

Agenda Item	8
Report No	BSAC/08/19

HIGHLAND COUNCIL

Committee: Badenoch and Strathspey Area Committee

Date: 20 May 2019

Report Title: A9 Dualling: Draft Orders Dalraddy to Slochd

Report By: Director of Development and Infrastructure

1. Purpose/Executive Summary

- 1.1 This report updates the Committee on the response received from Transport Scotland to The Highland Council letter of objection regarding the Dalraddy to Slochd section of the A9 Dualling Programme.
- 1.2 The objection was predicated on the lack of a new Non-Motorised User (NMU) route between Aviemore and Carrbridge.
- 1.3 The EDI Committee discussed the objection at their meeting on 8th November 2018 and upheld the decision to object to this scheme.

2. Recommendations

- 2.1 Members are asked to:
 - i. note the contents of this report; and
 - ii. consider the response that has been received from Transport Scotland and clarify if there remains a desire to sustain an objection to the draft orders.

3. Background

- 3.1 The A9 is a strategic route that links Central Scotland with the North of Scotland. It is a vital link used by local and long distance traffic. It is a major bus route, used by freight traffic and is used by tourists travelling to a range of locations.
- 3.2 The A9 Dualling Programme objectives are noted below:
1. To improve the performance of the A9 by:
 - a. Reducing journey times, and
 - b. Improving journey time reliability.
 2. To improve safety by:
 - a. Reducing accident severity, and
 - b. Reducing driver stress.
 3. Facilitate active travel (travel by walking and cycling) in the corridor.
 4. To improve integration with public transport facilities.
- 3.3 Meetings and dialogue between Council officers and Transport Scotland and their consultants took place prior to the publication of the Draft Orders.
- 3.4 Details of the Environmental Statements and Draft Orders for the Dalraddy to Slochd scheme were published on 28 August 2018.
- 3.5 Draft Orders were circulated and discussed with Ward Members on 1st October 2018 with Members indicating their desire to raise an objection to the Orders due to the lack of provision of a new NMU route between Aviemore and Carrbridge.
- 3.6 An objection letter was subsequently sent to Transport Scotland on 4th October 2018.
- 3.7 A report was submitted to the EDI Committee on 8th November 2018 (**Appendix 1**) and the Committee upheld the objection with no additional comments being added.

4. Dialogue with, and Correspondence from, Transport Scotland

- 4.1 A multi-agency meeting was held in Aviemore on 21 January 2019 to discuss the NMU provision between Aviemore and Carrbridge. Attendees included Transport Scotland, CNPA, HiTRANS, Atkins Mouchel and THC.
- 4.2 The key relevant points from the meeting were:
- Any existing NMU routes within the footprint of the proposed A9 Dualling shall be realigned or diverted to ensure connection is maintained. In some areas the cross section and surfacing of routes will be improved to meet user needs.
 - All existing at grade NMU crossings of the A9 shall be closed and alternative provision made for grade separated crossings which will improve safety for all users.
 - A new NMU route is proposed to link the recently completed NMU route along the Kincaig to Dalraddy dual carriageway north to Aviemore. The proposed route will run segregated from the A9 for the first 2km of the Dalraddy to Slochd project separated from the A9 by a minimally 2.5m wide grassed verge before extending away from the A9 and joining a private access track. From here it will extend north to the proposed U3050 Lynwilg Road extension, where it will continue on Lynwilg Road to the upgraded PROW HB83 which shall connect further north to Grampian Road crossing the A9 via an improved headroom

underbridge before linking into the existing footpath immediately south of Aviemore. The route will consist of a minimally 3.0m wide tarmac surface over its full length except where it runs along Lynwilg Road and where it runs through the Craig Dhu Underbridge where it will consist of a 2m wide kerbed footpath and a short discreet section in front of Aviemore rock face where it narrows to 2.0m to allow for pedestrian guard rail and suitable offset for edge shyness.

- The existing NMU route (NCN 7) is not impacted by the A9 Dualling scheme and therefore Transport Scotland cannot use CPO powers to mitigate something that is not affected by the A9 Dualling scheme.
- The Scottish Government are committed to improving active travel, and that Transport Scotland had previously offered to fund a design study into a possible NMU route between Aviemore and Carrbridge. The basis of the offer was to promote the design study separate from the A9 Dualling and progress this on a multi-agency basis (i.e. TS / CNPA / THC / HITRANS / Sustrans).
- Transport Scotland offered that should any such NMU route successfully progress through its own planning process, in time that it may be included in the construction contract for A9 Dualling, then Transport Scotland will make provision for its inclusion in the A9 construction project, therefore funding the construction. However, if the timescales did not align then the next step would likely be to proceed with TS Active Travel match funding.

4.3 A draft Aviemore to Carrbridge NMU Study scoping paper was subsequently produced by Transport Scotland on 31 January 2019 and circulated to the attendees of the above meeting. This paper outlines the proposed scope for a study and options appraisal of a segregated Non-Motorised User (NMU) route between Aviemore and Carrbridge. While this study will not form part of the A9 Dualling Dalraddy to Slochd project, an indicative timeline has been drafted to demonstrate how the A9 Dualling and NMU programmes may potentially align to enable any such NMU route to be considered for inclusion in the procurement and construction of A9 Dualling. It should be noted that the timeline for A9 Dualling is not certain and may be subject to change due to the timing and result of any Public Local Inquiry as a result of objections, including those from CNPA, THC, community councils and others.

4.4 Transport Scotland replied to the THC objection letter on 3rd April 2019 and a copy of the letter is enclosed at **Appendix 2**. The key points in this letter are noted in the table as responses to Paragraphs 5 and 6 of the THC objection letter.

5. Cairngorms National Park Authority Response

5.1 We understand that the CNPA will be recommending to their Committee that the objection is sustained. Officials are concerned that there are still many issues Transport Scotland need to address as to how this new NMU path between Aviemore and Carrbridge would be delivered and maintained. They remain of the view that this path should form part of the A9 scheme and therefore they will be sustaining their objection.

6. Implications

6.1 Resource

New side roads are to be transferred to the Council on 1 April next after the date on which the new side roads are all open for the purposes of through traffic, the new side roads will be transferred to The Highland Council, as roads authority for those roads, and the must enter those roads in their list of public roads. This will lead to a minimal increase in the funding allocation from the Scottish Government.

6.2 Legal

The draft Orders use powers of the Scottish Ministers.

6.3 Community (Equality, Poverty and Rural)

The proposed schemes include new local roads that ensure access to land owners, road users and neighbouring communities.

6.4 Climate Change / Carbon Clever

SUDS features will provide filtering of water and storage basins or ponds to treat runoff before it reaches watercourses.

6.5 Risk

A sustained objection will require resource for a public local inquiry.

6.6 Gaelic

Destination signs within these schemes will use Gaelic place names.

Designation: Director of Development and Infrastructure

Date: 08 May 2019

Author: Nicole Wallace, Head of Planning

Agenda Item	14
Report No	EDI/75/18

HIGHLAND COUNCIL

Committee: Environment, Development and Infrastructure Committee

Date: 8 November 2018

Report Title: A9 Dualling:
Draft Orders Dalraddy to Slochd and Crubenmore to Kinraig

Report By: Director of Planning and Development

1. Purpose/Executive Summary

- 1.1 This report updates Committee on the publication of Draft Orders for two sections of the overall A9 Dualling Programme.
- 1.2. The features of the schemes are provided to Committee. The main implication for the Council is the need to add new side roads to the list of public roads: Dalraddy to Slochd 2.215km and Crubenmore to Kinraig 3.27km.
- 1.3 Initial responses submitted to Transport Scotland, before the response deadlines, are attached at **Appendix 3**. Subsequently two meetings with Transport Scotland and their designers have taken place. An initial update on the matters discussed at the two meetings is provided in this report and a further update will be provided at the Committee meeting.

