



**November 2013 Public Exhibitions**  
**Summary Report**  
**A9 Dualling: Kincaig to Dalraddy**



# Notice

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# Table of contents

Chapter	Pages
<b>1. Introduction</b>	<b>1</b>
<b>2. Exhibition Preparation</b>	<b>2</b>
2.1. Advertising	2
2.2. Exhibition Materials	3
<b>3. Exhibition Results</b>	<b>5</b>
3.1. Attendance	5
3.2. Comments	8
<b>4. Public Relations</b>	<b>8</b>
<b>5. Conclusions</b>	<b>8</b>
 <b>Appendices</b>	
Appendix A. Exhibition Advertising	10
Appendix B. Exhibition Panels	15
Appendix C. Exhibition Leaflet	26
Appendix D. Exhibition Comments and Responses	32
 <b>Figures</b>	
Figure 1. Press Advert	2
Figure 2. General Layout of Exhibition, Kincaig	3
Figure 3. General Layout of Exhibition, Aviemore	4
Figure 4. Geographic Origin of Exhibition Attendees by Postcode – Kincaig Exhibition	6
Figure 5. Geographic Origin of Exhibition Attendees by Postcode – Aviemore Exhibition	7
Figure 6. Comments by Category	8

# 1. Introduction

The A9 Dualling: Kincaig to Dalraddy Scheme forms part of the wider programme to dual the A9 trunk road between Perth and Inverness.

The Cabinet Secretary for Infrastructure and Capital Investment launched the Scottish Government's Infrastructure Investment plan (IIP) in December 2011 which provides an overview of the Scottish Government's plans for infrastructure investment in the forthcoming decades. Included in this is the commitment to deliver a dual carriageway A9 trunk road between Perth and Inverness by 2025.

The IIP commitment builds on work undertaken in the Strategic Transport Projects Review (STPR) in 2008 which identified dualling of the A9 as a priority Trunk Road intervention.

The A9 Trunk Road provides a strategic link between Perth and Inverness. The A9 is 177 kilometres long between Perth and Inverness, of which, 129 kilometres requires dualling. Isolated lengths of dual carriageway and Wide Single 2+1 (WS2+1) layouts are provided north of Perth.

The A9 between Perth and Inverness requires dualling between the following sections:

- Luncarty to Pass of Birnam;
- Pass of Birnam to Ballinluig;
- Pitlochry to Killiecrankie;
- Killiecrankie to Glen Garry;
- Glen Garry to Crubenmore;
- Crubenmore to Kincaig;
- Kincaig to Dalraddy;
- Dalraddy to Slochd; and
- Tomatin to Moy.

The combination of agricultural, Heavy Goods Vehicles (HGV) and tourist vehicles on the single carriageway sections leads to congestion and driver frustration, particularly during the summer months and holiday periods. For example, the journey time between Perth and Inverness can vary by up to half an hour as a result of slow moving vehicles. Traffic levels are much higher in the summer months demonstrating the importance of the route to tourism.

Driver frustration due to a lack of safe overtaking opportunities has led to a higher than average rate of serious and fatal accidents. When accidents occur they cause severe delays to traffic largely due to the lack of alternative diversion routes.

The Kincaig to Dalraddy scheme includes the upgrading of 7.5km of existing single carriageway to dual carriageway standards.

The Scottish Government and Transport Scotland are committed to encouraging public interest and involvement in the development of both the Kincaig to Dalraddy scheme and the wider A9 route proposals.

As part of a commitment to ongoing public consultation, a number of public information and consultation events were held along the length of the A9 in late 2012 and throughout 2013. These have included information on both the current scheme designs and the development of wider route strategies.

Latterly, further consultation events were held in Kincaig community hall and the Macdonald Highland Resort Conference centre on 18<sup>th</sup> and 19<sup>th</sup> of November respectively. These consultations coincided with the publication of the A9 Dualling Kincaig to Dalraddy Environmental Statement and Draft Orders. This report



summarises the exhibition process and presents the key findings and feedback resulting from the comments received at the exhibitions.

## 2. Exhibition Preparation

### 2.1. Advertising

The exhibitions were advertised on Transport Scotland's website and in the following newspapers:

- Tuesday 12<sup>th</sup> November – The Press & Journal (Highlands & Islands/Inverness edition)
- Thursday 14<sup>th</sup> November – Strathspey & Badenoch Herald, Highland News Group
- Friday 15<sup>th</sup> November – The Press & Journal (Highlands & Islands/Inverness edition)
- Tuesday 18<sup>th</sup> November – The Press & Journal (Highlands & Islands/Inverness edition)

The Press advert is shown in Figure 1.



**A9 Dualling:  
Kincaig to Dalraddy  
Public Exhibitions**

Public exhibitions are being held in Kincaig and Aviemore during the week commencing 18 November 2013 to give the public an opportunity to view updated information about Scottish Government plans to dual the A9 between Kincaig and Dalraddy.

The exhibitions will present the Draft Orders and Environmental Statement for the Kincaig to Dalraddy Scheme – the first scheme being constructed as part of the A9 Dualling Programme and programmed to commence in 2015/16.

**Monday 18th November, 12 noon – 7pm**  
Kincaig Community Hall, Suidhe Crescent,  
Kincaig, PH21 1NB

**Tuesday 19th November, 12 noon – 7pm**  
Skye Room, MacDonald Aviemore Resort,  
Aviemore, Inverness-shire, PH22 1PN

For further information, please visit:  
**[www.transportscotland.gov.uk/a9dualling](http://www.transportscotland.gov.uk/a9dualling)**

**A9 DUALLING**  
PERTH TO INVERNESS

**TRANSPORT SCOTLAND**  
COMH-DHAIL ALBA

Figure 1. Press Advert

Letters were sent to 50 locations in the vicinity of the scheme asking them to display a poster providing details of the exhibitions. This included Village Halls, local shops, libraries and churches. An example of the letter and poster is provided in Appendix A. A distribution list is also provided.

Letters were also sent to 63 stakeholders and interested parties inviting them to attend the exhibitions and view the proposals. An example is included in Appendix A.

Prior to the exhibitions opening to the general public, a media session was held in Kincaig Community Hall between 11am and 12noon on 18th November 2013. Both exhibitions were open to the general public between 12noon and 7pm.

## 2.2. Exhibition Materials

The exhibition material used to present the Scheme details to attendees included:

- 6 number exhibition panels;
- Scheme proposal drawings;
- Printed copies of the Environmental Statement including drawing sets;
- Virtual Reality Model DVD;
- Exhibition leaflet; and
- Comments form.

### 2.2.1. Exhibition Panels

The majority of the information was presented on display panels. The main headings are listed below:

- Welcome
- Introduction
- The Scheme Proposals
- Protecting the Environment
- What happens next?

Also displayed were enlarged extracts from the Environmental Statement to show:

- Scheme layout plans and associated constraints
- Noise impact assessment contour model

A copy of the exhibition panels is included in Appendix B.

The general layout of exhibition panels is shown in Figures 2 and 3:



**Figure 2. General Layout of Exhibition, Kincaig**



**Figure 3. General Layout of Exhibition, Aviemore**

### **2.2.2. Scheme Drawings**

Enlarged Environmental Statement Figures were provided in addition to the display panels. These facilitated discussion of location specific matters with attendees.

### **2.2.3. Environmental Statement**

Copies of the scheme Environmental Statement were available to view at the exhibitions. This included all appendices and drawings.

### **2.2.4. Virtual reality model**

A virtual reality model DVD was also displayed. This allowed the modelled scheme to be viewed in the context of the local landscape from a driver's eye view and from and above carriageway "fly through".

### **2.2.5. Information leaflets and feedback forms**

The information displayed at the exhibition was summarised in a leaflet for attendees to take away. The leaflet is included in Appendix C

Information packs detailing the wider A9 Dualling scheme were also provided. These included the information presented at earlier public exhibitions including information on the Preliminary Engineering Services Commission, Strategic Environmental Assessment, Luncarty to Pass of Birnam and Tay Crossing schemes.

### **2.2.6. Post Exhibition Information Sources**

The exhibition panels, leaflets, Environmental Statement and Draft Orders for the proposed Scheme were made available to download from the Kinraig to Dalraddy section of the Transport Scotland web address as follows:

<http://www.transportscotland.gov.uk/road/projects/a9-kinraig-to-dalraddy-carriageway-widening-project>

