

# Tomatin to Moy

Public Exhibition – Oct 2015  
Summary Report

Transport Scotland

March 2016





## Notice

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This document has 55 pages including the cover.

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## Client signoff

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Project	A9 Dualling Northern Section – Tomatin to Moy
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# Introduction

Transport Scotland is progressing a programme to upgrade the A9 trunk road between Perth and Inverness to dual carriageway standard.

As part of these proposals, a public exhibition was held to update interested parties on progress of the Tomatin to Moy project. The aim of the exhibition was to engage with the public, building upon the feedback from the informal 'drop-in' session held on Tuesday 18 August 2015, to present the route and junction options that are being developed and to provide an opportunity for discussion with representatives of Transport Scotland and its Consultants. Also, to gather feedback from the attendees on the information on display to help inform the ongoing development and assessment of the design options being considered between Tomatin and Moy.

The exhibition took place in Strathdearn Village Hall in Tomatin on Monday 26 October 2015 from 4.00pm to 8.00pm and on Tuesday 27 October 2015 from 11:00am to 4.00pm.

The exhibition was well attended and generally well received. This report summarises the scope of the event and the reactions and comments of those who attended.



# 1. Exhibition Preparation

## 1.1. Advertising

In advance of the exhibition, letters of invitation were sent to key stakeholder organisations, landowners, businesses, residents and Community Councils, either within the road corridor or otherwise likely to be affected by the proposals.

Dependent on the recipient, the letters also included offers of individual meetings, presentations to community groups or contact details for further information.

In total, 192 letters were issued, 36 to stakeholders and stakeholder organisations and 125 to landowners, property owners and residents. An example of the letter issued to landowners is included in Appendix A.

Over 140 posters advertising the event were distributed amongst libraries, Churches, Community Centres, Post Offices and retail outlets in Inverness, Balloch, Culloden, Tomatin, Carrbridge, Nethy Bridge, Boat of Garten and Aviemore. A copy of the poster is included in Appendix B.

An advertisement was placed in The Press and Journal newspaper and an article publicising the event appeared in that publication on 15th October 2015. A copy of the press advertisement is included in Appendix C and the article in Appendix D.

## 1.2. Exhibition Materials

The exhibition material presented at the public exhibitions consisted of:

- Exhibition display boards (13 No)
- Drawings:
  - Mainline plan and profile options
  - Tomatin and Moy Junction options
  - Composite model options
  - Constraints plan
- A9 Dualling Tomatin to Moy Exhibition Leaflet
- Video display - animated fly-through of parts of route
- Feedback form

### 1.2.1. Exhibition Boards

Information relating to the scheme was presented on a number of boards. The heading of each board is given below:

1. Welcome
2. Introduction
3. Programme Objectives
4. Route Options Development



5. Information Gathering
6. Constraints
7. Environmental Constraints
8. Mainline and Junction Options (i)
9. Mainline and Junction Options (ii)
10. Mainline and Junction Options (iii)
11. Mainline and Junction Options (iv)
12. Accesses
13. What Happens Next?

The exhibition display boards can be found in Appendix E.





### 1.2.2. Drawings

Two copies of each of the following drawings were on display on layout tables:

1. Composite Model Options – an Engineering drawing showing a concise explanation of the route and junction variations on one drawing.
2. Constraints plan – an Ordnance Survey based Environmental drawing showing development constraints including residential and agricultural interests, ecology, heritage, landscape and the water environment.

The following drawings were in folders but available to anyone who required a more detailed explanation of the proposals:

3. Mainline Plan and Profile Option 1 - an Engineering drawing showing the proposals for widening the existing A9 on predominantly the northbound side.
4. Mainline Plan and Profile Option 2 - an Engineering drawing showing the proposals for widening the existing A9 on predominantly the southbound side.
5. Moy Grade Separated Junction Diamond Layout – an Engineering drawing showing details of the Moy North Junction.
6. Moy Grade Separated Junction Loop Layout - an Engineering drawing showing an alternative layout for the Moy North junction.
7. Tomatin Grade Separated Junction Diamond Layout and Lynebeg Access Arrangements – an Engineering drawing showing details of the Tomatin North Junction and access arrangements for properties to the west of the existing A9 at Lynebeg.
8. Tomatin Grade Separated Junction Loop Layout – an Engineering drawing showing an alternative layout for the Tomatin North junction.

### 1.2.3. Exhibition Leaflet

A copy of the A9 Dualling Tomatin to Moy Exhibition Leaflet was handed to each visitor to the exhibition. A copy of the leaflet can be found in Appendix F.

### 1.2.4. Feedback Form

A Feedback form was handed to each visitor to the exhibition. Comments on the proposals were requested by email or post before Tuesday 8th December 2015. A copy of the Feedback form can be found in Appendix G.

### 1.2.5. Information Sources Following Exhibition

The Exhibition display boards, drawings, A9 Dualling Tomatin to Moy Exhibition Leaflet and Feedback Form were made available to download from the A9 Dualling section of the Transport Scotland website at the following web address:

<http://www.transport.gov.scot/project/a9-tomatin-moy>



### 1.3. Photographs



#### 1.3.1. The exhibition venue, Strathdearn Village Hall, Tomatin



#### 1.3.2. The exhibition display boards in position





### 1.3.3. Discussion taking place



### 1.3.4. Public engagement



## 2. Exhibition Results

### 2.1. Attendance

The exhibition was well attended with a total of 177 visitors over the course of the two days, with 88 attending on October 26th and 89 on October 27th.

