

Dalraddy to Slochd

Public Exhibitions June 2016
Summary Report

Transport Scotland

September 2016





Notice

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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.

Public engagement events, such as exhibitions and 'drop-in' sessions, together with more formal meetings with landowners and stakeholders, provide valuable feedback that helps to shape the development proposals. These events are considered essential in ensuring that the public perspective of the project is understood and taken into account.

A public exhibition showing progress on the Dalraddy to Slochd project had been held previously over two days in Carrbridge and Aviemore, on Tuesday 2nd and Wednesday 3rd February 2016. The aim of that exhibition was to present the broad project options that were being developed and to provide the public with an opportunity to discuss the proposals with representatives of Transport Scotland and its Consultants.

With the project proposals having advanced to DMRB Stage 2, a further two day exhibition was held, at the same venues as visited previously, in order to display the more developed junction options being considered and to engage in further discussion with the public, explaining the reasoning behind the selection of junction locations and the layouts being progressed.

The first day of the exhibition was held in Aviemore Community Centre, Muirton, Aviemore on Thursday 16th June 2016 from 12.00 noon to 8.00pm. This was followed by a second day in Carrbridge Village Hall, Carrbridge on Friday 17th June 2016, also from 12.00 noon to 8.00pm.

On both occasions the exhibitions 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, 815 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, 815 letters of invitation were issued.

In addition, 71 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 A.

An advertisement for the event appeared in both the Press and Journal and The Strathspey & Badenoch Herald on Thursday 16th June 2016. Further editorial coverage publicising the event appeared in The Strathspey & Badenoch Herald, together with an article from Fergus Ewing MSP in support of the A9 Dualling, also on Thursday 16th June. A copy of the newspaper advertisement and articles can be found in Appendix B.

1.2. Exhibition Materials

The exhibition material presented at the public exhibitions consisted of:

- Exhibition display boards (11 No)
- Drawings:
 - Aviemore South DMRB Stage 2 Junction Option Drawings
 - Granish DMRB Stage 2 Junction Option Drawings
 - Black Mount DMRB Stage 2 Junction Option Drawings
- 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. Objectives
3. Consultation
4. Project development
5. Junction location options
6. Junction layout options

7. Junction layout options – Aviemore South (A9 / B9152)
8. Junction layout options – Granish (A9 / A95)
9. Junction layout options – Black Mount (A9 / A938)
10. Access
11. What happens next?

The exhibition display boards can be found in Appendix C.

1.2.2. Drawings

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

Aviemore South DMRB Stage 2 Junction Option Drawings –

- Half Cloverleaf Layout Overbridge Connected to B9152, Southbound Mainline Widening Option
- Diamond Layout Overbridge Connected to B9152, Southbound Mainline Widening Option
- Modified Diamond Connected to Realigned B9152, Southbound Mainline Widening Option

Granish DMRB Stage 2 Junction Option Drawings –

- Diamond Layout Underbridge Connected to A95/B9152, Northbound Mainline Widening Option
- Half Dumbell/Cloverleaf Underbridge Connected to A95, Northbound Mainline Widening Option
- Diamond Layout Underbridge Connected to A95/B9152, Southbound Mainline Widening Option
- Half Dumbell/Cloverleaf Underbridge Connected to A95, Southbound Mainline Widening Option

Black Mount DMRB Stage 2 Junction Option Drawings –

- Diamond Layout Overbridge Connected to A938, Northbound Mainline Widening Option
- Half Cloverleaf Layout Overbridge Connected to A938, Northbound Mainline Widening Option
- Restricted Movement Diamond Overbridge Connected to A938, Northbound Mainline Widening Option
- Restricted Movement Diamond Overbridge Connected to A938, Southbound Mainline Widening Option
- Diamond Layout Overbridge Connected to A938, Southbound Mainline Widening Option
- Half Cloverleaf Layout Overbridge Connected to A938, Southbound Mainline Widening Option

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 D.

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 29th July. A copy of the Feedback form can be found in Appendix E.

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



2. Exhibition Results

2.1. Attendance

The exhibitions were well attended with a total of 209 visitors over the course of the two days, with 106 attending the Aviemore event on June 16th and 103 attending at Carrbridge 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 –

36%	- Carrbridge
34%	- Aviemore
22%	- Inverness, Tomatin, Granttown on Spey, Boat of Garten and surrounding areas
8%	- Others

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

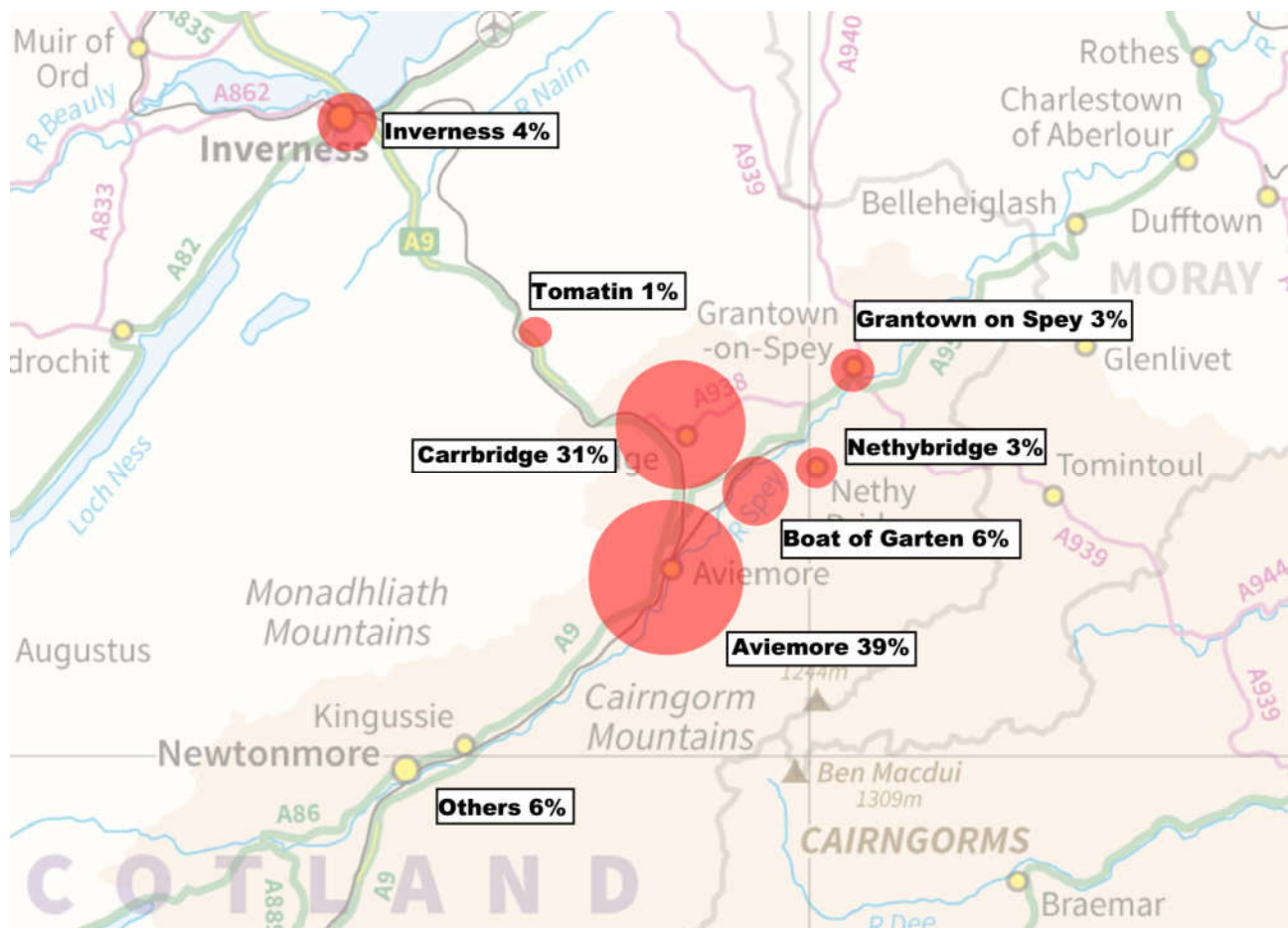


Figure 2-1 Attendance map

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 20 Feedback forms were returned together with 7 comments noted by Consultant's staff in Records of Conversation. Subsequent to the public events, 1 letter and 15 emails were received with further comments and observations. Most visitors were generally supportive of the project, particularly the finalised junction locations. However, differing observations were noted relating to junction layouts.

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.

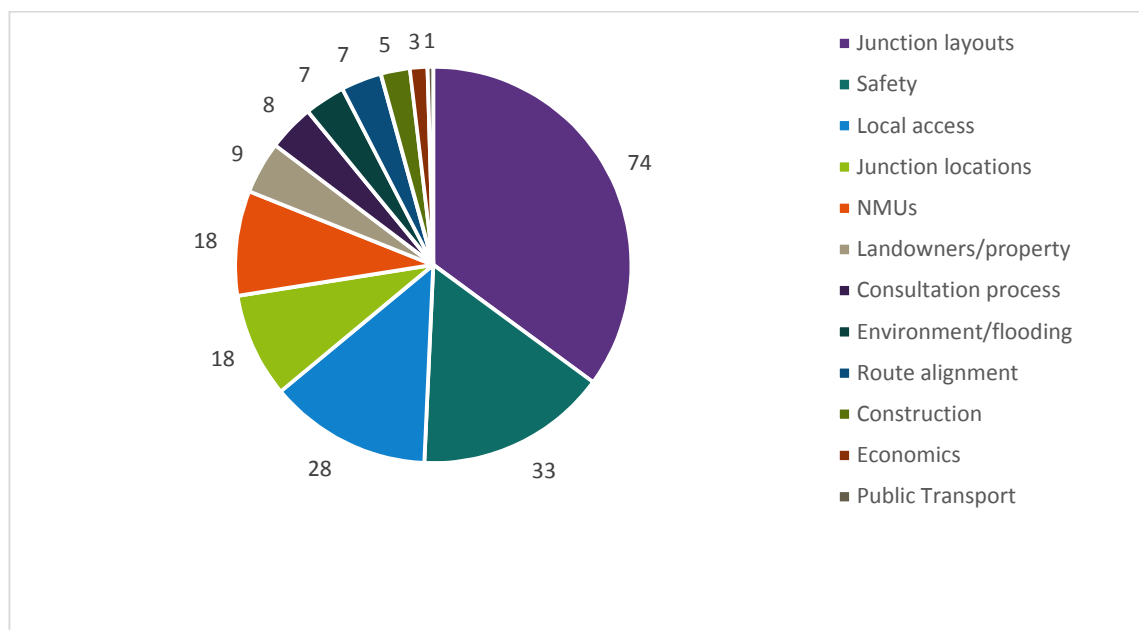


Figure 2-2 Exhibition comments – Summary

2.3. Summary

Both days of the exhibition were well attended with visitors engaged in the consultation process and appreciative of the opportunity to be involved. As a result of the exhibition, several one-to-one meetings were arranged with interested groups, landowners and Community Councils.

The comments received on the day, and in subsequent correspondence, included a significant proportion on the proposed junction layouts. The comments were generally constructive with correspondents keen to express their views, and preferences, on the options displayed. The choice of junction locations was commended by most, with the option for an Aviemore Central junction having been removed from further consideration.

Non-motorised user (NMU) crossing points, local access arrangements and associated safety concerns formed another area of great interest. There was a general concern that existing means of access would be severed to the detriment of the community. It was explained that NMUs and local access arrangements would be considered in detail during Stage 3 of the design development and that consultation on this subject would continue.

The public engagement events have proved to be well received by the public and an important indicator of public opinion for the designers. The feedback received continues to influence the design of the scheme.

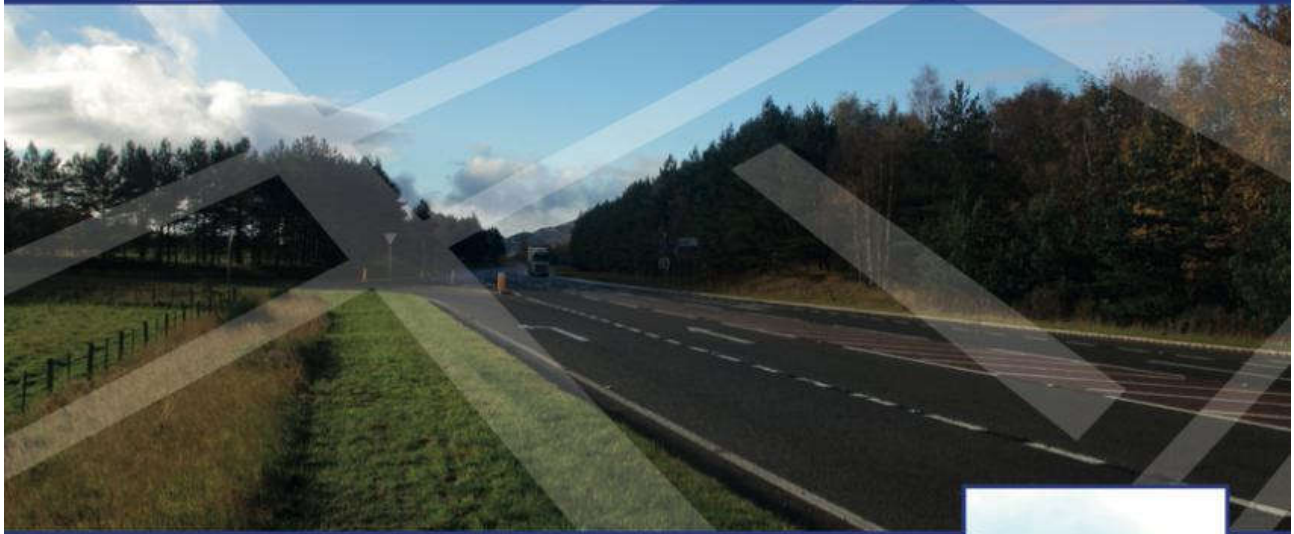


Appendix A. Exhibition poster





A9 Dualling Dalraddy to Slochd project Public Exhibitions



Public exhibitions are being held on Thursday 16 and Friday 17 June 2016. These will give local communities and road users the opportunity to see the proposed junction layouts for the Dalraddy to Slochd dualling project – part of the A9 Dualling Programme.

We are inviting local views and feedback 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 proposals and answer any questions.

Details of the public exhibitions are as follows:

Thursday 16 June, 12 noon - 8pm

Aviemore Community Centre (The Studio)
Muirton, Aviemore, PH22 1SF

Friday 17 June, 12 noon - 8pm

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

For further information, please visit:

www.transport.gov.scot/a9dualling





Appendix B. Press coverage



It has advantage over the rest of us. The £19,000 revenue cost of the Inverness project, although maintenance will be covered by Transport Scotland, more than covers the cost of continued planting

Capital, and source of landscaping projects from an individual whose garden expertise and commitment over the years has created these beautiful gardens."

factors the city the val

A9 Dualling

Dalraddy to Slochd project

Public Exhibitions



Public exhibitions are being held on Thursday 16 and Friday 17 June 2016. These will give local communities and road users the opportunity to see the proposed junction layouts for the Dalraddy to Slochd dualling project – part of the A9 Dualling Programme.

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Aiemore Community Centre (The Studio)
Muirton, Aiemore, PH22 1SF

Friday 17 June, 12 noon - 8pm
Cambridge Village Hall
Main Street, Cambridge, PH23 3BB

For further information, please visit:
www.transport.gov.scot/a9dualling



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32 THURSDAY, JUNE 16, 2016

01479 872102

Progress on the A9 is a sight to behold

It is great to see progress being made on the A9 around Kincaid, as well as the announcement a week ago of design work on the Tomatin to Moy stretch. Average speed cameras and the 50mph limit for lorries combine to deliver a smoother flow of traffic.

We entertained Central Belt-based guests at our home near Boat of Garten at the weekend. All of them said that the road is much, much safer than it was because of these changes.

It will take till 2025 to complete the A9 dualling because of the enormous costs involved. I continue to press for progress as swiftly as is possible.

Meantime, the measures the Scottish Government introduced for cameras and lorries, despite opposition from an unlikely alliance

of petrolheads and Lib Dems, are showing themselves to be both sensible and safer.

Transport Scotland and their contractors are pretty good at their job: they are delivering trunk road schemes on time and budget. Hats off to them and every single one of the workers who are actually doing the hard work.

Sweetie shop arguments

I have to say the overall debate on strategic transport projects in Scotland is deeply flawed. Each week opposition politicians around the country call for new massive projects to be implemented.

Hopes locally are raised, and anger aroused that the Government is not listening. Yet which of said politicians ever say how these huge costs



Fergus Ewing

would be paid when plainly we are already using all of our budget each year. There is simply no money for these grandiose plans.

This type of debate is pretty futile because the budget for strategic transport projects is limited and fixed, and can only stretch so far. As you would expect the budget is set and projects planned several years ahead.

The overall Scottish capital projects budget has been reduced by the UK Government by around £500 million per annum since 2011.

This, in turn, means that we are only able to do £500 million less than we had hoped in 2011.

When I was opposition transport spokesman for my own party, from 2005 to 2007, I called for projects to be scrapped because better ones would deliver more value for money.