2. Recommendations

- 2.1 Members are asked to:
 - note the contents of this report, in particular the need to enter new side roads in the list of public roads;
 - homologate the responses submitted to Transport Scotland and provide any comments or additions;
 - note the update about the matters discussed at the two meetings with Transport Scotland and additional clarification received subsequent to the preparation of this report; and
 - consider reviewing/updating the response already submitted to Transport Scotland based on the new information that has been received from Transport Scotland and clarifying if there remains a desire to sustain an objection to the Draft Orders.

3. Background

- 3.1 The A9 is a strategic route that links Central Scotland with the North of Scotland. It is a vital link used by local and long distance traffic. It is a major bus route, used by freight traffic and is used by tourists travelling to a range of locations.
- 3.2 The A9 Dualling Programme objectives are noted below:
1. To improve the performance of the A9 by:
 - a. Reducing journey times, and
 - b. Improving journey time reliability.
 2. To improve safety by:
 - a. Reducing accident severity, and
 - b. Reducing driver stress.
 3. Facilitate active travel (travel by walking and cycling) in the corridor.
 4. To improve integration with public transport facilities.
- 3.3 Meetings and dialogue between Council officers and Transport Scotland and their consultants have taken place prior to the publication of the Draft Orders.
- 3.4 Details of the Environmental Statements and Draft Orders for the Dalraddy to Slochd and Crubenmore to Kincaig schemes were published on 28 August 2018 and 4 September 2018.

4. Roads Orders

- 4.1 The tables below summarise the matters covered by the different types of Orders that have been published.

Trunking Order	
	The Scottish Ministers direct that the lengths of roads which the Scottish Ministers propose to construct along the routes described in the schedule of this Order will become trunk roads on the date this Order comes into force.

Side Roads Order	
a	to construct those lengths of road (hereinafter referred to as “the new side roads” along the routes described in schedule 2 of this Order;
b	to improve those lengths of road described in schedule 3 of this Order;
c	to stop up those lengths of road described in schedule 4 of this Order where another reasonable convenient route is available or has been provided pursuant to this Order;
d	to stop up those private means of access described in Part 1 of schedule 5 of this Order where another reasonably convenient means of access to the affected land is available or has been provided pursuant to this Order
e	to stop up those private means of access described in Part 2 of schedule 5 of this Order;
f	to provide those new means of access described in schedule 6 of this Order

Extinguishment of Public Rights of Way

The extinguishment of the public right of way specified in Part 1 of the schedule is hereby ordered when the new public right of way described in Part 2 of the schedule, which the Scottish Ministers consider is a suitable alternative, has been provided;

The extinguishment of the public rights of way specified in Part 3 of the schedule are hereby ordered for which the provision of an alternative public right of way is not required.

Compulsory Purchase Order

the acquiring authority are hereby authorised to purchase compulsorily for the purpose of improving and constructing new lengths of the M9/A9 Edinburgh-Stirling-Thurso Trunk Road

- 4.2 Extracts from the Environmental Statements non-technical summaries and information for the new side roads, improved roads, and stopped up roads for the two schemes are provided at **Appendix 1** (Dalraddy to Slochd) and **Appendix 2** (Crubenmore to Kincaig).

5. Initial Council Response and Cairngorms National Park Authority Response

- 5.1 Ward 20 Members were briefed on 1st October 2018 in preparation for this report being submitted to Committee. The Members confirmed their desire to raise objections with Transport Scotland for both of the schemes. The Committee Chairman agreed that the decision of the local Members should be actioned and the situation brought back to this Committee for homologation.
- 5.2 A copy of the submitted responses is attached at **Appendix 3**.
- 5.3 A report was presented to the CNPA Board recommending the Board to submit an objection to the Draft Order for the Dalraddy to Slochd scheme due to the absence of non-motorised users (NMU) infrastructure between Aviemore and Carrbridge. It is understood that the objection has been submitted.

6. Update from Transport Scotland

- 6.1 Two meetings with Transport Scotland and their designers have taken place subsequent to the submission of the responses to both schemes. The topics discussed at the meeting included the following matters raised in the submitted responses:
- Non-Motorised Users (NMU) Infrastructure (Aviemore to Carrbridge)
 - Trunk Road Infrastructure
 - Junctions and Local Roads
 - Signing Strategy and Road Numbering
 - Ongoing Liaison and Scheme Updates
- 6.2 The status of the various topics can be split into two categories:
- a) clarification confirmed at the meeting:
 - i. the designer has advised that consideration of early/advance works for ducts and other equipment is already actively being processed;
 - ii. Transport Scotland has advised that they recognise the common

objectives of the two Roads Authorities to deal with road safety, speed management and enforcement, and incident management and confirms that they will work with Police Scotland and Highland Council on these matters across the trunk and local roads;

iii. discussion about the proposed future arrangements on two modified local roads at the Newtonmore grade separated junction concluded that 40mph speed limits should be introduced along these U class roads; and

b) clarification needing further discussion within Transport Scotland:

i. the designer confirmed that initial work for the Tourist Signs has been based on like-for-like signs. Transport Scotland will provide further clarification;

ii. Transport Scotland is reviewing the proposed arrangement where Highland Council is obliged to add the new railway structure at Glentruim as a new asset;

iii. Transport Scotland was requested to consider a shared asset approach for the Glentruim to Newtonmore Junction (Raliabeag Road). Transport Scotland to review and provide clarification;

iv. Transport Scotland confirmed that there is no NMU infrastructure to be provided between Aviemore and Carrbridge. Transport Scotland has indicated that they will investigate opportunities/mechanisms to address the concerns raised by a number of respondees.

6.3 Further information is anticipated from Transport Scotland and this will be provided to Committee.

7. Implications

7.1 Resource

New side roads are to be transferred to the Council on 1 April next after the date on which the new side roads are all open for the purposes of through traffic, the new side roads will be transferred to The Highland Council, as roads authority for those roads, and they must enter those roads in their list of public roads. This will lead to a minimal increase in the funding allocation from the Scottish Government.

7.2 Legal

The draft Orders use powers of the Scottish Ministers.

7.3 Community (Equality, Poverty and Rural)

The proposed schemes include new local roads that ensure access for land owners, road users and neighbouring communities.

7.4 Climate Change / Carbon Clever

SUDS features will provide filtering of water and storage basins or ponds to treat runoff before it reaches watercourses.

7.5 Risk

7.5.1 Concerns about the implications of the Draft Orders for the two schemes have been raised in two letters submitted to Transport Scotland in advance of the deadline for responses to the respective schemes.

7.5.2 There will be additional winter maintenance requirements for the additional lengths of new side road: Dalraddy to Slochd (3.27km) and Crubenmore to Kinncraig (2.215km).