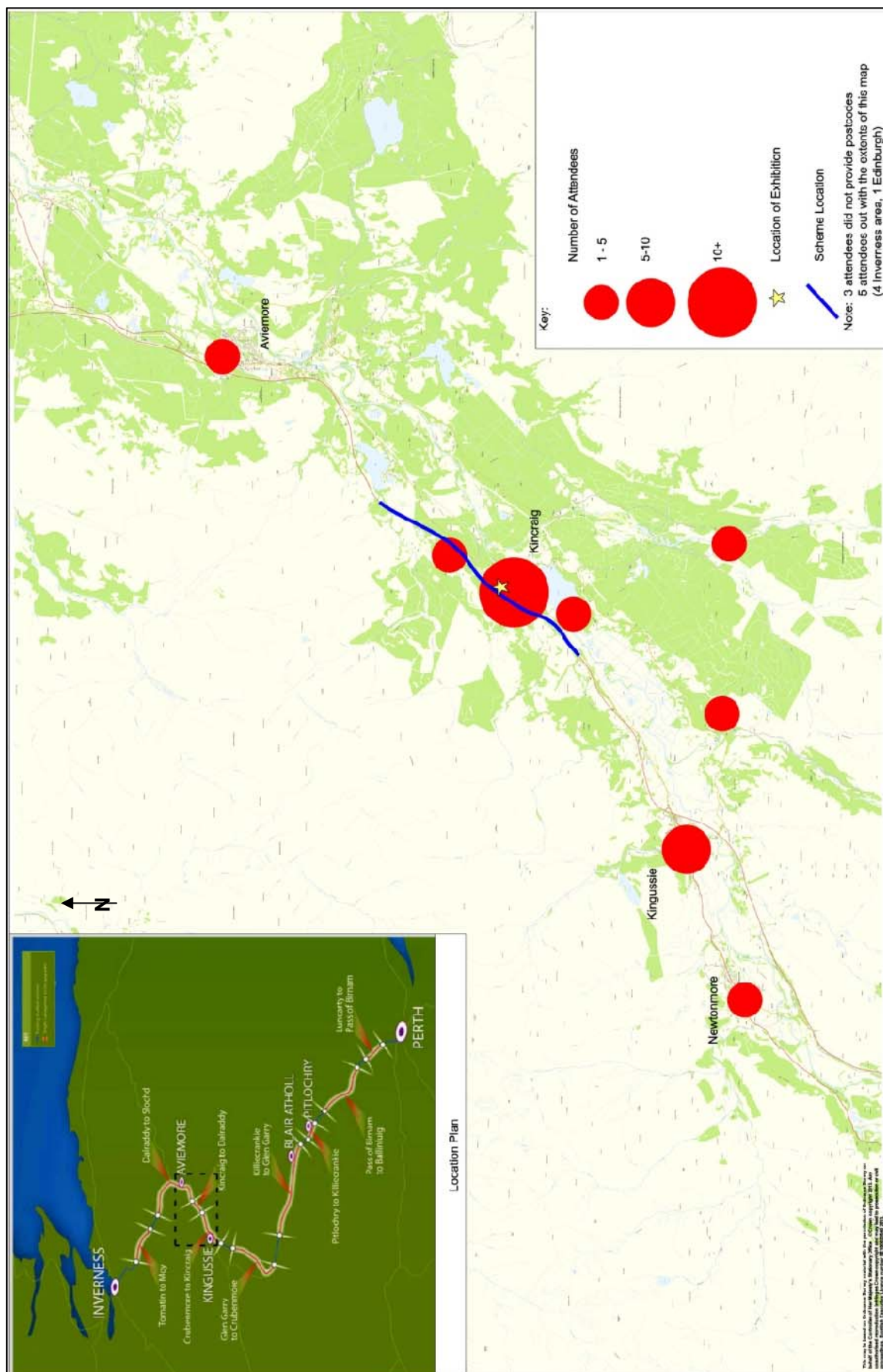
## 3. Exhibition Results

### 3.1. Attendance

49 people visited the exhibition on 18<sup>th</sup> November 2013 in Kinraig and 44 people visited the exhibition on 19<sup>th</sup> November in Aviemore. Attendees were asked sign in to the exhibitions and provide a postcode and email address for future scheme updates.

The majority of attendees were from Kinraig, Aviemore, Kingussie or the immediate surrounding areas. Maps showing the approximate geographic spread of attendees are provided in Figures 4 and 5 overleaf.





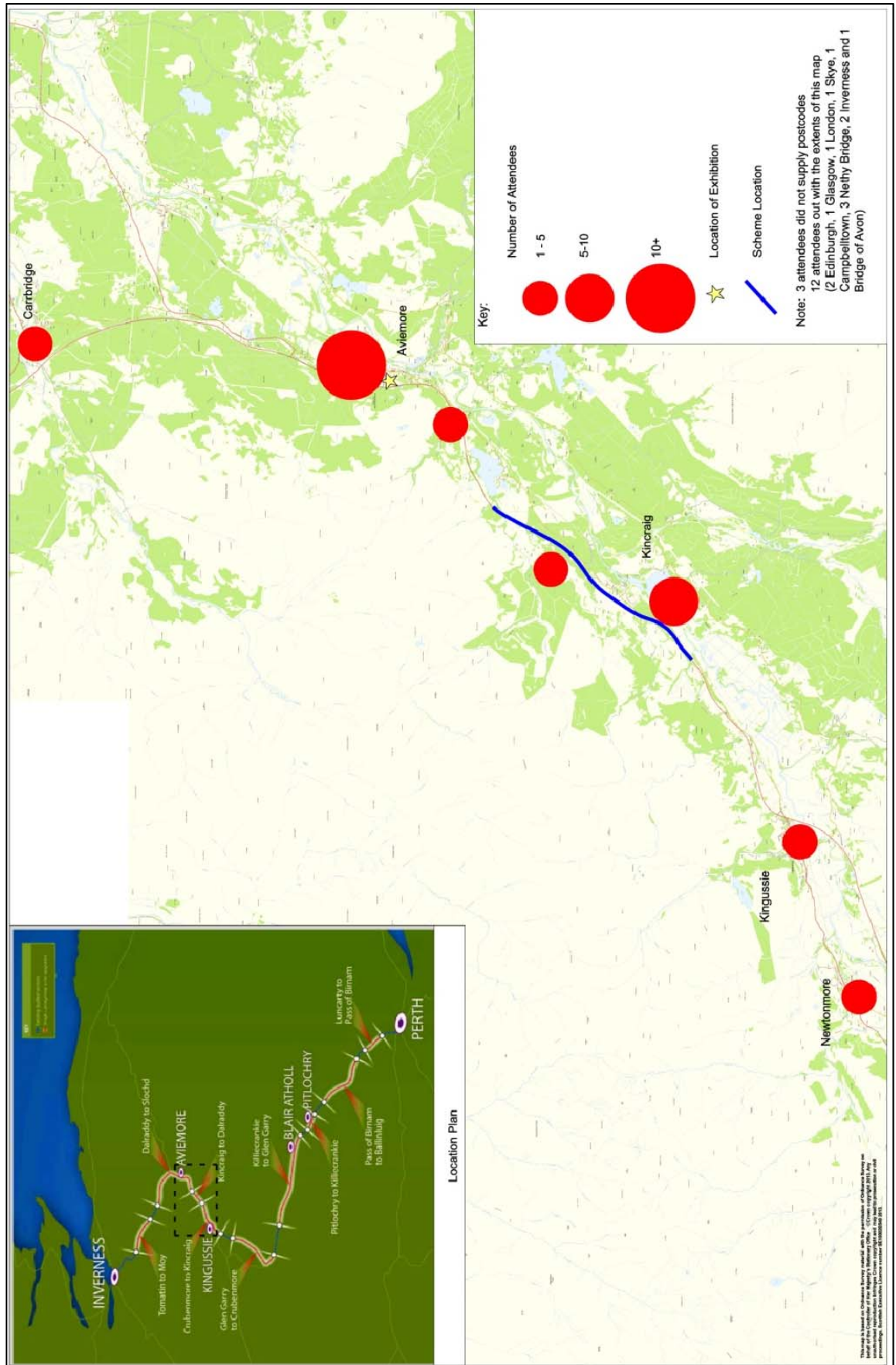
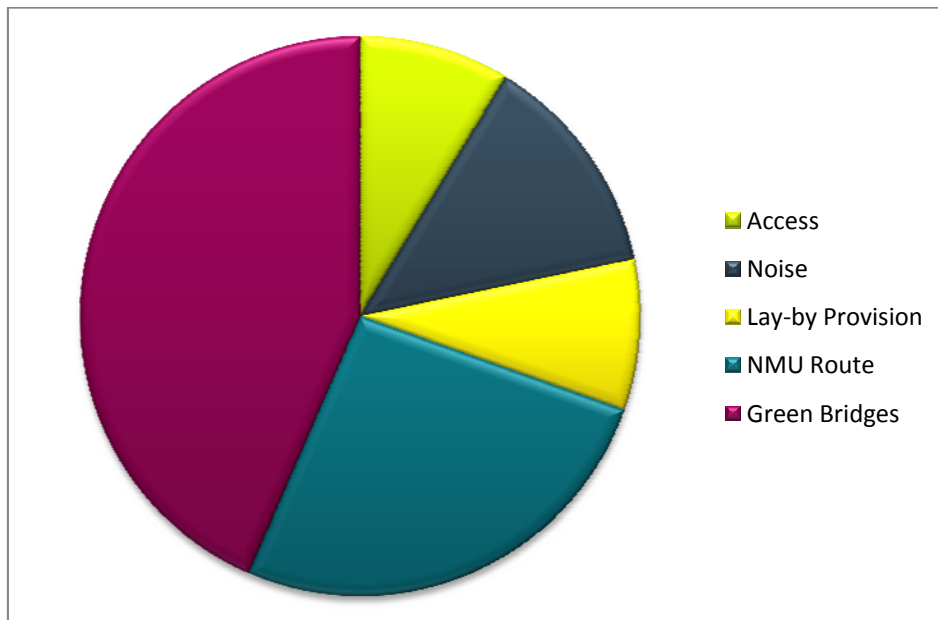


Figure 5. Geographic Origin of Exhibition Attendees by Postcode – Aviemore Exhibition

### 3.2. Comments

Formal feedback from exhibitions was obtained by feedback/comments form at the exhibitions as well as by email and letter. The deadline for providing feedback was 31<sup>st</sup> January 2014. A number of responses were also received shortly after this date and are included in the responses detailed below.

93 people attended the public consultation exhibitions in November. In total, 9 feedback forms and 2 email responses were received. The exhibitions also prompted an online campaign for green bridges over the A9. This resulted in a total of 10 emails being received regarding this particular aspect. Comments and feedback were categorised and are shown in Figure 4.



**Figure 4. Comments by Category**

The key concerns from the comments are summarised below:

- Proximity and layout of non motorised user (NMU) facility directly adjacent to northbound carriageway.
- Lack of provision of green bridges
- Widening of the road towards Kincaig and the subsequent increase in noise; road noise from the existing A9 is already perceived as causing nuisance to residents of Kincaig. Concern that road noise will worsen as a result of the scheme and is not mitigated by the proposal of noise barriers.
- Increase in traffic on the B9152 through Kincaig due to loss of direct accesses.

Full details of the comments received and all draft responses are included in Appendix C. Responses to individual comments were issued on 27<sup>th</sup> March 2014.

## 4. Public Relations

Press coverage of the exhibitions included articles in the Press and Journal and Badenoch and Strathspey Herald. The Kincaig exhibition also featured briefly in the television program, Life and Death on the A9, shown on BBC1 on 6th March at 9pm.

## 5. Conclusions

The exhibitions offered members of the public the opportunity to view the A9 Dualling Kincaig to Dalraddy scheme proposals.

Of 90 attendees at the exhibitions, 11 provided comments. The majority of comments received were regarding the layout and location of the proposed non-motorised user route.

