

Tomatin to Moy project – welcome

Welcome to this public exhibition on the A9 Dualling Tomatin to Moy project. As part of the A9 Dualling Programme, Transport Scotland has been taking forward route option assessment work for dualling the A9 between Tomatin and Moy.

In October 2015, we held a public exhibition to seek public feedback on the route options being developed.

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

We also outline the work that has begun to further develop and assess the preferred route option as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment process.

Feedback from stakeholders and members of the public, including from this exhibition, will be considered as part of the further development, refinement and assessment of the preferred route option. Further consultation will also be undertaken on the junction and access strategy for the route, as we look to address access to properties and land adjacent to the existing A9.

Transport Scotland staff and its consultants will be happy to assist you with any queries you may have.



View of the Highland Main Line railway and existing A9 looking north-west, passing over the River Findhorn

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.

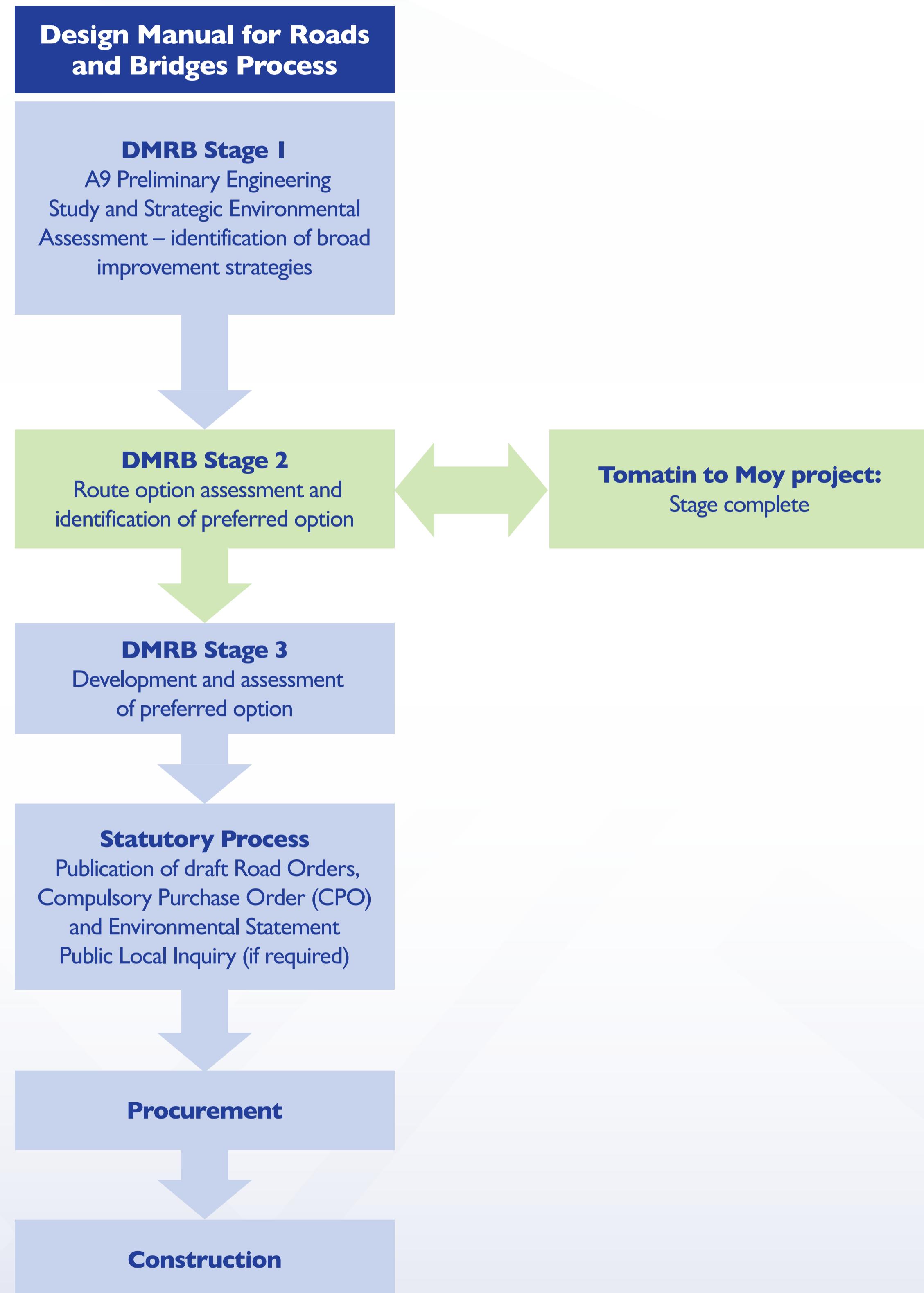


Project development

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

Throughout this process, Transport Scotland consults a large number of landowners, local communities, the public, stakeholders and interested parties, including heritage, environmental and Non-Motorised User (NMU) groups such as pedestrians, equestrians and cyclists.

Following feedback from the previous public exhibition, the route option assessment (DMRB Stage 2 Assessment) process for the Tomatin to Moy project has been completed.



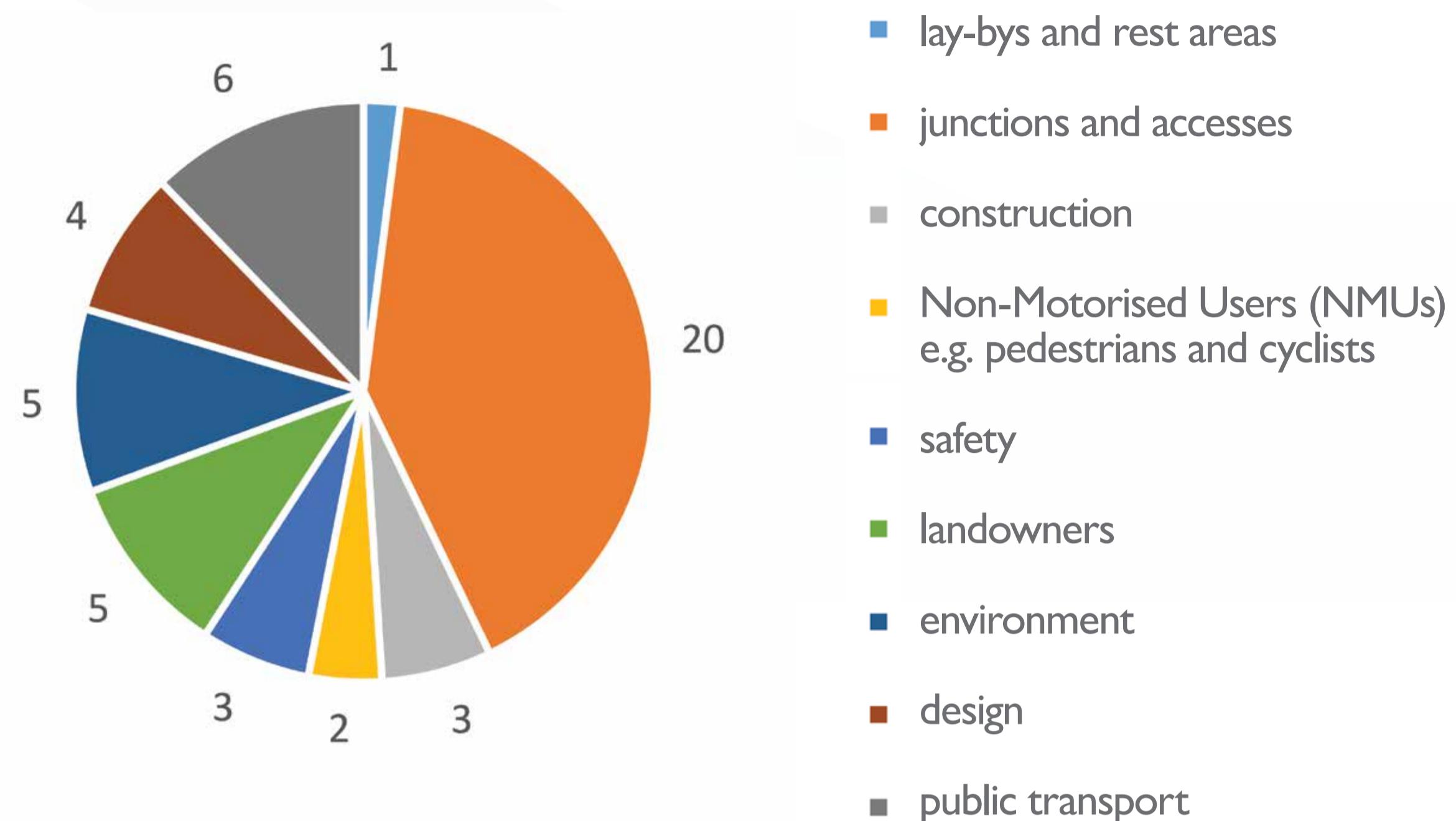
Consultation

As part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment process, public consultation was carried out to inform the further development, refinement and assessment of the route and junction options. There have been a series of public exhibitions and drop-in sessions, as well as ongoing meetings with landowners and other stakeholders.