Visitors were asked to complete a sign-in sheet on arrival at the exhibition. Most visitors complied with a request to provide their home postcode. An analysis of this information shows that the majority of visitors were from the Tomatin/Moy postcode area, the geographic spread being generally as follows –

Tomatin / Moy	- 70%
Inverness	- 20%
Other	- 10% (Carrbridge, Dingwall, Nairn and surrounding areas)

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

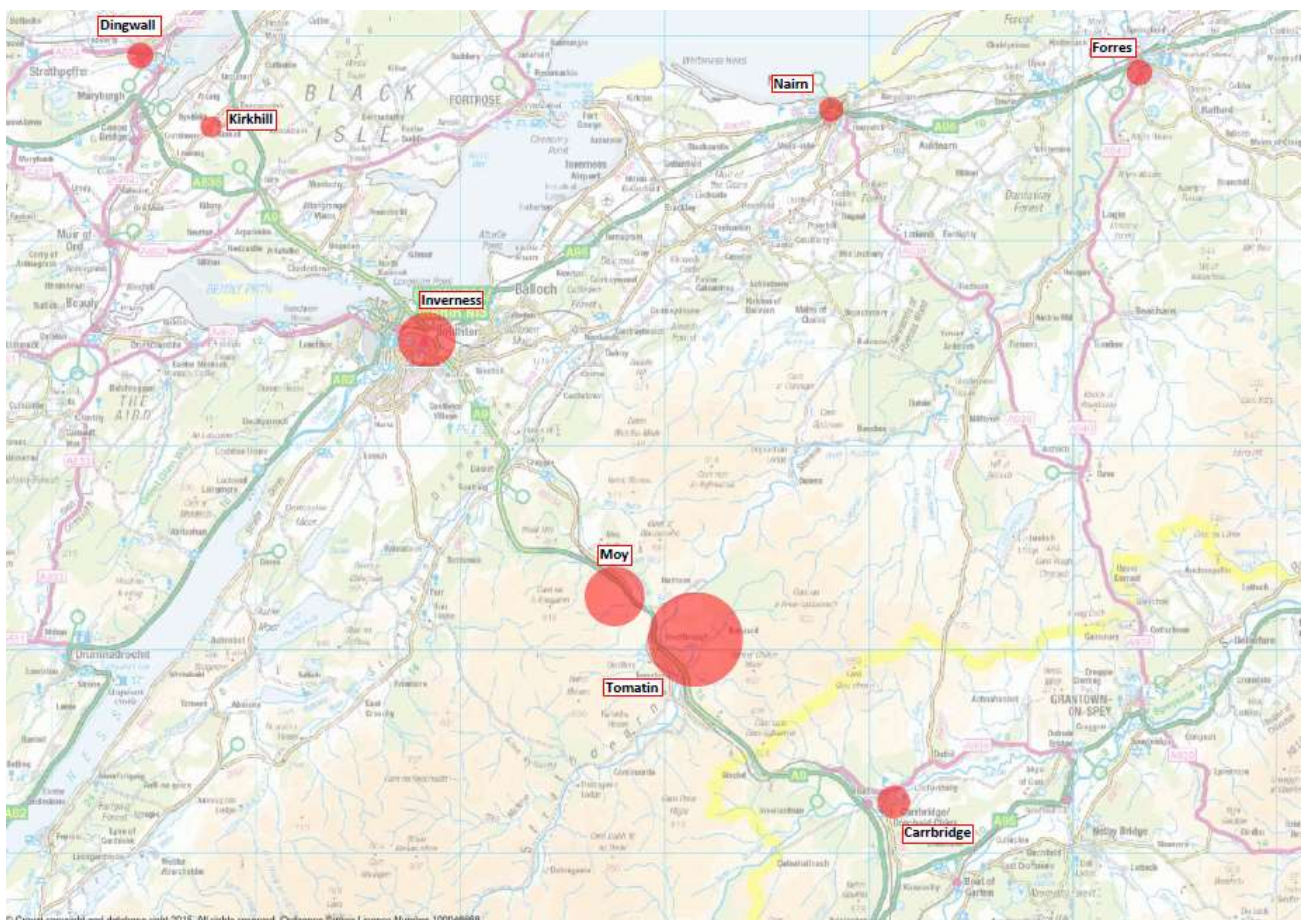


Figure 2-1 Attendance map

## 2.2. Comments

Visitors to the exhibition were encouraged to provide feedback to help inform the future development of the project. In particular, comments were sought on the route options, junction options and access arrangements, including the effects of potential closures.

In total 19 Feedback Forms were returned together with 9 comments noted by Consultant's staff in Records of Conversation and 4 comments received by email after the event. Most visitors appeared supportive of the project. However, concerns were noted relating to junctions, closure of accesses and difficulties for public transport, including school buses.

In line with feedback from previous exhibitions the comments received have been grouped into nine categories, as shown in Figure 2-2.

Further details of the comments are included in Appendix H.

