Tomatin to Moy project – welcome

A9 DUALLING
PERTH TO INVERNESS
Tomatin to Moy

Welcome to this public drop-in session 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 an exhibition to seek public feedback on the route options being developed as part of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment process.

In November 2016, we held a further exhibition to announce the DMRB Stage 2 preferred route option, and we also outlined the work that had begun to further develop and assess the preferred route option as part of the DMRB Stage 3 Assessment process. This included the following:

- five sub-options in the vicinity of the Dalmagarry and Lynebeg/Moy area
- an option to change the proposed grade-separated junction type at Tomatin North to a compact junction
- potential options for Tomatin South junction.

Tomatin North junction looking north

Feedback from stakeholders and members of the public was subsequently considered as part of the further development, refinement and assessment of the preferred route option. The developed proposals, including the selected sub-option and the solution at Tomatin South, are presented at this event.

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

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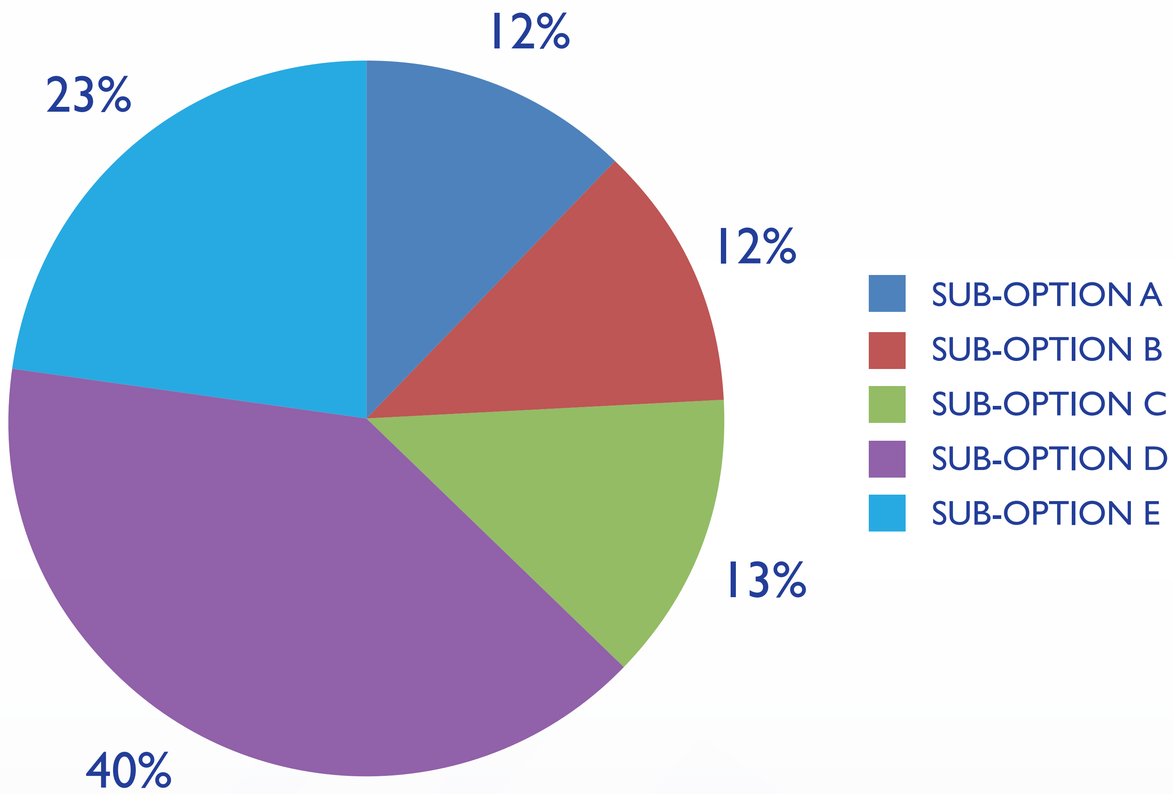
Preferred option

Following receipt of stakeholder feedback and further design development and assessment work, it has been concluded that sub-option D should be taken forward as the preferred option for the Tomatin to Moy project.

The main features of sub-option D are:

- the A9 alignment moved eastwards to avoid interference with the railway embankment
- the A9 realignment requires the Dalmagarry Burn to be partially diverted
- this sub-option does not require the B9154 Tomatin to Moy link, reducing impacts on farmland and flood plain
- a southbound left-in/left-out junction south of Moy, to provide connectivity from Moy to Tomatin
- Ruthven Road linked to Tomatin North grade-separated junction by a single-track road
- the existing Lynebeg rail underpass will be replaced with new underpass providing for pedestrians, two-way traffic and 4.3m headroom, accommodating most common vehicle sizes that access the Moy area
- a compact grade-separated junction to be provided at Tomatin North.