Public exhibitions were held in Strathdearn Village Hall, Tomatin on the 26 and 27 October 2015. In total, 177 people attended and 28 feedback forms were completed, with five comments received by email after the event. The comments received were mainly regarding the proposed junctions (including Tomatin South) and public transport.

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

The feedback provided by members of the public will continue to inform the design development of the Tomatin to Moy project.



Summary of public exhibition comments



Public exhibition, October 2015



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Route option development

The Tomatin to Moy project involves dualling almost 10km of the current A9, from the existing dual carriageway at the south, close to the village of Tomatin, to tie-in with the existing dual carriageway north of the village of Moy.

For the route option assessment process (DMRB Stage 2 Assessment), two different mainline route options were considered as well as two different junction combinations.

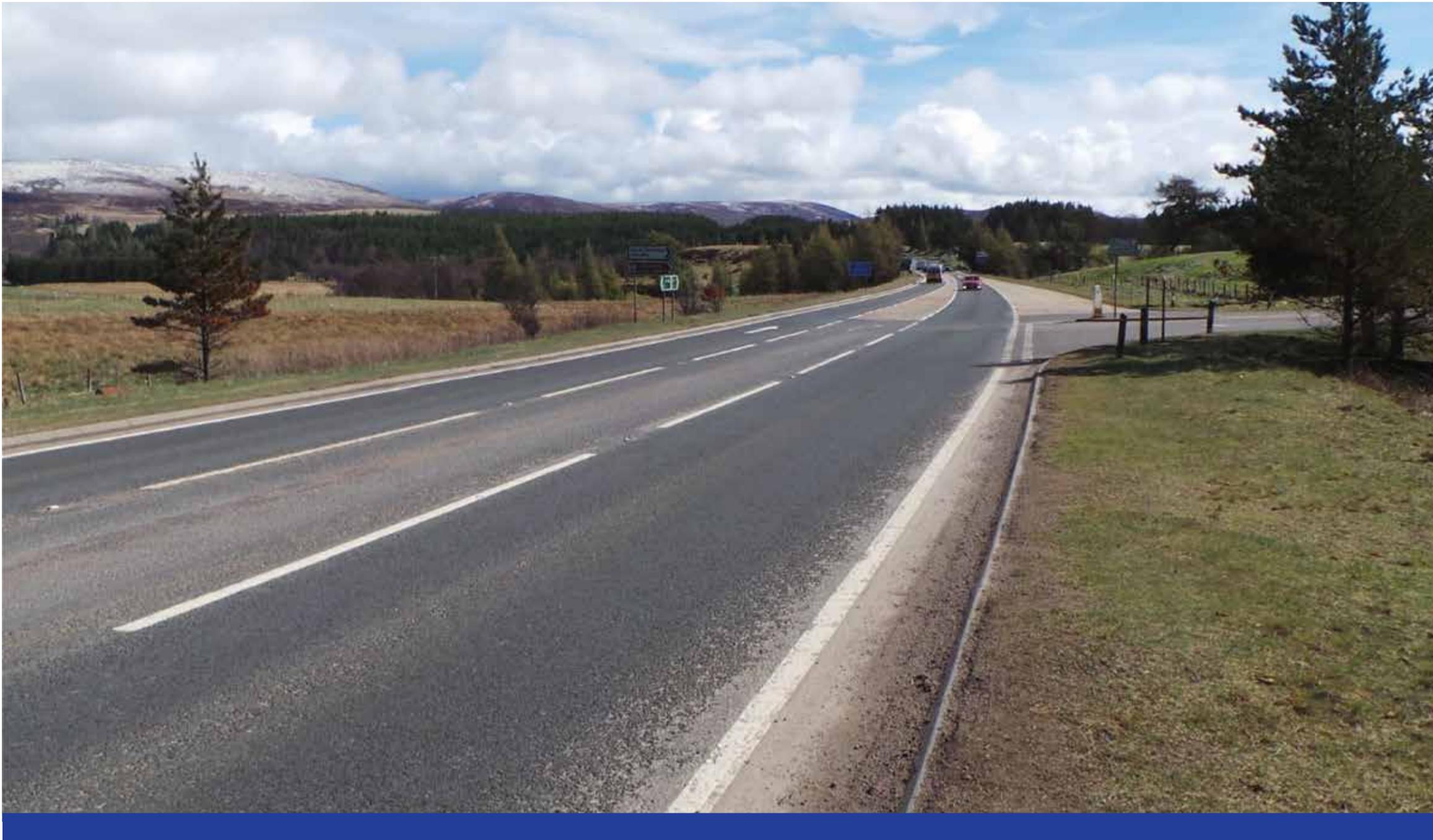
Mainline Option 1 – included initial widening to the existing southbound side at the southern end of the project, then widening on the northbound side for the remaining length of the project.

Mainline Option 2 – included initial widening to the existing southbound side at the southern end of the project, then widening on the northbound side for the first 4.5km of the route before returning to southbound side widening for the remaining length of the project.

Junction Option A(i) – proposed one grade-separated junction located at Tomatin North.

Junction Option A(ii) – proposed two grade-separated junctions, one located at Tomatin North and one located at Moy North.

Loop and diamond junction layout design configurations were also assessed for each proposed junction location.



Looking south towards Tomatin North junction



Stage 2 – preferred option

The following panels present details of the preferred option for the Tomatin to Moy project, as well as the key findings of the DMRB Stage 2 Assessment process.

Plans of the preferred option are available to view at this exhibition. The other options considered as part of the DMRB Stage 2 Assessment are also available to view, and a member of our team can assist you with any further information.

Mainline option

The preferred option is Mainline Option I

This includes:

- southbound widening at the southern end of the project
- a crossover point, north of the proposed Tomatin grade-separated junction, to widen the northbound side of the existing A9 for the remaining length of the project.

Mainline Option I is preferred for the following reasons:

- reduced environmental impact on forestry land, water features (including ponds next to southbound carriageway), and the removal of mature screening vegetation



Looking north at Dalmagarry Farm

- results in the least volume of material that needs to be imported, thereby reducing the impacts associated with sourcing and transporting material to site and reducing the overall cost of the project
- constructing the dual carriageway on mainly the northbound side for the majority of the route will minimise the need for carriageway cross-overs during construction, simplifying construction and traffic management.



Stage 2 – preferred option (continued)

Junction option

The preferred option is Junction Option A(ii) – Tomatin junction only.

This includes:

- a grade-separated junction serving all directions at Tomatin
- a loop layout with an underpass.

Junction Option A(ii) is preferred for the following reasons:

- constructing one grade-separated junction is less complex and involves less engineering challenges (for example, poor ground conditions), than constructing two grade-separated junctions
- constructing one grade-separated junction results in less visual and noise impact, and also minimises impact on watercourses and local water quality
- loop layout of Junction Option A(ii) requires less land-take than the diagonal layout proposed in Junction Option A(i)
- Junction Option A(ii) is the best performing option from an economic perspective.