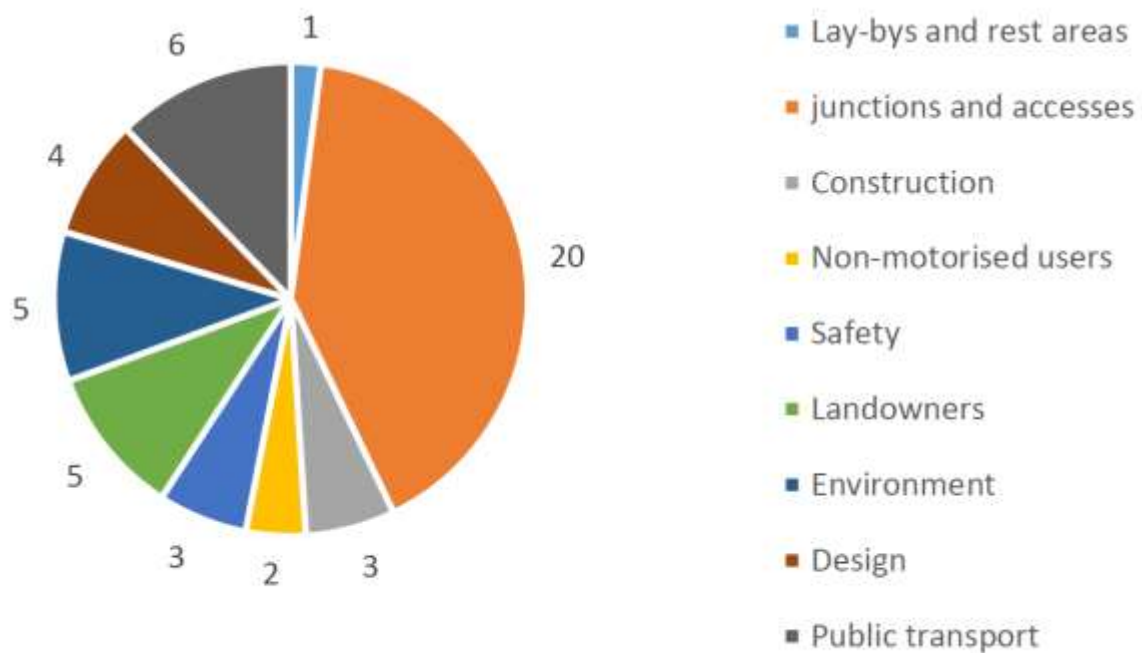


Figure 2-2 Exhibition comments – Summary

## 2.3. Summary

The A9 Dualling Tomatin to Moy Public Exhibition held on 26 and 27 October 2015 provided the public with an update on the progress of the project and presented the route and junction options being considered. It also provided an opportunity for members of the public to discuss the scheme with Transport Scotland representatives and their consultants. In addition, it provided Transport Scotland with an opportunity to gauge the opinion of residents and other stakeholders with regard to the main line and junction design alternatives.

The majority of visitors appeared to appreciate the benefits to be delivered by the A9 Dualling Programme and were supportive of the scheme. However, concern over the closure of the existing Tomatin South Junction was a recurring subject in discussions held on the day and subsequent comments received.

The exhibitions were advertised locally and on the Transport Scotland website and both events were well attended. The exhibition venue was satisfactory and having a set-aside area for landowners or other stakeholders requiring a meeting in private was found to be a very useful facility and worth carrying forward to future events. The display material was well received, in particular the computer generated fly-through of the route. Holding the exhibition over two days, in the evening on the first day and the afternoon of the second, allowed increased accessibility and was considered a successful arrangement.

The feedback obtained from the exhibitions will now be used by Transport Scotland and their consultants to inform the ongoing development of the scheme.





## Appendix A. Letter to Landowners







**Major Transport Infrastructure Projects**

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF  
Telephone: 0141 2727100 , Fax: 0141 272 7272  
[info@transportscotland.gsi.gov.uk](mailto:info@transportscotland.gsi.gov.uk)



To the Owner/Occupier

Your ref:

Our ref: A9/GGD/DAL/EX

Date:  
20/10/2015

Dear Sir/Madam,

**A9 Dualling: Perth to Inverness  
Tomatin to Moy**

In summer 2014, Transport Scotland held exhibitions along the A9 as part of consultations to inform the development of options for the A9 Dualling from Perth to Inverness. Since then we have been undertaking further development of options for the section between Tomatin to Moy (Project 12).

To support development of the options for the road alignment and junctions we are consulting with various groups, including stakeholder organisations, the local community, businesses and landowners. I am writing to advise you that there will also be a public exhibition for the Tomatin to Moy project which will take place in Strathdearn Village Hall in Tomatin on Monday 26 October 2015 from 4.00pm to 8.00pm and on Tuesday 27 October 2015 from 11:00am to 4.00pm.

Plans detailing the project options that are being developed will be on display at the public exhibition. Representatives from Transport Scotland and our consultant (Atkins Mouchel) will be at the exhibition to answer questions relating to these options.

As part of the consultation, we will be seeking feedback on the information on display to help inform the ongoing development and assessment of the options between Tomatin to Moy.