So, I argued that the Edinburgh trams and airport rail link projects be axed and the money used instead for the Forth Crossing and, of course, projects in the North such as the A9. I felt that was an honest approach because I

could say where the money for the extra projects would come from.

I have not seen, since then, any major opposition party spokesperson call for any of our planned Scottish Government projects to be scrapped. On the contrary every week for example, our new Conservative opposition call for more money to be spent. In denominations of billions!

This approach to political debate is more like a child in a sweetie shop than a serious political argument.

New faces...

It has been fascinating to hear the contributions in Holyrood of our 61 new members including my neighbour in Badenoch, Kate Forbes MSP. She has, as a new MSP, already spoken twice in major debates and led one of her own. She has campaigned for the Brain family to avoid deportation.

Kate is already showing that she has that essential ingredient for a parliamentary representative: standing up for individuals against the power of the State.

Fergus Ewing is MSP for Inverness and Nairn (which includes Strathspey) and the Scottish Government's Cabinet Secretary for the Rural Economy and Connectivity.



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Strathspey & Badenoch HERALD

Opportunity
Knocks star
passes away

Page 4



Fears that 'red-tape' could halt Aviemore shopping development ... page 12

THURSDAY, JUNE 16, 2016

www.strathspey-herald.co.uk

£1.10 SUBSCRIPTION PRICE: 75p

MP's last-ditch talks with Immigration Minister

LOCAL MP Drew Hendry has won a breakthrough of sorts in the fight with the Home Office for some leeway for the Zielsdorfs as support continues to grow for the family of seven in Laggan who face deportation at the end of this month.

Mr Hendry (SNP) was due to meet with Immigration Minister James Brokenshire at the Home Office as the Strathly went to press yesterday afternoon (Wednesday).

It follows a long campaign which has included the issue being raised in Prime Minister's Questions in the House of Commons last month by the Inverness, Nairn, Badenoch and Strathspey MP.

Mr Hendry has also confirmed that letters of support have been flowing in from the Laggan community which could strengthen his case for more humane treatment of the Zielsdorfs.

Their plight has now gone international with coverage on both sides of the Atlantic including Jason Zielsdorf's native Canada.

The family are facing deportation on Home Office grounds that not quite enough boxes had been ticked for the renewal of their entrepreneurial visa.

They have pleaded to be given time at least to sell their business Laggan Stores so that they can build a new life elsewhere. The Zielsdorfs have invested some £300,000 in the village's sole shop which had been empty for several years before they bought it.

MP Drew Hendry's direct appeal to Strathly readers - turn to page 14.

Resort junction plans scrapped

By Tom Ramage

editorial@shherald.co.uk

PLANS for a controversial Aviemore Central junction from the dualled A9 which could have led to much more traffic running through the village have been dropped, the Strathly can reveal.

Transport Scotland chiefs have scrapped any idea of creating one central access point which would have entered the village between the Macdonald Aviemore Resort and Myrtlefield citing reasons including little public support.

The announcement comes as the transport agency prepares to unveil the options on the table later today (Thursday) for the dualing of the Highlands' arterial road between Dalraddy and the Slochd at Aviemore Community Centre.

Watchdog vice-chairman and secretary Alastair Dargie said: "This is fantastic news. That junction would have been an absolute disaster on so many

grounds, especially road safety and traffic congestion.

"It would also have made life very difficult for skiers getting to and from Cairn Gorm Mountain and would have been far too close to the residential areas around it.

"We have consistently advised against that particular option and it's great to hear that Transport Scotland really have listened to reason."

And local Highland councillor Bill Lobban added: "I think it's a very sensible decision, given the estimated volume of traffic that would have had to come through the village."

Some opponents during Transport Scotland's earlier consultation process had cynically dismissed the central junction option as serving "MacAviemore". They were concerned at the perception of the Macdonald's resort being treated to more or less to a private entrance off the upgraded A9.

There were also fears that the heavy traffic heading east onto the A95 Aviemore-Keith road would have to enter the village.

Aviemore Community Council's preference has always been to create a controlled traffic flow through the village by using junctions to the north and south of the village. Aviemore is currently served by junctions at Lynwig and Granish and the



NO GO: This image shows the Aviemore Central Junction option. The Scandinavian Village is shown just south of the proposed roundabout along with the link road into the village.

later is also used to access the vital A95 Speyside whisky road.

A Transport Scotland spokesman told the Strathly that all submissions from the public had been carefully noted in arriving to the options set for unveiling.

He said: "Earlier this year we held a series of public exhibitions to let locals and road users see and comment on the options being considered for dualing the 24.1km stretch of the A9 between Dalraddy and Slochd.

"Following feedback we are now holding further public exhibitions

to get views on junction layouts as the design work is stepped up for this project.

"Having considered the feedback received and undertaken further assessment, we have concluded that the junction option being considered for Aviemore Central should be discounted as it would have significant environmental impacts and does not provide the significant benefits that the other junction options offer.

> Continued
Page 2

In the News

A mountain to climb for Di



A Grantown mountaineer is set to lead Great Britain's first assault on treacherous K2 for 12 years. Di Gilbert has said her aim is to get the expedition party up and down the Savage Mountain still smiling.

See Page 2

A window into a childhood

An Insh pensioner, who is the last remaining of seven siblings, has revisited his childhood after family portraits hidden away in a camera for 80 years finally saw the light of day.

See Page 3

Developers defend plans

Plans for a House of Bruar style development by the A9 near Kingussie could leave local communities as 'ghost towns', it has been claimed. However, the developers behind the scheme have stressed they have 'no intention of cutting anybody off'.

See Page 4

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**COMMUNITY COUNCILLOR
ALASTAIR DARGIE:** "Transport Scotland has listened to reason."

District and Paul Etheridge from Islamabad.

Aviemore resort junction plans are scrapped

> Continued
from p1

"We would encourage all with an interest in the Dalraddy to Slochd project to attend the exhibitions or view the proposals on the A9 dualing website and give us their feedback. We then expect, as part of the ongoing engagement for the dualing programme, to provide an opportunity for locals and road users to comment on a preferred route option early next year."

There were a number of reasons why the Aviemore Central junction has been discounted. These were:

- encroachment into the Craigellachie National Nature Reserve and Site of Special Scientific Interest.

- impact on ancient woodland.
- significant earthworks and buildability issues.
- impact on non-motorised user network
- little public support.

Expanding on the latter, the spokesman explained: "From the public exhibition held in February we received a total of 116 feedback forms, containing over 300 comments - the majority of which were against an Aviemore Central junction location."

Mr Dargie told the Strathly: "It will be really interesting to see what's now on the drawing board, but whatever they plan to do, the emphasis will have to be on road safety. The northern junction has issues,

of course, with the A95 and it will be paramount to improve the situation."

■ The Dalraddy to Slochd public exhibition be held today (Thursday) at Aviemore Comm Centre (The Studio) in Muirton, from noon till 8pm, and at Carrbridge Village Hall, on Street, tomorrow, again from noon until 8pm.

Representatives from Transport Scotland consultants Atkins Mouchel will be on hand answer questions. The exhibition will give communities and road users the chance to see the junction layouts at selected locations.





Appendix C. Exhibition display boards





Dalraddy to Slochd project – welcome

In early 2016, Transport Scotland held exhibitions to present mainline route options, junction locations and indicative junction layouts for dulling the A9 between Dalraddy and Slochd.

Work undertaken at that time showed the three mainline widening options that had been developed together with potential junction locations and layouts at:

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

Since those 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.

At this public exhibition we are seeking your feedback on the junction layouts presented to help inform the ongoing development and assessment of the project.

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

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

Please take your time to study the information on display and to speak to a member of the team present today. Your comments are an important part of the assessment process and we ask that you provide written feedback by **29 July 2016**.



View of the existing A9 looking north at Granish junction



View of the existing A9 looking south at Black Mount 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.





Consultation

As part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment, public consultation has been undertaken to inform the further development, refinement and assessment of the route and junction options.

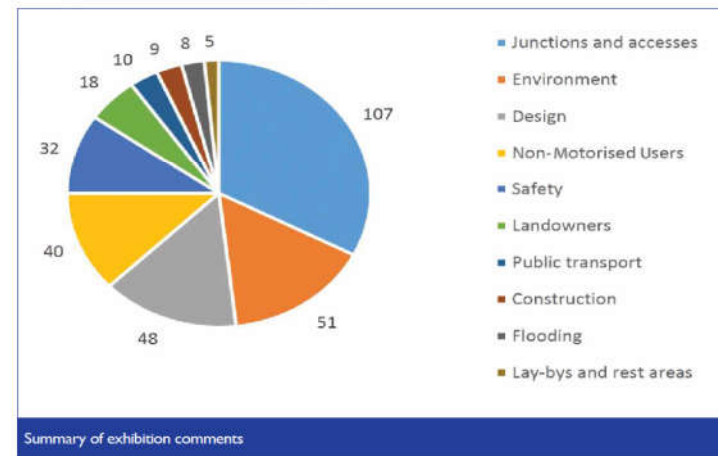
Public consultation has been achieved partly via a series of public exhibitions, as well as ongoing consultation meetings with landowners and other stakeholders.

The previous Dalraddy to Slochd public exhibitions were held in Carrbridge on 2 February 2016 and in Aviemore on 3 February 2016.

We received a total of 116 feedback forms, containing over 300 comments. Each comment was reviewed and the key points summarised into broad categories as shown on the chart adjacent.

A key theme raised by a number of visitors to the exhibitions related to the potential junction locations being considered, and in particular the potential Aviemore Central junction location. This feedback has been valuable and assisted in the review of junctions taken forward as part of the Stage 2 Assessment.

The feedback provided by members of the public will continue to inform the design of the Dalraddy to Slochd dualling project.



Carrbridge public exhibition, February 2016





Project development

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

The current work (referred to as DMRB Stage 2) covers the development and assessment of route options and builds on the earlier DMRB Stage 1 work.

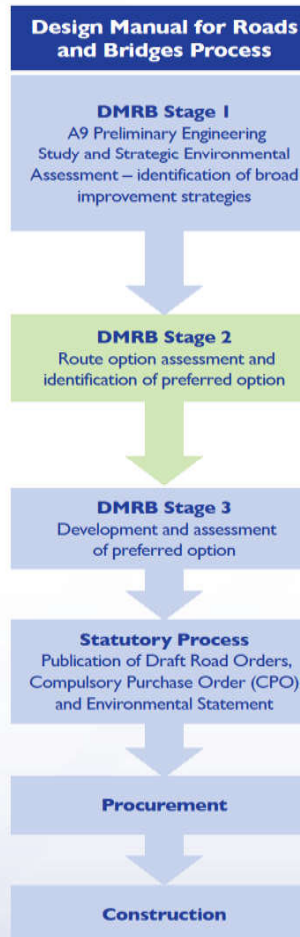
Feedback from public and stakeholder consultation, including today's exhibition, will be considered as part of the further development, refinement and assessment of the junction layout options.

Ongoing consultation with affected people, local communities, the public and stakeholders (including the Scottish Environmental Protection Agency, Scottish Natural Heritage, Cairngorms National Park Authority and The Highland Council) will be undertaken as we develop our options further.

After this, the route options will be considered as part of the DMRB Stage 2 Assessment, which will support identification of the preferred route option for the Dalraddy to Slochd project.

On completion of the DMRB Stage 2 Assessment, the next stage will involve the development and assessment of the preferred route and include consideration of:

- refinement of the preferred route
- environmental mitigation
- accesses
- lay-bys
- facilities for pedestrians, cyclists and other Non-Motorised Users (NMUs).





Junction location options

A combination of four different junction locations have been considered against engineering, environmental and economic criteria. Local feedback was sought for each location. This review also assessed whether adjacent junctions could be combined in the form of restricted movements, to eliminate some of the traffic movements at one or more of the junctions, in order to reduce the impacts of the project.

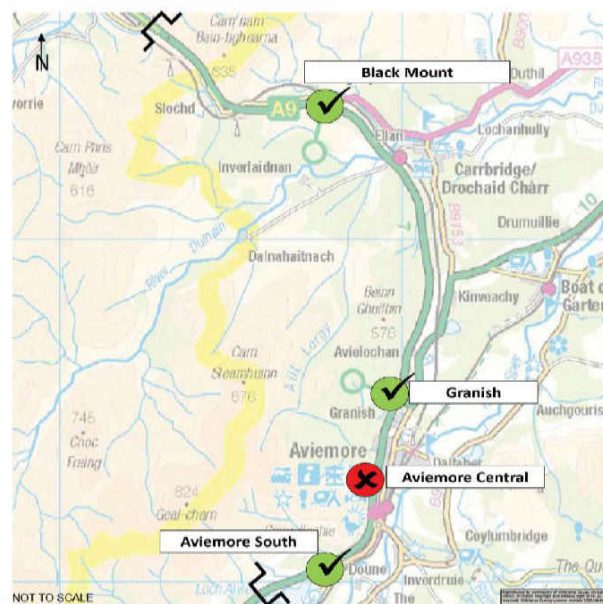
Following assessment of the junction layouts, including considering local, community and stakeholder feedback from the consultations, we have concluded that the following junction locations should be taken forward into the DMRB Stage 2 Assessment:

- Aviemore South
- Granish
- Black Mount.

The junction location option being considered at Aviemore Central has been discounted, as it would have significant environmental impacts and would not provide significant benefits compared to the other locations considered.

Particular issues identified for the Aviemore Central junction included:

- encroachment into the Craigellachie National Nature Reserve (NNR) and Site of Special Scientific Interest (SSSI)
- impact on ancient woodland
- significant earthworks/buildability issues
- impact on Non-Motorised User (NMU) network (orbital route)
- little or no public support.



Junction locations taken forward to DMRB Stage 2 Assessment





Junction layout options

Following the assessment of junction locations, a further review was undertaken to identify which should be taken forward in the DMRB Stage 2 Assessment.

A variety of different grade-separated junction configurations were reviewed and assessed. These considered engineering, environmental and economic criteria to determine which layouts would have significant impacts, or present little benefit over the other layouts being considered.

The key constraints identified close to the junctions included:

- Alvie Site of Special Scientific Interest (SSSI)
- Craigellachie National Nature Reserve (NNR) and SSSI
- existing side roads
- existing Non-Motorised User (NMU) routes, including National Cycle Network (Route 7)
- ancient woodland
- proximity of residential and business properties
- difficult ground conditions
- utilities, e.g. water, gas supplies.

Plans of the junction layout options which will be taken forward for the DMRB Stage 2 Assessment are displayed on the following panels and are available to view on the drawings at this exhibition.



Ancient woodland



National Cycle Network (Route 7)



Ancient woodland and poor ground conditions



Craigellachie National Nature Reserve (NNR) and SSSI

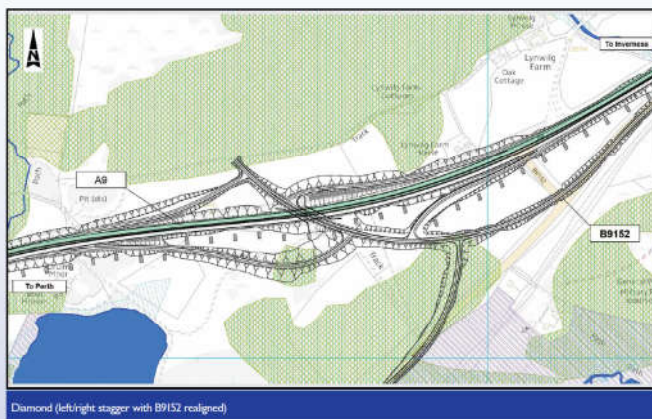
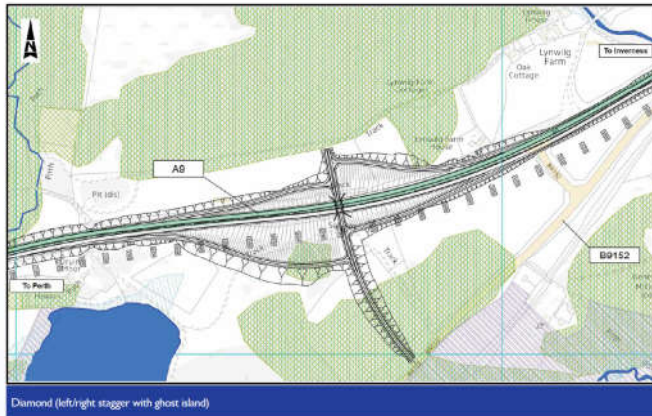
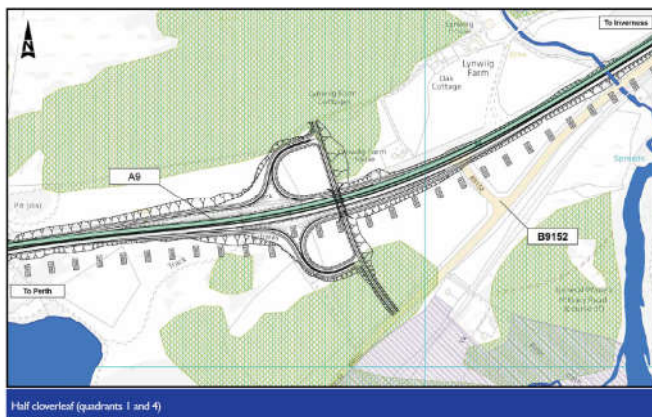




Junction layout options – Aviemore South (A9 / B9152)

All Aviemore South junction options include an overbridge structure and are based only on southbound widening of the mainline carriageway.