Tomatin North grade-separated junction

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Stage 2 – preferred option (continued)

Other key features of the preferred route include:

- closure of the existing B9154/A9 junction, replaced by an extension of the B9154 to the new Tomatin grade-separated junction
- a left-in/left-out junction at Lynebeg, providing access for all traffic between Lynebeg and the A9 northbound carriageway
- an underpass below the A9 at Lynebeg to allow cars, other light vehicles and Non-Motorised Users (NMUs), such as pedestrians, equestrians and cyclists, to access the B9154 near Moy
- closure of the existing forestry access at Lynebeg. Access will either be retained via a new access road between Lynebeg and Forestry Commission land or via development of an alternative arrangement
- a new major structure crossing the Dalmagarry Burn and a new major structure crossing the Highland Main Line railway near Moy.

The DMRB Stage 2 option being taken forward for further development for the A9 Dualling Tomatin to Moy project is available to view at this exhibition. A member of our team can assist you if you require further information.

The preferred option shown is indicative and it is important to note that the design is subject to further refinement as the project is developed through the DMRB Stage 3 Assessment process, when more detailed survey information will be gathered. These refinements may include changes to the road and junction layouts, access tracks and accommodation works, earthworks design and any environmental mitigation that is required.



Moy Rail Bridge

Further consideration of environmental issues and proposals for environmental mitigation will be an integral part of the development of the Tomatin to Moy project.

Work has started as part of the DMRB Stage 3 Assessment to develop this further. Information about design developments being considered is available at this exhibition.



Tomatin South junction

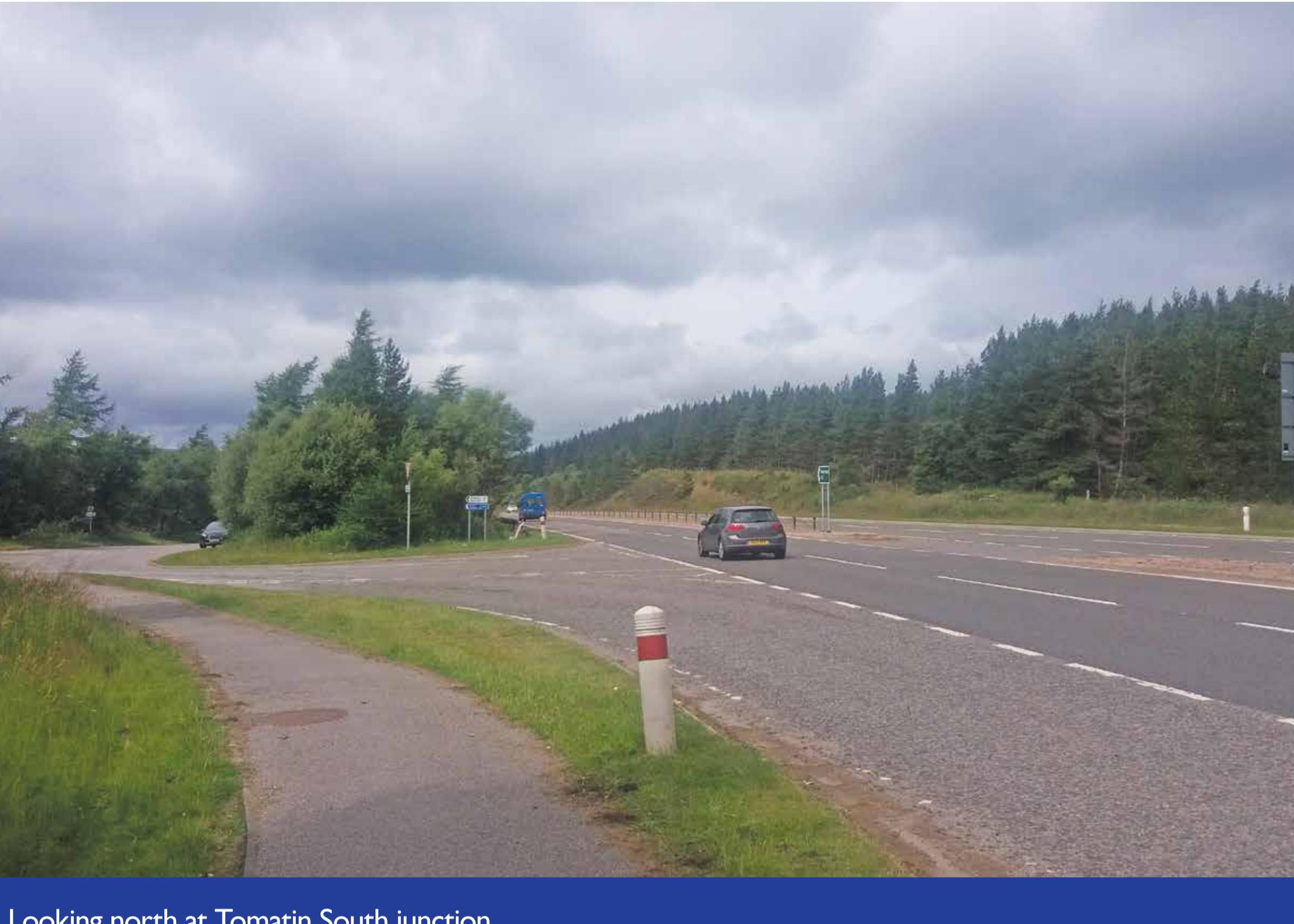
Tomatin South junction is located outwith the Tomatin to Moy project, on the existing dualled section, and includes a gap in the central reserve for turning traffic. Previous feedback from members of the public requested clarification regarding any intentions for the junction.

The general junction strategy for the A9 Dualling Programme is to provide grade-separated junctions at A and B roads and consider closing other local roads junctions and accesses. This strategy has been set to improve safety on the A9 and support the provision of a high-quality dual carriageway.

Feedback from public consultation has identified the following concerns should a decision be taken to close the junction:

- effects on the local community and tourism with a potential reduction in through traffic
- effects on winter maintenance of the side roads
- inconvenience for local traffic, which would be required to use the new grade-separated junction at Tomatin if the southern access was closed
- effects on bus services that use the southern junction
- construction of a turning area for buses would be required within Tomatin.

A drawing showing potential bus turning locations is available to view at this exhibition.