The exhibition will give local communities and road users the opportunity to see a range of route and junction options. At this time neither a preferred mainline nor preferred junction layouts have been identified.

Particular feedback that we will be seeking includes your views on:

- local information and constraints that you think may be important for us to know about
- how the potential junction options may affect you
- any other options that you think we should consider



Please contact our A9 Northern Section Stakeholder Team on 07 \_\_\_\_\_ or [xxx.xxx@mouchel.com](mailto:xxx.xxx@mouchel.com) if you require any further information regarding the exhibition or A9 dualling proposals for this area.

Yours faithfully,

Stakeholder Manager  
A9 Dualling Team

**cc Atkins Mouchel Joint Venture**



## Appendix B. Exhibition poster





# A9 Dualling Tomatin to Moy project Public Exhibition



Public exhibitions are being held on 26 and 27 October 2015. These will give local communities and road users the opportunity to see a range of route and junction options for the Tomatin to Moy dualling project - part of the A9 Dualling Programme.

We are inviting local views and feedback on the options being developed to help inform the ongoing development and assessment of the dualling proposals for this project.

Transport Scotland officials and design consultants will be on hand to discuss the options and answer any questions.

Details of the public exhibitions are as follows:

**Location: Strathdearn Hall, Tomatin, Inverness, IV13**

**Monday 26th October**

4pm to 8pm

**Tuesday 27th October**

11am to 4pm

For further information, please visit:

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



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## Appendix C. Press advertisement







# A9 Dualling

## Tomatin to Moy project

# Public Exhibition



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**Monday 26th October**  
4pm to 8pm

**Tuesday 27th October**  
11am to 4pm

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





## Appendix D. Press & Journal article



[News](#)**Exhibitions for Tomatin to Moy A9 dualling work to begin**

15 October 2015 by [David Kerr](#)

0 comments



A9 between Tomatin and Moy

The public will have the chance to pore over plans for a stretch of the A9 that is due to be dualled.

Plans for the upgrade on the 5.2mile stretch between Tomatin and Moy, south of Inverness, will go on show at exhibitions on October 26 and 27.

A Transport Scotland spokeswoman said that the exhibitions would be chance for the public to see route and junction options for the project.

The stretch is the most northerly section of the £3billion dualling programme.

**Related Articles**

- [Plans revealed for dualling northern section of A9](#)
- [Work to begin on two major A9 underpasses](#)

- [10mph limit put on A9 for roadworks to take place](#)
- [Speed restrictions introduced for A9 dualling works](#)
- [Cairngorms National Park consulted over A9 dualling plans](#)

It is seen as having the fewest constraints compared to other sections due to be dualled, but will require some work on junctions and access roads.

It will follow the line of the existing road and fill the gap between dual carriageway stretches between Inverness-Moy and Tomatin-Carrbridge.

A Transport Scotland spokeswoman said: "The public exhibitions for the A9 Dualling Tomatin to Moy project will give local communities and road users the opportunity to view and feedback on updated information about the Scottish Government's plans to dual the A9.

"The exhibitions will present route and junction options for one of the dualling projects where detailed assessment is still to get underway.

"We would encourage members of the public to come along and find out more about the emerging plans for the A9 dualling in their area."

The exhibitions will be held at Strathdearn Village Hall in Tomatin between 4pm-8pm on Monday, October 26 and 11am-4pm the following day.



## Appendix E. Exhibition display boards







## A9 Dualling Tomatin to Moy Project Welcome

In December 2011, the Scottish Government's Infrastructure Investment Plan committed to dual the A9 trunk road between Perth and Inverness by 2025.

In June 2013, Transport Scotland commissioned a Preliminary Engineering Services (PES) study which included a preliminary engineering assessment equivalent to a Design Manual for Roads and Bridges (DMRB) Stage 1 Assessment for the initial development and assessment of proposed route corridor options and strategies.

Alongside the PES, Transport Scotland also commissioned the A9 Dualling Strategic Environmental Assessment (SEA). This assessment identified the key environmental and landscape issues along the length of the A9 route and assessed the potential impacts associated with the proposed works.

Work undertaken at that time built a picture of the challenges and opportunities that the dualling may bring and a 200m study corridor around the existing A9, within which the dualling will generally fit, was announced in March 2014.

In summer 2014, Transport Scotland held exhibitions along the A9 to help inform the development of options for the A9 Dualling Programme.





## A9 Dualling Tomatin to Moy Project Introduction

Over the course of the last year, Transport Scotland appointed design consultants to take forward the more detailed assessment work required to consider environmental mitigation and develop route options, junctions and accesses. A joint venture between Atkins and Mouchel (AMJV) is developing the projects for the northern section between Dalraddy and Inverness.

This exhibition marks the start of public engagement on more developed route and junction options. No detailed assessment has taken place at this stage and we are seeking public feedback on the options being developed to help inform the ongoing development and assessment of the dualling proposals.

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

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

Please take your time to study the information on display and to speak to one of the members of the team present today. It will assist us in our assessment work if you could complete the feedback form available.



View of the existing A9 at Dalmagarry Burn, looking north from Ruthven junction towards Moy junction.



View of the existing A9 looking south towards the Ghost Island junction serving the Forestry Commission.