Public support for sub-option D



Information about all the sub-options presented in November 2016 is available at the exhibition.

Preferred option

Sub-option D is considered to be preferable due to a combination of engineering, environmental and economic considerations.

The main advantages of sub-option D in comparison with the other sub-options considered are:

- sub-option D minimises impacts on the Highland Main Line railway, specifically in the area of Dalmagarry, both in terms of construction period impacts and longer term maintenance factors
- sub-option D has a reduced impact on constraints in the Dalmagarry area, mainly by removing the B9154 link, which lessens the impact on farmland and flood plain
- sub-option D avoids the significant environmental impacts that would be incurred by providing the Moy North junction e.g. severance of habitats, impact upon groundwater and adjacent priority peatland, the current open moorland landscape and the setting of the listed Aultnaslanach Viaduct
- sub-option D has a reduced height (4.3m) headroom at Lynebeg rail underpass. This removes the significant impacts in utility diversions and avoids the potential acquisition of private properties associated with sub-option C, while retaining all the benefits
- sub-option D is comparable in cost to the other sub-options.

Drawings are available to view today which illustrate the preferred option (sub-option D) in its entirety, and also larger scale drawings of particular areas of interest, including:

- **Tomatin North junction**
- **Dalmagarry area**
- **Moy Rail Bridge**
- **Moy South junction**
- **Lynebeg junction and area.**

Please take some time to view these proposals. A member of our team can assist you if you require further information or have any questions.

Lynebeg rail arch

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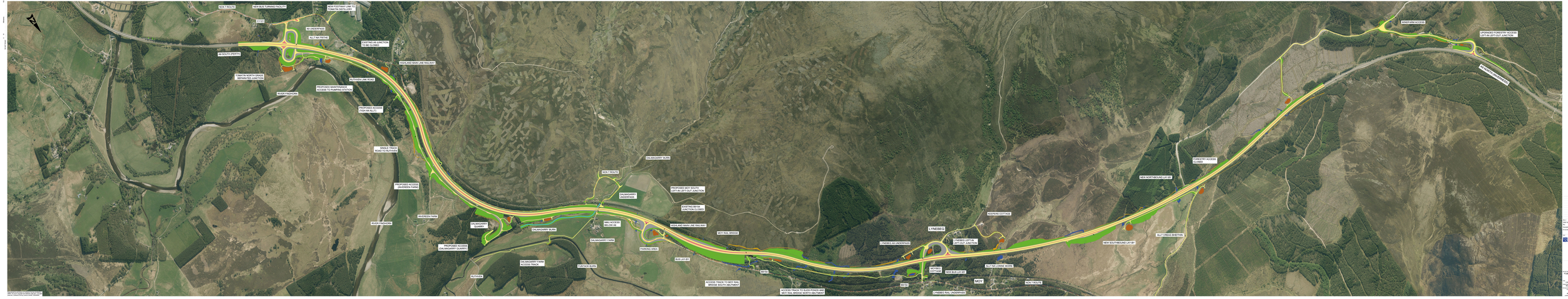

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Rev	Description	Drawn	Checked	Approved	Date

STATUS
DESIGN IN PROGRESS

TRANSPORT SCOTLAND
TRANSPORTING SCOTLAND'S FUTURE

A9 DUALLING
A9 DUALLING PROGRAMME

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PUBLIC INFORMATION EXHIBITION MAY 2017
AERIAL STRIP PLAN

Scale	Drawn	Checked	Approved	Date
1:10000 @ A1				

Project	Originator	Volume	Level	Type	Role	Number
A9DUAL	HRL	XX	XX	DR	GEN	0001

Tomatin South junction

Tomatin South junction is located outwith the Tomatin to Moy project, on the existing A9 dualled section, and includes a gap in the central reserve for turning traffic. Previous public feedback 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 closure of other local roads, junctions and accesses. This strategy aims to improve safety on the A9 and support the provision of a high-quality dual carriageway.

At the November 2016 exhibition, four specific options for this junction were presented.

- **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.