Looking north at Tomatin South junction



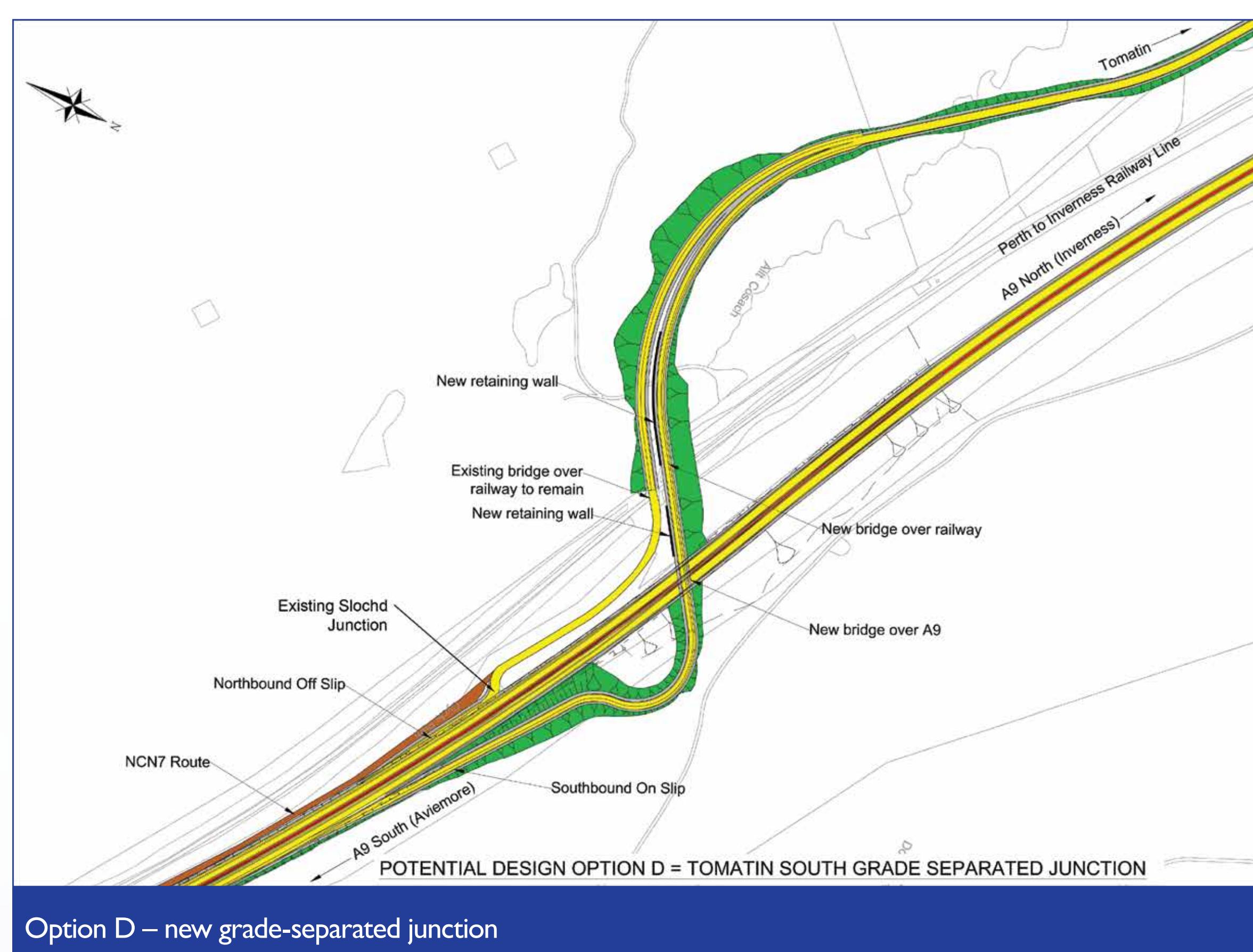
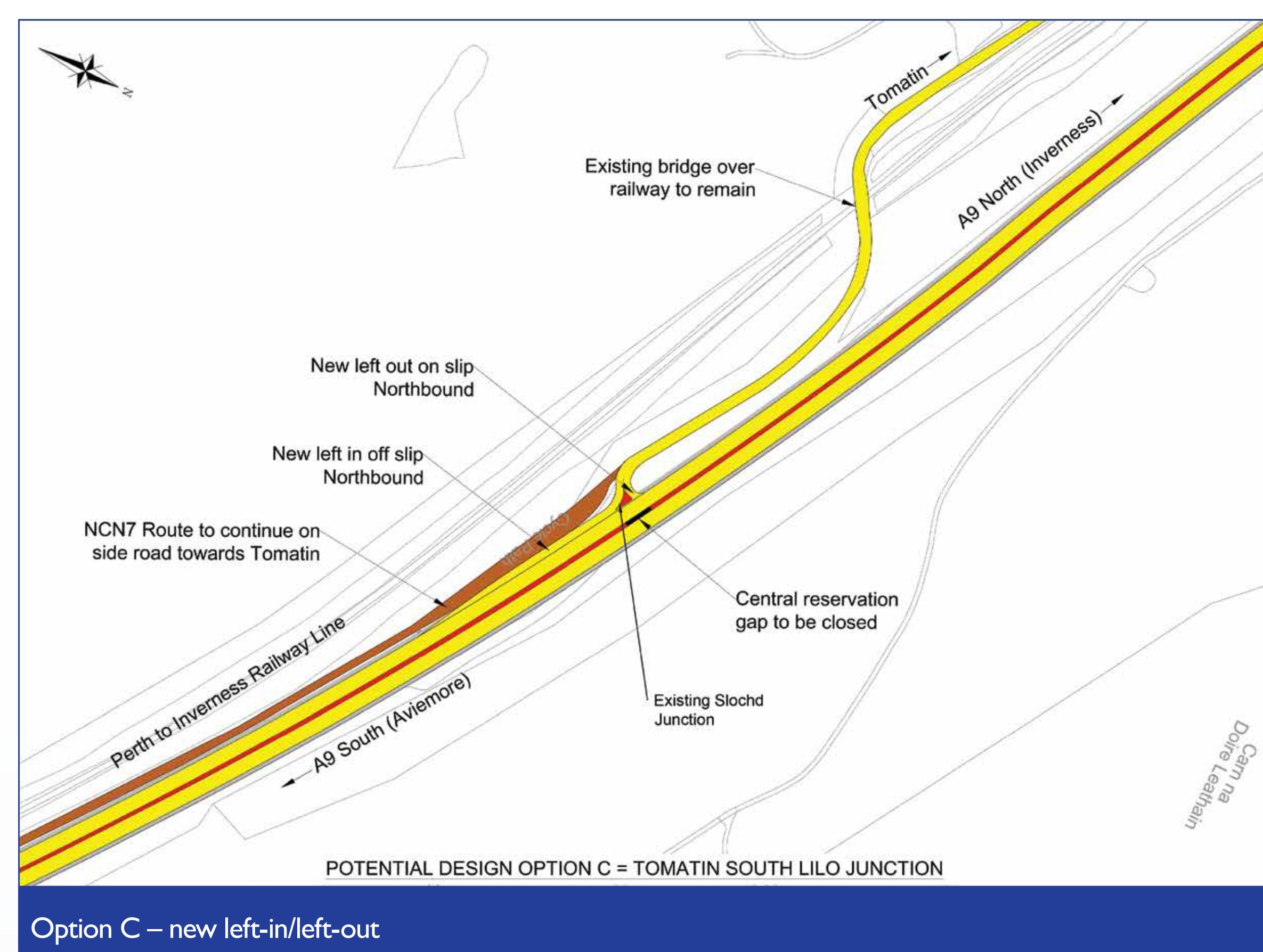
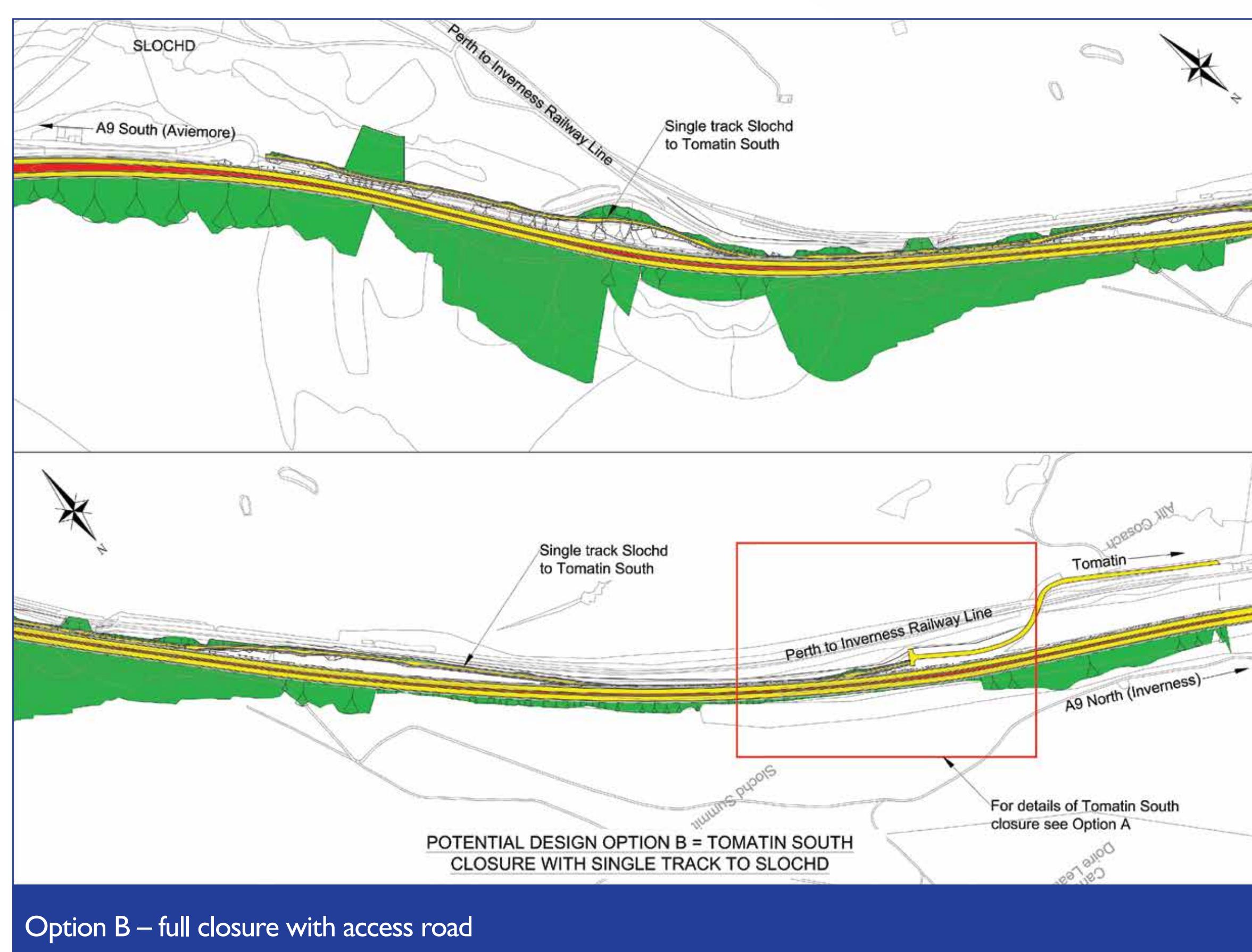
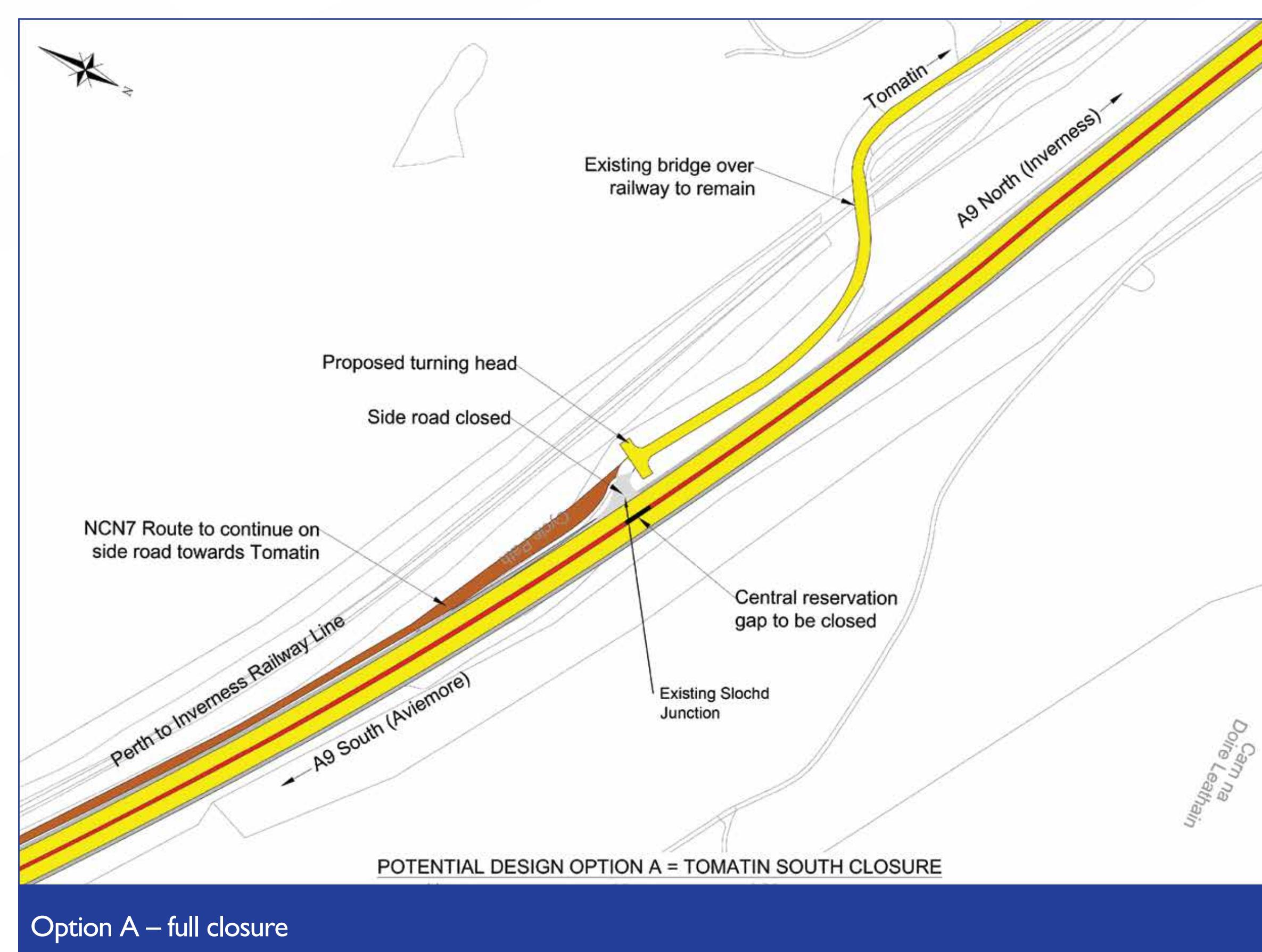
Tomatin South junction options