## A9 Dualling Tomatin to Moy Project 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.**

### Northern Section Projects

The northern section of the route contains two projects, with dedicated teams working on each project:

- **Tomatin to Moy**
- **Dalraddy to Slochd.**

Today's exhibition is for the **Tomatin to Moy** project.



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



View of the existing A9 at Dalmagarry Burn, looking south towards Ruthven junction.



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## A9 Dualling Tomatin to Moy Project

# Route Options Development



We are following the normal trunk road scheme development process and progressing in accordance with guidance in the Design Manual for Roads and Bridges (DMRB). The current work (referred to as Stage 2) covers the development and assessment of route options and builds on the previous PES and SEA completed in 2014.

Some early work has allowed the number of route and junction options to be reduced by sifting out those options that had the highest potential for environmental, engineering and traffic impacts or increased costs. Information about options that were considered and sifted out is available at this exhibition.

Feedback from consultation, including today's exhibition, will be considered as part of the further development, refinement and assessment of the route options. The next stages will also include

more detailed consideration of accesses, laybys and facilities for pedestrians, cyclists and other NMUs. There is some information available at this exhibition about these aspects.

Further work, including engagement with affected people, local communities and the wider public, will be undertaken as we develop our options further.

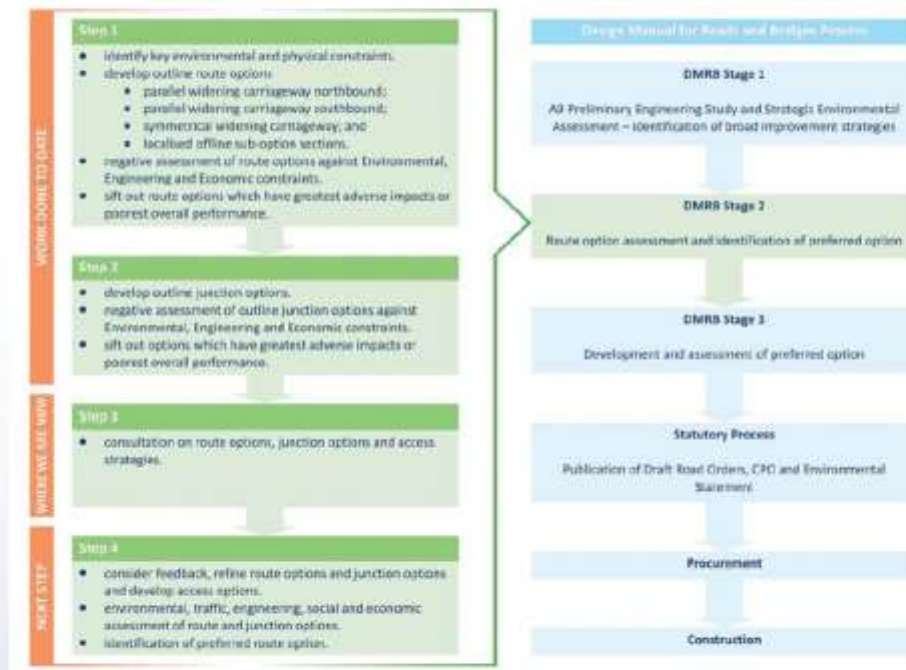
After this, the route options will be considered as part of the DMRB Stage 2 Assessment, which will support identification of the preferred route option for the project.

## DMRB Stage 2 design work

The DMRB Stage 2 design work has initially considered how to provide the dual carriageway and what the main junctions could look like. As part of this work, options have been developed considering:

- **Mainline dual carriageway:** whether the A9 should be widened on the northbound side, the southbound side, to both sides, or whether there should be short sections on a new alignment, close to the existing A9
- **Junctions:** where junctions should be located and what type of junctions could be provided, considering factors such as nearby properties, environmental features, landscape, topography, engineering and operational considerations and cost.

Initial options were assessed considering environmental, engineering, traffic and economic factors. The options which would have the greatest adverse impacts or poorest overall performance have been sifted out and suspended from further consideration at this stage.







# A9 Dualling Tomatin to Moy Project Information Gathering



## Baseline data-gathering and surveys

During the PES and SEA, a large amount of data was gathered and consultation undertaken. This information has helped inform the design and selection of route options. We have also carried out additional field surveys including:

- **Ecological, landscape and visual surveys**
- **Other environmental surveys**
- **Traffic surveys**
- **Topographical surveys.**

We also continue to consult with a range of organisations, local communities and community groups including:

- **Consultation with individual land and property owners**
- **Drop-in sessions for the public at local communities**
- **Attending community council meetings**
- **Consultation with environmental groups**
- **Consultation with walking, cycling, equestrian and accessibility / disability groups.**



Rock mapping surveys,  
August 2015.



Site walkover/visual survey,  
April 2015.



Ground investigation site works,  
Summer 2015.



Public consultation at drop-in  
session, August 2015.







## A9 Dualling Tomatin to Moy Project Constraints

The route options for Tomatin to Moy were developed taking into consideration the constraints identified in the vicinity of the project including:

- **Communities of Tomatin and Moy**
- **Businesses and outlying residential properties, including accesses**
- **River Findhorn**
- **Dalmagarry Burn**
- **Ancient Woodland**
- **Cultural Heritage features including; General Wade's Military Road, hut circles, field systems, farmsteads and bridges**
- **The existing road network**
- **Highland Main line Railway**
- **Non-Motorised User Route(s) including National Cycle Network route NCN 7.**



View of the A9 crossing the Highland Main Line Railway.