# Appendices



# Appendix A. Exhibition Advertising

## **A.1. Poster Distribution List**

### **Aviemore**

Aviemore Library

Aviemore Primary School & Community Centre

Aviemore Sports Centre Project

Aviemore Village Hall

Aviemore Church of Scotland

Tesco Metro

Macdonald Aviemore Resort

Julian Graves

Roman Catholic Church

Costcutters Aviemore

Spar

Aviemore Post Office

### **Kingussie/Newtonmore**

Badenoch Library

The Badenoch Free Church

Kingussie Parish Church of Scotland

The Catholic Church of our Lady of the Rosary and Saint Columba

Caberfeidh Horizons

Co-op

Costcutter

Badenoch Community Centre

The Iona Gallery

Talla nan Ròs

Kincraig Community Hall

Newtonmore Village Hall

Co-op

Laggan Stores

St Brides Church of Scotland

Ralia Café

Newtonmore Village Hall

Newtonmore Post Office

Malhurst Sevice Station

**Kincraig**

Kincraig Community Hall

Insh Church of Scotland

Kincraig Stores

Loch Insh Water Sports and Outdoor Activity Centre

Cairngorms Christian Centre

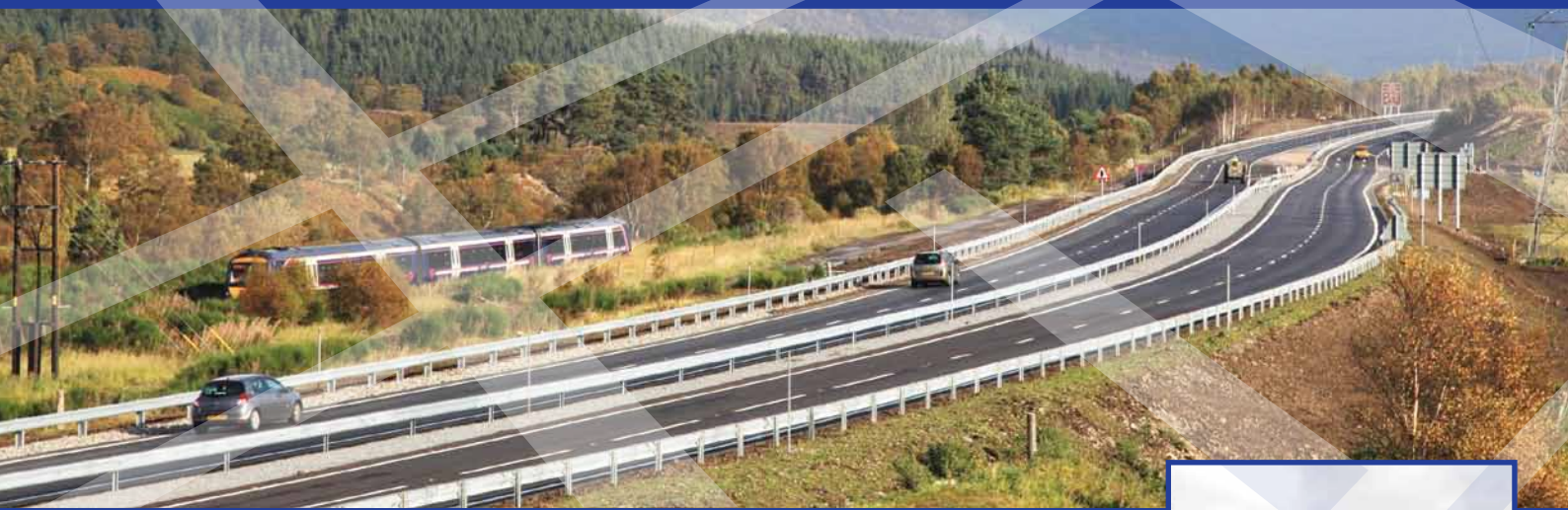
Alvie Estate

Kincraig Post Office

**Dalraddy**

Dalraddy Holiday Park

# A9 Dualling: Kinraig to Dalraddy Public Exhibitions



Public exhibitions are being held in Kinraig and Aviemore during the week commencing 18 November 2013 to give the public an opportunity to view updated information about Scottish Government plans to dual the A9 between Kinraig and Dalraddy.

The exhibitions will present the Draft Orders and Environmental Statement for the Kinraig to Dalraddy Scheme – the first scheme being constructed as part of the A9 Dualling Programme and programmed to commence in 2015/16.

## **Monday 18th November, 12 noon – 7pm**

Kinraig Community Hall, Suidhe Crescent, Kinraig, PH21 1NB

## **Tuesday 19th November, 12 noon – 7pm**

Skye Room, MacDonald Aviemore Resort, Aviemore,  
Inverness-shire, PH22 1PN



For further information, please visit:

**[www.transportscotland.gov.uk/a9dualling](http://www.transportscotland.gov.uk/a9dualling)**



Our ref:  
RD001490

Date:  
24 October 2013

Dear

**A9 Dualling Kincaig to Dalraddy  
Programme of Public Exhibitions November 2013**

As you are probably aware in May 2012 the Cabinet Secretary for Infrastructure and Capital Investment announced that the A9 between Kincaig and Dalraddy would be dualled with a construction start in 2015/16.

On the 1 November 2013 Transport Scotland will publish the Draft Orders and Environmental Statement for the Kincaig to Dalraddy section of the dualling. The scheme will provide 7.5km of dual carriageway on a stretch of the A9 that currently comprises nearly 50km with no dual carriageway overtaking.

In the short term the scheme will provide stand-alone benefits in terms of providing guaranteed safe overtaking and reducing driver frustration. In the longer term, as part of the overall A9 dualling, the scheme will make a contribution to improving the connection between the Central Belt and the Highlands.

We are therefore writing to inform you about our plans to hold public exhibitions in November to give the public an opportunity to view the plans for the scheme. The venues and dates are:

Monday 18th November, 12 noon – 7pm Kincaig Community Hall, Suidhe Crescent, Kincaig, PH21 1NB

Tuesday 19th November, 12 noon – 7pm Skye Room, MacDonald Aviemore Resort, Aviemore, Inverness-shire, PH22 1PN

Transport Scotland staff and our representatives will be available throughout to talk you through the exhibition and answer any questions you may have. If you are able to attend one of the venues please feel free to make yourself known to one of our staff on the day so that we may ensure you are fully briefed on the information presented.

Yours sincerely,

Nick Groom  
Project Administrator

# Appendix B. Exhibition Panels

# Welcome



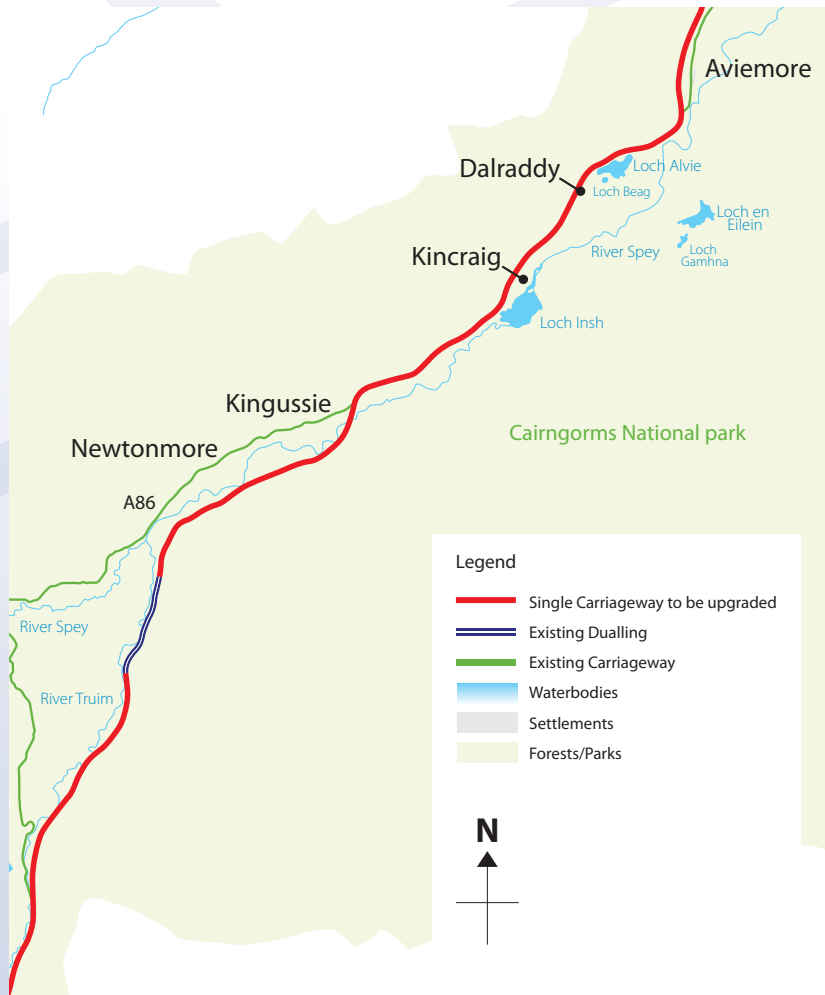
## Kincraig to Dalraddy

In December 2011, the Cabinet Secretary for Infrastructure and Capital Investment announced the Scottish Government's commitment to dual the A9 between Perth and Inverness by 2025.

In December 2012 we started our programme of public engagement by setting out the design and development process we need to undertake before construction may start.

In June 2013 we presented details of the corridor assessment work we have been undertaking, along with details of early implementation schemes between Luncarty and Birnam and Kincraig and Dalraddy.

This exhibition presents the Draft Orders and Environmental Statement for the Kincraig to Dalraddy Scheme – the first scheme being constructed as part of the Dualling Programme with construction expected to start in 2015/16.





# Introduction



The 7.45km section of the A9 between Kincaig and Dalraddy will become the first section of the road to be dualled under the A9 Dualling programme.

Proposals to widen the A9 by developing an overtaking lane between Kincaig and Dalraddy date back to 2004.

Following consultation with landowners and other bodies, and taking into account the ongoing A9 Dualling Strategic Environmental Assessment and Preliminary Engineering Services assessment work, the scheme is now programmed to commence in 2015/16.





# The scheme proposals



The existing 7.45km stretch of single carriageway will be widened to full dual carriageway standard, providing guaranteed overtaking opportunities in both directions.

The Kinraig to Dalraddy scheme can be divided into three discrete sections. At the southernmost end, the road is being widened to the west of the existing A9 to form the northbound carriageway.

There follows a short section where the proposed scheme crosses the existing road, while the northern part of the project will see the road widened to the east of the current A9 to form the new southbound carriageway.