Considering local feedback, work has been undertaken to review the existing junction and options for when the A9 is dualled. The options are:

- **Option A** – closure of the junction, with all traffic using the new grade-separated junction at Tomatin
- **Option B** – closure of the junction, with a single-track road linking to Slochd, which would then provide access to the A9 further south at Black Mount
- **Option C** – provision of left-in/left-out junction with access to and from the northbound A9 only
- **Option D** – new grade-separated junction, with slip roads providing access to and from the A9 to the south.

All options except option D would require construction of a bus turning facility on the local road network in Tomatin.



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Tomatin South junction options (continued)



Initial evaluation of the four options indicate that:

- Option A would require all traffic that currently uses the southern junction to leave or join the A9 at the new grade-separated junction at Tomatin
- Options B and D would have a high level of engineering complexity, environmental impact and cost
- Option B would not provide effective access for local traffic due to the restricted standard of access road that would have to be provided within the constrained corridor
- Option C, whilst catering for northbound traffic travelling from the south, would not provide access for traffic travelling in the opposite direction
- the dual carriageway will provide improved resilience in the event of any incidents on the A9
- improved journey times, reliability and safety would be provided on the dual carriageway.



View of existing A9 looking towards Lynebeg

Based on the above, Option A, is being considered and we are looking for further public feedback that can help inform completion of assessment work and any decision regarding the junction. No decision to close the junction has been taken at this time.

A drawing showing locations of potential bus turning areas is available to view at this exhibition.



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Stage 3 – preferred route further development



Transport Scotland's consultant is taking forward the development and assessment of the preferred option for the project DMRB Stage 3 Assessment.

Some of the work required to complete the assessment has already begun on the Tomatin to Moy project.

This next stage of assessment process includes:

- consultation with affected parties such as land and property owners, statutory bodies, community councils and other relevant interest groups
- design developments
- ground investigation works (carried out July/August 2016)
- identification of the land required for the project and preparation of draft Orders
- Environmental Impact Assessment of the developed preferred option and preparation of the Environmental Statement
- development of suitable mitigation measures to reduce impacts on the environment. For example:
 - appropriate construction management plans
 - side slopes designed to suit surrounding landscape
 - suitable fencing and underpasses for otters and other mammals
 - landscape planting.



Ground investigation works

The culmination of the project development stage is the publication of draft Road Orders, Compulsory Purchase Order and an Environmental Statement, which begins the statutory process.

The draft Road Orders will define the line of the developed preferred option, junctions, accesses and side roads. The draft Compulsory Purchase Order will define the extent of the land required to deliver and maintain the project. Other aspects such as proposals for Non-Motorised Users (NMUs), such as pedestrians, equestrians and cyclists, locations of lay-bys and environmental mitigation will also be confirmed.

Design refinements are being considered in various areas including Lynebeg, Dalmagarry, Tomatin junction and we are also considering an alternative location for the forestry access. Plans indicating potential layouts are available to view at this exhibition. Please note that this is not an exhaustive list and further refinements in other areas may be considered.