7.5.3 A sustained objection will require resource for a public local inquiry.

7.6 Gaelic
Destination signs within these schemes will use gaelic place names.

Designation: Director of Development and Infrastructure

Date: 25 October 2018

Author: Richard Gerring, Transport Planning Manager

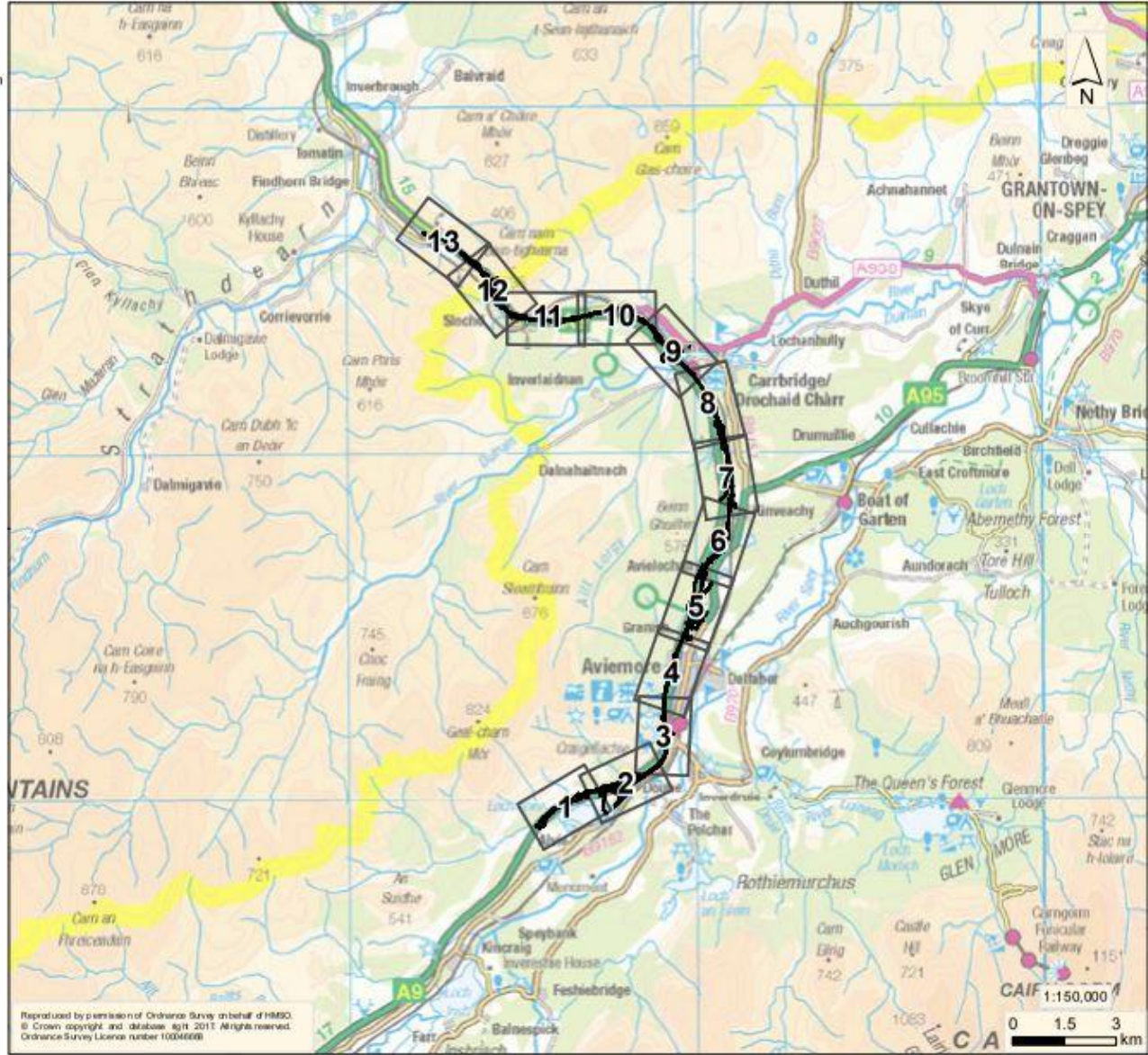
Background Papers:

<https://www.transport.gov.scot/publication/draft-orders-and-environmental-statement-dalraddy-to-slochd-a9-dualling/>

<https://www.transport.gov.scot/publication/draft-orders-and-environmental-statement-crubenmore-to-kinraig-a9-dualling/>

Scheme Description (taken from non-technical Environmental Statement summary document)

1. The scheme involves widening and upgrades to the existing carriageway and the provision of three major junctions (south of Aviemore (Aviemore South), at Granish and Black Mount).
2. The Proposed Scheme incorporates localised diversions of public roads, four left turn only junctions (directly onto the A9), new and upgraded private accesses, new underpasses and lay-bys, road drainage, and watercourse crossings including a new crossing of the River Dulnain. A new bridge over the Highland Mainline railway at Slochd Beag and improvements to footpaths and a cycleway are also notable components.
3. Key design developments at DMRB Stage 3 that avoided or reduced impacts included the incorporation of compact grade separated junction layouts (at Aviemore South, Granish and Black Mount) which substantially reduced land-take requirements at these locations and consequently impacts on ancient woodland and agricultural land. Repositioning Aviemore South junction further to the south (by approximately 90m) and routing of access tracks to follow existing forestry tracks realised a further reduction in ancient woodland and other woodland loss. Another key design development at DMRB Stage 3 was the relocation and revised layout (to include an underpass) of Black Mount junction, which provides substantial improvements in terms of landscape and visual impact.
4. The Proposed Scheme includes three Grade Separated Junctions. These will be located at Aviemore South, Granish and Black Mount. Aviemore South junction will comprise a bridge over the dualled A9 whilst Granish and Black Mount incorporate underpasses beneath the dualled A9. Four left-in / left-out (LILO) only junctions (where turning movements between a local road and the dualled A9 are restricted to left only turns) and eight additional underpasses will also be provided. The Proposed Scheme incorporates localised diversions of the connecting public roads at the three grade separated junctions as well as at two additional locations - at Lynwilg and Slochd – where diversions are required to connect public roads to Aviemore South Junction and Slochd LILO, respectively. Eleven lay-bys (six northbound and five southbound) are included.
5. There will be new crossings over watercourses including a second major bridge over the River Dulnain. Another major structure over the Highland Mainline railway at Slochd, adjacent to the existing bridge, is also included.
6. A number of modifications and improvements to footpaths and cycleways have been incorporated to facilitate active travel including a connection to the Kingussie to Kinraig route, from the southern end of the Proposed Scheme to Aviemore South Grade Separated Junction and with a connection to the right of way (also to be upgraded as part of the Proposed Scheme) leading into Aviemore. Proposed new underpasses, replacing existing crossing points for pedestrians, cyclists and equestrians, will improve safety for users of core paths, rights of way, National Cycle Network Route 7 (NCN7) and other non-vehicular routes which intersect the A9 within the Proposed Scheme extents.
7. It is anticipated that once a contractor is appointed construction would take approximately 4.5 years.