Sixteen existing accesses onto the A9 trunk road will be closed as part of the scheme, although two 'left in left out' junctions are proposed for private estate accesses.

Two lay-bys are proposed in the southbound direction. The lay-bys will be segregated from the carriageway by a small island and will provide 100m of parking spaces.



The existing underpasses at Dunachton Burn, Baldow Smiddy, Lower Milehead and Allt an Fhearna will be upgraded as part of the scheme to allow non-motorised users and estate traffic access and provide suitable crossings for mammals as required.

A cycleway will be provided alongside the A9 as part of a wider plan to link Kingussie, Kinraig and Aviemore for cyclists, walkers and equestrians.



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# Protecting the environment



Proposals for the scheme have been informed by detailed environmental assessments, which have considered the biological, physical and historic environment as well as human welfare and current or planned use of the environment.

One of the foremost considerations of the A9 Kincaig to Dalraddy dualling scheme will be to

avoid or reduce the impact of the project on the environment.

While there will inevitably be some loss of mature trees and plants and there is a low risk of pollution from surface water runoff, measures are being put in place to ensure the project has a neutral or even positive impact on the environment.



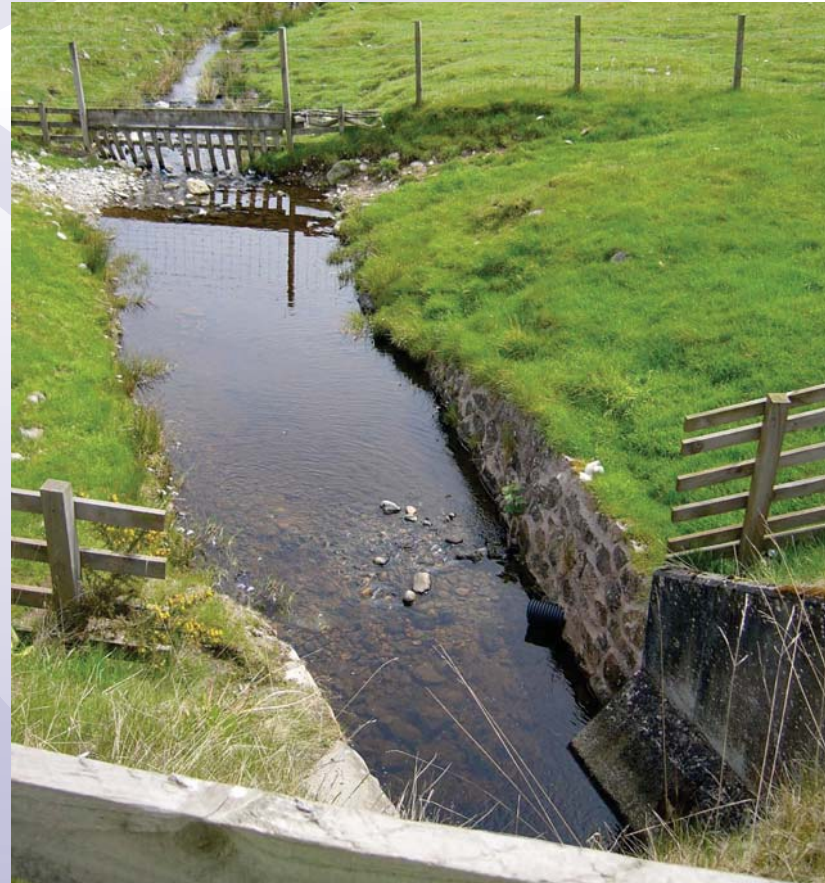
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# Protecting the environment continued

Proposed mitigation measures include:

- **underpasses for use by both motorised and non-motorised users**
- **sustainable drainage systems, including ponds to treat road drainage**
- **bridging at watercourses, each designed to allow for the passage of both fish and mammals**
- **earthworks and planting in keeping with the local topography and complementing the character of the Cairngorms National Park**
- **replacement planting of wet woodlands**
- **mammal crossings where appropriate**
- **avoidance of cultural heritage sites such as St Drostan's Chapel and its graveyard.**



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# What happens next?



An Environmental Statement and Draft Orders for the scheme were published on 1 November 2013. This marked the start of Statutory Procedures.

There is a six-week objection period associated with the Draft Orders and a six-week representation period associated with the Environmental Statement. More details can be found in the Public Notices published with the Draft Orders. These can be viewed online at: **[www.transportscotland.gov.uk/road/projects/a9-kinraig-to-dalraddy-carriageway-widening-project](http://www.transportscotland.gov.uk/road/projects/a9-kinraig-to-dalraddy-carriageway-widening-project)**



Should we receive statutory objections to the Draft Orders which we cannot resolve there may be the need for a Public Local Inquiry before the Scheme may proceed.

Construction is currently programmed to commence in 2015/16.

Outwith the statutory six-week objection period for the draft Orders and Environmental Statement, the closing date for general comments on the scheme is **31 January 2014.**

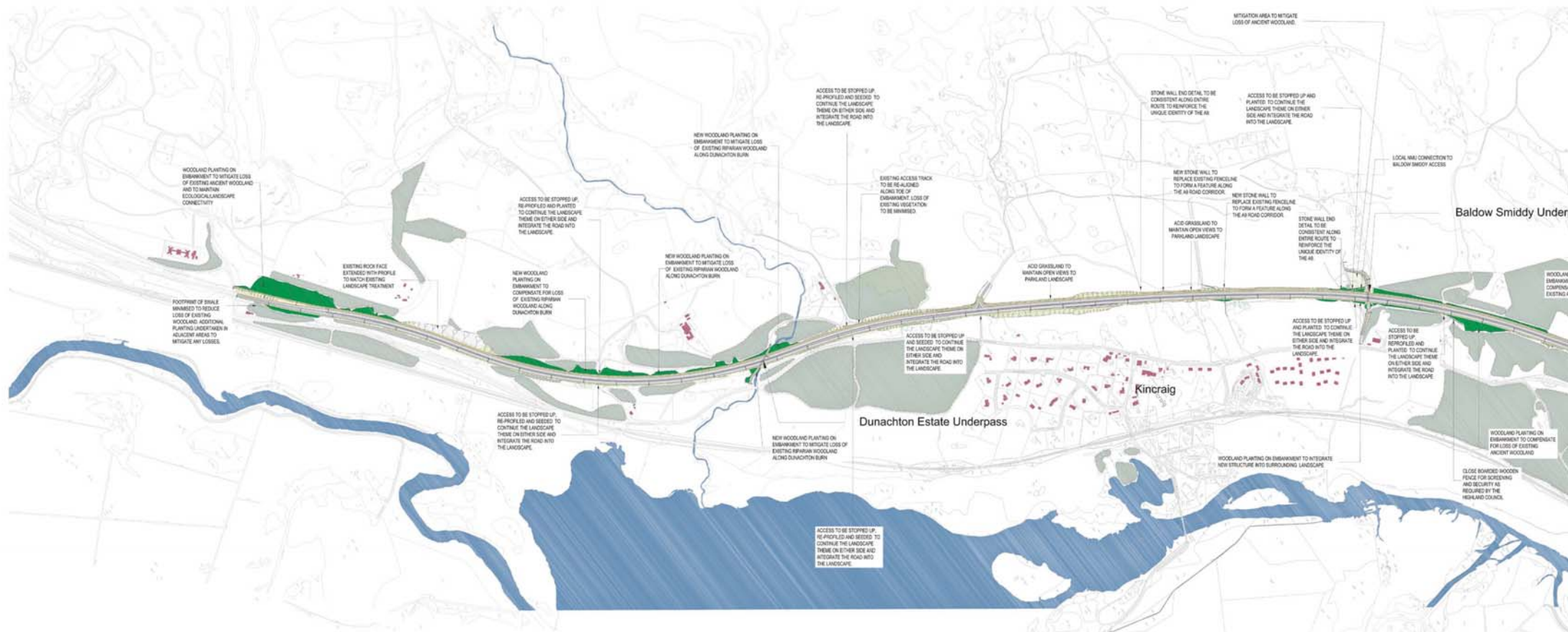


For more information, please visit the project page on the Transport Scotland website:

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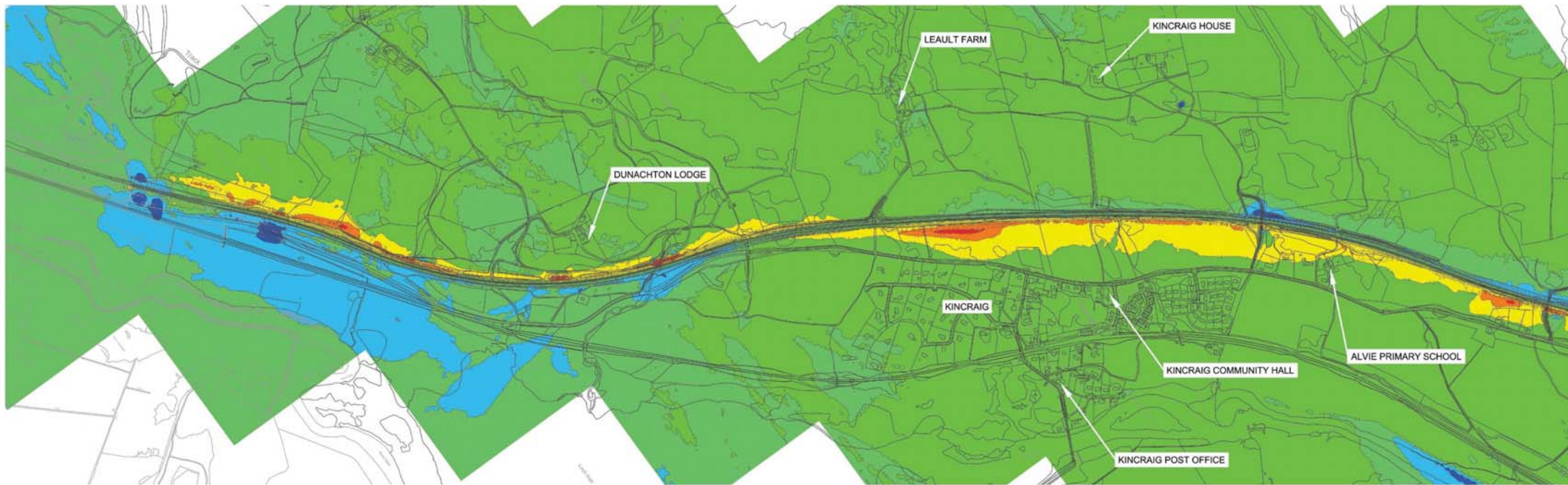
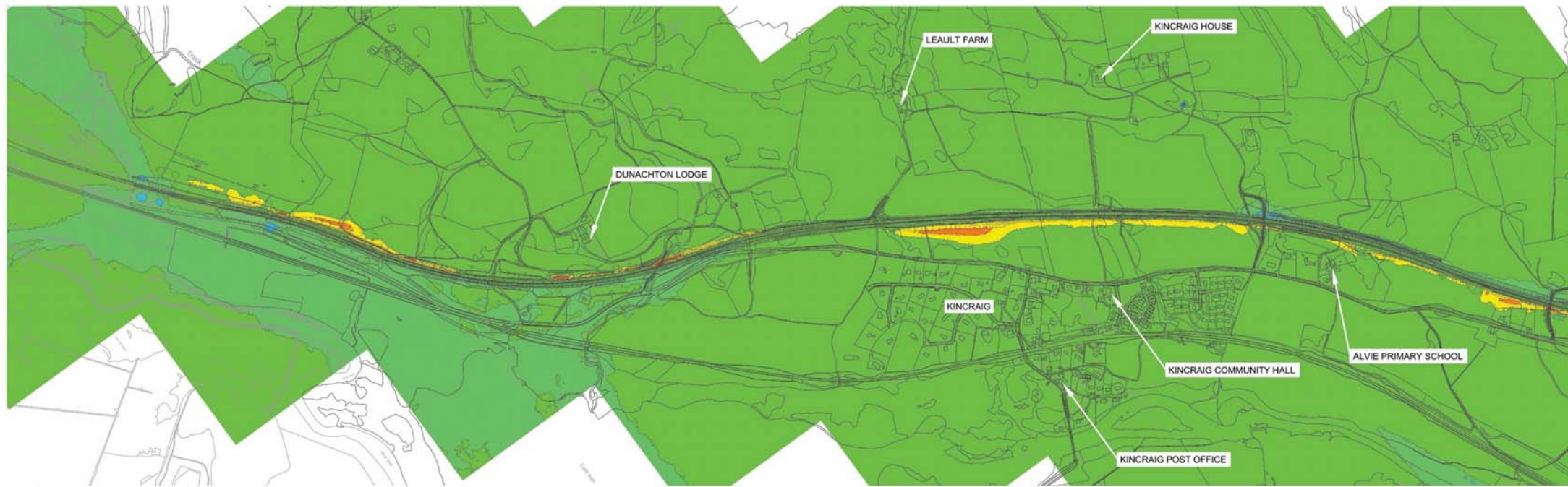














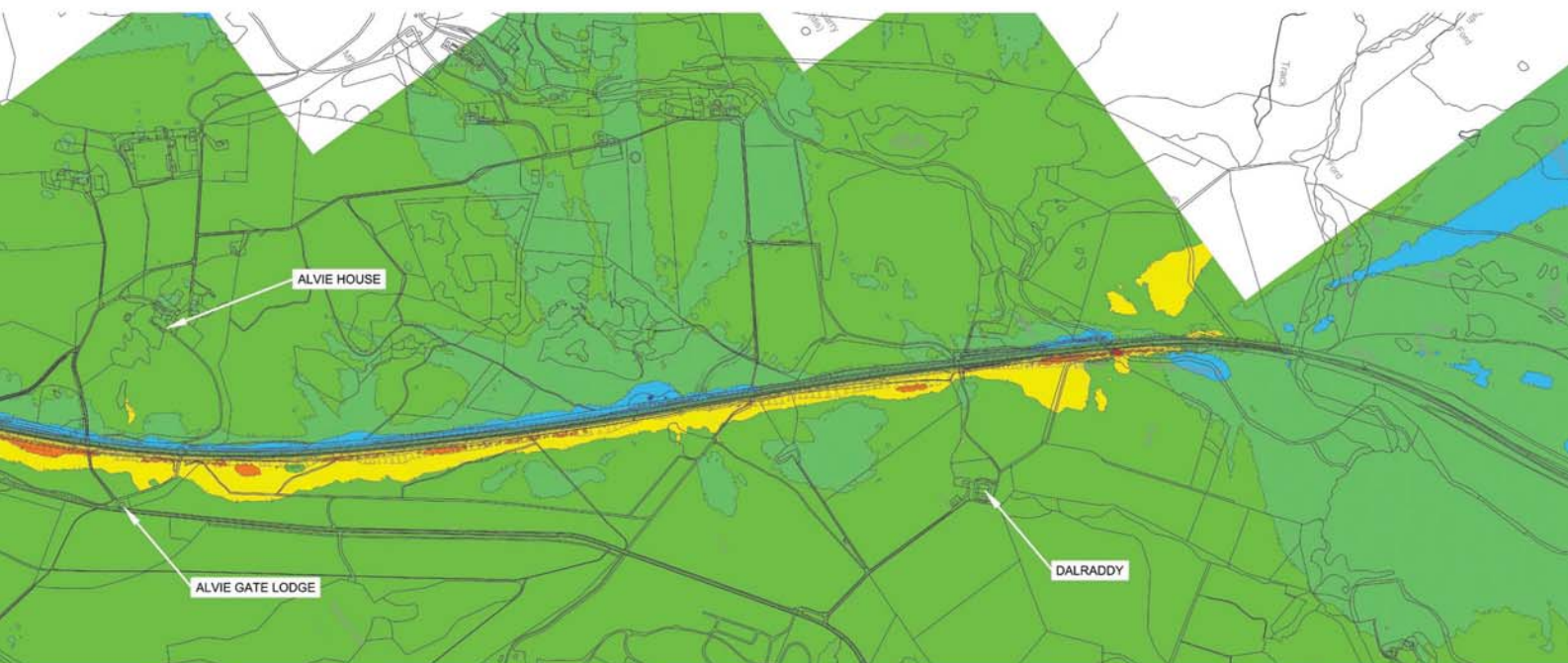
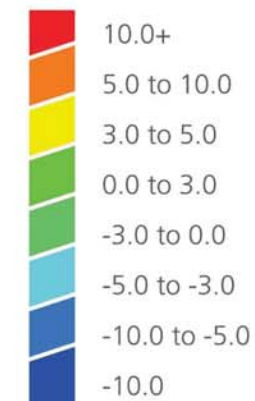


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Design Year 15 (2032)

### Change in Noise Level dB L10, 18h

Drawing No: S108800\_NCX, 10.4 - Sheets 1 and 2

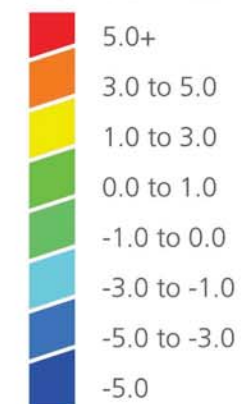


## Noise Change Contour

Opening Year (2017)

### Change in Noise Level dB L10, 18h

Drawing No: S108800\_NCX, 10.2 - Sheets 1 and 2





# Appendix C. Exhibition Leaflet



# **A9 Dualling Kincraig to Dalraddy Scheme**

November 2013



# A9 Dualling – Kincaig to Dalraddy Scheme

## Introduction

**In December 2011, the Cabinet Secretary for Infrastructure and Capital Investment announced the Scottish Government's commitment to dual the A9 between Perth and Inverness by 2025.**

In December 2012, we started our programme of public engagement by setting out the design and development process we need to undertake before construction may start.

In June 2013, we presented details of the corridor assessment work we have been undertaking, along with details of early implementation schemes between Luncarty and Birnam and Kincaig and Dalraddy.

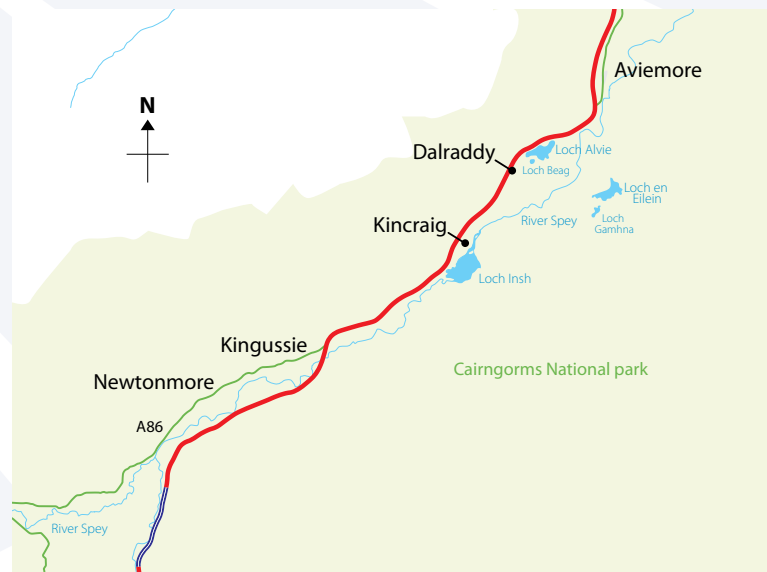
This leaflet provides a summary of the exhibition panels which present information on the Draft Orders and Environmental Statement for the Kincaig to Dalraddy scheme.

### Kincaig to Dalraddy

The 7.45km section of the A9 between Kincaig and Dalraddy will become the first section of the road to be dualled under the A9 Dualling programme.

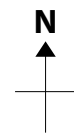
Proposals to widen the A9 by developing an overtaking lane between Kincaig and Dalraddy date back to 2004. Following consultation with landowners and other bodies, and taking into account the ongoing A9 Dualling Strategic Environmental Assessment and Preliminary Engineering Services assessment work, the scheme is now programmed to begin in 2015/16.

Transport Scotland is looking for public feedback on the proposals.



#### Legend

- Single Carriageway to be upgraded
- Existing Dualling
- Existing Carriageway
- Waterbodies
- Settlements
- Forests/Parks



## The scheme proposals

**The existing 7.45km stretch of single carriageway will be widened to full dual carriageway standard, providing guaranteed overtaking opportunities in both directions.**

The Kincaig to Dalraddy scheme can be divided into three discrete sections. At the southernmost end, the road is being widened to the west of the existing A9 to form the northbound carriageway.