New road drainage is required and will include filter drains and ponds with the aim that water quality of the adjacent water courses is not adversely affected. Drawings indicating potential drainage layouts are available for viewing today.



Dalmagarry Burn

Stage 3 – preferred route further development (continued)



Dalmagarry and Lynebeg/Moy area sub-options

The section of the project in the vicinity of Dalmagarry is heavily constrained, with the new dualled A9 to be routed between the Highland Main Line railway and Dalmagarry Farm and the floodplain to the south of the farm.

Ongoing study and assessment of this area has resulted in the identification of five sub-options, with the intention to arrive at a solution which minimises the impacts of the new dual carriageway in this vicinity. All of these sub-options have markedly different engineering and environmental impacts and will have significantly different impacts on the access arrangements for Moy, Lynebeg and Ruthven as shown on the drawings on the following panels.

Note that all of these sub-options include the removal of the left-in/left-out access proposed as part of the DMRB Stage 2 option, and provision of an increased headroom underpass at Dalmagarry Farm.



Looking north at Dalmagarry Quarry

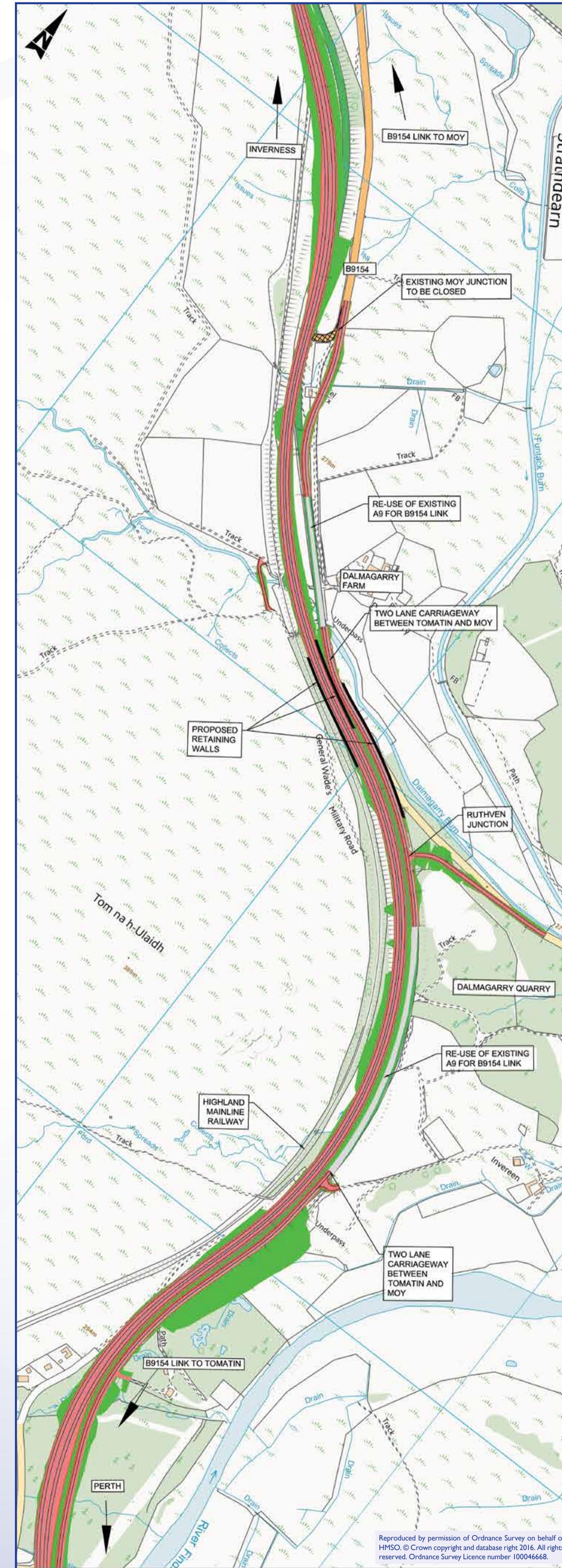


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Stage 3 – preferred route further development (continued)

Sub-option A

- new A9 alignment moved westwards towards the Highland Main Line railway to reduce impacts on Dalmagarry Farm, Dalmagarry Burn and flood plain
- significant engineering works required in railway embankment
- three large retaining walls are required to support railway, A9 and side road
- B9154 linking Tomatin and Moy utilises sections of existing A9
- no changes to the Lynebeg or Moy layouts from DMRB Stage 2 option
- traffic from Ruthven heading to Moy would use the B9154 link.

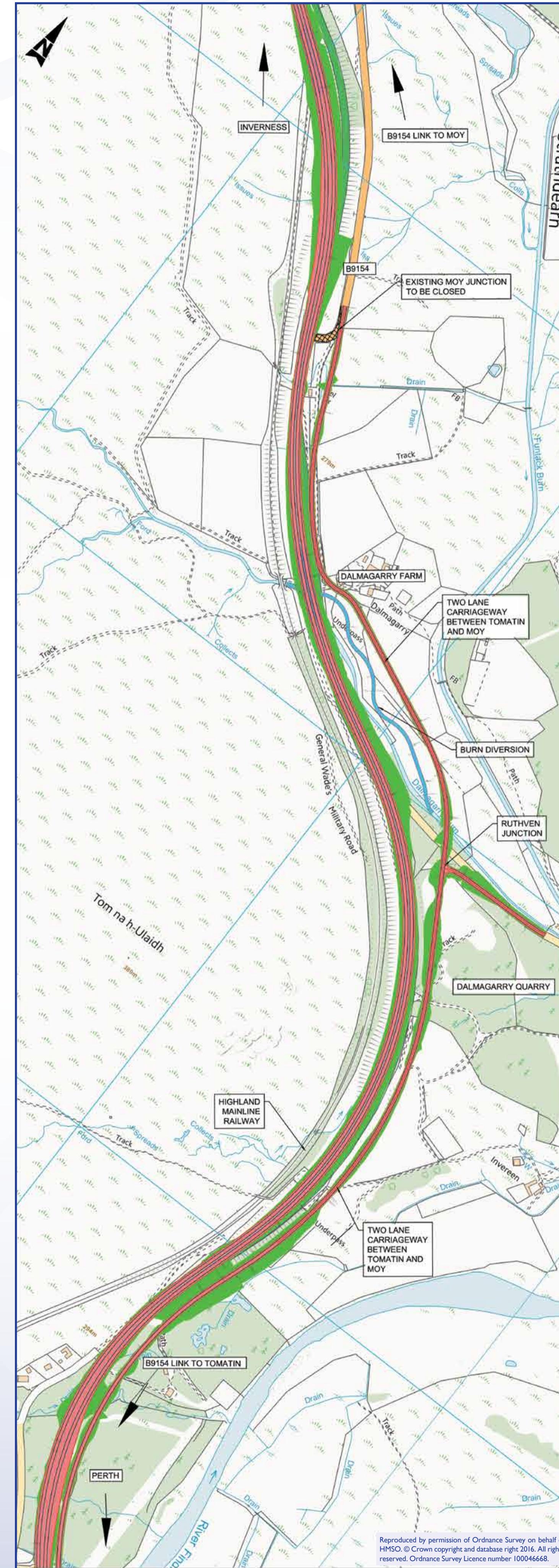


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Stage 3 – preferred route further development (continued)