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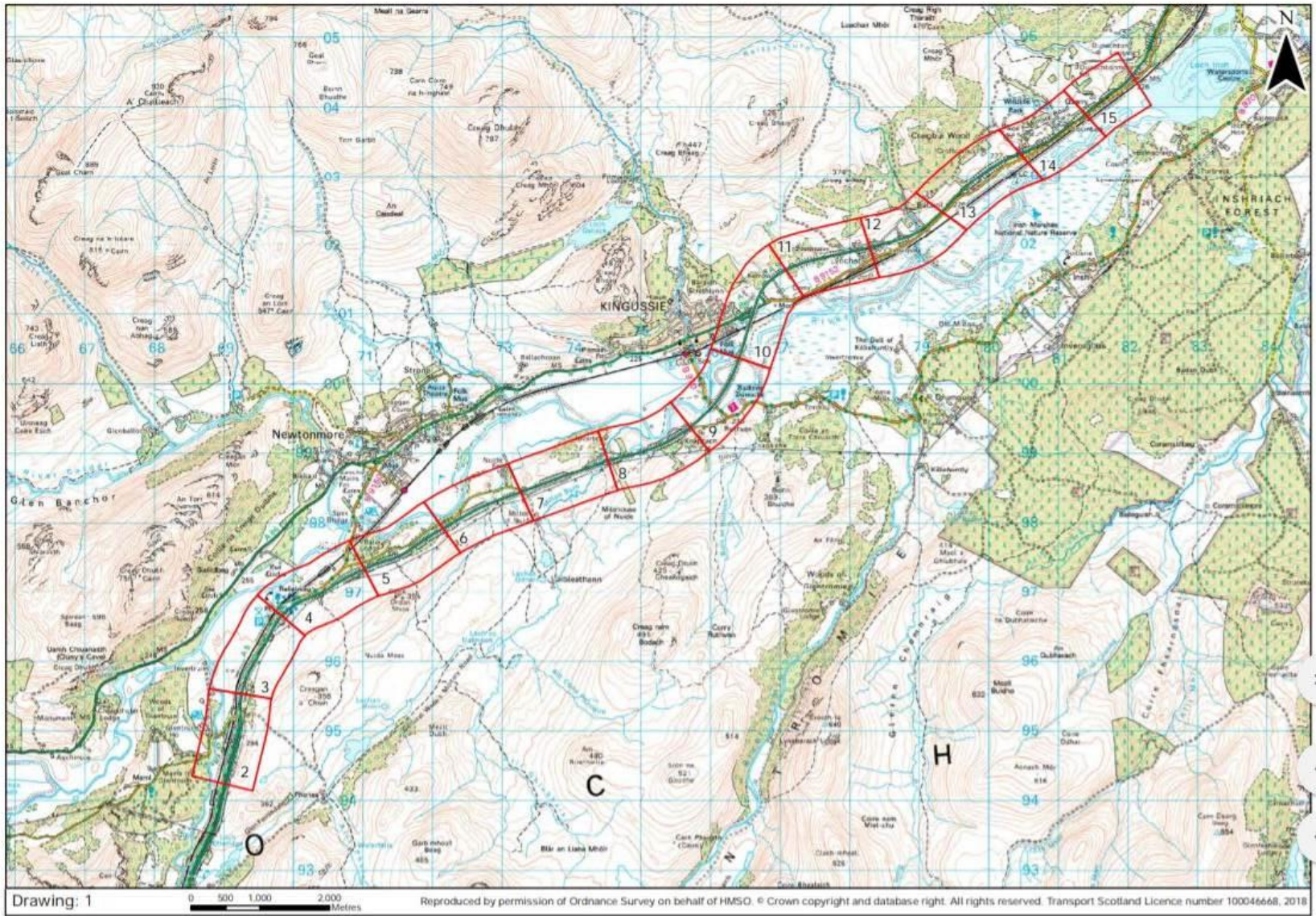
SCHEDULE 2 NEW SIDE ROADS – DALRADDY TO SLOCHD		
Reference Stipple and number	Plan	Length (m)
1	SR2	480
2	SR4	340
3	SR4	190
4	SR4	290
5	SR6	55
6	SR6	220
7	SR10	60
8	SR10	35
9	SR11	85
10	SR11	110
11	SR11	80
12	SR14	230
13	SR14	40
Total		2215

SCHEDULE 3 ROAD TO BE IMPROVED – DALRADDY TO SLOCHD			
Reference	Road	Plan	Length (m)
Cross hatching and number			
1	U3050 Lynwilg Road	SR2	190
2	B9152 Kingussie - Granish Road	SR3	10
3	B9152 Kingussie - Granish Road	SR4	565
4	B9152 Kingussie - Granish Road	SR5	20
5	B9152 Kingussie - Granish Road	SR5	25
6	Old Meall Road	SR6	5
7	B9152 Kingussie - Granish Road	SR6	35
8	B9152 Kingussie - Granish Road	SR6	200
9	B9152 Kingussie - Granish Road	SR6	40
10	U1994 Dalrachney Road	SR10	60
11	U1994 Dalrachney Road	SR10	35
12	A938 Blackmount - Dulnain Bridge Road	SR11	85
13	A938 Blackmount - Dulnain Bridge Road	SR11	200
14	A938 Blackmount - Dulnain Bridge Road	SR11	10
15	U2400 Blackmount - Slochd Road	SR11	95
16	U2400 Blackmount - Slochd Road	SR12	45
17	U2400 Blackmount - Slochd Road	SR14	80
18	U2400 Blackmount - Slochd Road	SR14	10
19	U2856 Slochd - Findhorn Road	SR15	110
Total			1820

SCHEDULE 4 ROAD TO BE STOPPED UP – DALRADDY TO SLOCHD			
Reference		Plan	Length (m)
Zebra hatching and numbered			
1	B9152 Kingussie - Granish Road	SR4	95
2	B9152 Kingussie - Granish Road	SR4	120
3	U3050 Lynwilg Road	SR4	55
4	B9152 Kingussie - Granish Road	SR6	110
5	B9152 Kingussie - Granish Road	SR6	135
6	A938 Blackmount - Dulnain Bridge	SR11	30
7	A938 Blackmount - Dulnain Bridge	SR11	115
8	A938 Blackmount - Dulnain Bridge	SR11	115
9	A938 Blackmount - Dulnain Bridge	SR11	95
10	A938 Blackmount - Dulnain Bridge	SR11	230
11	A938 Blackmount - Dulnain Bridge	SR11	30
12	U2400 Blackmount - Slochd Road	SR14	150
13	U2400 Blackmount - Slochd Road	SR14	85
Total			1365

Scheme Description (taken from Environmental Statement non-technical summary document)

1. In summary, approximately 16.5km of the A9 between Crubenmore and Kincaig is proposed to be dualled. There will be no gaps in the central reservation in order to prevent right-turn manoeuvres across the carriageway. The proposal includes grade separated junctions with underbridges at Newtonmore and Kingussie, and the construction of a new bridge across the River Spey.
2. The Proposed Scheme includes landscaping along the route in order to integrate the design with the existing landform. This includes varying slopes, and planting of native species, to re-establish or reinforce the local character of the landscape.
3. Provision of access tracks will maintain access to local estates and properties.
4. Three new northbound left-in/ left-out (LILO) accesses will retain direct access onto the A9, from the local road network. The first LILO is where the Glen Truim/ Catlodge Road (C1137) will be extended to link with the Raliabeag Road (U3011), which connects to Ralia Café and Tourist Information and onto the B9150 and the Newtonmore Junction. The second LILO links to the north end of the Ralia-Nuide Road (U3063); which also retains its connection to the B9150 and the Newtonmore Junction to the south and provides access north to Inverton properties. The third northbound LILO is at Balavil, which links south to Chapelpark, Lynchat via an underpass. Each northbound LILO is connected to properties on the southbound side via local underpasses.
5. The Proposed Scheme removes all previous roadside bays and introduces five new lay-bys on each carriageway. These new lay-bys include a separation island and merge tapers to/ from the mainline carriageway.
6. A new NMU route is provided from Kingussie to Kincaig, running parallel to the new northbound carriageway. This provides one section of a Kingussie-Aviemore NMU route, linking to a section already introduced on the Kincaig-Dalraddy scheme, which opened in 2017. The Proposed Scheme is judged to benefit NMUs by providing significantly safer crossing opportunities via underpasses. Additional pathways connecting existing routes including the proposed NMU route to link Kingussie and Kincaig, and the provision of improved lay-bys, will also provide further benefits for NMUs across the Scheme.
7. It is anticipated that the construction period will be approximately three and a half years.
8. Upon completion of the Proposed Scheme (and other A9 projects), long term beneficial cumulative effects are predicted in relation to:
 - improvements in road safety,
 - reductions in driver stress,
 - safer access to walking/ cycling routes,
 - improved treatment of road surface water runoff and road drainage discharge to the water environment, and
 - improved fish and mammal passage under the A9.