A 3D visualisation of the diamond junction layout is available to view at the exhibition as an example of what a junction would look like at Aviemore South.

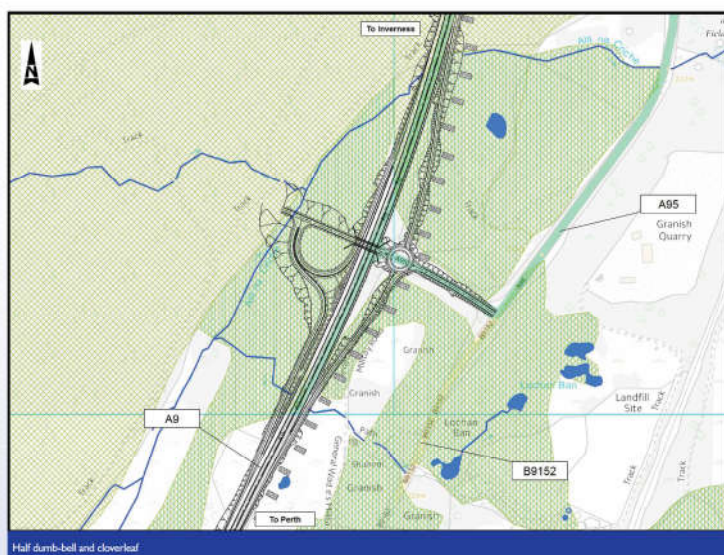
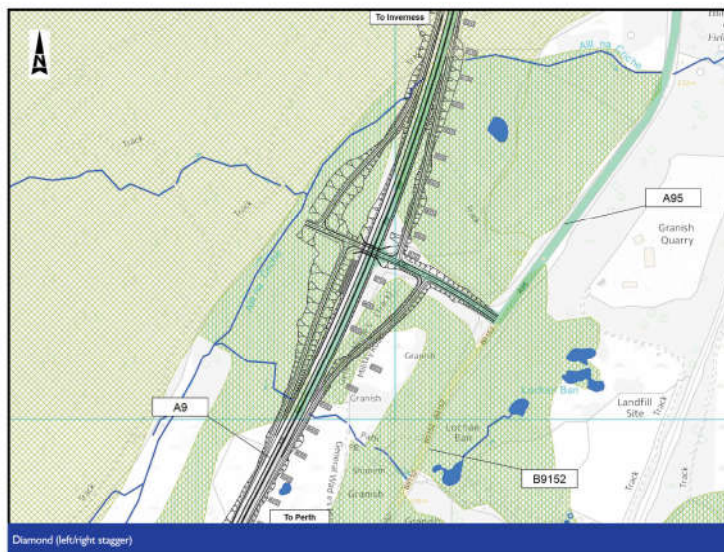




Junction layout options – Granish (A9 / A95)

All Granish junction options include an underbridge structure and have been developed to accommodate either northbound or southbound widening of the mainline carriageway. The northbound mainline carriageway widening options are shown below for reference.

A 3D visualisation of the half dumb-bell and cloverleaf junction layout is available to view at the exhibition as an example of what a junction would look like at Granish.

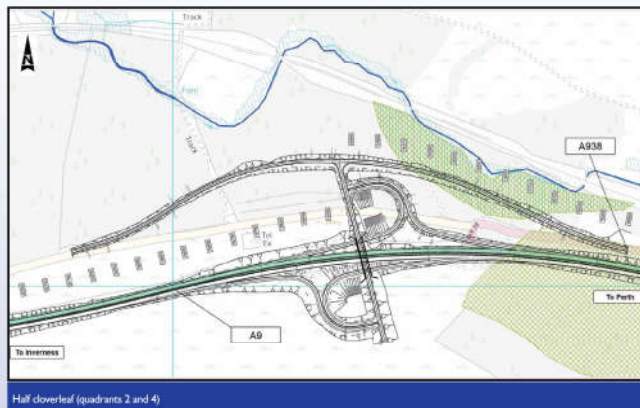
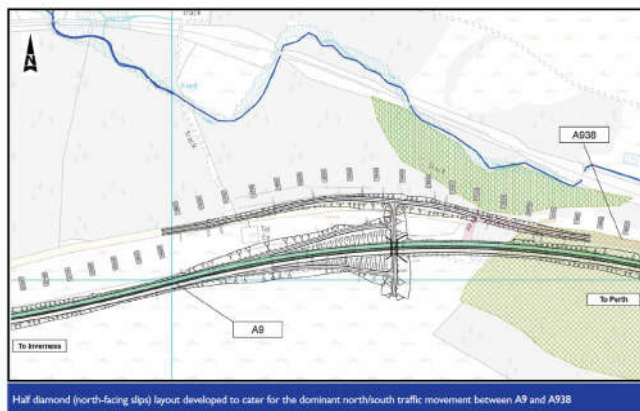
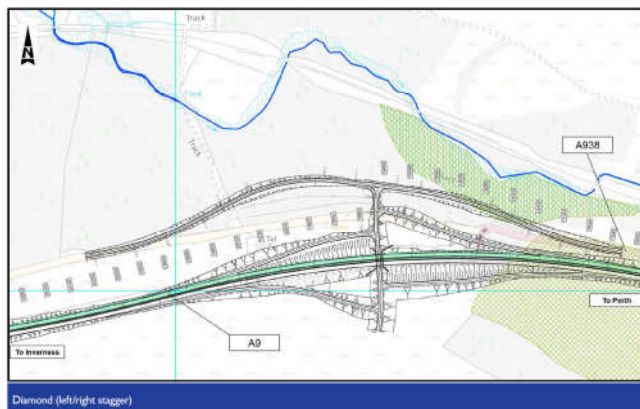




Junction layout options – Black Mount (A9 / A938)

All Black Mount junction options include an overbridge structure and have been developed to accommodate either northbound or southbound widening of the mainline carriageway. The northbound mainline carriageway widening options are shown below for reference.

A 3D visualisation of the diamond junction layout is available to view at the exhibition as an example of what a junction would look like at Black Mount.





Access

In conjunction with the development of the dual carriageway and junction layout 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 junction layout options presented at this exhibition. This will help the ongoing development of the Dalraddy to Slochd project.

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

Further public consultation will be ongoing and there will be an opportunity for you to comment on the preferred route option in early 2017.



We invite your comments and feedback using the feedback form available at the exhibition or on the project website. Please leave feedback forms in the feedback box provided at the exhibition, or send to AMJV Stakeholder Manager Robin Smith:

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 29 July 2016.

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

Telephone: 07557 172 747
Email: robin.smith@mouchel.com

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 the feedback or comments you may have on the design of the roadwork lane and how it relates to the junction layout options presented at this exhibition on Friday 19 July 2016.

Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

There will be a public consultation session (open to all) on Friday 19 July 2016 at 10:00 AM at the exhibition. To receive a copy of the feedback form, please contact the project team.

For further information on the A9 Dualling Programme, please visit the project website: www.transport.gov.scot/project/a9-dalraddy-slochd

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

PLEASE USE THE FOLLOWING MAILING ADDRESS FOR YOUR COMMENTS OR FEEDBACK:

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

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.transport.gov.scot/project/a9-dalraddy-slochd

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

www.transport.gov.scot/a9dualling

Contact details for Transport Scotland's A9 Dualling team:

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





Appendix D. Exhibition leaflet





Consultation

As part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment, public consultation has been undertaken to inform the further development, refinement and assessment of the route and junction options.

This has been achieved partly via a series of public exhibitions alongside ongoing consultation meetings with landowners and other stakeholders. The previous Dalraddy to Slochd public exhibitions were held in Carrbridge on 2 February 2016 and in Aviemore on 3 February 2016. A key theme raised by a number of visitors to the exhibitions related to the potential junction locations being considered, and in particular the potential Aviemore Central junction location. The feedback has been valuable and assisted in the review of junctions taken forward as part of the Stage 2 Assessment.

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



Carrbridge public exhibition, February 2016

Project development

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

The current work (referred to as DMRB Stage 2) covers the development and assessment of route options and builds on the earlier DMRB Stage 1 work.

Further work, including ongoing consultation with affected people, local communities, the public and stakeholders (including the Scottish Environmental Protection Agency, Scottish Natural Heritage, Cairngorms National Park Authority and The Highland Council) will be undertaken as we develop our options further.

After this, the route options will be considered as part of the DMRB Stage 2 Assessment, which will support identification of the preferred route option for the Dalraddy to Slochd project.

On completion of the DMRB Stage 2 Assessment, the next stage will involve the development and assessment of the preferred route and include consideration of:

- refinement of the preferred route
- environmental mitigation
- access
- lay-bys
- facilities for pedestrians, cyclists and other Non-Motorised Users (N-MU).



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-in/left-out access 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 shown on the plan, please approach a member of our team today 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 junction layout options. This will help the ongoing development of the Dalraddy to Slochd project.

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.

Further public consultation will be ongoing and there will be an opportunity for you to comment on the preferred route option in early 2017.

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

robin.smith@mouchel.com

You can also post to:

Robin Smith,
Lanark Court,
Ellismuir Way,
Tannochside Park,
Uddington,
Glasgow,
G71 5PW

Please provide feedback as soon as possible and before 29 July 2016.

For 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.transport.gov.scot/projects/a9-dalraddy-slochd

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

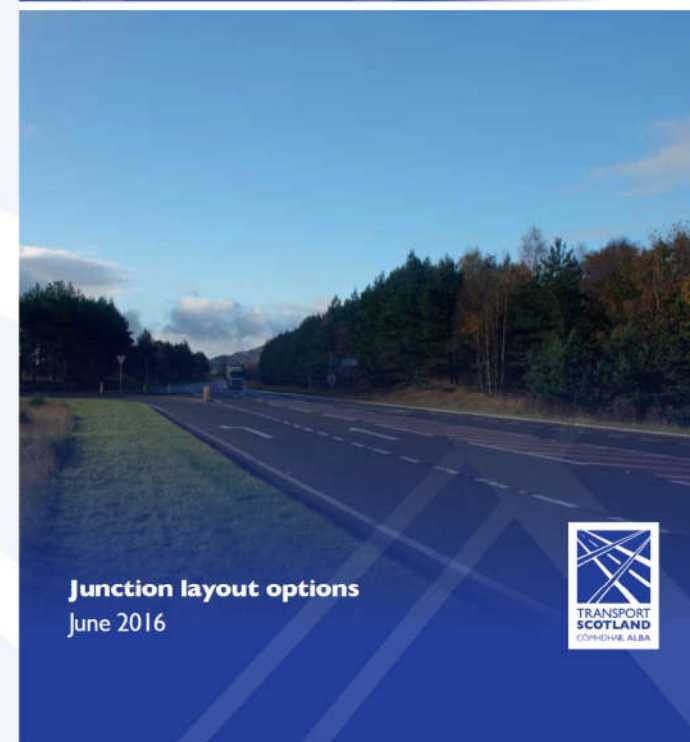
www.transport.gov.scot/a9dualling

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

Telephone: 0141 272 7100

Email: A9dualling@transport.gov.scot

A9 Dualling Dalraddy to Slochd project



Junction layout options June 2016





A9 Dalraddy to Slochd project

Introduction

In early 2016, Transport Scotland held exhibitions to present mainline route options, junction locations and indicative junction layouts for dualing the A9 between Dalraddy and Slochd.

Work undertaken at that time showed the three mainline widening options that had been developed together with potential junction locations and layouts at:

- Aviemore South
- Granish
- Black Mount

Since those 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.

This leaflet provides an update on the progress made as well as details on the current design options.

We are looking for public feedback on the junction layouts developed by our consultants, a joint venture between Atkins and Hochtief (AHJV) to help the ongoing development and assessment of the dualing proposals. In particular, we would appreciate your views on the following:

- how the junction layout options affect you
- any other junction layout options that you think we should consider
- any constraints or local features that you consider would be important for us to know

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



2

Programme objectives

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

The A9 Dualing 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 (NMTU) by:
 - reducing accident severity
 - reducing driver stress
- facilitate active travel within the corridor
- improve integration with public transport facilities.

Junction layout options

Following the assessment of junction locations, a further review was undertaken to look specifically at the junction layout options to identify which should be taken forward in the DMRB Stage 2 Assessment.

A variety of different grade-separated junction configurations were reviewed and assessed. These considered engineering, environmental and economic criteria to determine which layouts would have significant impacts or present little benefit over the other layouts being considered.

The key constraints identified close to the junctions included:

- Active Site of Special Scientific Interest (SSSI)
- Craigellachie National Nature Reserve (NNR) and SSSI
- existing side roads
- existing Non-Motorised User (NMTU) routes, including National Cycle Network (Route 7)
- ancient woodland
- proximity of residential and business properties
- difficult ground conditions
- utilities, e.g. water gas supplies.

Junction location options

A combination of four different junction locations have been considered against engineering, environmental and economic criteria. Local feedback was sought for each location.

Following assessment of the junction layouts, including considering local community and stakeholder feedback from the consultations, we have concluded that the following junction locations should be taken forward into the DMRB Stage 2 Assessment:

- Aviemore South
- Granish
- Black Mount

The junction location option being considered at Aviemore Central has been discounted, as it would have significant environmental impacts and without providing significant benefits compared to the other locations considered. Particular issues identified for the Aviemore Central junction included:

- encroachment into the Craigellachie National Nature Reserve (NNR) and Site of Special Scientific Interest (SSSI)
- impact on ancient woodland
- significant earthworks/buildability issues
- impact on Non-Motorised User (NMTU) network (orbital route)
- little or no public support.



3

Granish (A9 / A95)

All Granish junction options include an underbridge structure and have been developed to accommodate either northbound or southbound widening of the mainline carriageway. The northbound mainline carriageway widening options are shown opposite for reference.



Black Mount (A9 / A938)

All Black Mount junction options include an overbridge structure and have been developed to accommodate either northbound or southbound widening of the mainline carriageway. The northbound mainline carriageway widening options are shown below for reference.



3D visualisations of the diamond junction layouts for the Aviemore South and Black Mount junctions, and of the half dumb-bell and cloverleaf junction layouts at Granish are available to view at the exhibition.

4



Appendix E. 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 29 July 2016**.

Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

Please email or post completed responses (address opposite) as soon as possible and by **Friday 29 July 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.transport.gov.scot/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

Junction layouts

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

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

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:

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



Appendix F. Comments





A.1. Comments from Feedback forms

Reference	Comments
Visitor_001	<p>Preference for diamond layout with ghost islands at Aviemore South. Half cloverleaf is cumbersome and has T-junctions, not so good for traffic flows.</p> <p>Other diamond with left right stagger cumbersome for traffic flows.</p> <p>Granish – same preference but half dumbbell could also be considered</p> <p>Black Mount – prefer diamond shape. Object to restricted access design of half diamond.</p>
Response	<p><i>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge on 16th and 17th June 2016, thank you for attending and taking the time to provide comments.</i></p> <p><i>Your preference for the diamond layout option with ghost islands at Aviemore South has been noted. The diamond with realigned B9152 option is being considered 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. We also acknowledge your comments with respect to the Half cloverleaf and Diamond with left/right stagger options with respect to T- junctions and traffic flows.</i></p> <p><i>Your preference for the diamond option or half dumbbell option at Granish has been noted.</i></p> <p><i>Your objection to the restricted movements option (half diamond) at Black Mount has been noted. The option consisting of restricted movements is being considered as the traffic turning information currently available indicates that very few vehicles travelling northbound on the A9 turn right onto the A938 or the local road at this location and similarly very few vehicles from the A938 and local road turn left (southbound) on to the A9. The impacts to traffic turning as well as any implications to the operation and maintenance of the trunk and side road networks will be fully considered as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 assessment.</i></p> <p><i>The ongoing DMRB Stage 2 develops the potential route and junction options, and assesses them against criteria under the headings of environment, engineering and traffic and economics.</i></p> <p><i>Upon completion of the development of the options, and their assessment and through ongoing consultation with stakeholders in DMRB Stage 2, the Preferred Route Option will be selected. The intention is to announce the Preferred Route Option in early 2017.</i></p>
Visitor_002	<p>Granish is the “whisky lorry” junction. Fully laden lorries join it from A95 and head south – empty lorries come off A9 Northbound to go to A95. Therefore roundabout on the “incline” for fully laden lorries not a great idea, especially in winter (since by law they should stop at roundabout junctions). Likewise coming off A9 to A95.</p> <p>Staggered diamond is a better option here – also deconflicts southbound off slipway (where cars often slide in winter) and joining traffic.</p> <p>Be consistent in junction types – if each junction is a different layout this could cause confusion especially in the dark and/or winter.</p>