View of the A9 crossing the Dalmagarry Burn.



View of the National Cycle Network Route 7 running parallel to the A9 by Moy junction.



Ground investigation site works, Summer 2015.



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## A9 Dualling Tomatin to Moy Project

# Environmental Constraints

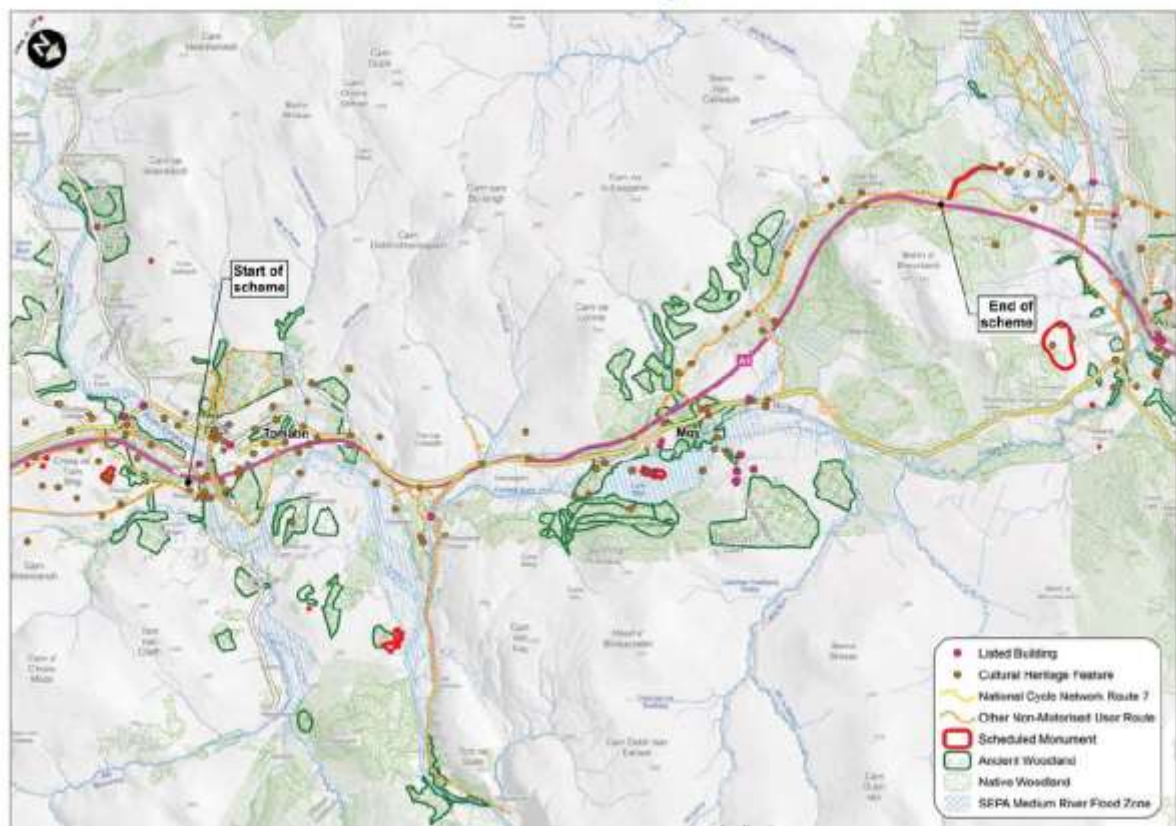


The Tomatin to Moy scheme design is being informed by environmental assessments that consider aspects including, residential, farming and estates interests, ecology, heritage, landscape and the water environment.

One of the main considerations of the project is to avoid or reduce impacts on the environment.

We will seek to avoid environmentally sensitive areas where possible through the design of the project, or look to provide mitigation to reduce impacts where such areas are unavoidable.

## The Tomatin to Moy Scheme





## A9 Dualling Tomatin to Moy Project

# Mainline and Junction Options (i)



### Design Standards and Requirements for New Junctions

In accordance with the requirements of the DMRB, the new A9 trunk road will be designed as a Category 7A Dual Carriageway (D2AP) with a 120kph design speed. For this particular category of road, the standards stipulate that within the new dual carriageway sections;

- All junctions, both major and minor are required to be grade-separated
- No crossing of the central reserve shall be permitted.

### Proposed Mainline Options

Previous work has identified a 200m corridor within which the new dual carriageway would be broadly located. Initial options have been considered for the more detailed alignment of the mainline, and a sifting exercise has been undertaken using environmental and engineering criteria, including topography, ground conditions, buildability, ecology and land take to discount options which would have the greatest adverse environmental and engineering impacts.

The route has been considered in sections and this work has concluded that from the south tie-in for approximately 4.5km the route will predominantly involve widening to the northbound side. From this point northwards there is no clear preference at this time for either northbound or southbound widening, as there are no significant impacts identified, so options involving widening to either side of the carriageway are being considered.

Therefore there are two different mainline options which we have recommended be taken forward to full DMRB Stage 2 Assessment.