Drawing: 1

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SCHEDULE 2 NEW SIDE ROADS – CRUBENMORE TO KINCRAIG		
Reference Stipple and number	Plan	Length (m)
1	SR1A	40
2	SR1A	1105
3	SR1A	35
4	SR1A	25
5	SR1A	250
6	SR1A	10
7	SR1A	35
8	SR1A	85
9	SR1A	35
10	SR1A	105
11	SR1A	55
12	SR2	25
13	SR2	40
14	SR2	80
15	SR2	10
16	SR2	10
17	SR2	40
18	SR2	35
Total		2020

SCHEDULE 2 NEW SIDE ROADS – CRUBENMORE TO KINCRAIG		
Reference Stipple and number	Plan	Length (m)
19	SR2	45
20	SR2	35
21	SR2	30
22	SR2	40
23	SR2	35
24	SR2	35
25	SR2	30
26	SR2	90
	SR3	45
27	SR3	35
28	SR3	40
29	SR3	40
30	SR3	40
31	SR3	45
32	SR3	50
33	SR3	50
34	SR3	65
35	SR3	40
36	SR3	45
Total		835

SCHEDULE 2 NEW SIDE ROADS – CRUBENMORE TO KINCRAIG		
Reference Stipple and number	Plan	Length (m)
37	SR3	160
38	SR3	50
39	SR3	50
40	SR8	155
		415

SCHEDULE 3 ROAD TO BE IMPROVED – CRUBENMORE TO KINCRAIG			
Reference	Road	Plan	Length (m)
Cross hatching and number			
1	C1137 Glentruim-Catlodge Road	SR1A	70
2	U3011 Raliabeag Road	SR1A	675
3	B9150 Ralia – Newtonmore Road	SR2	200
4	B9150 Ralia – Newtonmore Road	SR2	35
5	B9150 Ralia – Newtonmore Road	SR2	170
6	B9150 Ralia – Newtonmore Road	SR2	70
7	U3063 Ralia – Nuide Road	SR2	95
8	U3063 Ralia – Nuide Road	SR2	70
9	U3063 Ralia – Nuide Road	SR2	65
10	U3063 Ralia – Nuide Road	SR2	70
11	U3063 Ralia – Nuide Road	SR2	70
12	U3063 Ralia – Nuide Road	SR2	70
13	U3063 Ralia – Nuide Road	SR2	65
14	U3063 Ralia – Nuide Road	SR2	90
15	U3063 Ralia – Nuide Road	SR2	70
16	B9150 Ralia – Newtonmore Road	SR2	10
17	U3063 Ralia – Nuide Road	SR2	1150
18	U3063 Ralia – Nuide Road	SR3	60
19	U3063 Ralia – Nuide Road	SR3	75
20	B970 Ruthven Road	SR6A	100
21	B9152 Kingussie – Granish Road	SR6A	75
22	B9152 Kingussie – Granish Road	SR8	275
23	B9152 Kingussie – Granish Road	SR8	25
24	B9152 Kingussie – Granish Road	SR8	15
25	B9152 Kingussie – Granish Road	SR8	50
Total			3720

SCHEDULE 3 ROAD TO BE IMPROVED – CRUBENMORE TO KINCRAIG

Reference Cross hatching and number	Road	Plan	Length (m)
26	B9152 Kingussie – Granish Road	SR9	135
27	B9152 Kingussie – Granish Road	SR9	35
28	B9152 Kingussie – Granish Road	SR9	185
29	B9152 Kingussie – Granish Road	SR9	10
Total			365

**SCHEDULE 4 ROAD TO BE STOPPED UP –
CRUBENMORE TO KINCRAIG**

Reference Zebra hatching and numbered		Plan	Length (m)
1	A9 Trunk Road	SR1	420
2	C1137 Glentruim – Catlodge Road	SR1	85
3	A9 Trunk Road	SR1	745
4	C1137 Glentruim – Catlodge Road	SR1	1325
5	U3011 Raliabeag Road	SR1	220
6	A9 Trunk Road	SR1	940
7	A9 Trunk Road	SR2	105
8	B9150 Ralia – Newtonmore Road	SR2	40
9	U3011 Raliabeag Road	SR2	10
10	A9 Trunk Road	SR2	185
11	B9150 Ralia – Newtonmore Road	SR2	195
12	U3063 Ralia – Nuide Road	SR2	45
13	A9 Trunk Road	SR2	640
Total			4955

**SCHEDULE 4 ROAD TO BE STOPPED UP –
CRUBENMORE TO KINCRAIG**

Reference Zebra hatching and numbered		Plan	Length (m)
14	A9 Trunk Road	SR3	190
15	A9 Trunk Road	SR4	350
16	A9 Trunk Road	SR5	745
17	A9 Trunk Road	SR6	1530
18	A86 Trunk Road	SR6	50
19	A86 Trunk Road	SR6	140
20	A9 Trunk Road	SR6	980
21	A9 Trunk Road	SR7	355
22	A9 Trunk Road	SR7	85
23	A9 Trunk Road	SR8	385
24	A9 Trunk Road	SR8	50
25	A9 Trunk Road	SR9	545
Total			5405

Director of Major Transport Infrastructure Projects
Transport Scotland
Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF

Dear Sir,

A9 Dualling Dalraddy to Slochd: Publication of Draft Orders – Highland Council Response

This initial response is submitted in advance of a report to the Environment Development and Infrastructure Committee on 8th November 2018.

This submission is based on the previous response submitted back in March 2018 a review of the published Draft Orders and discussion with Ward Members on 1st October 2018.

The Council welcomes the publication of the details of the proposals for Project 11 of the A9 Dualling scheme. This marks a significant milestone for the overall A9 route. However there are some matters that cause weighty concern for the Council.

Non-Motorised Users (NMU)

The Council has endorsed the important aspects for NMU along the A9 that the Cairngorms National Park Authority previously submitted to Transport Scotland. These are repeated below:

- all opportunity is taken to enhance (or replace with appropriate alternatives) existing features which support NMU access;
- avoid detrimental impacts on NCR 7 and its users;
- seek overall improvement to the existing standard of NCR 7;
- all viable options should be considered to allow existing crossing points to continue after the A9 Dualling is operational; and
- all viable options should be considered to retain non-designated local paths; where a permanent severance of a path becomes necessary it should be supported by an assessment and rationale

The lack of a new NMU route between Aviemore and Carrbridge is considered to be a serious short-coming of the Project 11 proposal. Highland Council supports the position being taken by Cairngorms National Park Authority (Access Authority). The Council seeks Transport Scotland to rethink the proposal and grasp this once-in-a-lifetime opportunity to provide an extension of the existing and new NMU route which would provide a continuous route for non-motorised users between Newtonmore to Carrbridge, along the A9 Dualling corridor.

The Council raises this as a matter to be treated as an objection, unless there is an agreed alternative arrangement to address the future implications of the Draft Orders for this particular matter.

Trunk Road Infrastructure (avoiding delays to road users)

Transport Scotland is requested to give a high priority to the consideration of early/advance works for ducts and other equipment that would avoid the need for any disruption to new and future road users.