Reference	Comments
	<p>Preference – Diamond Stagger for all 3.</p> <p>Access: Please keep pedestrian/cyclist underpasses around Aviemore as they connect various sections of the village and orbital, Craigellachie and High Burnside path.</p>
Response	<p><i>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge on 16th and 17th June 2016, thank you for attending and taking the time to provide comments.</i></p> <p><i>We have noted your preference for diamond layouts at all three junction locations and confirm that impacts, including effects on the operation and maintenance of the trunk road and side road network will inform our assessment of all options.</i></p> <p><i>We note your comments with respect to consistency and clarity to road users for junction types and confirm that all options presented at exhibition have been designed in accordance with the requirements of the Design Manual for Roads and bridges for the proposed dual carriageway with respect to horizontal and vertical alignment / layout including gradients.</i></p> <p><i>With respect to your comments regarding pedestrian and cyclist underpasses, please note that the potential impacts to existing Non-Motorised User (NMU) facilities will be considered as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 assessment.</i></p> <p><i>A Non-Motorised User (NMU) strategy has been developed for the route and feedback from consultation with a wide range of NMU representative groups and members of the public is being taken into account.</i></p> <p><i>The NMU Access Strategy is available on the Transport Scotland website at http://www.transport.gov.scot/report/a9-dualling-non-motorised-user-nmu-access-strategy-9068</i></p> <p><i>After a preferred route has been identified, accesses, lay-bys and facilities for pedestrians, cyclists and other non-motorised users will be considered at DMRB Stage 3.</i></p>
Visitor_003	<p>There should be a cycleway beside the road, but a safe distance away, from Black Mount Junction south to join up with the track at Kincaig.</p> <p>Black Mount Junction should be accessible from north and south bound.</p>
Response	<p><i>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge on 16th and 17th June 2016, thank you for attending and taking the time to provide comments.</i></p> <p><i>We have noted your preference for retaining full movements at the Black Mount junction and will consider this as part of the ongoing assessment work.</i></p> <p><i>The option consisting of restricted movements is being considered as the traffic turning information currently available indicates that very few vehicles travelling northbound on the A9 turn right onto the A938 or the local road at this location and similarly very few vehicles from the A938 and local road turn left (southbound) on to the A9. The impacts to traffic turning as well as any implications to the operation and maintenance of the trunk and side road networks will be fully considered as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 assessment.</i></p>



Reference	Comments
	<p><i>We note your comment with respect to a cycle way between Black Mount junction and the track to be provided within the Kincaig to Dalraddy section currently under construction.</i></p> <p><i>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 consideration of any such facilities as suggested.</i></p> <p><i>The NMU Access Strategy is available on the Transport Scotland website at http://www.transport.gov.scot/report/a9-dualling-non-motorised-user-nmu-access-strategy-9068</i></p>
Aviemore_003	<p><i>Happy that the plans for Aviemore Central have been scrapped. Aviemore South half cloverleaf or diamond stagger with ghost island both look good.</i></p> <p><i>Granish diamond looks good</i></p> <p><i>Blackmount diamond looks good</i></p> <p><i>All the new access plans look good. Will be interested to see the plans for the Slochd Road north of Carrbridge (near the German's head).</i></p>
Response	<p><i>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge on 16th and 17th June 2016, thank you for attending and taking the time to provide comments.</i></p> <p><i>We appreciate you taking the time to record your positive feedback with respect to an Aviemore Central junction being discounted.</i></p> <p><i>With regards to Aviemore South, we note your preference for either the half cloverleaf layout or diamond (left/right stagger with ghost island) layout. With regards to both Granish and Black Mount, we note your preference for the diamond layouts.</i></p> <p><i>All of the potential junction layouts will be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</i></p> <p><i>The ongoing DMRB Stage 2 develops the potential route and junction layout options, and assesses them against criteria under the headings of environment, engineering and traffic and economics.</i></p> <p><i>Upon completion of the development of the options, and their assessment and through ongoing consultation with stakeholders in DMRB Stage 2, the Preferred Route Option will be selected. The intention is to announce the Preferred Route Option in early 2017.</i></p> <p><i>Your comments regarding potential junction layouts will be considered as part of the ongoing design work.</i></p> <p><i>We note your comment with respect to "the Slochd Road north of Carrbridge (near the Germans head)" and understand this to comment to be in relation to consideration of re-connecting the old A9 that currently serves as National Cycle network Route 7 (NCN7) as a side road link between Blackmount and Tomatin.. Work is currently being undertaken 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</i></p>



Reference	Comments
	<i>able to present this work at the next round of public exhibitions for the Tomatin to Moy project.</i>
Aviemore_004	<p>Delighted to note that common sense has prevailed and that proposed “Central junction” has been discounted.</p> <p>Have no preference re choice of exit on Aviemore South or Granish junctions – leave it to engineers to choose safest and most economical options.</p>
Response	<p><i>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge on 16th and 17th June 2016, thank you for attending and taking the time to provide comments.</i></p> <p><i>We appreciate you taking the time to record your positive feedback with respect to an Aviemore Central junction being discounted.</i></p> <p><i>We also note your comments regarding preferences for the other junction layouts. The potential junction layouts will be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</i></p> <p><i>The ongoing DMRB Stage 2 develops the potential route and junction layout options, and assesses them against criteria under the headings of environment, engineering, economics and traffic.</i></p> <p><i>When selecting the appropriate junction configuration for each location, the traffic movements, flows and operational efficiency of the junction will be considered.</i></p> <p><i>Upon completion of the development of the options, and their assessment and through ongoing consultation with stakeholders in DMRB Stage 2, the Preferred Route Option will be selected. The intention is to announce the Preferred Route Option in early 2017.</i></p>
Aviemore_005	<p>Aviemore South No.3</p> <p>Granish No.1</p> <p>Black Mount No.2</p>
Response	<p><i>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge on 16th and 17th June 2016, thank you for attending and taking the time to provide comments.</i></p> <p><i>With regards to Aviemore South, we note your preference for the diamond layout with the B9152 realigned.</i></p> <p><i>With regards to Granish, we note your preference for the diamond (left/right stagger) layout.</i></p> <p><i>With regards to Black Mount, we note your preference for the half diamond (north-facing slips) layout.</i></p> <p><i>The option consisting of restricted movements is being considered as the traffic turning information currently available indicates that very few vehicles travelling northbound on the A9 turn right onto the A938 or the local road at this location and similarly very few vehicles from the A938 and local road turn left (southbound) on to the A9.</i></p>

Reference	Comments
	<p><i>The impacts to traffic turning as well as any implications to the operation and maintenance of the trunk and side road networks will be fully considered as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 assessment.</i></p> <p><i>The ongoing DMRB Stage 2 develops the potential route and junction layout options, and assesses them against criteria under the headings of environment, engineering, economics and traffic (as explained above).</i></p> <p><i>Upon completion of the development of the options, and their assessment and through ongoing consultation with stakeholders in DMRB Stage 2, the Preferred Route Option will be selected. The intention is to announce the Preferred Route Option in early 2017.</i></p> <p><i>Your comments regarding potential junction layouts will be considered as part of the ongoing design work.</i></p> <p><i>All of the potential junction layouts will be assessed as part of the DMRB Stage 2 Assessment.</i></p>
Aviemore_006	<p>Aviemore South - use it several times a week.</p> <p>Prefer option C, in my view more resilient for light traffic demand and winter vehicle conditions.</p> <p>Well organised presentation and meeting.</p>
Response	<p><i>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge on 16th and 17th June 2016, thank you for attending and taking the time to provide comments.</i></p> <p><i>We appreciate you taking the time to record your positive feedback with respect to the presentation of the material on display at the exhibition.</i></p> <p><i>We note your preference as a regular user of the Aviemore South junction, for the diamond layout with B9152 realigned. We also note your view that this layout would be more resilient to light traffic demands and winter conditions.</i></p> <p><i>The potential junction layouts will be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</i></p> <p><i>The ongoing DMRB Stage 2 develops the potential route and junction layout options, and assesses them against criteria under the headings of environment, engineering, economics and traffic, including road network operations.</i></p> <p><i>Upon completion of the development of the options, and their assessment and through ongoing consultation with stakeholders in DMRB Stage 2, the Preferred Route Option will be selected. The intention is to announce the Preferred Route Option in early 2017.</i></p> <p><i>Your comments regarding potential junction layouts will be considered as part of the ongoing design work.</i></p>
Aviemore_007	<p>Aviemore South Junction with realigned B9152 strong preference. Least susceptible to winter road conditions, inviting and sensible – what drivers want to do.</p> <p>Concerned about proposed lay-bys. Relevance of research and lack of info. No info on detailed behaviour and how to achieve influence desired. Effect of existing communities, lack of public WCs.</p>



Reference	Comments
Response	<p><i>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge on 16th and 17th June 2016, thank you for attending and taking the time to provide comments.</i></p> <p><i>With regards to the Aviemore South junction, we note your preference for the diamond layout with B9152 realigned.</i></p> <p><i>The potential junction layouts will be assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2.</i></p> <p><i>The ongoing DMRB Stage 2 develops the potential route and junction layout options, and assesses them against criteria under the headings of environment, engineering, economics and traffic, including road network operations.</i></p> <p><i>Upon completion of the development of the options, and their assessment and through ongoing consultation with stakeholders in DMRB Stage 2, the Preferred Route Option will be selected. The intention is to announce the Preferred Route Option in early 2017.</i></p> <p><i>Your comments regarding potential junction layouts will be considered as part of the ongoing design work.</i></p> <p><i>We note your comments regarding the approach to lay-bys and potential facilities in lay-bys.</i></p> <p><i>While such information was not on display at the exhibition, it is an area that will be considered in greater detail at the next stage of the scheme development.</i></p> <p><i>Consideration will be given at DMRB Stage 3 to enhanced lay-by features, including toilet facilities. Feedback from consultation with the public and local organisations will be taken into account in DMRB Stage 3 and we would welcome further dialogue with you.</i></p>
Aviemore_008	Access to Aviemore North and South. Preference for South Expansion.
Response	<p><i>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge on 16th and 17th June 2016, thank you for attending and taking the time to provide comments.</i></p> <p><i>We note your comments regarding the junction locations presented at Aviemore South and Granish (north of Aviemore).</i></p> <p><i>We also note your preference for southbound widening along the route.</i></p> <p><i>The ongoing Design Manual Roads and Bridges (DMRB) Stage 2 develops the potential route and junction layout options, and assesses them against criteria under the headings of environment, engineering, economics and traffic.</i></p> <p><i>Accordingly, the assessment of the mainline widening options will include factors such as proximity and impacts to property, services, environmental features, geographical features, ground conditions, ecology and landscape.</i></p> <p><i>Upon completion of the development of the options, and their assessment and consultation with stakeholders in DMRB Stage 2, the Preferred Route Option will be selected. The intention is to announce the Preferred Route Option in early 2017.</i></p>
Aviemore_009	Very useful and informative. Questions answered and event fully and explained well.

Reference	Comments
Response	<p><i>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge on 16th and 17th June 2016, thank you for attending.</i></p> <p><i>Thank you for your positive comments regarding the exhibition. We are pleased you found it informative and that the members of the team were able to answer your questions and explain the material on display to your satisfaction. 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.</i></p>
Carrbridge_001	<p>Pleased that Aviemore Central will not proceed.</p> <p>Do not like 'Diamond' Option for Aviemore South; seems complicated with large Footprint.</p> <p>Granish: Prefer 'diamond' option. Roundabout in 'half dumb-bell and Cloverleaf' seems unnecessary to me.</p> <p>Black Mount: I appreciate why 'limited access' is proposed and I support this.</p> <p>It must be very difficult to plan such an ambitious project and to accommodate the views of all interested parties. I think you are doing a good job. The exhibition was very helpful. Keep up the good work.</p>
Response	<p><i>Following your attendance at the A9 Dualling Dalraddy to Slochd public exhibition in Carrbridge in June 2016 and the closing of the six week consultation period, thank you for taking the time to provide feedback.</i></p> <p><i>We note your preferred junction layouts at each location and these will be considered as part of our ongoing assessment of the options.</i></p> <p><i>With respect to the diamond layout with re-aligned B9152, this layout has been developed in recognition of the traffic turning information available and with respect to comments received following the February 2016 exhibition where the question of changing the priority of the B9152 connection with the A9 was raised. The traffic count information currently available suggests re-arranging the priority of the A9/B9152 connection should be considered. This layout is being taken forward for DMRB Stage 2 assessment to understand if the potential benefits of such a re-arrangement to junction priority outweigh the potential impacts when compared to the other options still being considered.</i></p> <p><i>At Granish, the half dumb-bell and cloverleaf option contains a roundabout as this reduces the required land take and associated impacts to ancient woodland.</i></p> <p><i>The ongoing DMRB Stage 2 develops the potential route and junction layout options, and assesses them against criteria under the headings of environment, engineering, traffic and economics.</i></p> <p><i>Upon completion of the development of the options, and their assessment and through ongoing consultation with stakeholders in DMRB Stage 2, the Preferred Route Option will be selected. The intention is to announce the Preferred Route Option in early 2017.</i></p> <p><i>We would also like to thank you for your positive feedback regarding the exhibitions and public consultation so far. Engagement with directly affected communities and businesses is at the heart of Transport Scotland's major infrastructure projects and is</i></p>

Reference	Comments
	<i>a vital part of our work as we develop plans to dual the A9 between Perth and Inverness.</i>
Carrbridge_002	<p>Preference:</p> <p>Diamond (L/R stagger) with B9152 realigned at Aviemore South</p> <p>Diamond (L/R stagger) at Granish A9/A95</p> <p>Black Mount A9/A938 Diamond L/R stagger</p> <p>Maintain cycle path from Slochd summit on old A9 & onto A938. Anything that will promote use of NCR 7 by all cyclists.</p>
Response	<p><i>Following your attendance at the A9 Dualling Dalraddy to Slochd public exhibition in Carrbridge in June 2016 and the closing of the six week consultation period, thank you for taking the time to provide feedback.</i></p> <p><i>The ongoing Design Manual for Design and Bridges (DMRB) Stage 2 develops the potential route and junction layout options, and assesses them against criteria under the headings of environment, engineering, economics and traffic.</i></p> <p><i>We note your preferences for layouts at each junction location and these will be considered as part of our ongoing assessments.</i></p> <p><i>Upon completion of the development of the options, and their assessment and through ongoing consultation with stakeholders in DMRB Stage 2, the Preferred Route Option will be selected. The intention is to announce the Preferred Route Option in early 2017.</i></p> <p><i>With respect to your comments regarding NCN7, please note that the potential impacts to existing Non-Motorised User (NMU) facilities will be considered as part of the DMRB Stage 2 assessment. A Non-Motorised User (NMU) strategy has been developed for the route and feedback from consultation with a wide range of NMU representative groups and members of the public is being taken into account. The NMU Access Strategy is available on the Transport Scotland website at</i> http://www.transport.gov.scot/report/a9-dualling-non-motorised-user-nmu-access-strategy-9068</p> <p><i>After a preferred route has been identified, accesses, lay-bys and facilities for pedestrians, cyclists and other non-motorised users will be considered at DMRB Stage 3. As part of this strategy, we will be promoting road safety for cyclists around the interface of the NCN 7 with trunk roads.</i></p> <p><i>Please note that at present all the mainline widening options have been developed to include for maintaining the route of NCN7 for cyclists and other Non-Motorised Users through the constrained corridor at Slochd Summit.</i></p>
Carrbridge_003	<p>These opportunities give the local community the chance to feel they're involved and that it is part theirs rather than only big business. I like the democracy of that, plus it was really interesting meeting those involved in the planning. They were very helpful.</p> <p>I think I like the diamond layouts best, they appear less obtrusive. Plus I feel that a repeated pattern for each junction means I become used to them more quickly.</p>

Reference	Comments
Response	<p><i>Following your attendance at the A9 Dualling Dalraddy to Slochd public exhibition in Carrbridge in June 2016 and the closing of the six week consultation period, thank you for taking the time to provide feedback.</i></p> <p><i>The ongoing DMRB Stage 2 develops the potential route and junction options, and assesses them against criteria under the headings of environment, engineering and traffic and economics.</i></p> <p><i>Upon completion of the development of the options, and their assessment and consultation with stakeholders in DMRB Stage 2, the Preferred Route Option will be selected. The intention is to announce the Preferred Route Option in early 2017.</i></p> <p><i>We note your preference for diamond layouts at each junction location to maintain consistency through a repeated pattern (layout) of junction and confirm that all options presented at exhibition have been designed in accordance with the requirements of the Design Manual for Roads and bridges for the proposed dual carriageway with respect to horizontal and vertical alignment / layout including gradients. All junction layouts will be assessed on their relative impacts at each location as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 options assessment.</i></p> <p><i>The ongoing DMRB Stage 2 develops the potential route and junction layout options, and assesses them against criteria under the headings of environment, engineering, traffic and economics.</i></p> <p><i>Upon completion of the development of the options, and their assessment and through ongoing consultation with stakeholders in DMRB Stage 2, the Preferred Route Option will be selected. The intention is to announce the Preferred Route Option in early 2017.</i></p> <p><i>We would also like to thank you for your positive feedback regarding the exhibitions and public consultation so far, and we are very pleased to hear you have found the exhibitions to be helpful.</i></p>
Carrbridge_004	<p>The Blackmount junction needs full functionality because Police drive trucks this way if there is an accident on A95 Granish to Kinveachy.</p> <p>During heavy snow, A9 often blocks near Kinveachy.</p>
Response	<p><i>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in June 2016 and the closing of the six week consultation period, thank you for taking the time to provide comments.</i></p> <p><i>We acknowledge your comments in relation to Black Mount junction and thank you for providing location specific observations with respect to the operation and winter service of the A9.</i></p> <p><i>With respect to the half diamond option consisting of the restricted movements at Black Mount, this is being considered as the traffic turning information currently available indicates that very few vehicles travelling northbound on the A9 turn right onto the A938 or the local road at this location and similarly very few vehicles from the A938 and local road turn left (southbound) on to the A9. The impacts to traffic turning as well as any implications to the operation and maintenance of the trunk and side road networks will be fully considered as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 assessment.</i></p>