Tomatin South junction

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Tomatin South junction

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Assessment of the four options indicates that:

- **Option A** has low cost, low engineering difficulty and low environmental impact. However, it has the highest impact on traffic, with all traffic that currently uses the junction required to leave or join the A9 at the new grade-separated junction at Tomatin North
- **Option A** has the biggest impact on bus services in both directions
- **Option B** provides a restricted standard of access road due to the constrained corridor, and involves a high level of engineering difficulty and cost with geotechnical issues, utility diversions and proximity to the Highland Main Line railway
- **Option B** has environmental impacts on landscape and woodland
- **Option C** has low impacts and cost. Whilst catering for traffic travelling from the south, it would not cater for the opposite trip for this traffic to the south
- **Option D** has a high level of engineering complexity, environmental impact and cost. This option requires two bridges to be built to cross the railway and the A9, retaining walls, realignment of 1.5km of the local road, culverts for three watercourse crossings and landscape impacts in a sensitive setting
- **Options A and C** require some traffic to travel slightly greater distances due to the closure (full or partial) of the existing junction. However, journey time increases are partially offset by the benefits of the A9 dualling.

Consultation with stakeholders and the local community has indicated that there is support for keeping this junction open, mainly due to concerns about maintaining connectivity and attracting business to the local community.

While full closure of a junction of this nature may normally be recommended under the A9 junction strategy, in recognition of these local issues, we propose that **Option C** is adopted. This means that the central reserve will be closed and the existing left-in/left-out facility on the northbound carriageway will be retained. Bus turning facilities will be provided on the local roads to help changes to bus movements that will be needed because of the central reserve closure.

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Tomatin South junction

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Reasons for choosing Option C:

- closure of the central reserve and elimination of hazardous right-turning manoeuvres will provide safety benefits
- Option C has low engineering difficulty, low environmental impact and low cost
- traffic figures at this junction are very low, right-turning traffic to the southbound A9 has been measured at 100 vehicles per day. There is virtually no demand for right-turning from the southbound A9
- journey time assessments have been carried out based on central reserve closure. A typical local example of a trip from Findhorn junction to Carrbridge would take less than two minutes longer, factoring in the benefits of the proposed dualling to the south of Slochd. The additional distance travelled would be approximately three miles. Maintaining the existing slip road on the northbound carriageway will allow northbound traffic to travel through the village and rejoin the A9 at Tomatin junction. This provides the potential for maintaining connectivity and associated community benefits

Looking south at Tomatin South junction

- northbound bus services will continue as before, bus turning facilities will be provided in Tomatin to cater for southbound buses which will enter and exit Tomatin using the new grade-separated junction
- future tree-felling removal operations are anticipated in the Findhorn area. Maintaining a northbound turning facility onto the A9 here would avoid the majority of movements of forestry vehicles through Tomatin.

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What happens next?

The preferred option shown is still indicative. 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.

A Stage 3 Engineering Assessment and Environmental Impact Assessment are under way. These will inform the work to identify the land required for the project and 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.

Tomatin South entrance

The publication of the draft Orders, expected later this year, marks the start of the formal statutory process. This is when 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 we receive objections to the draft Orders which we cannot resolve, there may be the need for a Public Local Inquiry (PLI) before the project can proceed.

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

Comments and feedback

If you wish to provide us with any feedback, please complete and return our feedback form here today or by email or post as soon as you are able to, but before **16 June 2017**.

Email to:
a9dualling@mouchel.com

Or by post to:
Robin Smith
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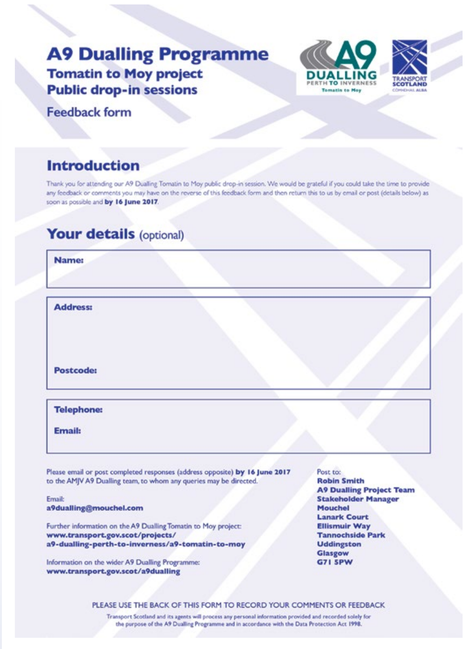

A9 Dualling Programme
Tomatin to Moy project
Public drop-in sessions
Feedback form

Introduction

Thank you for attending our A9 Dualling Tomatin to Moy public drop-in session. 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 16 June 2017**.

Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

Please email or post completed responses (address opposite) **by 16 June 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/projects/a9-dualling-perth-to-inverness/a9-tomatin-to-moy

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

Post to:
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Uddingston
Glasgow
G71 5PW

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

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/projects/a9-dualling-perth-to-inverness/a9-tomatin-to-moy

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

www.transport.gov.scot/a9dualling