There follows a short section where the proposed scheme crosses the existing road, while the northern part of the project will see the road widened to the east of the current A9 to form the new southbound carriageway.

Sixteen existing accesses onto the A9 trunk road will be closed as part of the scheme, although two 'left in left out' junctions are proposed for private estate accesses.

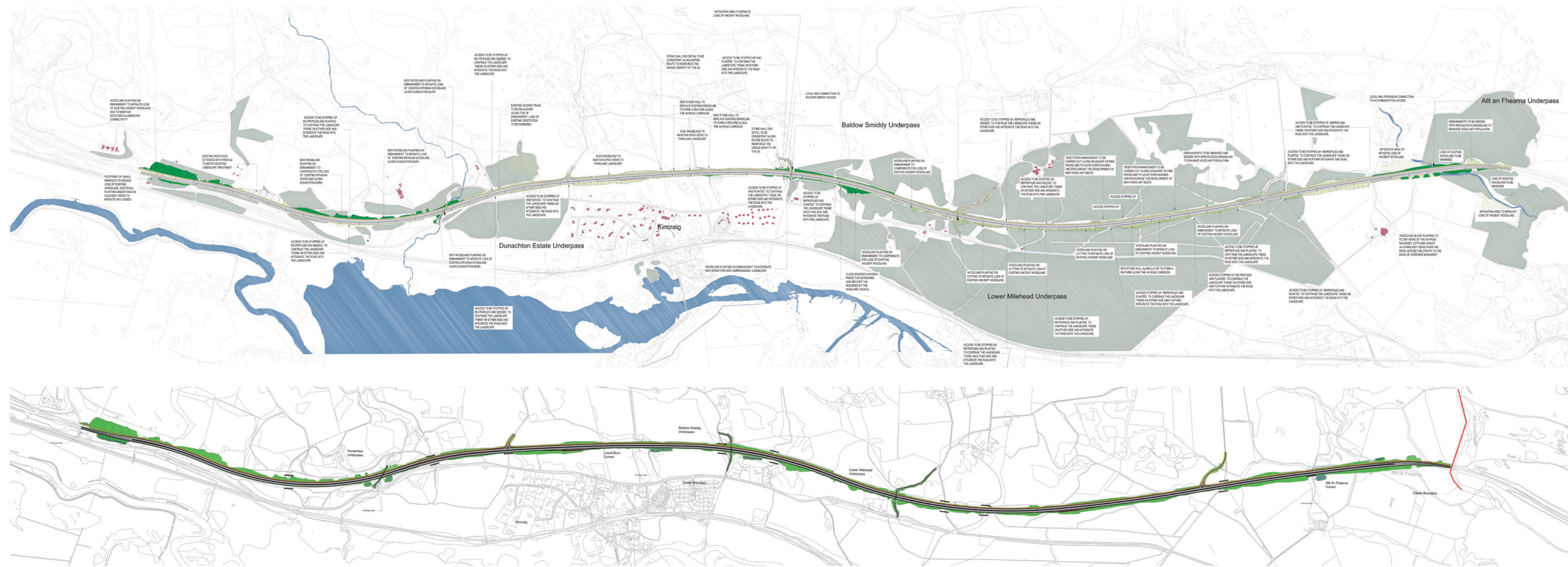
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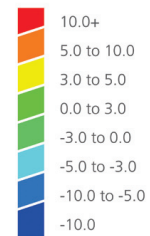




**Noise Change Contour**  
Design Year 15 (2032)

**Change in Noise Level**  
dB L10, 18h

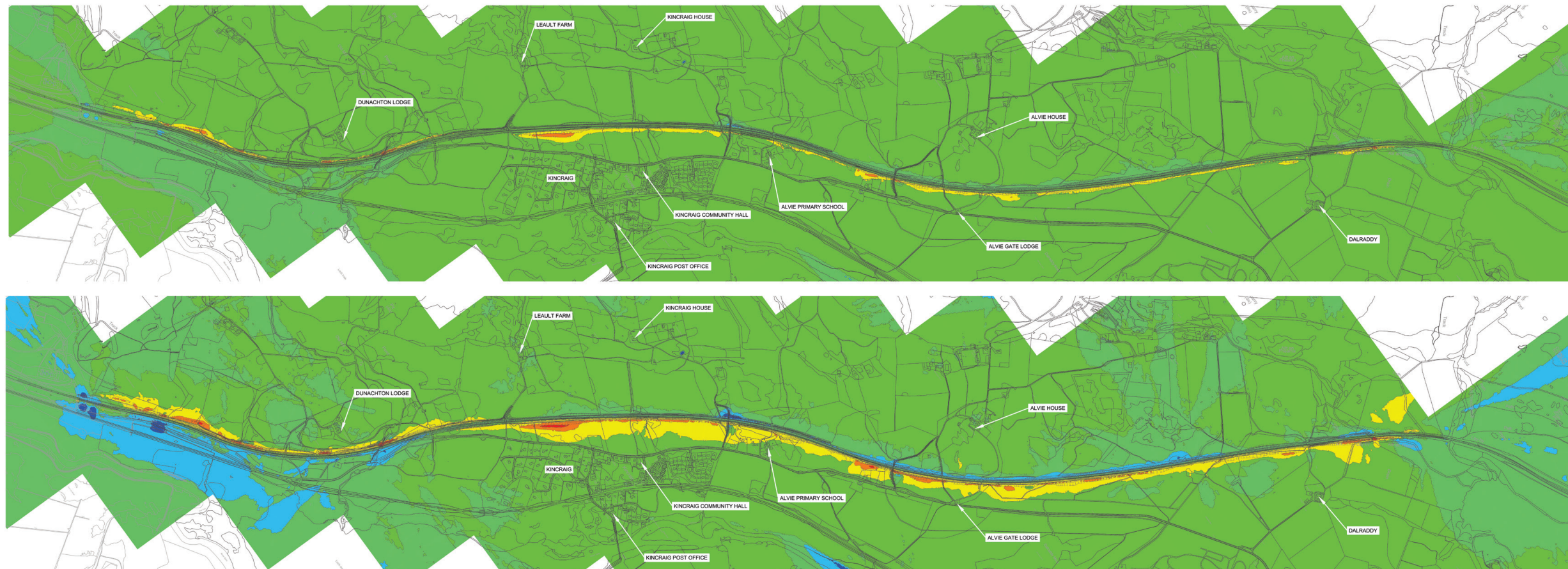
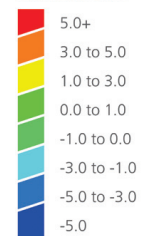
(Source: UK Noise Modelling, 2018)



**Noise Change Contour**  
Opening Year (2017)

**Change in Noise Level**  
dB L10, 18h

(Source: UK Noise Modelling, 2018)





# A9 Dualling – Kincaig to Dalraddy Scheme

## Protecting the environment

**Proposals for the scheme have been informed by detailed environmental assessments, which have considered the biological, physical and historic environment, as well as human welfare and current or planned use of the environment.**

One of the foremost considerations of the A9 Kincaig to Dalraddy dualling scheme will be to avoid or reduce the impact of the project on the environment. While there will inevitably be some loss of mature trees and plants and there is a low risk of pollution from surface water runoff, measures are being put in place to ensure the project has a neutral or even positive impact on the environment.

### **Proposed mitigation measures include:**

- **underpasses for use by both motorised and non-motorised users**
- **sustainable drainage systems, including ponds to treat road drainage**
- **bridging at watercourses, each designed to allow for the passage of both fish and mammals**
- **earthworks and planting in keeping with the local topography and complementing the character of the Cairngorms National Park**
- **replacement planting of wet woodlands**
- **mammal crossings where appropriate**
- **avoidance of cultural heritage sites such as St Drostan's Chapel and its graveyard.**



# A9 Dualling – Kincaig to Dalraddy Scheme



## What happens next...

**An Environmental Statement and Draft Orders for the scheme were published on 1 November 2013. This marked the start of Statutory Procedures.**

There is a six-week objection period associated with the Draft Orders and a six-week representation period associated with the Environmental Statement. More details can be found in the Public Notices published with the Draft Orders. These can be viewed online at: **[www.transportscotland.gov.uk/road/projects/a9-kincaig-to-dalraddy-carriageway-widening-project](http://www.transportscotland.gov.uk/road/projects/a9-kincaig-to-dalraddy-carriageway-widening-project)**

Should we receive statutory objections to the Draft Orders which we cannot resolve there may be the need for a Public Local Inquiry before the Scheme may proceed.

Construction is currently programmed to commence in 2015/16.



## Contact us

For more information, please visit the project page on the Transport Scotland website: **[www.transportscotland.gov.uk/a9dualling](http://www.transportscotland.gov.uk/a9dualling)**

We invite your comments using the feedback form. Please leave them in the comments box provided at the exhibition or email: **[a9dualling@transportscotland.gsi.gov.uk](mailto:a9dualling@transportscotland.gsi.gov.uk)**

You can also post to:

**A9 Dualling Team, Transport Scotland, MTRIPS, Buchanan House, 58 Port Dundas Road Glasgow G40HF**

Outwith the statutory six-week objection period for the draft Orders and Environmental Statement, the closing date for general comments on the scheme is **31 January 2014**.