Reference	Comments
	<p><i>The ongoing DMRB Stage 2 develops the potential route and junction layout options, and assesses them against criteria under the headings of environment, engineering, economics and traffic (as explained above).</i></p> <p><i>Upon completion of the development of the options, and their assessment and through ongoing consultation with stakeholders in DMRB Stage 2, the Preferred Route Option will be selected. The intention is to announce the Preferred Route Option in early 2017.</i></p>
Carrbridge_005	<p>Pleased to see that Aviemore Central access has been dropped. Seems to me that roundabout and/or half quadrant junctions would be better than 90 degree stop junctions.</p> <p>Would like to see better road cycling route from Aviemore to Carrbridge – A95 is quite narrow in parts between Granish and Kinveachy.</p> <p>Hopefully cycle access north will be maintained from Carrbridge to Tomatin and further north?</p>
Response	<p><i>Following your attendance at the A9 Dualling Dalraddy to Slochd public exhibition in Carrbridge in June 2016 and the closing of the six week consultation period, thank you for taking the time to provide feedback.</i></p> <p><i>We note your preference for the half cloverleaf layouts at Aviemore South and Black Mount, and the half dumb-bell with roundabout at Granish. The configuration of T-junctions evident on a number of the junction layouts which are being progressed as part of the Design Manual for Roads and Bridges (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.</i></p> <p><i>The ongoing DMRB Stage 2 develops the potential route and junction layout options, and assesses them against criteria under the headings of environment, engineering, traffic and economics.</i></p> <p><i>Upon completion of the development of the options, and their assessment and through ongoing consultation with stakeholders in DMRB Stage 2, the Preferred Route Option will be selected. The intention is to announce the Preferred Route Option in early 2017.</i></p> <p><i>With respect to your comments regarding cycle access, please note that the potential impacts to existing Non-Motorised User (NMU) facilities will be considered as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 assessment. A Non-Motorised User (NMU) strategy has been developed for the route and feedback from consultation with a wide range of NMU representative groups and members of the public is being taken into account. The NMU Access Strategy is available on the Transport Scotland website at</i></p> <p><i>http://www.transport.gov.scot/report/a9-dualling-non-motorised-user-nmu-access-strategy-9068</i></p> <p><i>After a preferred route has been identified, accesses, lay-bys and facilities for pedestrians, cyclists and other non-motorised users will be considered at DMRB Stage 3.</i></p>





Reference	Comments
	<i>With respect to National Cycle Network Route 7 (NCN7) at Slochd which provides cycle connection between Carrbridge and Tomatin, we confirm that at present all the mainline widening options have been developed to include for maintaining the route of NCN7 for cyclists through the constrained corridor at Slochd Summit.</i>
Carrbridge_006	<p>Granish: prefer ½ dumbbell/clover leaf for safety reasons. Drivers will have to slow down more and there would no need to cross over from one side to the other. With the diamond layout I have concern re crossing lorries across on comp traffic. ie lorries, HGVs etc.</p> <p>Blackmount: Restricted movement is ok as I would not need to go south from there but understand the dilemma regarding gritting, accidents etc. should there be no turning / access north. Therefore I am more in favour of the full diamond.</p> <p>Aviemore South: Half clover lead from a driver's point of view but not like the idea that it is so close to the houses/farms at Lynwilg.</p>
Response	<p><i>Following your attendance at the A9 Dualling Dalraddy to Slochd public exhibition in Carrbridge in June 2016, thank you for taking the time to provide feedback.</i></p> <p><i>With regards to the junction layout at Granish, we note your preference for the half dumbbell and cloverleaf layout.</i></p> <p><i>In terms of the potential diamond layout at Granish, this layout, and indeed all the layouts along the A9 dualling project, are based on fully compliant junction layouts as set out in the design standards of the Design Manual for Roads and Bridges (DMRB) and applicable to the Category 7a dual carriageway for the new A9 dual carriageway trunk road.</i></p> <p><i>With regards to Black Mount, the option consisting of restricted movements is being considered as the traffic turning information currently available indicates that very few vehicles travelling northbound on the A9 turn right onto the A938 or the local road at this location and similarly very few vehicles from the A938 and local road turn left (southbound) on to the A9. The impacts to traffic turning as well as any implications to the operation and maintenance (such as the gritting operations you noted) of the trunk and side road networks will be fully considered as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 assessment.</i></p> <p><i>We note your preference for the half-cloverleaf at Aviemore South. Proximity to property is one of our key criteria when assessing the junction layout options and we can confirm that we are consulting with all potentially affected landowners.</i></p> <p><i>The ongoing DMRB Stage 2 develops the potential route and junction layout options, and assesses them against criteria under the headings of environment, engineering, traffic and economics.</i></p> <p><i>Upon completion of the development of the options, and their assessment and through ongoing consultation with stakeholders in DMRB Stage 2, the Preferred Route Option will be selected. The intention is to announce the Preferred Route Option in early 2017.</i></p>
Carrbridge_007	<p>My preferences are as follows:</p> <p>Aviemore South – diamond with Ghost Island – better traffic flow and straightforward. More time to build up speed to enter.</p>



Reference	Comments
	<p>Granish – Diamond. Reasons as above.</p> <p>Blackmount – Diamond. Reasons as above.</p> <p>I don't think the half diamond is a good idea. We are building a road for the future and we won't get another to modify it later. Who knows whether Carrbridge will develop Westwards? If it did, in time, then the road would already meet the needs of the future. Added to that are the needs of the people living at the Slochd who want to travel south.</p>
Response	<p><i>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in June 2016 and the closing of the six week consultation period, thank you for taking the time to provide comments.</i></p> <p><i>We note your preferences regarding junction layouts at each location.</i></p> <p><i>With regards to your comments at Black Mount, the option consisting of restricted movements is being considered as the traffic turning information currently available indicates that very few vehicles travelling northbound on the A9 turn right onto the A938 or the local road at this location and similarly very few vehicles from the A938 and local road turn left (southbound) on to the A9. The impacts to traffic turning as well as any implications to the operation and maintenance of the trunk and side road networks will be fully considered as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 assessment</i></p> <p><i>As well as considering traffic flows to and from the junction locations, development of the scheme also takes into account of Local Development Plans and current planning proposals.</i></p> <p><i>The ongoing DMRB Stage 2 develops the potential route and junction layout options, and assesses them against criteria under the headings of environment, engineering, economics and traffic (as explained above).</i></p> <p><i>Upon completion of the development of the options, and their assessment and through ongoing consultation with stakeholders in DMRB Stage 2, the Preferred Route Option will be selected. The intention is to announce the Preferred Route Option in early 2017.</i></p>
Carrbridge_009	<p>Junctions:</p> <p>Black Mount junction – half diamond option would be least useful when road is blocked eg by snow or an accident. Half cloverleaf option may be hazardous during winter.</p> <p>Access:</p> <p>We frequently use Dalrachney Beag access for walks and mountain biking. Also Kinveachy for biking, wee tunnel under rail line and crossing A9 near Kinveachy and Lyngwilg junction to access Burma Road to get to Carrbridge.</p>
Reponse	<p><i>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in June 2016 and the closing of the six week consultation period, thank you for taking the time to provide comments.</i></p> <p><i>We note your comments regarding the half-diamond layout at Black Mount. This option consisting of restricted movements is being considered as the traffic turning information currently available indicates that very few vehicles travelling northbound</i></p>

Reference	Comments
	<p><i>on the A9 turn right onto the A938 or the local road at this location and similarly very few vehicles from the A938 and local road turn left (southbound) on to the A9. The impacts to traffic turning as well as any implications to the operation and maintenance of the trunk and side road networks (such as winter conditions or accidents as you noted) will be fully considered as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 assessment.</i></p> <p><i>The ongoing DMRB Stage 2 develops the potential route and junction layout options, and assesses them against criteria under the headings of environment, engineering, economics and traffic (as outlined above).</i></p> <p><i>Upon completion of the development of the options, and their assessment and through ongoing consultation with stakeholders in DMRB Stage 2, the Preferred Route Option will be selected. The intention is to announce the Preferred Route Option in early 2017.</i></p> <p><i>Thank you for your comments regarding walking and cycling access. Please note that the potential impacts to existing Non-Motorised User (NMU) facilities will be considered as part of the DMRB Stage 2 assessment. An NMU strategy has been developed for the route and feedback from consultation with a wide range of NMU representative groups and members of the public is being taken into account. The NMU Access Strategy is available on the Transport Scotland website at http://www.transport.gov.scot/report/a9-dualling-non-motorised-user-nmu-access-strategy-9068</i></p> <p><i>After a preferred route has been identified, accesses, lay-bys and facilities for pedestrians, cyclists and other non-motorised users will be considered at DMRB Stage 3.</i></p> <p><i>We are aware of the accesses at Dalrachney Beag, Kinveachy and Lyngwilg (crossing to Burma Road) and they will be considered as part of the NMU strategy at DMRB Stage 3.</i></p>
Inverness_002	Junction option layouts will have no conflict on my Inverness to Perth travel. No other junction comments.
Response	<p><i>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in June 2016 and the closing of the six week consultation period, thank you for taking the time to provide your comment.</i></p> <p><i>We hope that you found the exhibition informative.</i></p> <p><i>The ongoing Design Manual for Roads and Bridges (DMRB) Stage 2 develops the potential route and junction layout options, and assesses them against criteria under the headings of environment, engineering, traffic and economics.</i></p> <p><i>Upon completion of the development of the options, and their assessment and through ongoing consultation with stakeholders in DMRB Stage 2, the Preferred Route Option will be selected. The intention is to announce the Preferred Route Option in early 2017.</i></p>
Kingussie_001	Junctions: I am happy with the layouts shown and don't have strong views on which you use (concern about the Southern access to Tomatin off the existing dual carriageway – feel this access is important and should be upgraded)

Reference	Comments
	<p>Access: I am concerned about continuing access to rights of way and paths - notably</p> <p>1 – the present at-grade crossing from Craigallachie NR to the Aviemore Centre</p> <p>2 – the General Wades Road access from the area around Kinveachy / Avielochan, walking north to the Dulnain</p>
Response	<p><i>Following your attendance at the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore in June 2016 and the closing of the six week consultation period, thank you for taking the time to provide comments.</i></p> <p><i>Thank you for recording your feedback with respect to the junction options presented at the exhibition.</i></p> <p><i>The ongoing Design Manual for Roads and Bridges (DMRB) Stage 2 develops the potential route and junction layout options, and assesses them against criteria under the headings of environment, engineering, traffic and economics.</i></p> <p><i>Upon completion of the development of the options, and their assessment and through ongoing consultation with stakeholders in DMRB Stage 2, the Preferred Route Option will be selected. The intention is to announce the Preferred Route Option in early 2017.</i></p> <p><i>With regards to Tomatin South, this junction was previously shown within the Dalraddy to Slochd extents at the February exhibition, at the tie-in between the existing and proposed dual carriageways. However, the Dalraddy to Slochd scheme has been further refined to show it terminates south of the Tomatin South junction at the tie-in of the central reserve extents of the existing dual carriageway.</i></p> <p><i>The Tomatin South junction therefore falls outwith the Dalraddy to Slochd scheme within a dualled section of the A9.</i></p> <p><i>However, we are considering this junction as part of the 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.</i></p> <p><i>We acknowledge your comments with respect to access to Craigellachie Nature Reserve, General Wade's Road at Kinveachy/Avielochan, Slochd Cottages and Lynwilg.</i></p> <p><i>Please note that the potential impacts to existing Non-Motorised User (NMU) facilities will be considered as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 assessment. A Non-Motorised User (NMU) strategy has been developed for the route and feedback from consultation with a wide range of NMU representative groups and members of the public is being taken into account. The NMU Access Strategy is available on the Transport Scotland website at http://www.transport.gov.scot/report/a9-dualling-non-motorised-user-nmu-access-strategy-9068</i></p> <p><i>After a preferred route has been identified, accesses, lay-bys and facilities for pedestrians, cyclists and other non-motorised users will be considered at DMRB Stage 3.</i></p> <p><i>One of the key objectives to dualling the A9 is a significant increase in safety for road users and NMU users. All of the junction options presented at Aviemore South will introduce an overbridge, making crossing the A9 for NMU users much safer.</i></p>

A.2. Records of Conversation from the event

Reference	Record of conversation
ROC_001	Highlighted disappointment with Aviemore Central Junction being discounted Discussion on Aviemore South junction layouts and landscape Preference for northbound widening Discussions on local access
ROC_002	Discussion regarding local business activity Preference for full movement junction at Black Mount
ROC_003	Discussion on ecology surveys Favours separate road between Slochd & Tomatin Discussion on engineering constraints at Slochd
ROC_004	Discussion on Aviemore South junction layouts, local access, NMU provision and winter maintenance
ROC_005	Preference for full movement junction at Black Mount Discussion on junction layouts Preference for southbound widening
Carrbridge_008	Discussion on local access, safety and Black Mount junction Content with restricted movement junction at Black Mount Discussion on ecology. And winter maintenance
Carrbridge_010	Discussion on change in priority at Black Mount Discussion on engineering implications of junction layouts and mainline priorities Discussion on safety during construction, particularly segregating NMUs during diversions Discussion on local access

A.3. Comments from letters following the event

Reference	Comments
Carrbridge_008	<p>The question is would the proposed re-alignment of the A938 which is in line with the old A9 just north of the present junction, would motorists decide to drive straight on up the old A9 if they knew there was access on the new dualled A9 further on say at Slochd compared to slowing down, crossing the bridge over the dual carriage way and then head north on the slip road towards Inverness.</p> <p>Junctions: We would like to thank the A9 Dualling team for giving us the opportunity to call at your drop-in sessions of which we can pass on our concerns and information which may help with the proposals of the realignment of the A9 and our access and exit to the A9. Black Mount (A9 / A938) half diamond (north facing slips).</p> <p>It is hoped that Highland Council will install some sort of traffic calming soon and certainly before any work commences at Blackmount junction and also close off the north access at Slochd junction.</p> <p>The Blackmount access (A9 / A938) The option of half diamond north facing slips proposal will be the option that suits provided the present access and Slochd junction is closed off.</p>
Response	<p>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in June 2016 and the closing of the six week consultation period, thank you for taking the time to provide comments.</p> <p>We note your preference for the half diamond restricted movements at Black Mount.</p> <p>With regards to the T-junction connection from the A9 to the A938 and unclassified road to Slochd, we recognise that the proposed layouts create a change in priority which favours limited through movement from A938 towards Slochd. We can confirm that these layouts are based on fully compliant junction layouts as set out in the design standards of the Design Manual for Roads and Bridges (DMRB) and applicable to the Category 7a dual carriageway for the new A9 dual carriageway trunk road. The removal of the T-junction to form a free flow link from the A938 to the A9 has been considered. However, to achieve compliant geometry for such a link design to meet current design standards, results in a significant deviation to the existing line of the A938 with resultant impacts and interface with the railway line, forestry, water courses and potentially deep peat deposits. It has therefore been discounted from further consideration as it does not present any advantage when compared to the options presented at the June exhibitions.</p> <p>The ongoing DMRB Stage 2 develops the potential route and junction layout options, and assesses them against criteria under the headings of environment, engineering, traffic and economics.</p> <p>Upon completion of the development of the options, and their assessment and through ongoing consultation with stakeholders in DMRB Stage 2, the Preferred Route Option will be selected. The intention is to announce the Preferred Route Option in early 2017.</p>



Reference	Comments
	<p>The next stages in our work will include for consideration of the unclassified road junction at Slochd to consider the various options for this, including potential closure of this junction.</p> <p>We are in consultation with the Highland Council and will be in discussion with them with regard to local road connections.</p> <p>Any implications for the local road network arising from the scheme proposals will be considered and consulted on with The Highland Council.</p>