Junctions and Local Roads

It is noted that the construction is likely to be implemented in a single phase. It is anticipated that construction would take approximately 4.5 years. The Committee is keen to avoid any detrimental impact on the community and road users along the parallel/alternative routes during the construction of the Dalraddy to Slochd Project. A similar speed traffic management (average speed) scheme as the one used on the A9 should be introduced between the Aviemore South and Granish junctions (B9152) and also between Blackmount and Kinveachy junction (A938 and B9153). These schemes should be included in the delivery of the A9 Dualling Project 11.

There will be a need for ongoing dialogue between the two road authorities with early work being undertaken once the Order is published and a contractor is appointed. Transport Scotland is urged to make early contact with the Roads Operations Manager (LNBS) to discuss matters during construction affecting the local road.

Signing Strategy and Road Numbering

The Council notes that further work will be required to develop a signing strategy once the Orders are published. This is welcomed. Any signing strategy should address the implications for road users arising from the Dalraddy to Slochd Scheme and also include tourism signs (brown signs) at appropriate junctions. The Council is keen to work with Transport Scotland to achieve the best overall signposting outcome.

Road Numbering will require to be amended and this will require changes to the existing List of Public Roads and also to existing direction signs. Transport Scotland will be expected to fund the administration for these changes and also any amended road signs.

Ongoing Liaison and Scheme Updates

The Council recognises that there is much work to do after the publication of the Orders. The Council is keen to work with Transport Scotland to ensure an orderly delivery of this significant transport project. The Council requests further updates as the Project progresses.

The Council reserves the right to expand further on this submission after the formal report is submitted to the Environment Development and Infrastructure Committee meeting on 8th November 2018.

J Stuart Black

Director

Development & Infrastructure

Director of Major Transport Infrastructure Projects
Transport Scotland
Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF

Dear Sir,

A9 Dualling Crubenmore to Kincaig: Publication of Draft Orders – Highland Council Response

This initial response is submitted in advance of a report to the Environment Development and Infrastructure Committee on 8th November 2018.

This submission is based on a review of the published Draft Orders and discussion with Ward Members on 1st October 2018.

The Council welcomes the publication of the details of the proposals for this project. This marks a significant milestone for the overall A9 route.

However there are matters that cause significant concern for the Council.

Trunk Road Infrastructure (avoiding delays to road users)

Transport Scotland is requested to give a high priority to the consideration of early/advance works for ducts and other equipment that would avoid the need for any disruption to new and future road users.

Junctions and Local Roads

It is noted that the construction is likely to be implemented in a single phase. It is anticipated that construction would take approximately 3.5 years. The Committee is keen to avoid any detrimental impact on the community and road users along the parallel/alternative routes during the construction of the Dalraddy to Slochd Project. A similar speed traffic management (average speed) scheme as the one used on the A9 should be introduced between the Newtonmore junction and Kingussie junction (B9150 and A86) and also between the Kingussie Junction and Aviemore South junction (B9152). These road safety (average speed) schemes should be included in the delivery of the A9 Dualling.

The proposed LILO arrangement at Glen Truim/ Catlodge Road (C1137) means that there will be a completely new role for the existing Raliabeag Road (U3011). This will become the primary route for road users to connect to Glen Truim from the Newtonmore direction (B9150). This route would likely become a school transport corridor and therefore require a significant change from the current arrangements. There are unresolved design and technical matters that require clarifying and approving. Part of the changes at Glen Truim also include a new bridge crossing the Inverness to Perth railway line. The current bridge is an asset belonging to Network Rail. The Council position is that the new bridge should also be part of the railway infrastructure and not an asset burden for the Council.

The above long term burdens for the Council arising from this arrangement are considered to be unsustainable/unaffordable for Highland Council. Given the fact that the Glen Truim LILLO will connect with the Newtonmore grade separated junction it is deemed reasonable to treat this as a part of the trunk road network. There are other roads (some solely for maintenance) along the A9 that will be managed and maintained by the Transport Scotland. Transport Scotland is requested to treat the link between Glen Truim and the Newtonmore junction as a road managed by Scottish Ministers (Trunk Road) and not to be treated as a local road as set out in the Side Roads Draft Orders.

The Council raises this as a matter to be treated as an objection, unless there is an agreed alternative arrangement to address the future implications of the Draft Orders for this particular location.

There will be a need for ongoing dialogue between the two road authorities with early work being undertaken once the Order is published and a contractor is appointed. Transport Scotland is urged to make early contact with the Roads Operations Manager (LNBS) to discuss matters during construction affecting the local road.

Signing Strategy and Road Numbering

The Council notes that further work will be required to develop a signing strategy once the Orders are published. This is welcomed. Any signing strategy should address the implications for road users arising from the Crubenmore to Kinraig Scheme and also include tourism signs (brown signs) at appropriate junctions. The Council is keen to work with Transport Scotland to achieve the best overall signposting outcome.

Road Numbering will require to be amended and this will require changes to the existing List of Public Roads and also to existing direction signs. Transport Scotland will be expected to fund the administration for these changes and also any amended road signs.

Ongoing Liaison and Scheme Updates

The Council recognises that there is much work to do after the publication of the Orders. The Council is keen to work with Transport Scotland to ensure an orderly delivery of this significant transport project. The Council requests further updates as the Project progresses.

The Council reserves the right to expand further on this submission after the formal report is submitted to the Environment Development and Infrastructure Committee meeting on 8th November 2018.

J Stuart Black

Director

Development & Infrastructure

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[by letter and email]

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Your Ref: SB / RG

Our Ref: A9 Dualling – Dalraddy to Slochd – Draft
 Orders – Correspondence – Obj028

Date: 03 April 2019

Dear Mr Black,

The A9 and A95 Trunk Roads (Dalraddy to Slochd) (Trunking) Order 201[]
The A9 and A95 Trunk Roads (Dalraddy to Slochd) (Side Roads) Order 201[]
The A9 Trunk Road (Dalraddy to Slochd) (Extinguishment Of Public Rights Of Way) Order 201[]
The A9 and A95 Trunk Roads (Dalraddy to Slochd) Compulsory Purchase Order 201[]
The Highland Council

We refer to your objection to the draft Orders for the A9 Dualling Dalraddy to Slochd project, dated 04 October 2018 on behalf of The Highland Council.

Further to our letter dated 12 February 2019, our responses to your specific points raised are provided in Appendix A to this letter.

As you may be aware, it is possible for an objector to withdraw an objection or parts of an objection as matters become resolved and such a withdrawal does not prejudice or otherwise adversely affect the position of the objector with regard to the remaining issues. This is common practice. We would request that you give consideration to providing Transport Scotland with written confirmation in respect of those aspects, all or any, of your objection which you now consider agreed.

We trust that this will provide sufficient comfort to you. If you require any further information please do not hesitate to contact Robin Smith, Stakeholder Manager, from our design consultant Atkins Mouchel JV. Robin can be contacted via email (A9dualling@mouchel.com) or telephone (07557 172 474).