Sub-option B

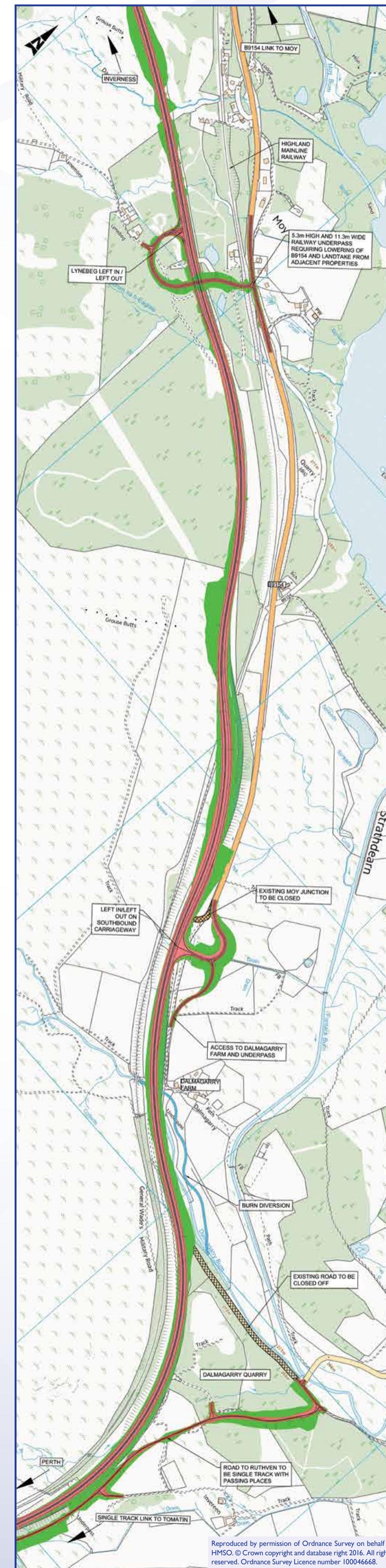
- new A9 alignment moved eastwards to avoid engineering works in railway and retaining walls at the new A9 and side road
- diversion of Dalmagarry Burn required
- increased impact on farm and flood plain
- B9154 linking Tomatin and Moy aligned east of Dalmagarry Burn
- no changes to the Lynebeg or Moy layouts from DMRB Stage 2 option
- traffic from Ruthven heading to Moy would use the B9154 link.



Stage 3 – preferred route further development (continued)

Sub-option C

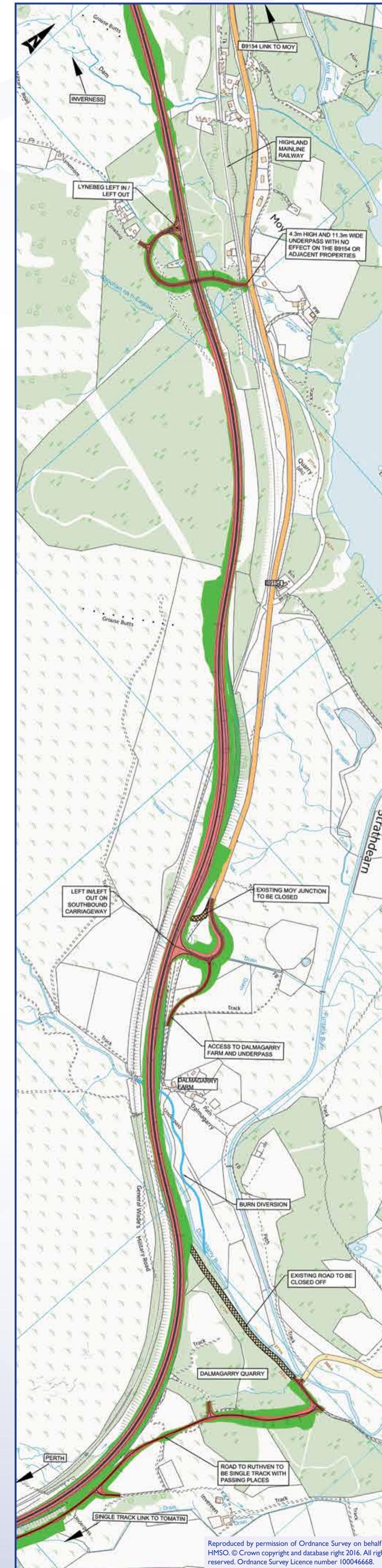
- new A9 alignment moved eastwards
- diversion of Dalmagarry Burn required
- B9154 Tomatin to Moy link removed, minimising impacts on farm and flood plain
- southbound left-in/left-out junction provided south of Moy
- existing Lynebeg rail underpass demolished and replaced with new underpass providing for 2-way traffic and 5.3m headroom, accommodating the majority of vehicle sizes
- in vicinity of Lynebeg rail underpass, potentially requires:
 - land-take from residential properties on east side
 - removal of trees screening railway on east side
 - public utility diversions
 - removal of railway retaining wall
 - localised lowering of B9154.
- traffic from Ruthven heading to Moy would use the single-track road to Tomatin grade-separated junction then head north on the A9 and leave at the Lynebeg left-in/left-out junction.



Stage 3 – preferred route further development (continued)

Sub-option D

- new A9 alignment moved eastwards
- diversion of Dalmagarry Burn required
- B9154 Tomatin to Moy link removed, minimising impacts on farm and flood plain
- southbound left-in/left-out junction provided south of Moy
- existing Lynebeg rail underpass demolished and replaced with new underpass providing for 2-way traffic and 4.3m headroom, accommodating most common vehicle sizes that access the Moy area
- lesser headroom requirement potentially:
 - removes impacts on residential property frontage
 - reduces tree removal screening railway on east side
 - reduces utility diversions
 - results in reduced impact of railway retaining wall
 - does not require localised lowering of B9154.
- for vehicles that require a clearance greater than 4.3m, such as windfarm traffic, there are turnaround opportunities at the grade-separated junction at Milton of Leys to allow such northbound vehicles to exit the A9 and head in a southbound direction thereby preventing any unsafe right turns at Daviot
- allows buses to pick up passengers at the location of the existing bus stop at the Lynebeg underpass, and continue an onward journey north through Moy
- the position of both the Lynebeg and Moy South junctions allows the majority of existing traffic routes to be retained as traffic would still be able to undertake a journey north or south through Moy passing all current properties
- traffic from Ruthven heading to Moy would use the single-track road to Tomatin grade-separated junction then head north on the A9 and leave at the Lynebeg left-in/left-out junction.

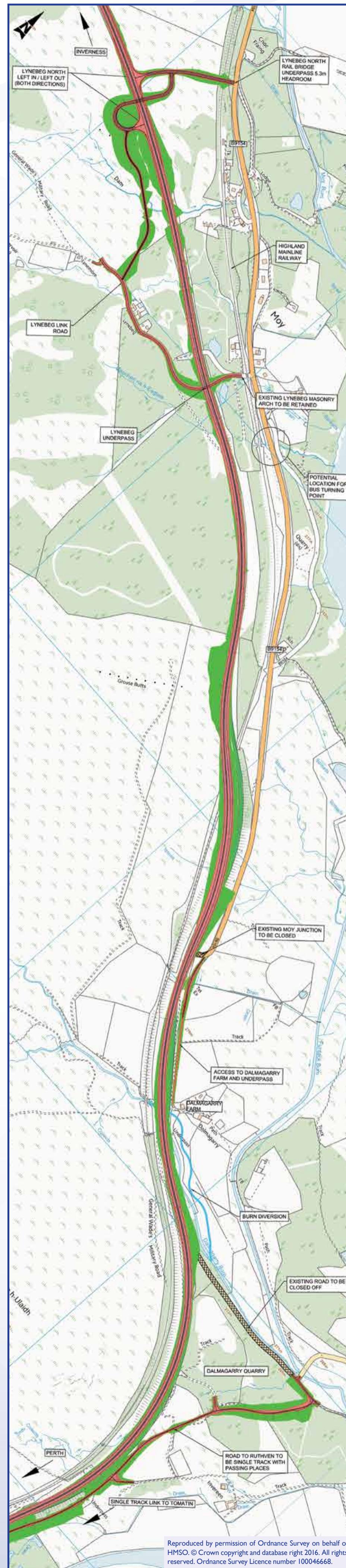


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Stage 3 – preferred route further development (continued)

Sub-option E

- new A9 alignment moved eastwards
- diversion of Dalmagarry Burn required
- B9154 Tomatin to Moy link removed, minimising impacts on farm and flood plain
- localised form of junction provided north of Moy, connected to B9154 by new rail underpass
- significant new construction and environmental impacts at new junction location including an additional structure under the A9, deep earthworks, landscape impact due to new road construction and impact on ground water
- service buses stopping at Moy that currently use the A9 and B9154 will use the new bus turning facility in the vicinity of Lynebeg underpass at the south of Moy and access the A9 using the new localised junction north of Moy
- traffic from Ruthven heading to Moy would use the single-track road to Tomatin grade-separated junction then head north on the A9 and leave at the new localised junction north of Moy.