A.4. Comments from emails following the event

Reference	Comments
Aviemore_001	<p>I was most relieved to see that the Aviemore Central Junction Option has been removed from further consideration.</p> <p>My views on the three proposed junctions are as follows:</p> <ol style="list-style-type: none"> 1. Aviemore South: I favour the Diamond junction (left/right stagger with B9152 realigned). In this option traffic heading towards Aviemore does not have traffic coming from the right and going to head north. Further, I believe it is better for traffic leaving the A9 and heading for Aviemore to have priority over that on the B9152. I think the curves on the Half clover leaf junction would be too sharp for lorries, especially in icy or snowy conditions. As noted above, the other Diamond option has those leaving the A9 and going towards Aviemore having traffic coming from their right. This would not occur in the case of my preferred option. 2. Granish: My preference is the Diamond (left/right stagger) junction. The other option has sharp curves that would be potentially dangerous for the significant volume of heavy lorry traffic that heads onto and from the A95. 3. Black Mount: The Diamond (left/right stagger) is my preference. 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.
Response	<p><i>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge on 16th and 17th June 2016, thank you for attending and taking the time to provide comments.</i></p> <p><i>We appreciate you taking the time to record your positive feedback with respect to the Aviemore Central junction being discounted.</i></p> <p><i>We also welcome your specific feedback with respect to junction layouts at each of the remaining locations and provide response on each below.</i></p> <p><i>With respect to Aviemore South junction, we note your preference for the diamond layout with the B9152 realigned and your reasons for this preference being with respect to the change in priority at the A9/B9152 interface.</i></p> <p><i>We also note your preference for the Diamond (left/right) stagger layout arrangements at Granish and Black Mount locations and acknowledge your specific comment with respect to retaining connections in all directions at the Black Mount location with respect to operation and resilience of the route during incidents such as adverse weather.</i></p> <p><i>At Black Mount, the option consisting of restricted movements is being considered as the traffic turning information currently available indicates that very few vehicles travelling northbound on the A9 turn right onto the A938 or the local road at this location and similarly very few vehicles from the A938 and local road turn left (southbound) on to the A9. The impacts to traffic turning as well as any implications to the operation and maintenance of the trunk and side road networks will be fully considered as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 assessment.</i></p> <p><i>With respect to your specific comments relating to the “loop” style features of the Half Cloverleaf layout options, we confirm that these options, just like the diamond arrangements, have been developed in accordance with the</i></p>

Reference	Comments
	<p><i>requirements of the Design Manual for Roads and Bridges for the Category 7a dual carriageway proposals and are capable of accommodating HGV movements.</i></p> <p><i>All of the potential junction layouts will be assessed as part of the DMRB Stage 2 Assessment.</i></p> <p><i>The ongoing DMRB Stage 2 develops the potential route and junction layout options, and assesses them against criteria under the headings of environment, engineering, economics and traffic, including with respect to their impacts and operation of the road network.</i></p> <p><i>Upon completion of the development of the options, and their assessment and through ongoing consultation with stakeholders in DMRB Stage 2, the Preferred Route Option will be selected. The intention is to announce the Preferred Route Option in early 2017.</i></p> <p><i>Your comments regarding potential junction layouts will be considered as part of the ongoing design work.</i></p>
Aviemore_002	<p>The at-grade crossing of the present A9 opposite the Aviemore Centre into Craiggellachie – this route is used quite a lot. A pedestrian tunnel there would be useful.</p> <p>If access up the Milton Burn is by the existing road tunnel, then we'll lose the other two nearby tunnels, one of which used to be the road tunnel before all the new houses on the west of the A9 were built. The other was a low tunnel that you had to walk through bent over. They're all within about a quarter of a mile of each other, so no problem.</p> <p>I see from the Strathy that the proposed central junction for Aviemore has been dropped, which is what was causing a lot of concern locally.</p>
Response	<p><i>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge on 16th and 17th June 2016, thank you for taking the time to provide comments.</i></p> <p><i>We note your comments regarding access provisions under the new dualled arrangement and thank you for highlighting specific areas of interest in the vicinity of Aviemore. Note that the potential impacts to existing Non-Motorised User (NMU) facilities will be considered as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 assessment.</i></p> <p><i>An NMU strategy has been developed for the route and feedback from consultation with a wide range of NMU representative groups and members of the public is being taken into account. The NMU Access Strategy is available on the Transport Scotland website at</i></p> <p><i>http://www.transport.gov.scot/report/a9-dualling-non-motorised-user-nmu-access-strategy-9068</i></p> <p><i>After a preferred route has been identified, facilities for non-motorised users will be considered during DMRB Stage 3.</i></p> <p><i>The areas you have brought to our attention will be considered in the application of this strategy.</i></p>

Reference	Comments
Aviemore_010	<p>The consultation process has been very informative and the event in Aviemore was well laid out and clear.</p> <p>We are pleased to see that the central junction is not going ahead.</p> <p>AVIEMORE SOUTH - We are firmly opposed to the diamond (left/right stagger with B9152 realigned). We see it as an accident waiting to happen. Northbound vehicles leaving the A9 will have a clear unrestricted run into Aviemore and will, possibly at speed, pass a staggered junction en route. A substantial amount of the southbound traffic leaving the A9 will be heading on to the B9152 Aviemore to Kingussie road as there is now no other access other than driving to Kingussie.</p> <p>Of the other two designs the half clover (quadrants 1 and 4) is the preferred layout. The design will slow down traffic leaving either carriageway. However, we cannot understand why the road at the northbound side leads to a 'T' junction for traffic leaving the A9 with priority for a road leading to a 'dead head'. It was suggested at the consultation that the 'dead head' was to allow for possible forestry or agricultural operations etc. but we find it difficult to comprehend how a 'dead head' which will only be used very occasionally over a long number of years should have priority. The slip road coming off the A9 should be the primary road and there is no need for a junction. It works well at other locations e.g. at Luncarty.</p> <p>AVIEMORE NORTH – We are not happy with either junction. The opportunity has been missed to sort out the A95/B9152 at the same time as completing the A9 junction. The A95/B9152 junction has an accident problem, albeit minor accidents.</p> <p>Of the two proposals, the half dumb-bell and cloverleaf with alterations would be our preferred option. However, the roundabout should incorporate the A95/B9152 junction. As it stands at the moment, in busy periods, vehicles are regularly stacked up the link road waiting to get out on to the A95/B9152 and also southbound on the A95 waiting to turn right. This is when a lot of the accidents happen. A roundabout junction would alleviate that problem. It would only involve a small realignment of the A95/B9152. We note that in one of the designs for the Aviemore South junction there was a proposal to realign the B9152 and don't see why that could not be done at the Aviemore North junction.</p> <p>BLACK MOUNT - We find the half diamond (north-facing slips) layout interesting and ask what happens if a northbound motorist misses the A95 link at Aviemore. Do they have to travel to Tomatin to get turned?</p> <p>We note that at each junction there is a 'T' junction with the A938 and ask why a road that services four or five houses, and will be a dead end, has the right of way.</p>
Response	<p><i>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge on 16th and 17th June 2016, thank you for attending.</i></p> <p><i>Thank you for your positive comments regarding the exhibition and consultation process.</i></p> <p><i>We appreciate you taking the time to record your positive feedback with respect to an Aviemore Central junction being discounted.</i></p> <p><i>With respect to Aviemore South junction, we acknowledge your firm opposition to the diamond (left/right stagger with B9152 realigned) arrangement and your</i></p>

Reference	Comments
	<p><i>specific comments regarding excessive speeds of vehicles using the re-arranged priority link in to Aviemore where this re-alignment passes other junctions associated with the grade separation and the re-prioritised junction with the B9152.</i></p> <p><i>This layout has been developed in recognition of the traffic turning information available and with respect to comments received following the February 2016 exhibition where the question of changing the priority of the B9152 connection with the A9 was raised. The traffic count information currently available suggests re-arranging the priority of the A9/B9152 connection should be considered. This layout is being taken forward for Design Manual for Roads and Bridges (DMRB) Stage 2 assessment to understand if the potential benefits of such a re-arrangement to junction priority outweigh the potential impacts when compared to the other options still being considered.</i></p> <p><i>With respect to the other junction layouts being considered at Aviemore South, we acknowledge your preference for the half cloverleaf layout when compared to the diamond (left/right stagger) arrangement.</i></p> <p><i>We recognise your comments with respect to the northbound diverge and merge “loops” associated with the Half Clover leaf arrangement coming to a T-junction which gives priority to a potential access connection.</i></p> <p><i>For all junction locations and layouts at DMRB Stage 2, we have included this arrangement at present to ensure that any need for access connection which will be investigated in greater detail at the next stage (DMRB Stage 3) is not precluded by any option. Should our further work identify that an access connection is not required, or a more appropriate location for access provision is identified, the half cloverleaf arrangement as shown at Aviemore South has the potential to be developed in to a free-flowing “loop”. We note that the diamond junction configurations do not present such scope for development.</i></p> <p><i>With respect to Granish Junction, we acknowledge your dissatisfaction with the junction layouts presented, specifically with respect to the A9/A95/B9152 interface. Please be assured that when developing options and evaluating these we have considered a wide range of layouts, including a roundabout connection between the A9/A95/B9152 suggested in your feedback that seeks to take account of the perceived need for change in priority, and accident records currently available.</i></p> <p><i>In our evaluation, consideration of the traffic movement and associated impacts to ancient woodland and private assets from all options concluded that such arrangements presented no advantage over those proposed to be taken forward. Particularly, this evaluation recognised that although the priority between the A9 and A95 trunk roads appears to be incorrect with respect to route designation in the existing situation, the traffic count information available indicates that the predominant traffic flows are North/South Along A95 and B9152 with approximately 1/3 of this traffic turning from/to A95/B9152 to the A9.</i></p> <p><i>With respect to HGVs and other vehicles currently being “stacked” on the A95 to A9 link road, we note that the proposals provide for grade separated junctions. These facilitate direct merge and diverge with the proposed A9 dual carriageway and will not give rise to the direct right turn on to the A9 that currently exists, which gives rise to vehicle queues you highlight. The operation and queuing of all</i></p>

Reference	Comments
	<p><i>junctions will be modelled and assessed as part of the DMRB Stage 2 options assessment.</i></p> <p><i>With respect to vehicles queuing southbound on the A95 to make a right turn to the A9, we confirm that the layout and operation of this junction will be considered in detail as part of DMRB Stage 3 to ensure that right turning is facilitated safely, in line with the traffic turning manoeuvres and current design standards. This is to ensure that any requirement for cross-section and forward visibility to be improved at this junction location is understood and included for in the scheme proposals where appropriate.</i></p> <p><i>We acknowledge your comments in relation to the restricted movements diamond layout option presented for Black Mount junction at the exhibition. The option consisting of restricted movements is being considered as the traffic turning information currently available indicates that very few vehicles travelling northbound on the A9 turn right onto the A938 or the local road at this location and similarly very few vehicles from the A938 and local road turn left (southbound) on to the A9. The impacts to traffic turning as well as any implications to the operation and maintenance of the trunk and side road networks will be fully considered as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 assessment.</i></p> <p><i>With regards to the T-junction connection from the A9 to the A938 and unclassified road to Slochd, we recognise that the proposed layouts create a change in priority which favours limited through movement from A938 towards Slochd. We can confirm that these layouts 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- junction to form a free flow link from the A938 to the A9 has been considered. However, to achieve compliant geometry for such a link design to meet current design standards, results in a significant deviation to the existing line of the A938 with resultant impacts and interface with the railway line, forestry, water courses and potentially deep peat deposits. Options to maintain the existing priority at this location have therefore been discounted from further consideration as they do not present any advantage when compared to the options presented at the June exhibitions.</i></p> <p><i>All of the potential junction layouts will be assessed as part of the DMRB Stage 2 Assessment.</i></p> <p><i>The ongoing DMRB Stage 2 develops the potential route and junction layout options, and assesses them against criteria under the headings of environment, engineering, traffic and economics.</i></p> <p><i>Upon completion of the development of the options, and their assessment and through ongoing consultation with stakeholders in DMRB Stage 2, the Preferred Route Option will be selected. The intention is to announce the Preferred Route Option in early 2017.</i></p> <p><i>Your comments will be considered as part of the ongoing design work.</i></p>
Aviemore_011	Following the exhibition in Aviemore today I have some comments about the proposals for the junctions.

Reference	Comments
	<p>1. Aviemore South Junction. My preference is for the "diamond" option, but without any realignment of the B9152. I am wondering why this option is further south than the "half cloverleaf" option, thus destroying more woodland. Realignment of the B9152 would appear to be a lot of expense for minimal gain. Except at peak times (e.g. ski traffic) there is still a significant traffic going in the Kincaig direction, which would be delayed by this proposal.</p> <p>2. Granish Junction. The "diamond" looks the better option here. If any roundabout is to be used here it should be where the link to the A9 joins the old road. At present traffic going along the old road between Aviemore and Grantown passes this point at high speed - sometimes a full 60mph - and this makes a right turn from the link towards Aviemore hazardous. A roundabout would give "traffic calming" and hence a safety benefit.</p> <p>3. Black Mount. The half diamond proposal, while catering for the major traffic flow, is inflexible. The option to join or leave the southbound A9 would give added flexibility, both for users from Carrbridge and in the event of major traffic incidents in the Carrbridge area (not necessarily on the A9).</p> <p>While not directly related to the junctions, I would like to re-emphasise my preference for the new carriageway to be built on the Northbound side of the existing road. This would not only significantly reduce costs by eliminating the relocation of about a mile of the main water supply pipe for the Strath, but also eliminates any need to relocate the large LPG installation for the Macdonald hotels extremely close to the present line of the road. Residents of the Highland Hotel might also take a dim view of lorries rumbling past closer than at present.</p>
Response	<p><i>Following your attendance at the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore in June 2016 and the closing of the six week consultation period, thank you for taking the time to provide feedback.</i></p> <p><i>Your preference for the diamond option at Aviemore South without realignment of the B9152 has been noted. The diamond arrangement has been moved further south from the existing junction location (and further south than the half clover leaf option) in order to accommodate vertical alignment geometry for the overbridge and junction slip road while avoiding direct impacts to property located immediately adjacent to the A9. The impacts to woodland from all options will be considered as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 assessment.</i></p> <p><i>With regards to the diamond layout with re-aligned B9152, this layout has been developed in recognition of the traffic turning information available and with respect to comments received following the February 2016 exhibition where the question of changing the priority of the B9152 connection with the A9 was raised. The traffic count information currently available suggests re-arranging the priority of the A9/B9152 connection should be considered. This layout is being taken forward for DMRB Stage 2 assessment to understand if the potential benefits of such a re-arrangement to junction priority outweigh the potential impacts when compared to the other options still being considered.</i></p> <p><i>With respect to Granish Junction, we note your preference for the diamond layout, but with a roundabout to provide connection with the A95/B9152 in order to calm traffic and safeguard vehicles turning right from the A95 to the A9. When developing options and evaluating these we have considered a wide range of</i></p>

Reference	Comments
	<p>layouts, including the roundabout connection between the A9/A95/B9152 you suggest.</p> <p>In our evaluation, consideration of the traffic movement and associated impacts to ancient woodland and private assets from all options, concluded that such an arrangement presented no advantage over those proposed to be taken forward. Particularly, this evaluation recognised that although the priority between the A9 and A95 trunk roads appears to be incorrect with respect to route designation in the existing situation, the traffic count information available indicates that the predominant traffic flows are North/South Along A95 and B9152 with approximately 1/3 of this traffic turning from/to A95/B9152 to the A9.</p> <p>With respect to vehicles queuing southbound on the A95 to make a right turn to the A9, we note that we will look at this junction layout in further detail during DMRB Stage 3 to ensure that right turning is facilitated safely, in line with current design standards, accident records currently available and the traffic flow and turning information.</p> <p>Your preference for retaining full movement at Black Mount has been noted and will be considered as part of the ongoing assessment work. The option consisting of restricted movements is being considered as the traffic turning information currently available indicates that very few vehicles travelling northbound on the A9 turn right onto the A938 or the local road at this location and similarly very few vehicles from the A938 and local road turn left (southbound) on to the A9.</p> <p>The impacts to traffic turning as well as any implications to the operation and maintenance of the trunk and side road networks will be fully considered as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 assessment.</p> <p>The ongoing DMRB Stage 2 develops the potential route and junction layout options, and assesses them against criteria under the headings of environment, engineering, economics and traffic (as explained above).</p> <p>Upon completion of the development of the options, and their assessment and through ongoing consultation with stakeholders in DMRB Stage 2, the Preferred Route Option will be selected. The intention is to announce the Preferred Route Option in early 2017.</p> <p>We acknowledge your general preference for southbound widening of the A9 and confirm that the DMRB Stage 2 assessment of the mainline widening options will include factors such as proximity and impacts to property, services, environmental features, geographical features, ground conditions, ecology and landscape. Public consultation provides valuable material that informs this process and we thank you for highlighting specific features such as the LPG facility and the water main. We confirm that we are already aware of these features as a result of our surveys in the area and any potential impacts will be taken into consideration when the options are assessed.</p>
Aviemore_012	<p>Comments on the dualling through the Craigellachie bottleneck: the obvious preferred route should be the northern carriageway. This would lead the road from the south through open fields to the old quarry at the base of Craigellachie with open land on the north side of the hill. Surely a tunnel below Craigellachie would minimise destruction of private housing, preserve the High Range complex and minimise noise to the surrounding community?</p>