- Mainline Option 1 predominantly widens on the northbound side of the existing carriageway
- Mainline Option 2 predominantly widens on the northbound side of the existing carriageway for the first 4.5km and then on the southbound side.

Plans of these options are available to view at this exhibition.



View of existing A9 looking north towards Tomatin North junction.



View of existing A9 looking north towards Lynbeg access.



View of existing A9 looking south towards the B9154 junction at Moy.

## A9 Dualling Tomatin to Moy Project

# Mainline and Junction Options (ii)



## Proposed New Junction Locations

Potential junction locations have been considered at Tomatin North, Moy South and Moy North as shown on the plan below. The junction strategy for the project has been developed considering environmental, engineering and economic criteria. Options have involved assessing potential combinations of these junctions.

The Moy South junction location was discounted at this stage for several reasons including poor ground conditions, proximity to the railway, low traffic flows and cost.

This sifting process concluded that two options should be taken forward to the full DMRB Stage 2 Assessment, with grade separated junctions proposed at >-

Option 1: One grade separated junction located at Tomatin North

Option 2: Two grade separated junctions; one located at Tomatin North and one located at Moy North.

## Access to Lynebeg

Consideration has also been given to the access arrangements for properties to the west of the existing A9 at Lynebeg.

- Under Option 1, access is proposed to be provided to the B9154 at Moy via a local underpass. Consideration may be given to whether direct access as a left-in, left-out junction on the northbound A9 is required
- Under Option 2 – access is proposed to be provided via the Moy North Grade Separated junction.

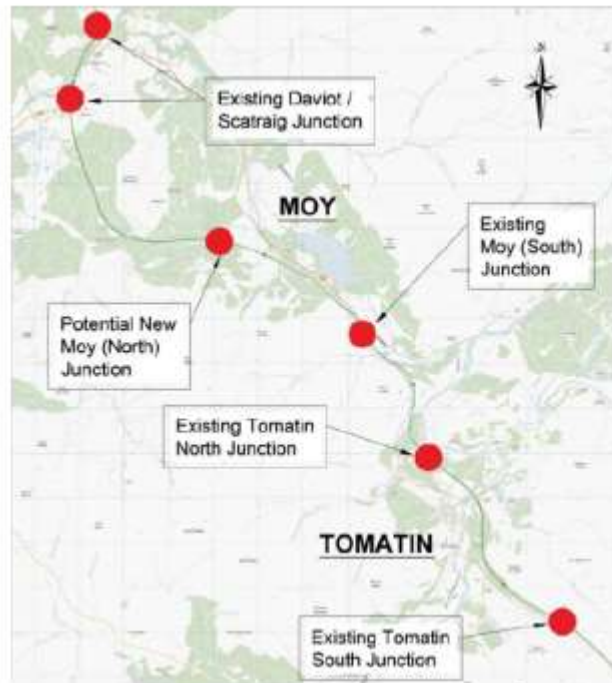
Plans showing the junction options are available to view at this exhibition and a selection are shown on 3D visualisations. Plans of the options which have been discounted at this stage are also available to view.

## Adjacent A9 Junctions

As part of the upgrading of the A9 to a full Category 7A All Purpose Dual Carriageway, all junctions should be grade separated with no central reservation gaps. Previous work has identified a broad strategy for the treatment of existing junctions.

Under this strategy the existing Tomatin South is a Tier 2 junction, and is therefore being considered for closure.

The existing junctions at Scatraig and Daviot are considered as Tier 1 junctions and will be considered for upgrade to a grade separated junction at a future date.