Stage 3 – preferred route further development (continued)

Non-Motorised Users (NMUs)

Transport Scotland has prepared a Non-Motorised User (NMU) Access Strategy to formalise its position in relation to NMU access arrangements for the A9 Dualling Programme. This sets out an appropriate plan of action towards securing best outcomes for NMU-related interests, taking account of all relevant criteria. The strategy has been developed in consultation with statutory consultees, and it can be viewed at:

www.transport.gov.scot/report/a9-dualling-non-motorised-user-nmu-access-strategy-9068

The NMU Access Strategy sets out a series of NMU access objectives that are aligned to the overall A9 Dualling Programme objectives, and are being considered as an integral part of design development for this project.

Consultation with NMU groups has been ongoing throughout the A9 Dualling Programme, with key events to date including NMU forums in May 2015 and May 2016. This consultation has allowed design teams to collate information on NMU routes, to understand stakeholder interests and to help identify NMU opportunities and constraints. Feedback from consultations is being taken into account as we look to integrate provision for NMUs into the Tomatin to Moy project.

The plan below shows the location of NMU routes in proximity to the Tomatin to Moy project and preliminary proposals for NMU provision which will be subject to Audit.

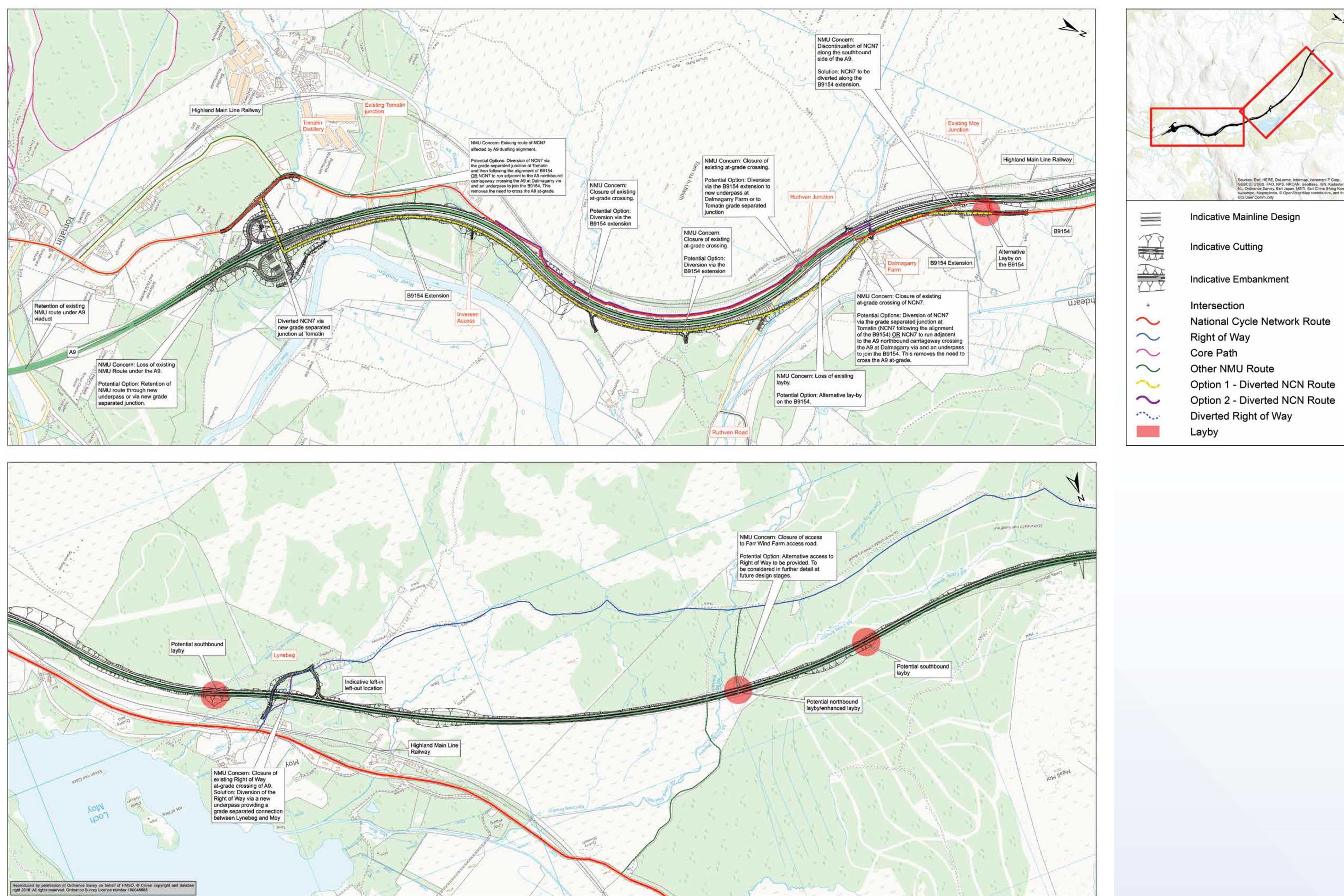
Lay-bys

As part of the project design process, potential locations for lay-bys and enhanced lay-bys are being considered. Key considerations for locating lay-bys are:

- road design and safety restrictions
- viewpoints and landscape
- land-take and land-use
- NMUs.

Providing that safety requirements are met, then locating lay-bys will also seek to maximise benefits, such as scenic views and access to foot and cycle paths, including possible short linkages to existing paths or parking provision as part of lay-by design.

The NMU plan below also indicates potential locations for lay-bys along the Tomatin to Moy project.



What happens next?

Public consultation will continue throughout the DMRB Stage 3 Assessment process and the comments and feedback that you provide on the issues that have been presented will be considered in the next stage of the project design development.

At the next public consultation event, Transport Scotland will look to provide an update on the preferred route and junction option, the Dalmagarry and Lynebeg/Moy area sub-options, and the Tomatin South junction options.

An Environmental Impact Assessment will then be carried out and additional mitigation measures may be included to establish the land-take boundaries. This will lead to the completion of the DMRB Stage 3 Environmental Statement and the publication of draft Road Orders and Compulsory Purchase Order for the Tomatin to Moy project.

The publication of the draft Orders marks the start of the formal statutory process and it is at this time that the route alignment will be fixed and members of the public will be able to formally comment on the proposals.

After publication, there is a six-week objection period associated with the draft Orders and a six-week representation period associated with the Environmental Statement.

Should Transport Scotland receive objections to the draft Orders which cannot be resolved, there may be the need for a Public Local Inquiry before the project can proceed.

Progress after publishing the new draft Orders will depend on the formal comments received to the proposals.

Comments and feedback

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

- the preferred route and junction option
- the Dalmagarry and Lynebeg/Moy area sub-options
- the options being considered at the Tomatin South junction.

Please take time to consider the information presented and provide any comments you may have as soon as possible and **by 10 January 2017**.

Email to:
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Or by post to:
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A9 Dualling Programme
Tomatin to Moy project
Preferred route public exhibition
Feedback form

Introduction
Thank you for attending our A9 Dualling Tomatin to Moy project public exhibition. We would be grateful if you could take the time to provide any feedback or comments you may have on the reverse of this feedback form and then return this to us by email or post (details below) as soon as possible and **by 10 January 2017**.

Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

Please email or post completed responses (address opposite) **by 10 January 2017** to the AMJV A9 Dualling team, to whom any queries may be directed.

Email: a9dualling@mouchel.com

Further information on the A9 Dualling Tomatin to Moy project: www.transport.gov.scot/project/a9-tomatintomy

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

PLEASE USE THE BACK OF THIS FORM TO RECORD YOUR COMMENTS OR FEEDBACK
Transport Scotland and its agents will process any personal information provided and recorded solely for the purpose of the A9 Dualling Programme and in accordance with the Data Protection Act 1998.

Further information

Further public consultation is planned during the DMRB Stage 3 Assessment process and we will keep you updated through a range of direct communications and consultations.

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

Telephone: **07557 172 747**
Email: a9dualling@mouchel.com

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

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

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

www.transport.gov.scot/a9dualling

