish) is closed. The proposals are for a new, grade separated junction at this location for connection to the A95 and B9152.</p> <p>We therefore confirm that the junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p>
Visitor_003	<p><u>Route Options and Junction Layouts</u></p> <ul style="list-style-type: none"> Please could you note my objections to the access coming into the centre roundabout solely – we would need to retain the north and south access in addition to this to avoid gridlock.
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in February 2016, thank you for taking the time to provide comments.</p> <p>The locations of junctions have been carefully considered. Feedback from public consultation including comments from the public exhibitions has been taken into account, together with factors such as proximity to property, environmental and geographical constraints, operational considerations, safety and cost in determining the preferred locations.</p> <p>With regards to potential junction locations, since the February exhibitions we have carried out an evaluation and identified the junction locations and junction layouts to be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>The evaluation considered engineering, environment and economic criteria and concluded that the potential junction location option at Aviemore Central has been discounted from further consideration. This option would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.</p> <p>Please note that the options presented previously did not consider just one single access to Aviemore as suggested. It was not proposed that the junction north of Aviemore (Granish) is closed. The proposals are for a new, grade separated junction at this location for connection to the A95 and B9152.</p> <p>We therefore confirm that the junction locations now being taken forward for the project are at Aviemore South where the A9 connects with the B9152, at Granish (north of Aviemore) where the A9 connects with the A95 and B9152 and at Black Mount where the A9 connects with the A938.</p>
Visitor_004	<p>Thank you for consulting on the Dalraddy to Slochd Mainline and Junction Options proposal for this section of A9 dualling. We welcome the early consultative approach Transport Scotland is taking to this major road project which should help to minimise adverse impacts to the environment.</p>

Reference	Comments
	<p>Dalraddy to Slochd will be a challenging section of the A9 dualling programme, especially given Transport Scotland's duty (under the Nature Conservation (Scotland) Act 2004) to further the conservation of biodiversity when exercising its functions.</p> <p>We appreciate that the Craigellachie National Nature Reserve (NNR), Kinveachy Forest and Loch Vaa Special Protection Areas (SPA), and Kinveachy Forest and River Spey Special Areas of Conservation (SAC) and other sites (both designated and non designated) present major challenges to Transport Scotland.</p> <p>We understand the need to provide a wider and enhanced road system and we have a strong preference that any additional construction works should take place on the southbound side of the existing carriageway. Our preliminary review of the mainline route and junction options currently presented by Transport Scotland has identified the options which we consider would be most suitable from a nature conservation perspective.</p> <p>In general we consider that Mainline Option 1 and Mainline Option 1 (Alternative) would be far more preferable than Mainline Option 2. We have also considered all the junction options which were presented and consider the options with less land take to be preferable, and oppose a new 'Aviemore Central' junction.</p>
Response	<p>I write to thank you for the valuable input provided and to respond to the specific issues raised, now that more information from field surveys has become available and that the scheme options to be assessed at Design Manual for Roads and Bridges (DMRB) Stage 2 have been confirmed. These options were displayed as part of the public exhibitions which were held on 16th and 17th June in Aviemore and Carrbridge respectively.</p> <p>I note your preferences in terms of mainline alignment options and junction options, and appreciate the detailed and very helpful comments on potential impacts. These were passed to the project environmental and design teams for their consideration. I trust that you are now aware that the Aviemore Central junction location option will not be taken forward into Stage 2 as announced at the public exhibitions in June.</p>

Appendix I. Lessons learned

The staff in attendance at the Public Exhibitions at Carrbridge and Aviemore reported some 'lessons learned' to be carried forward to future public engagement events:

- Set-aside area or additional room for private meetings with landowners or other stakeholders requiring a meeting in private was found to be very useful.
- Editable PDF feedback form to be available on the Transport Scotland website.

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