Reference	Comments
	<p>We already have a recent tunnel completed in Glasgow and a proposed 18 mile tunnel under the Pennines due to go ahead. A short tunnel under our hill should be eminently feasible. The noise from another carriageway would be intolerable.</p> <p>Secondly, the southern junction layout should preserve the beautiful views across Loch Alvie from the A9. To minimise light pollution, carriageways could be kept low rather than using high flyovers, perhaps keeping T-junctions to a minimum. Perhaps the half clover leaf would minimise impact on the surrounding countryside.</p>
Response	<p><i>Following your attendance at the A9 Dualling Dalraddy to Slochd public exhibition in Aviemore in June 2016 and the closing of the six week consultation period, thank you for taking the time to provide comments.</i></p> <p><i>We note your preference for northbound widening through the constrained corridor as the A9 passes Craigellachie Nature Reserve and your suggestion that a tunnel may avoid impacts to private property. With respect to a tunnel option, 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 ruled out due to construction difficulties, impacts on the operation of the trunk road, risk and potential costs of such options. It was concluded that a tunnel option presented no advantage over the proposed online widening options that were taken forward.</i></p> <p><i>With regards to the Aviemore South junction, all options at this location include an overbridge due to the topography. Underbridge connections were considered early in the process and discounted, as to provide these would require the A9 to be raised by over approximately 6 metres in height to achieve required headrooms and would present increased and extended earthworks and impacts to property and ancient woodland as well as greater landscape and visual impact to connect back in to the A9 at existing levels.</i></p> <p><i>The ongoing DMRB Stage 2 develops the potential route and junction layout options, and assesses them against criteria under the headings of engineering, economics, traffic and environment.</i></p> <p><i>Environment includes landscape and visual impact assessments which will be undertaken to understand the potential effects of the scheme options and any mitigation measures that may be necessary.</i></p> <p><i>Upon completion of the development of the options, and their assessment and through ongoing consultation with stakeholders in DMRB Stage 2, the Preferred Route Option will be selected. The intention is to announce the Preferred Route Option in early 2017.</i></p> <p><i>With respect to access, we confirm that all options considered at Aviemore South provide connection south of Aviemore, on and off the A9 in all directions.</i></p>
Aviemore_013	<p>Having studied the plans my first choice is Diamond (left/right stagger with B9152 realigned).</p> <p>As the plan states ' B9152 realigned' will this section of the old road be open to local traffic or closed with only access to the North entrance of Kinrara Estate. Since the Speyside Way footpath has been open, an increasing number of people</p>

	<p>are accessing the path by parking on the grass verges of the B9152 at the North Kinrara Estate Drive. This could have an impact on whatever plan is chosen.</p> <p>What may seem a minor issue in the big scheme of things - will this affect refuse collection? If the section of road is to be closed hopefully steps would be taken to stop it becoming an overnight parking lay-by.</p> <p>We are greatly concerned that if a junction is created directly onto the A9 further on, the increase in noise, heavy delivery lorries and general traffic will have a negative effect. Aviemore is a rapid growth 'village' with 3 new retail outlets being recently given the go ahead (Marks & Spencer, Aldi & Home Bargains) plus there are approved plans for numerous new houses at Rothiemurchus. We have noticed the increase in traffic, speed and noise from vehicles as they use the B9152 to avoid the present road works at Dalraddy. .</p> <p>We have witnessed numerous accident and near misses at the present A9/B9152 junction. The present B9152 surely cannot cope with the inevitable increase in traffic in the future.</p>
Response	<p><i>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in June 2016 and the closing of the six week consultation period, thank you for taking the time to provide comments.</i></p> <p><i>With regards to Aviemore South, we acknowledge your preference for the Diamond (left/right stagger with B9152 realigned) junction option.</i></p> <p><i>After the Preferred Route has been identified, consideration will be given to specific access arrangements associated with the junction layouts early in the Design Manual for Roads and Bridges (DMRB) Stage 3. We will consult with property owners and The Highland Council to identify the most appropriate treatment of any realigned accesses or side roads.</i></p> <p><i>We thank you for bringing to our attention parking in relation to the Speyside Way.</i></p> <p><i>A Non-Motorised User (NMU) strategy has been developed for the route. Consultation with a wide range of NMU representative groups and members of the public is ongoing with feedback being taken into account. The NMU Access Strategy is available on the Transport Scotland website at</i></p> <p><i>http://www.transport.gov.scot/report/a9-dualling-non-motorised-user-nmu-access-strategy-9068</i></p> <p><i>Again, after a Preferred Route has been identified, facilities for non-motorised users will be considered during DMRB Stage 3.</i></p> <p><i>With respect to any junction options, we confirm that we would look to ensure continued access to the side road network through any proposals, and aspects such as refuse collection and other services will inform the design of specific details around accesses.</i></p> <p><i>The ongoing DMRB Stage 2 develops the potential route and junction layout options, and assesses them against criteria under the headings of engineering, economics, traffic and environment.</i></p> <p><i>We recognise your comments with respect to increases in noise and traffic in general with respect to the options, and confirm that the impacts from all options will be considered as part of the DMRB Stage 2 options assessment.</i></p>

	<p><i>Upon completion of the development of the options, and their assessment and through ongoing consultation with stakeholders in DMRB Stage 2, the Preferred Route Option will be selected. The intention is to announce the Preferred Route Option in early 2017.</i></p> <p><i>At the next stage of design, consideration will focus on developing the details of the A9 junction connection with the side road network. Further consideration will be given to aspects such as visibility, sight lines and vehicle speeds. As a minimum, the junction itself will be required to be designed in accordance with current design standards wherever possible.</i></p>
Boat_of_Garten_001	<p>Black Mount (A9 / A938) To preserve maximum flexibility to handle winter conditions and any emergencies on or off the road, full access north and south ought to be provided for this junction. We would rule out the option which prevents entry to the southward A9 to those coming from Slochd, Carrbridge and the other settlements to the north and east.</p> <p>Aviemore South (A9 / B9152) While the Diamond (left-right stagger) with B9152 realigned has its attractions, it creates new difficulties for traffic coming north on the B9152 – for example, we might wish to return from Kincaig. We would under this plan have a right turn on to the busy A9-Aviemore main road. This junction could be improved by making the B9152 terminate in a roundabout (similar to that in the Granish half dumb-bell and cloverleaf option.)</p> <p>Granish (A9/A95) Heavy commercial traffic and coaches use this junction: the right turns demanded by the diamond system may not be appropriate?</p>
Response	<p><i>Following your attendance at the A9 Dualling Dalraddy to Slochd public exhibition in Carrbridge in June 2016 and the closing of the six week consultation period, thank you for taking the time to provide feedback.</i></p> <p><i>Your preference for retaining full movements at Black Mount has been noted and will be considered as part of the ongoing assessment work. The option consisting of restricted movements is being considered as the traffic turning information currently available indicates that very few vehicles travelling northbound on the A9 turn right onto the A938 or the local road at this location and similarly very few vehicles from the A938 and local road turn left (southbound) on to the A9. The impacts to traffic turning as well as any implications to the operation and maintenance of the trunk and side road networks will be fully considered as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 assessment</i></p> <p><i>The ongoing DMRB Stage 2 develops the potential route and junction layout options, and assesses them against criteria under the headings of environment, engineering, economics and traffic (as explained above).</i></p> <p><i>Upon completion of the development of the options, and their assessment and through ongoing consultation with stakeholders in DMRB Stage 2, the Preferred Route Option will be selected. The intention is to announce the Preferred Route Option in early 2017.</i></p> <p><i>We note your comments with respect to Aviemore South junction, (left/right stagger with B9152 realigned) arrangement and your specific concerns regarding having to make a right turn from the re-aligned B9152 when using the re-arranged priority link to Aviemore.</i></p>

	<p><i>This layout has been developed in recognition of the traffic turning information available and with respect to comments received following the February 2016 exhibition where the question of changing the priority of the B9152 connection with the A9 was raised. The traffic count information currently available suggests re-arranging the priority of the A9/B9152 connection should be considered. This layout is being taken forward for Design Manual for Roads and Bridges (DMRB) Stage 2 assessment to understand if the potential benefits of such a re-arrangement to junction priority outweigh the potential impacts when compared to the other options still being considered. Layouts utilising roundabouts to make such a connection were considered but discounted as they presented greater landscape and visual impacts and offered no advantage when compared to the other options.</i></p> <p><i>In terms of the potential diamond layout at Granish, this layout, and indeed all the layouts along the A9 dualling project, are based on fully compliant junction layouts as set out in the design standards of the Design Manual for Roads and Bridges (DMRB) and applicable to the Category 7A dual carriageway for the new A9 dual carriageway trunk road.</i></p> <p><i>Junction layout options using roundabouts were considered at Aviemore South, but they were discounted as they are considered to be more urban in their design, whilst the diamond and half cloverleaf options fit better with the linear landscape pattern around the Aviemore South junction.</i></p>
Carrbridge_010	<p>It was with great disappointment that the options outlined on the display boards, table plans and A4 handout remain wholly unsatisfactory. To have main road traffic give way to a dead-end forestry road and a little used B-road is unacceptable.</p> <p>Black Mount: It is welcomed that the Blackmount is recognised as a key junction serving Carrbridge, Dulnain, Dava Moor to Elgin, Grantown and over to the NE of Scotland. Each option takes users to a T junction to the little used (A 938) Slochd minor road. This configuration is wholly inappropriate asking the vast bulk of traffic to give way and priority to a low volume road (ie traffic passing north and south along the A938). It is absurd to have the main traffic giving way to such a low usage road.</p> <p>The ideal solution in our view is to construct a double dumbbell junction with the north roundabout incorporating the southbound exit lane, A938 and south bound slip road to A9. Such a solution resolves the issues and concerns detailed below.</p> <p>It is noted that a roundabout is incorporated into Granish Half Dumbbell and Cloverleaf option. It is also noted that a roundabout option is tabled for Pitlochry North Junction A, with a configuration that would suit Blackmount northbound and with a third access route would suit Blackmount southbound/A938.</p> <p>Half Diamond; Wholly inadequate not providing southbound entry to A9, turning for emergency and road maintenance vehicles and no north bound exit from A9 and incorporates T junction to A938 (see above)</p> <p>Diamond; This option asks for the creation of 5 T junctions to manage the traffic. Of the 5 traffic 2 will be asked to give way to a dead-end 'forestry road' and a low volume B road as described above.</p> <p>Half Cloverleaf; Inordinate use of land and additional movement complications. Sharp curves will be subject to winter restrictions due to snow and ice. Sweeping</p>

	<p>cloverleaves will be hard to snow plough and clear. Incorporates T junction to A938 (see above).</p> <p>Granish</p> <p>Neither of the two options have grasped the key issue of incorporation of the junction with the main A95 road. The current T junction off the A95 is a dangerous movement of traffic. I was advised that the main flow of traffic was north south (Grantown to Aviemore) That may be fact, however it makes no allowance for the profile of traffic making the right or left turn at the junction. Large lorries and tankers regularly use the junction heading to the Speyside whisky distilleries, farmlands and wood processors.</p> <p>The white lining is regularly rubbed away due to the turning trailers leaving the stop line indistinct and several occasions I have witnessed vehicles overshooting the give way lines, mistaking for the south bound right turn painted holding area.</p> <p>The solution proposed is to incorporate a roundabout on the A95 with A9 south bound slip road, A95 north and south and A9 southbound slipway each incorporated into the roundabout.</p> <p>Diamond: The northbound exit from the A9 comes to a dangerous right turn T junction giving way to all the traffic heading north. This will cause delays frustration and create a dangerous situation. Proposes no solution to incorporate junction with A95.</p> <p>Half Dumbbell: Proposed roundabout is a total waste of space and money. It should be moved to incorporate the A95. Hard right turn from northbound exit slipway around cloverleaf to right turn T junction is torturous in appearance and unnecessary.</p>
Response	<p><i>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge on 16th and 17th June 2016, thank you for attending and taking the time to provide comments.</i></p> <p><i>We recognise your comments with respect to the Black Mount junction layout arrangements coming to, and giving priority to a potential access connection to the southbound side.</i></p> <p><i>For all junction locations and layouts across the project, we have included this arrangement at present to ensure that any need for access connection, which will be investigated in greater detail at the next stage, is not precluded by any option. Should our further work identify that an access connection is not required, or a more appropriate location for access provision identified by further work, the half cloverleaf arrangements have the potential to be developed in to a free-flowing "loop". We note that the diamond junction configurations do not present such scope for development.</i></p> <p><i>With regards to Black Mount junction and the T-junction connection from the A9 to the A938 and unclassified road to Slochd, we recognise that the proposed layouts create a change in priority which favours limited through movement from A938 towards Slochd. We can confirm that these layouts are based on fully compliant junction layouts as set out in the design standards of the Design Manual for Roads and Bridges (DMRB) and applicable to the Category 7a dual carriageway for the new A9 dual carriageway trunk road. The removal of the T- junction to form a free flow link from the A938 to the A9 has been considered. However, to achieve compliant geometry for such a link design to meet current design</i></p>

	<p><i>standards, results in a significant deviation to the existing line of the A938 with resultant impacts and interface with the railway line, forestry, water courses and potentially deep peat deposits. It has therefore been discounted from further consideration as it does not present any advantage when compared to the options presented at the June exhibitions,</i></p> <p><i>The option consisting of restricted movements at Black Mount is being considered as the traffic turning information currently available indicates that very few vehicles travelling northbound on the A9 turn right onto the A938 or the local road at this location and similarly very few vehicles from the A938 and local road turn left (southbound) on to the A9. The impacts to traffic turning as well as any implications to the operation and maintenance of the trunk and side road networks will be fully considered as part of the DMRB Stage 2 assessment.</i></p> <p><i>With respect to roundabouts for Black Mount junction, these were considered in our evaluation of junction options and discounted from further consideration on the basis that they present an urban arrangement for a remote, unpopulated and currently unlit location.</i></p> <p><i>Each junction is considered on its own merit, and on a location by location basis. The key difference between Black Mount and Granish locations is that Granish is located close to the more urban and lit settlement of Aviemore when compared to Black Mount. We also note that at Black Mount an overbridge is proposed which would site any roundabout and associated lighting on an embankment whereas at Granish an underbridge is proposed which locates any roundabout and associated lighting below the level of the A9.</i></p> <p><i>At Granish, the half dumb-bell and cloverleaf option contains a roundabout as this reduces direct impacts to property and associated impacts to ancient woodland.</i></p> <p><i>With regards to the Granish Junction, we note your preference for the diamond layout, but with a roundabout to provide connection with the A95/B9152 in order to calm traffic and safeguard vehicles turning right from the A95 to the A9. When developing options and evaluating these we have considered layouts, including the roundabout connection between the A9/A95/B9152 you suggest.</i></p> <p><i>In our evaluation, consideration of the traffic movement and associated impacts to ancient woodland and private assets from all options concluded that such arrangements presented no advantage over those proposed to be taken forward. Particularly, this evaluation recognised that although the priority between the A9 and A95 trunk roads appears to be incorrect with respect to route designation in the existing situation, the traffic count information available indicates that the predominant traffic flows are North/South Along A95 and B9152 with approximately 1/3 of this traffic turning from/to A95/B9152 to the A9.</i></p> <p><i>The ongoing DMRB Stage 2 develops the potential route and junction layout options, and assesses them against criteria under the headings of environment, engineering, economics and traffic.</i></p> <p><i>Upon completion of the development of the options, and their assessment and through ongoing consultation with stakeholders in DMRB Stage 2, the Preferred Route Option will be selected. The intention is to announce the Preferred Route Option in early 2017.</i></p>
Carrbridge_011	<p>Good to see the Aviemore Central junction has been removed from consideration. The impact on Aviemore traffic would have been more negative than positive.</p>

	<p>Equally good to see Granish and Black Mount junction proposals to enable north/south traffic options.</p> <p>Prefer to see full GSJ at Black Mount. There may not be a significant number of traffic movements in some directions but it will be of benefit for traffic maintenance, emergency vehicles and other road users on occasions.</p> <p>We have no strong preference on design layouts.</p>
<i>Response</i>	<p><i>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge on 16th and 17th June 2016, thank you for attending and taking the time to provide comments.</i></p> <p><i>We appreciate you taking the time to record your positive feedback with respect to an Aviemore Central junction being discounted, as well as your specific comments regarding the junction layout options at Granish and Black Mount.</i></p> <p><i>The option consisting of restricted movements at Black Mount is being considered as the traffic turning information currently available indicates that very few vehicles travelling northbound on the A9 turn right onto the A938 or the local road at this location and similarly very few vehicles from the A938 and local road turn left (southbound) on to the A9. The impacts to traffic turning as well as any implications to the operation and maintenance of the trunk and side road networks will be fully considered as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 assessment.</i></p> <p><i>The ongoing DMRB Stage 2 develops the potential route and junction layout options, and assesses them against criteria under the headings of environment, engineering, economics and traffic, including road network operations.</i></p> <p><i>Upon completion of the development of the options, and their assessment and through ongoing consultation with stakeholders in DMRB Stage 2, the Preferred Route Option will be selected. The intention is to announce the Preferred Route Option in early 2017.</i></p>
<i>Grantown_001</i>	<p>All 3 suggestions for the Aviemore S junc seem OK.</p> <p>The half dumb-bell and cloverleaf suggested at Granish offers the safer option with less traffic turning right across that going straight.</p> <p>It is Black Mount that puzzles me. There seems to be a desire to make the A938 North into the most important road, when it is used only by local traffic, and very little of that. The suggestion of no links to the South, on or off the A9, seems over restrictive. The half cloverleaf plan again causes traffic leaving the A9 from the North to turn right against traffic leaving the A938 to join the A9 North. A design which utilises the diamond left/right stagger as proposed, but minimises the access to the A938N would be the best solution.</p>
<i>Response</i>	<p><i>Following your attendance at the A9 Dualling Dalraddy to Slochd public exhibition in Carrbridge in June 2016 and the closing of the six week consultation period, thank you for taking the time to provide comments.</i></p> <p><i>We note that you're satisfied with the Aviemore South junction options being taken forward for assessment and your preference for the half dumbbell and cloverleaf layouts at Granish.</i></p> <p><i>We acknowledge your comments in relation to the restricted movements diamond layout option presented for Black Mount junction at the exhibition. The option</i></p>