## Further information

More information is available at the project website: **[www.transportscotland.gov.uk/a9dualling](http://www.transportscotland.gov.uk/a9dualling)**

If you have any queries or any comment on the project, please contact:

Telephone: **0141 272 7100**

Email: **[a9dualling@transportscotland.gsi.gov.uk](mailto:a9dualling@transportscotland.gsi.gov.uk)**



## **Appendix D. Exhibition Comments and Responses**



Reference	Comment	Response
Comment Form 1	<p>I am the proprietor of Alvie stables and am <u>very</u> concerned at losing access from the stables across the A9 to the paths on Dalraddy Estate. At the moment the access allows me to have ½ hr, ¾ hr and 1 hr rides but if I am restricted to using the Lower Milehead Underpass and Allt an Fhearna Underpass I will be restricted to 1 ¼ hr and 1 ½ hr rides. I am also concerned at having to ride alongside the B9152 from the Lower Milehead Underpass as traffic (especially buses) does not slow down when passing horses. A path from Lower Milehead Underpass to the Alvie House Access road is vital to help me keep away from the B9152. This would link on to (via an existing small path) the quarry road (which runs between the A9 and B9152). This quarry road is an important canter track (there are very few canter tracks on the estates) and to tarmac this would be a further loss of a good riding track (tarmac is also very slippery if there is any ice).</p> <p>The proposed new track from the quarry road to Dalraddy farm road is great as it will protect the path that I use for riding. Should this proposal change – it is vital that I be informed.</p> <p>A small gap in the central reservation at the access road that comes down to the A9 from Easter Delfour would continue to give me the access to the paths on the opposite side of the A9.</p>	<p>The overall route strategy for the A9 Dualling is to rationalise the existing informal local accesses to provide junctions fully compliant with current design standards and increase the safety of road users. Design standards for Category 7A dual carriageways, as proposed at Kincaig, do not allow for central reserve openings in order to remove the hazards of road users moving against or across the flow of fast moving traffic. Furthermore the provision of at-grade Non-Motorised User (NMU) crossing facilities are not recommended on high speed, rural dual carriageways, and consideration has been given to this in the inclusion of upgraded underpasses throughout the scheme.</p> <p>The scheme proposals have been developed in consultation with stakeholders including land owners and provide for accommodation works, to minimise the impacts of the proposed Scheme on Estate operations. In conjunction with the upgrade of the existing underpasses, a number of new and upgraded access tracks are proposed as accommodation works. We are currently in ongoing discussions with Mr Williamson of Alvie and Dalraddy Estates to finalise the accommodation works proposals for Alvie and Dalraddy Estates and undertake to discuss your requirements as part of this process.</p>
Comment Form 2	<p>I considered the presentation to be both informative and helpful.</p> <p>I was disappointed to learn that the only access from Kincaig to the A9 was to be at Kingussie to the south and Aviemore to the north. This will have the effect of creating increased traffic on the B9152 between Kingussie and Aviemore which, currently, is extremely busy at peak times.</p> <p>Traffic noise on the existing A9 at peak periods and in wet conditions, when the wind is from the SW, is extremely offensive to the residents of Kincaig – especially so at the Dunachton end of the village. Your sound distribution map revealed that the maximum sound was created adjacent to Kincaig, the only area</p>	<p>The overall route strategy for the A9 is to rationalise the existing informal local accesses to provide junctions fully compliant with current design standards and improve the safety of all road users.</p> <p>The route strategy does not allow for central reserve openings in order to remove the hazards of road users turning right across the carriageway and a grade separated junction, with underbridges or overbridges and associated slip roads is generally the form of major junction considered for the route to accommodate access on to the A9. The provision of a grade separated junction at Kincaig was discussed with stakeholders including The Highland Council. The need for a junction at this location was not considered appropriate, based on traffic survey information and the wider strategy to rationalise access on to the trunk road.</p>



Reference	Comment	Response
	<p>of dense habitation near the contract.</p> <p>I would suggest that a sound barrier in the form of earth embankment or even an 'acoustic wall' be provided along the east side of the A9 from the Dunachton Burn to the scheme to reduce the intrusion of this traffic noise.</p> <p>Apart from the above, I considered the plans to be acceptable and only hope that you are in a position to commence work on the project in 2015! We will monitor progress with interest!</p>	<p>Traffic analysis and modelling indicates that following the closure of the existing private accesses on to the trunk road will not significantly increase traffic using B9152 local road.</p> <p>With regard to traffic noise, we can confirm that detailed traffic noise analysis has been undertaken in line with current guidelines. This included measurement of the existing noise levels and estimation of the potential increase in noise as a result of the scheme. The increase in noise upon completion of the scheme was found to be within acceptable limits.</p>
Comment Form 3	Noise: I understand that in Germany a surface is used on the motorways that cuts out noise to a reasonable degree. Are we to have this on the Kincaig widening point of the road?	With regard to your comments regarding road surfacing, we can confirm that the proposed surfacing will be to the TS2010 specification and comprises a range of Stone Mastic Asphalt mixtures that are indeed based on German specifications and experience. Research has shown that this can provide lower noise levels than the Hot Rolled Asphalt surfacing previously used for road schemes in Scotland. The Environmental Assessment, presented in the Environmental Statement for the proposed Scheme takes use of this material in to account.
Comment Form 4	<p>2 Laybys on south bound</p> <p>None on north bound?</p> <p>Should be at least one going north.</p>	<p>Generally, lay-bys are provided at approximately 2.5km spacings to provide safe rest areas, however the location of lay-bys is governed by a number of factors including the road geometry the locations of junctions and changes in carriageway cross section. On the north-bound carriageway the combination of curve of the road, the stopping sight distance and the location of accesses is such that there is only one suitable location for a layby opposite Alvie School. This was included in the initial scheme proposals but was subsequently removed due to security and privacy concerns at the school.</p> <p>Provision of laybys is also being considered at a route wide scale and effort will be made to ensure appropriate provision of laybys once full dualling is achieved through this stretch.</p>
Comment Form 5	Concern that the cyclist route will not have sufficient screening from dual carriageway. Noise (horses affected) cyclists should really be further away from traffic/ or screened, than is indicated in	With respect to your concerns regarding the proposed non-motorised user (NMU) route located adjacent to the west verge of the A9, it is intended to enhance NMU connectivity and accessibility between communities such as those at Kingussie, Kincaig and Aviemore. The route connects with existing

Reference	Comment	Response
	the plans.	<p>accesses at the Highland Wildlife Park, the upgraded underpass at Baldow Smiddy, the upgraded accesses to Dunachton and Alvie &amp; Dalraddy Estates and locally to estate access tracks in the vicinity of Dalraddy, providing an alternative to the numerous existing on and off road routes in the area.</p> <p>The NMU route has been developed in consultation with Cairngorms National Park and Sustrans as part of a commitment under the Cycling Action Plan for Scotland (CAPS) 2013. CAPS supports the provision of segregated off-road cycleway facilities (where practical) as well as safe crossing facilities and enhancement of parallel routes (where possible).</p> <p>The route has been designed in accordance with Cycling by Design, the current design guidance for developing cycling infrastructure. We confirm that the proposed Scheme design, including the NMU route has undergone Road Safety Audit and independent review which has not highlighted any safety concerns with regard to the proposed scheme layout.</p>
Comment Form 6	<p>Personally, my main concern is the close proximity of the cycle track to the road. This weakness is observable at Drumochter, where the cycling experience is diminished by the proximity of the cycletrack to fast moving traffic.</p> <p>There is also a serious risk of accidents, in my view.</p> <p>As far as encouraging green tourism in this part of the world is concerned, I feel a wonderful opportunity is being lost by planning for the road and cycle track to be so close, without any provision for screening or safety barriers.</p> <p>It <u>has</u> to be possible to do better for cyclists.</p>	<p>With respect to your concerns regarding the proposed non-motorised user (NMU) route located adjacent to the west verge of the A9, it is intended to enhance NMU connectivity and accessibility between communities such as those at Kingussie, Kincaig and Aviemore. The route connects with existing accesses at the Highland Wildlife Park, the upgraded underpass at Baldow Smiddy, the upgraded accesses to Dunachton and Alvie &amp; Dalraddy Estates and locally to estate access tracks in the vicinity of Dalraddy, providing an alternative to the numerous existing on and off road routes in the area.</p> <p>The NMU route has been developed in consultation with Cairngorms National Park and Sustrans as part of a commitment under the Cycling Action Plan for Scotland (CAPS) 2013. CAPS supports the provision of segregated off-road cycleway facilities (where practical) as well as safe crossing facilities and enhancement of parallel routes (where possible).</p> <p>The route has been designed in accordance with Cycling by Design, the current design guidance for developing cycling infrastructure. We confirm that the proposed Scheme design, including the NMU route has undergone Road Safety Audit and independent review which has not highlighted any safety concerns with regard to the proposed scheme layout.</p>

Reference	Comment	Response
Comment Form 7	<p>2.5m separation of cycle track from 70mph dual carriageway not enough. Cyclists will be affected by spray and grit on track.</p> <p>No information available on maintenance of cycle track and also winter maintenance/ gritting of cycle track.</p> <p>No layby provision north carriageway a concern – does this mean existing car layby/ information point is not replaced?</p>	<p>With respect to your concerns regarding the proposed non-motorised user (NMU) route located adjacent to the west verge of the A9, it is intended to enhance NMU connectivity and accessibility between communities such as those at Kingussie, Kincaig and Aviemore. The route connects with existing accesses at the Highland Wildlife Park, the upgraded underpass at Baldow Smiddy, the upgraded accesses to Dunachton and Alvie &amp; Dalraddy Estates and locally to estate access tracks in the vicinity of Dalraddy, providing an alternative to the numerous existing on and off road routes in the area.</p> <p>The NMU route has been developed in consultation with Cairngorms National Park and Sustrans as part of a commitment under the Cycling Action Plan for Scotland (CAPS) 2013. CAPS supports the provision of segregated off-road cycleway facilities (where practical) as well as safe crossing facilities and enhancement of parallel routes (where possible).</p> <p>The route has been designed in accordance with Cycling by Design, the current design guidance for developing cycling infrastructure. We confirm that the proposed Scheme design, including the NMU route has undergone Road Safety Audit and independent review which has not highlighted any safety concerns with regard to the proposed scheme layout.</p> <p>Maintenance of the NMU facility is associated with the proposed Scheme will be undertaken by Transport Scotland's Operating Company.</p> <p>With regard to your comments on lay-bys, it is generally recommended that these are provided at approximately 2.5km intervals to allow safe stopping. The location of lay-bys is governed by a number of factors including the road geometry, the locations of junctions and changes in carriageway cross section. On the north-bound carriageway of the proposed Scheme, the combination of the road alignment, stopping sight distance and the location of accesses is such that there is only one suitable location for a lay-by opposite Alvie School. This was included in the initial scheme proposals but was subsequently removed due to security and privacy concerns for the school raised by residents and parents.</p> <p>Provision of lay-bys is also being considered for the wider A9 dualling programme and effort will be made to ensure appropriate provision is made</p>