Yours sincerely,

Jo Blewett
 A9 Dualling Programme Manager

CC: Richard Gerring, The Highland Council (by email)

Appendix A

Response to Stuart Black (on behalf of The Highland Council) Objection

Ref. or location in objection	Text extracted from objection	Transport Scotland response
Paragraph 1	This initial response is submitted in advance of a report to the Environment Development and Infrastructure Committee on 8th November 2018.	Noted. We also note that Transport Scotland and our consultants Atkins Mouchel Joint Venture (AMJV) met with your officers in Inverness on 24 th October 2018 to discuss your objection in advance of the Environment Development and Infrastructure Committee on 8 th November 2018.
Paragraph 2	This submission is based on the previous response submitted back in March 2018 a review of the published Draft Orders and discussion with Ward Members on 1st October 2018.	Noted.
Paragraph 3	The Council welcomes the publication of the details of the proposals for Project 11 of the A9 Dualling scheme. This marks a significant milestone for the overall A9 route. However there are some matters that cause weighty concern for the Council.	Noted. Please see responses below regarding the matters of concern to The Highland Council (THC).
Non – Motorised Users (NMU) Paragraph 4	The Council has endorsed the important aspects for NMU along the A9 that the Cairngorms National Park Authority previously submitted to Transport Scotland. These are repeated below:	Noted. The individual points of your objection have been responded to below.
Paragraph 4 Point 1	all opportunity is taken to enhance (or replace with appropriate alternatives) existing features which support NMU access;	The Scottish Government and Transport Scotland are committed to the promotion of active travel in Scotland. This is reiterated through the A9 Dualling Programme objectives;

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		<ul style="list-style-type: none"> • To improve the operational performance of the A9 by: <ul style="list-style-type: none"> ○ Reducing journey times; and ○ Improving journey time reliability. • To improve safety for motorised and non-motorised users by: <ul style="list-style-type: none"> ○ Reducing accident severity; and ○ Reducing driver stress. • To facilitate active travel within the corridor; and • To improve integration with public transport facilities. <p>The A9 Dualling Programme also published a Non-Motorised User (NMU) Access Strategy in 2016 which can be viewed on the Transport Scotland website at the link below:</p> <p>https://www.transport.gov.scot/media/6457/a9-non-motorised-users-access-strategy-0516_0.pdf.</p> <p>The A9 Dualling Dalraddy to Slochd scheme has met the A9 Dualling Programme objectives through the following;</p> <ul style="list-style-type: none"> • All existing at grade NMU crossings of the A9 will be closed and alternative provision made for grade separated crossings which will improve safety for all users. • All existing grade separated crossings will be maintained and the cross section, surfacing and headroom improved as far as practical. • Any existing NMU routes within the footprint of the proposed A9 Dualling will be realigned or diverted to ensure the connection is maintained. Where possible the cross section and surfacing of the routes will be improved to meet user needs. <p>The proposed scheme includes 17 grade separated NMU crossings, 10 of which are new and replace at grade crossings to improve safety for all road users.</p>

Ref. or location in objection	Text extracted from objection	Transport Scotland response
<p>Paragraph 4 Point 2 and Point 3</p>	<p>avoid detrimental impacts on NCR 7 and its users;</p> <p>seek overall improvement to the existing standard of NCR 7;</p>	<p>Please refer also to the response to Paragraph 5 below.</p> <p>The A9 Dualling proposals between Dalraddy and Slochd generally do not impact on National Cycle Network route 7 (NCN7), with the exception of the section of NCN7 between the U2400 and the U2856 local authority roads in the Slochd area. Over this section, parts of the existing NCN7 shall be realigned to connect with the proposed junction between the U2400 and the A9, before passing under the A9 by means of a new underpass, and then running parallel to the A9 southbound carriageway at Slochd to provide a grade separated (underbridge) connection to the Right of Way (HI110 – General Wades Road), before reconnecting with the existing route north of Slochd by way of another underpass. The extent of the realignment is shown on Figure 9.2, Sheets 8 and 9 of the Environmental Statement (ES). The new sections of the NCN7 have been designed in accordance with Cycling by Design 2010 and Roads for All 2013 and a new bound (tarmac) surface is to be provided.</p> <p>Figure 9.2 of the ES can be viewed on the Transport Scotland website at the link below: https://www.transport.gov.scot/media/42809/figure-92-impact-on-nmu-routes-and-proposed-mitigationpdf.pdf</p> <p>It is acknowledged that due to the scale of the works required in the Slochd area, specifically in relation to the extraction of rock from Slochd which will require blasting, sections of the NCN7 in this location will likely be temporarily closed for safety reasons. During this time it is proposed to operate a shuttle service to take users through the closed section of NCN7.</p>
<p>Paragraph 4 Point 4</p>	<p>all viable options should be considered to allow existing crossing points to continue after the A9 Dualling is operational; and</p>	<p>As noted in our response to Paragraph 4, Point 1 above, all existing at grade NMU crossings of the A9 will be closed. The proposed scheme includes 17 grade separated NMU crossings, 10 of which are new, to replace at grade crossings to improve safety for all road users.</p>

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Paragraph 4 Point 5	all viable options should be considered to retain non—designated local paths; where a permanent severance of a path becomes necessary it should be supported by an assessment and rationale	<p>The full assessment of ‘Effects on all Travelers’, is detailed in Chapter 9 of the ES which can be viewed on Transport Scotland’s website at the following link: https://www.transport.gov.scot/media/42730/chapter-9-people-and-communities-effects-on-all-travellerspdf.pdf</p> <p>This includes for other “non-designated” local paths which are defined as ‘other NMU Routes’ within the ES text and were identified through extensive consultation and site walkovers.</p> <p>As noted in our response to Paragraph 4, Point 1 above, any identified NMU route, regardless of designation, within the footprint of the proposed A9 Dualling, will be realigned or diverted to ensure the connection is maintained.</p> <p>Where appropriate, in relation to all users including vehicles, the cross section and surfacing of the routes will be improved to meet user needs.</p> <p>Figure 9.2 of the ES provides details of impacts on NMU routes and proposed mitigation. Figure 9.2 of the ES can be viewed on the Transport Scotland website at the link provided in response to Paragraph 4, Point 2 above.</p>
Paragraph 5	<p>The lack of a new NMU route between Aviemore and Carrbridge is considered to be a serious short-coming of the Project 11 proposal. Highland Council supports the position being taken by Cairngorms National Park Authority (Access Authority).</p> <p>The Council seeks Transport Scotland to rethink the proposal and grasp this once-in-a-lifetime opportunity to provide an extension of the existing and new NMU route which would provide a continuous route for non—motorised users between</p>	<p>As discussed at meetings attended by Transport Scotland, our consultants AMJV and your officials on 24 October 2018 and 21 January 2019, and outlined in our letter of 12 February 2019, while an opportunity to consider more direct NMU links between Aviemore and Carrbridge was identified through our early public consultation and within the A9 Dualling NMU Strategy, there was no commitment made to include a NMU route between Aviemore and Carrbridge as part of the A9 Dualling scheme.</p> <p>As part of our scheme development through the Design Manual for Roads and Bridges (DMRB) process, we have investigated the feasibility of providing a segregated NMU link between Aviemore and Carrbridge.</p> <p>From the work undertaken, it was confirmed that the existing NCN7 between Aviemore and Carrbridge follows the Speyside Way north out of Aviemore to Boat of Garten, then</p>