	<p><i>consisting of restricted movements is being considered as the traffic turning information currently available indicates that very few vehicles travelling northbound on the A9 turn right onto the A938 or the local road at this location and similarly very few vehicles from the A938 and local road turn left (southbound) on to the A9. The impacts to traffic turning as well as any implications to the operation and maintenance of the trunk and side road networks will be fully considered as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 assessment</i></p> <p><i>With regards to the T-junction connection from the A9 to the A938 and unclassified road to Slochd, we recognise that the proposed layouts create a change in priority which favours limited through movement from A938 towards Slochd. We can confirm that these layouts 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-junction to form a free flow link from the A938 to the A9 has been considered. However, to achieve compliant geometry for such a link design to meet current design standards, results in a significant deviation to the existing line of the A938 with resultant impacts and interface with the railway line, forestry, water courses and potentially deep peat deposits. It has therefore been discounted from further consideration as it does not present any advantage when compared to the options presented at the June exhibitions.</i></p> <p><i>The ongoing DMRB Stage 2 develops the potential route and junction layout options, and assesses them against criteria under the headings of environment, economics, traffic and engineering (as outlined above).</i></p> <p><i>Upon completion of the development of the options, and their assessment and through ongoing consultation with stakeholders in DMRB Stage 2, the Preferred Route Option will be selected. The intention is to announce the Preferred Route Option in early 2017.</i></p>
Inverness_001	<p>I have looked up the junction drawings for the exhibition on the web.</p> <p>There does not seem to be any provision for what happens at the Slochd junction to Tomatin and this was not on the Slochd to Moy displays earlier this year either. What is the plan for this?</p> <p>Quite right to drop the Aviemore central junction but should an underpass be provided to give access to the land on the west?</p>
Response	<p><i>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in June 2016 and the closing of the six week consultation period, thank you for taking the time to provide comments.</i></p> <p><i>We appreciate you taking the time to record your positive feedback with respect to an Aviemore Central junction being discounted.</i></p> <p><i>The details for local access will be developed further during the next stage of scheme development.</i></p> <p><i>With regards to the "Slochd Junction to Tomatin", for the purposes of the A9 Dualling we refer to this as Tomatin South Junction.</i></p> <p><i>This junction was previously shown within the Dalraddy to Slochd extents at the February exhibition, at the tie-in between the existing and proposed dual carriageways. However, the Dalraddy to Slochd scheme has been further refined</i></p>

	<p><i>to show it terminates south of the Tomatin South junction at the tie-in of the central reserve extents of the existing dual carriageway.</i></p> <p><i>The Tomatin South junction therefore falls outwith the Dalraddy to Slochd scheme within a dualled section of the A9. However, we are considering this junction as part of the 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.</i></p> <p><i>With respect to possible provision of an underpass in the vicinity of the discounted Aviemore Central junction location, please note that a Non-Motorised User (NMU) strategy has been developed for the route and feedback from consultation with a wide range of NMU representative groups and members of the public is being taken into account. The NMU Access Strategy is available on the Transport Scotland website at</i></p> <p><i>http://www.transport.gov.scot/report/a9-dualling-non-motorised-user-nmu-access-strategy-9068</i></p> <p><i>After a preferred route has been identified, accesses, lay-bys and facilities for pedestrians, cyclists and other non-motorised users will be considered at DMRB Stage 3.</i></p> <p><i>The ongoing DMRB Stage 2 develops the potential route and junction layout options, and assesses them against criteria under the headings of environment, engineering, traffic and economics.</i></p> <p><i>Upon completion of the development of the options, and their assessment and through ongoing consultation with stakeholders in DMRB Stage 2, the Preferred Route Option will be selected. The intention is to announce the Preferred Route Option in early 2017.</i></p>
Inverness_003	<p>My interest in this project is limited to the impact of the proposals on public rights of way.</p> <p>(1) Aviemore South (A9 / B9152)</p> <p>There are 2 public rights of way in this area:</p> <p>a. Aviemore to Burma Road via Lynwilg immediately west of the A9</p> <p>i. While the road layout will have an impact on the Aviemore to Lynwilg public right of way it appears that none of the junction options alone will.</p> <p>b. B9152 and Lynwilg Farm access to Burma Road via Lynwilg.</p> <p>The half cloverleaf option will have a:</p> <p>i. Positive impact by introducing an overbridge and removing the offset, at-grade crossing of the A9 at the existing difficult junction</p> <p>ii. Positive impact by giving users of the overbridge a right of way at the 2 junctions</p> <p>iii. Positive impact by reducing the time waiting for a safe opportunity to cross the existing junction</p> <p>iv. Negative impact on those walking or cycling to the Burma Road from Aviemore by increasing the number of junctions to cross and the distance to walk, cycle or ride along the B9152. This could be mitigated by the provision of an</p>

unsegregated, shared use path by the B9152 that met the Speyside Way extension subject to agreement with the Roads Authority

v. Negative impact by increasing the length of road shared with traffic on the overbridge which could be mitigated by the provision of an unsegregated, shared use path on the overbridge

vi. Negative impact because it introduces a length of less accessible farm track as opposed to bitmac road to the route

vii. If the stretch of road between the existing A9 and the bridge over the Allt na Criche is not adopted I would suggest that it has been constituted as part of the public right of way. That means adding a diversion of that length of public right of way to the list of orders required for the scheme

The diamond option will also have a:

i. Positive impact by introducing an overbridge and removing the offset, at-grade crossing of the A9 at the existing difficult junction

ii. Positive impact by giving users of the overbridge a right of way at the 4 junctions

iii. Positive impact by reducing the time waiting for a safe opportunity to cross the existing junction

iv. Negative impact on those walking or cycling to the Burma Road from Aviemore by further increasing the number of junctions to cross and the distance to walk, cycle or ride along the B9152. This could be mitigated by the provision of an unsegregated, shared use path by the B9152 that met the Speyside Way extension subject to agreement with the Roads Authority

v. Negative impact by increasing the length of road shared with traffic on the overbridge which could be mitigated by the provision of an unsegregated, shared use path on the overbridge

vi. Negative impact because it introduces a length of less accessible farm track as opposed to bitmac road to the route

vii. If the stretch of road between the existing A9 and the bridge over the Allt na Criche is not adopted I would suggest that it has been constituted as part of the public right of way. That means adding a diversion of that length of public right of way to the list of orders required for the scheme

The modified diamond option will have a:

i. Positive impact by introducing an overbridge and removing the offset, at-grade crossing of the A9 at the existing difficult junction

ii. Positive impact by giving users of the overbridge a right of way at the 5 junctions

iii. Positive impact by reducing the time waiting for a safe opportunity to cross the existing junction

iv. Negative impact on those walking or cycling to the Burma Road from Aviemore by further increasing the number of junctions to cross and distance to walk, cycle or ride along the B9152. This could be mitigated by the provision of an unsegregated, shared use path by the B9152 that met the Speyside Way extension subject to agreement with the Roads Authority

	<p>v. Negative impact by increasing the length of road shared with traffic on the overbridge which could be mitigated by the provision of an unsegregated, shared use path on the overbridge</p> <p>vi. Negative impact because it introduces a length of less accessible farm track as opposed to bitmac road to the route</p> <p>vii. If the stretch of road between the existing A9 and the bridge over the Allt na Criche is not adopted I would suggest that it has been constituted as part of the public right of way. That means adding a diversion of that length of public right of way to the list of orders required for the scheme</p> <p>2. Granish (A9 / A95)</p> <p>I am not aware of any public rights of way in this immediate area or that might be affected by the proposals. HB52 is nearby however.</p> <p>3. Black Mount (A9 / A938)</p> <p>I am not aware of any public rights of way in this area.</p>
Response	<p><i>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in June 2016, thank you for taking the time to provide detailed comment with respect to public rights of way and NMU access.</i></p> <p><i>This information with respect to the positive and negative impacts of the options, particularly at each junction location, is extremely helpful to us as we progress scheme development and assessment of the impacts of the options on existing rights of way and NMU facilities.</i></p> <p><i>Please note that the potential impacts to existing NMU facilities will be considered as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 assessment and your specific comments will help inform our assessment of the overall impacts of each option.</i></p> <p><i>The ongoing Design Manual for Roads and Bridges (DMRB) Stage 2 develops the potential route and junction layout options, and assesses them against criteria under the headings of environment, engineering, traffic and economics.</i></p> <p><i>Upon completion of the development of the options, and their assessment and through ongoing consultation with stakeholders in DMRB Stage 2, the Preferred Route Option will be selected. The intention is to announce the Preferred Route Option in early 2017.</i></p> <p><i>An NMU strategy has been developed for the route and feedback from consultation with a wide range of NMU representative groups and members of the public is being taken into account. The NMU Access Strategy is available on the Transport Scotland website at</i></p> <p><i>http://www.transport.gov.scot/report/a9-dualling-non-motorised-user-nmu-access-strategy-9068</i></p> <p><i>After a preferred route has been identified, accesses, lay-bys and facilities for pedestrians, cyclists and other non-motorised users will be considered at DMRB Stage 3.</i></p>
User_001	<p>My concern is at the present we park at the summit of the Slochd on the West side of the road, before the dual carriageway, we then cross the road to the old military road (not very good) I would like the parking at the Slochd to remain (it is</p>

	used by British rail) and some way we can cross safely to other side. (a pedestrian tunnel ?)
Response	<p><i>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in June 2016 and the closing of the six week consultation period, thank you for taking the time to provide comments.</i></p> <p><i>We note your comments with respect to parking and access at Slochd. We are aware of Network Rail access requirements and confirm that we are consulting with Network Rail as part of the scheme development.</i></p> <p><i>With respect to your comment regarding a crossing of the A9 for walkers, please note that the potential impacts to existing Non-Motorised User (NMU) facilities will be considered as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 assessment. A Non-Motorised User (NMU) strategy has been developed for the route and feedback from consultation with a wide range of NMU representative groups and members of the public is being taken into account. The NMU Access Strategy is available on the Transport Scotland website at http://www.transport.gov.scot/report/a9-dualling-non-motorised-user-nmu-access-strategy-9068</i></p> <p><i>After a preferred route has been identified, accesses, lay-bys and facilities for pedestrians, cyclists and other non-motorised users will be considered at DMRB Stage 3.</i></p>
Nethy_Bridge_001	<p>In the hope that you will not only listen to the comments, but also take action, we would like to make the following points:</p> <ol style="list-style-type: none"> 1. All major roads, regardless of traffic flow, should join directly with the A9. That is at all three junctions. 2. If 1) above cannot be achieved at Black Mount, then adequate HGV turning space needs to be created on the Slochd road, so that HGV vehicles missing the turn can change direction before the weight restrictions over the railway. 3. Slip roads should be used in preference to cloverleaf junctions, for safety reasons during the winter period. 4. Mini or other roundabouts should be used in preference to unlit T-junctions with right turns. For safety reasons. 5. Haul roads should be provided as temporary access and should not create a further T-junction, where provision is needed. Haul roads will only be required for a limited period.
Response	<p><i>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge in June 2016 and the closing of the six week consultation period, thank you for taking the time to provide comments.</i></p> <p><i>We can confirm that during the early 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 discounted from further consideration.</i></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 Design Manual for Roads Bridges (DMRB) Stage 2 assessment.

For the Granish Junction, a number of junction layout options which changed the priority of movements were previously considered. 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 and the layouts which changed priority presented greater impacts on ancient woodland and private property which offered no advantage over the options being taken forward. 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.

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, Highland Mainline railway, increased impacts to watercourses 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 option consisting of restricted movements is being considered as the traffic turning information currently available indicates that very few vehicles travelling northbound on the A9 turn right onto the A938 or the local road at this location and similarly very few vehicles from the A938 and local road turn left (southbound) on to the A9. The impacts to traffic turning as well as any implications to the operation and maintenance of the trunk and side road networks will be fully considered as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 assessment.

“Dumb bell” Roundabout junction arrangements were considered in our evaluation at Black Mount to retain the existing direct connection with the A938 and discounted from further consideration on the basis that they present an urban arrangement for a remote, unpopulated and currently unlit location.

Each junction is considered on its own merit, and on a location by location basis. We also note that at Black Mount an overbridge is proposed which would site any roundabout and associated lighting on an embankments above the A9.

We note your suggestion regarding a turning location for HGV's at Black Mount Junction. The design will be developed such that all junctions are appropriately signed in line with design standards for signs and Legislative requirements to avoid the instances of vehicles missing turnings.

We acknowledge your preference for slip roads, as presented by the diamond type layouts. Please note that the potential half clover leaf layouts with loop arrangements also provide full slip roads connections with the A9 in accordance with current design standards.

We also note your preference to avoid unlit T-junctions within the grade separated junction layouts and make use of roundabouts. We can confirm that 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

	<p><i>DMRB and applicable to the Category 7a dual carriageway for the new A9 dual carriageway trunk road.</i></p> <p><i>With respect to accesses and haul roads for forestry and estate operations, the A9 dualling has established the principle that any junctions with the A9 shall be grade separated and in exceptional circumstances access connection may be made directly to the A9 by means of a left in / left out junction arrangement. The grade separated junctions presented at the exhibitions include for a potential access connection for all junction locations and layouts. We have included this arrangement at present to ensure that any need for access connection which will be investigated in greater detail at the next stage, is not precluded by any option. Should our further work identify that an access connection is not required, or a more appropriate location for access provision identified by further work, the half cloverleaf arrangement as shown at Aviemore South has the potential to be developed in to a free-flowing “loop”. We note that the diamond junction configurations do not present such scope for development.</i></p> <p><i>Haul roads required for the construction of the A9 will be considered during the next stages of design when construction operations and sequences are investigated further to ensure sufficient land is included for in the preferred scheme proposals to facilitate safe and efficient construction.</i></p> <p><i>The ongoing Design Manual for Roads and Bridges (DMRB) Stage 2 develops the potential route and junction layout options, and assesses them against criteria under the headings of environment, engineering, traffic and economics.</i></p> <p><i>Upon completion of the development of the options, and their assessment and through ongoing consultation with stakeholders in DMRB Stage 2, the Preferred Route Option will be selected. The intention is to announce the Preferred Route Option in early 2017.</i></p>
Nethy_Bridge_002	<p>We are extremely unhappy that none of the thought out and considered solutions have been adopted and we are to be quite honest, extremely angry. For your convenience I have attached our original proposals so that you can revisit the ideas put forward.</p> <p>T-junctions on to roads which lead to nowhere, two T-junctions within 100 metres at Slochd and a road being given priority which a mile up the road has a three ton weight limit leading to three houses! How can this road have priority over the main exit from the A9?</p>
Response	<p><i>Following the A9 Dualling Dalraddy to Slochd public exhibitions in Aviemore and Carrbridge on 16th and 17th June 2016, thank you for attending and taking the time to provide comments.</i></p> <p><i>Please be assured that when developing options and evaluating these, we have listened to the suggestions in previous consultations where these are able to comply with current design standards, and evaluated options based on engineering, environmental and economic factors.</i></p> <p><i>We acknowledge your comments in relation to the restricted movements diamond layout option presented for Black Mount junction at the exhibition. This option is being considered as the traffic turning information currently available indicates that very few vehicles travelling northbound on the A9 turn right onto the A938 or the local road at this location and similarly very few vehicles from the A938 and local road turn left (southbound) on to the A9. The impacts to traffic turning as</i></p>

well as any implications to the operation and maintenance of the trunk and side road networks will be fully considered as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 assessment.

At Black Mount, with regards to the T-junction connection from the A9 to the A938 and unclassified road to Slochd, we recognise that the proposed layouts create a change in priority which favours limited through movement from A938 towards Slochd. We can confirm that these layouts 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-junction to form a free flow link from the A938 to the A9 has been considered. However, to achieve compliant geometry for such a link design to meet current design standards, results in a significant deviation to the existing line of the A938 with resultant impacts and interface with the railway line, forestry, water courses and potentially deep peat deposits and has therefore been discounted from further consideration as it does not present any advantage when compared to the options presented at the June exhibitions.

For the Granish Junction, a number of junction layout options which changed the priority of movements were previously considered. 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 and the layouts which changed priority presented greater impacts on ancient woodland and private property which offered no advantage over the options being taken forward. 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.

The ongoing Design Manual for Roads and Bridges (DMRB) Stage 2 develops the potential route and junction layout options, and assesses them against criteria under the headings of environment, engineering, traffic and economics.

Upon completion of the development of the options, and their assessment and through ongoing consultation with stakeholders in DMRB Stage 2, the Preferred Route Option will be selected. The intention is to announce the Preferred Route Option in early 2017.

Appendix G. Lessons learned

From a Health and Safety perspective, it was considered sensible to have the exhibition staff travel to the locality the night before, and depart the day after, the events. This was also seen as being beneficial in the staff being well rested to ensure optimum engagement with visitors.

Having a separate area set aside or room available for one-to-one discussions with individuals and community groups was seen as a benefit. At Carrbridge, an impromptu meeting was held with representatives of the local Community Council.

Contact name: Robin Smith
Office address: Lanark Court, Ellismuir Way, Tannochside Park, Uddingston, G71 5PW

Email: robin.smith@mouchel.com

Telephone: 01698 802 850