Reference	Comment	Response
		for the overall route
Comment Form 8	I would like to see more of a gap between the carriageway and all users path alongside and ideally the provision of a barrier as well.	<p>With respect to your concerns regarding the proposed non-motorised user (NMU) route located adjacent to the west verge of the A9, it is intended to enhance NMU connectivity and accessibility between communities such as those at Kingussie, Kincaig and Aviemore. The route connects with existing accesses at the Highland Wildlife Park, the upgraded underpass at Baldow Smiddy, the upgraded accesses to Dunachton and Alvie &amp; Dalraddy Estates and locally to estate access tracks in the vicinity of Dalraddy, providing an alternative to the numerous existing on and off road routes in the area.</p> <p>The NMU route has been developed in consultation with Cairngorms National Park and Sustrans as part of a commitment under the Cycling Action Plan for Scotland (CAPS) 2013. CAPS supports the provision of segregated off-road cycleway facilities (where practical) as well as safe crossing facilities and enhancement of parallel routes (where possible).</p> <p>The route has been designed in accordance with Cycling by Design, the current design guidance for developing cycling infrastructure. We confirm that the proposed Scheme design, including the NMU route has undergone Road Safety Audit and independent review which has not highlighted any safety concerns with regard to the proposed scheme layout.</p>
Email 1	<p>Here are my comments regarding the above scheme:</p> <p>Generally I am not happy that the decision has been taken to reverse the original intention by putting the new carriageway between the current A9 and Kincaig. Your own plans show the increase in noise pollution for the residents. I understand the reason is the cost of realigning the burns and generally bogginess of the land on that side. Surely it is better that we should build roads over poor land rather than over good pastureland?</p> <p>The elevation of the new road has been increased at the Baldow Smithy underpass to accommodate high farm vehicles. I believe that undue weight has been given to this consideration. Kincaig farm is no longer a working farm. It is purely residential. The area</p>	<p>The alignment of the proposed route has been selected for a number of reasons including difficult ground conditions and environmental concerns to the west of the existing A9. The Leault Burn to the west of the A9 runs parallel to the existing A9 for approximately 180 metres and prohibits carriageway widening to the west without significant re-routing of this watercourse. From Baldow Smiddy, extending north for approximately 550 metres, there is an adjacent and parallel watercourse immediately to the west of the existing A9.</p> <p>Existing ground conditions to the west of the A9 are known to present engineering challenges, for instance there is an area of swamp immediately adjacent to Lower Milehead Underpass which would give rise to difficult ground conditions if widening to the west. Additionally in the vicinity of Jock of the Bog Loch (within Alvie and Dalraddy estates) there is an area of Dry Modified Bog which would give rise to difficult ground conditions if widening</p>

Reference	Comment	Response
	<p>served by the underpass is solely used to gain access to 2 residential properties and the new Baldow smithy. The land is purely used for grazing for sheep and cattle. No arable farming which might require unusually high vehicles takes place. The need to accommodate vehicles higher than that currently accommodated in the existing underpass is spurious. Besides that, there are alternative routes for high agricultural vehicles across the fields should the unlikely circumstance arise. The increased height of the new carriageway at this point is an unnecessary cost and will have detrimental effect on us residents and also on the proposed new development for about 50 residential units adjoining Macbean road which you appear to be unaware of.</p>	<p>in this direction were to be proposed.</p> <p>While it is acknowledged that the proposals bring the road marginally closer to Kincaig, the difficulties associated with the constraints outlined both above and within the detailed analysis of the Environmental Statement has indicated that the proposals will have minimal effect on the settlement of Kincaig. With regard to traffic noise, we can confirm that detailed traffic noise analysis has been undertaken in line with current guidelines. This included measurement of the existing noise levels and estimation of the potential increase in noise as a result of the scheme. The increase in noise upon completion of the scheme was found to be within acceptable limits.</p> <p>Four underpasses are being replaced and upgraded as part of the scheme proposals. Full replacement is required as the existing structures do not provide sufficient clearance for the anticipated vehicle usage. Increased headroom at these structures is proposed to ensure that the estates can continue to operate following the construction of the proposed Scheme.</p>
Comment Form 9	<p>I am concerned about the minimal provision for cycling. The cycle path adjacent to the N bound carriageway is unattractive and will do nothing to encourage recreational cycling.</p> <p>I do not believe the scheme extracts the obligation of the National Park to further the sustainability of the local community. Cycling should be central to the tourist attraction of Badenoch. The development of a cycle way preserved from the carriageway would enhance the parks attractions</p> <p>I think it is only during the complex construction of the dual carriageway that there is a chance of realising the aim of an <u>attractive</u> cycleway.</p>	<p>With respect to your concerns regarding the proposed non-motorised user (NMU) route located adjacent to the west verge of the A9, it is intended to enhance NMU connectivity and accessibility between communities such as those at Kingussie, Kincaig and Aviemore. The route connects with existing accesses at the Highland Wildlife Park, the upgraded underpass at Baldow Smiddy, the upgraded accesses to Dunachton and Alvie &amp; Dalraddy Estates and locally to estate access tracks in the vicinity of Dalraddy, providing an alternative to the numerous existing on and off road routes in the area.</p> <p>The NMU route has been developed in consultation with Cairngorms National Park and Sustrans as part of a commitment under the Cycling Action Plan for Scotland (CAPS) 2013. CAPS supports the provision of segregated off-road cycleway facilities (where practical) as well as safe crossing facilities and enhancement of parallel routes (where possible).</p> <p>The route has been designed in accordance with Cycling by Design, the current design guidance for developing cycling infrastructure. We confirm that the proposed Scheme design, including the NMU route has undergone Road Safety Audit and independent review which has not highlighted any</p>

Reference	Comment	Response
		safety concerns with regard to the proposed scheme layout
Email 2	<p>When studying the proposed cycle path, it looks far too close to the high speed northbound carriageway. It is appreciated that some thought has been given to the increasing numbers of cyclists, young and old, but was the architect/planner, who suggested the path run so close to the main road, a cyclist?!</p> <p>Last year a group of 9 of us cycled from Kincaig to Pitlochry along parts of the B9152 and then the Sustrans cycleway through Drumochter Pass. On this latter stretch, there were several places where the cycle path was separated from the northbound carriageway by only some shingle with posts and a corrugated iron horizontal strip at about knee to thigh height. The noise and close proximity of the oncoming traffic was frightening to say the least. Any loss of attention or unavoidable wobble because of gravel and stones would have pitched us into the metal barrier. Also, any car that swerved whilst talking on a mobile phone (?), or sneezing, would have been into and over the low barrier, I suspect, with not much hope of escape for a passing cyclist.</p> <p>Cycling is a great pastime with all sorts of healthy overtones, but it should also be enjoyable, looking at the scenery, noticing wildlife and flowers and not concentrating with every fibre of one's body to stay on the track and ignore the ever-present noise and threat of heavy traffic.</p> <p>Please, please would the planners go back to the estates concerned with this and other suggestions, to ask for a <u>much</u> wider margin of land between cycle path and motorway. One further point to make, I suggest there should be <u>no</u> trees planted between the cycle path and road. The terrible storms of 2010 and this week, 5<sup>th</sup> December, blew down hundreds of trees, which then took a lot of manpower to clear, as well as leaving a trail of devastation all along the A9 between Tomatin and Moy.</p> <p>This dualling of the A9 is a long term project, but if this first part is</p>	<p>With respect to your concerns regarding the proposed non-motorised user (NMU) route located adjacent to the west verge of the A9, it is intended to enhance NMU connectivity and accessibility between communities such as those at Kingussie, Kincaig and Aviemore. The route connects with existing accesses at the Highland Wildlife Park, the upgraded underpass at Baldow Smiddy, the upgraded accesses to Dunachton and Alvie &amp; Dalraddy Estates and locally to estate access tracks in the vicinity of Dalraddy, providing an alternative to the numerous existing on and off road routes in the area.</p> <p>The NMU route has been developed in consultation with Cairngorms National Park and Sustrans as part of a commitment under the Cycling Action Plan for Scotland (CAPS) 2013. CAPS supports the provision of segregated off-road cycleway facilities (where practical) as well as safe crossing facilities and enhancement of parallel routes (where possible).</p> <p>The route has been designed in accordance with Cycling by Design, the current design guidance for developing cycling infrastructure. We confirm that the proposed Scheme design, including the NMU route has undergone Road Safety Audit and independent review which has not highlighted any safety concerns with regard to the proposed scheme layout.</p>



Reference	Comment	Response
	<p>skimped, it will set a bad precedent for all future sections.</p> <p>At 77 years old, I still hope to enjoy more years cycling, but you are planning for the youth and all ages for the next 50 years, please make it a well thought out project that everyone can be proud of.</p>	
Emails 3-13	<p>After viewing the A9 Kincaig to Dalraddy dualling proposals I would like to see increased opportunities to allow our wildlife to safely cross the A9, in particular the inclusion of overpasses 'green bridges' and more underpasses.</p>	<p>Transport Scotland recognises that much of the habitat surrounding the A9 is of international importance. Scottish Ministers are obliged to minimise the impact upon the environment and local wildlife when designing and constructing new and improved roads. Environmental aspects are considered throughout all stages of the development, design and construction processes and we work closely with the relevant stakeholders to ensure that environmental issues are fully understood and addressed.</p> <p>The Strategic Environmental Assessment (SEA) process assesses the potential impact on the environment and how it can be best mitigated, Transport Scotland has been engaging extensively with Scottish Natural Heritage, the Scottish Environment Protection Agency and the Cairngorms National Park to identify the key natural heritage and environmental protection issues. This work is assisting in the early identification the key environmental considerations and will help to ensure that these are clearly understood at the start of the detailed stages of the road design process.</p> <p>Green bridges were considered when developing the proposed Kincaig Scheme. The considerable landscape constraints, the presence of existing underpasses for local tracks and watercourses with evidence of otters passing under the A9 together with the lack of badger activity in the area all contributed to why a green bridge was not considered appropriate.</p> <p>Transport Scotland can confirm that green bridges will be considered for the wider A9 dualling programme where a need is identified and will be considered on a location by location basis.</p> <p>It is worth noting that, aside from the potential landscape impacts at some locations, a Green Bridge is likely to cost in the region of £0.6 to £2.4 million</p>

Reference	Comment	Response
		<p>depending on site difficulties, and requires us to acquire additional land from private landowners on which to site it. Both of these aspects mean that we must be able to demonstrate that the provision of a bridge is necessary and not just an opportunity. It is the need for a bridge that will form the basis of the assessment work on other parts of the A9 and we will be working with our Environmental Stakeholders to examine that in more detail through the Programme development.</p>

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