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	Newtonmore to Carrbridge, along the A9 Dualling corridor.	<p>heads west on Deshar Road and the A95 on a fully segregated route, before joining the B9153 where this is 'on road' to Carrbridge.</p> <p>As the current NMU link (NCN7) between Aviemore and Carrbridge is not impacted by the scheme, any such new route between Aviemore and Carrbridge would not form necessary mitigation for the A9 Dualling Project. Transport Scotland cannot therefore use its compulsory purchase powers under the Roads (Scotland) Act 1984 and the Acquisition of Land (Authorisation Procedure) (Scotland) Act 1947 to deliver such a route as part of the A9 Dualling.</p>
Paragraph 6	The Council raises this as a matter to be treated as an objection, unless there is an agreed alternative arrangement to address the future implications of the Draft Orders for this particular matter.	<p>In recognition of the Scottish Government's wider commitment to promote active travel in Scotland, along with our colleagues in Transport Scotland's Active Travel team, we met with your representative, the Cairngorms National Park Authority (CNPA), Sustrans and HITRANS on 21 January 2019 to discuss the offer made by Transport Scotland to CNPA in July 2018 to fund a design study and route options appraisal assessment for a segregated NMU route between Aviemore and Carrbridge.</p> <p>The commitment remains to progress this work separately to the planning process for the A9 Dualling and this work is currently underway.</p> <p>Subject to the outcome of this work, and subject to securing the relevant planning permissions and land required to construct the NMU scheme, we further committed to include any such NMU route in the construction contract for the A9 Dualling scheme if permissions are in place in time for the A9 Dualling procurement, therefore effectively funding the NMU scheme. Following the meeting in January 2019 noted above, our consultants circulated a revised scope to The Highland Council on 04 February 2019 and have subsequently been in contact with The Highland Council to request information to help inform the baseline assessment outlined in the scope.</p> <p>The separate study for an NMU route is now progressing and going forward, we will continue to work alongside THC and other agencies, with the key output being the recommendation of a preferred route and the identification of the next tasks where Transport Scotland can support other agencies with respect to obtaining the necessary planning approvals and land agreements. Please be assured that a key element of the</p>

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		<p>design study work will include consultation with local communities and further information with regards to the timing and input from The Highland Council for any public events or the like will be communicated in due course as the respective agencies continue to work together.</p>
<p>Trunk Road Infrastructure (avoiding delays to road users) Paragraph 7</p>	<p>Transport Scotland is requested to give a high priority to the consideration of early/advance works for ducts and other equipment that would avoid the need for any disruption to new and future road users.</p>	<p>Our consultants AMJV are examining the opportunity to undertake advance service diversions in the curtilage of the proposed Scheme, including, the diversion or protection of those services which either cross or run alongside either the A9 or local road network affected by the works.</p> <p>In terms of ducting and Intelligent Transport System (ITS) provision in the verge of the A9, these works are currently proposed to be undertaken as part of the main works contract.</p> <p>Please be assured that we will continue to liaise with THC regarding any advance works packages where there are interactions with the local road network.</p>
<p>Junctions and Local Roads Paragraph 8</p>	<p>It is noted that the construction is likely to be implemented in a single phase. It is anticipated that construction would take approximately 4.5 years. The Committee is keen to avoid any detrimental impact on the community and road users along the parallel/alternative routes during the construction of the Dalraddy to Slochd Project. A similar speed traffic management (average speed) scheme as the one used on the A9 should be introduced between the Aviemore South and Granish junctions (B9152) and also</p>	<p>We are currently exploring a variety of options for procurement and construction of the A9 Dualling Programme and we cannot yet confirm if the Dalraddy to Slochd project will be undertaken as a single construction contract.</p> <p>The Environmental Impact Assessment undertaken for the proposed Scheme is based on an anticipated construction period of 4.5 years</p> <p>As discussed with your officers during previous meetings, we are keen to continue to work with THC to ensure that disruption to communities and the local authority road network is kept to a minimum during construction.</p> <p>For site safety it is envisaged that a 40mph speed limit will need to be applied to the A9. If the scheme is to be built in the shortest time, then this speed limit will be required</p>

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	<p>between Blackmount and Kinveachy junction (A938 and B9153). These schemes should be included in the delivery of the A9 Dualling Project 11.</p>	<p>to be applied over the full 25km length of the scheme. This will increase travel time on the A9 by approximately 8 minutes compared to the existing conditions.</p> <p>Despite this, preliminary calculations have shown that the A9 will remain the most direct route and that the parallel road network is unlikely to offer a faster or more attractive alternative. For example, vehicles that choose to leave the A9 at Aviemore South Junction and rejoin the A9 at the Granish junction (or vice versa) will travel an additional 0.2 miles and will negotiate various junctions and Aviemore town centre. This is estimated to take up to approximately 3 minutes longer than negotiating the A9 at 40mph. Similarly, vehicles leaving the A9 at Granish and re-joining at Blackmount Junction (or vice versa) will travel an additional 1.1 miles and navigate 5 junctions, including Carrbridge village centre. This is also estimated to take up to 3 minutes longer than negotiating the A9 at 40mph.</p> <p>To ensure that the A9 remains the most attractive route for trunk road traffic during construction, the following options are suggested for further consideration with THC:</p> <ul style="list-style-type: none"> a) regular enforcement of the speed limits through Aviemore and Carrbridge (police presence); b) use of passive “flashing” speed reminder signs (entrances to Aviemore – B9152), (entrances to Carrbridge – A938 southbound and B9153 northbound); c) use of average speed cameras as an alternative means of speed limit enforcement at appropriate locations, noting that extents of these would not generally span different speed limits (e.g. national speed limit versus 30mph speed limits within Aviemore and Carrbridge; and d) phasing of junction construction such that alternative routes for trunk road traffic become even less attractive (as discussed at meeting with your officers on 24 October 2018). <p>As we work towards procurement and construction we undertake to carry out more detailed traffic assessment to help inform and agree the most appropriate measures,</p>

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		and ongoing engagement with your officers will be key to ensuring traffic management relating to the trunk road and local authority road networks is appropriate and effective. We are therefore happy to discuss all forms of traffic management as well as other matters in the coming months for inclusion in the subsequent construction contracts going forward.
Paragraph 9	There will be a need for ongoing dialogue between the two road authorities with early work being undertaken once the Order is published and a contractor is appointed. Transport Scotland is urged to make early contact with the Roads Operations Manager (LNBS) to discuss matters during construction affecting the local road.	Transport Scotland agrees to continue to meet and discuss design and construction issues with THC.
Signing Strategy and Road Numbering Paragraph 10	The Council notes that further work will be required to develop a signing strategy once the Orders are published. This is welcomed. Any signing strategy should address the implications for road users arising from the Dalraddy to Slochd Scheme and also include tourism signs (brown signs) at appropriate junctions. The Council is keen to work with Transport Scotland to achieve the best overall signposting outcome.	Transport Scotland undertakes to continue to liaise with THC to review the details of the proposed signing on the A9.
Paragraph 11	Road Numbering will require to be amended and this will require changes to the existing List of Public Roads and also to existing direction signs. Transport	With respect to the Dalraddy to Slochd project, and in consultation with your officers to date, we have not identified any requirement for road numbering changes as a result of the proposed scheme. Transport Scotland undertakes to ensure the design and

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	Scotland will be expected to fund the administration for these changes and also any amended road signs.	construction includes for the replacement and amendment of all local and trunk road traffic signs affected by the proposed scheme.
Ongoing Liaison and Scheme Updates Paragraph 12	The Council recognises that there is much work to do after the publication of the Orders. The Council is keen to work with Transport Scotland to ensure an orderly delivery of this significant transport project. The Council requests further updates as the Project progresses.	We agree to continue to meet and discuss design and construction issues with THC on an ongoing basis.
Paragraph 13	The Council reserves the right to expand further on this submission after the formal report is submitted to the Environment Development and Infrastructure Committee meeting on 8 th November 2018.	Noted. We have received no further update since the meeting you note. However, we do note that discussions have continued since the publication of the draft Orders and ES in August 2018 with respect to the NMU aspects of your objection at the multi-agency meeting held on 21 st January 2019.