## A9 Dualling Tomatin to Moy Project

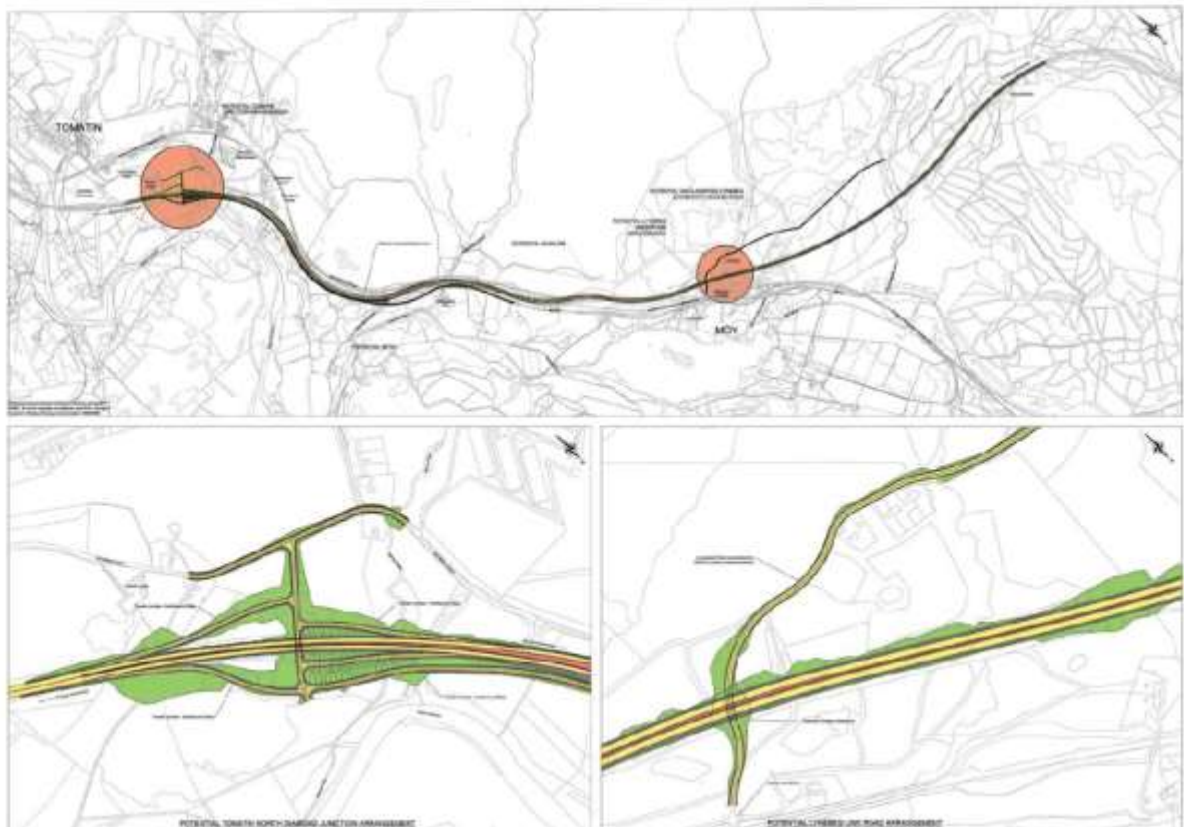


# Mainline and Junction Options (iii)

## Mainline Option I incorporating a grade separated junction at Tomatin North only.

Details of potential Tomatin North junction arrangement and access arrangements at Lynebeg.

Detailed plans of these proposals are available to view at this exhibition.







## A9 Dualling Tomatin to Moy Project



# Mainline and Junction Options (iv)

## Mainline Option 2 incorporating a grade separated junction at Tomatin North and grade separated junction at Moy North.

Details of potential Tomatin North and Moy North junction arrangements including access arrangements at Lynebeg.

Detailed plans of these proposals are available to view at this exhibition.





## A9 Dualling Tomatin to Moy Project Accesses



In conjunction with the route options, we are also developing the strategy to cater for access to communities, properties and land adjacent to the A9. As was shown at the exhibitions in 2014, the A9 will be upgraded to a high standard dual carriageway and direct access to the A9 will generally only be available at grade separated junctions. Some left-in/left-out accesses may be provided, but only in exceptional circumstances.

If you will be affected by the potential closure of any of the accesses shown on the plan below, please approach a member of our team today who will arrange a one-to-one discussion with you.







## A9 Dualling Tomatin to Moy Project

# What Happens Next?



Your comments on the route options and junction layouts presented here today will help inform the ongoing project development. Your feedback will be considered. We invite you to provide written feedback by:

Email to: **robin.smith@mouchel.com**  
Post to: **Robin Smith**  
**A9 Dualling Project Team Stakeholder Manager**  
**Mouchel**  
**Lanark Court**  
**Ellismuir Way**  
**Tannochside Park**  
**Uddingston**  
**Glasgow, G71 5PW**

Please provide feedback as soon as possible and before **Tuesday 8 December 2015**.

The options presented today, together with any other options you identify during these exhibitions, may be subject to further development. Further consultation through local drop-in sessions and one-to-one engagement is also planned.

The Design Manual for Road and Bridges (DMRB) Stage 2 Assessment will consider advantages, disadvantages and constraints associated with the design options, in relation to environmental, engineering, economic and traffic issues.

A preferred option for the Tomatin to Moy project is expected to be selected in early 2016. We will keep you updated through a range of direct communications and consultations, as well as further public exhibitions.



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

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

Further general information on the A9 Dualling Programme can be found on Transport Scotland Dualling website at:  
**[www.transportscotland.gov.uk/project/a9-dualling-perth-inverness](http://www.transportscotland.gov.uk/project/a9-dualling-perth-inverness)**

Contact details for Transport Scotland's A9 Dualling team:

Telephone: **0141 272 7100**  
Email: **a9dualling@transportscotland.gsi.gov.uk**





## Appendix F. Exhibition leaflet





## A9 Dualling – Tomatin to Moy Project

### Junctions and Accesses

The junction strategy for the project has been developed considering environmental, engineering and economic criteria. Potential junction locations have been considered at Tomatin North, Moy South and Moy North.

Options have involved assessing potential combinations of these junctions. The Moy South junction location was discounted at this stage for a number of reasons including poor ground conditions, proximity to the railway, low traffic flows and cost. The option process concluded that two options should be taken forward to the full DMRB Stage 2 Assessment, with grade separated junctions proposed at:

- Option 1: One Grade Separated Junction located at Tomatin North
- Option 2: Two Grade Separated Junctions; one located at Tomatin North and one located at Moy North.

### Accesses

In conjunction with the route options, we are developing the strategy to cater for access to communities, properties and land adjacent to the A9.

As was shown at the exhibitions in 2014, the A9 will be upgraded to a high standard dual carriageway and direct access to the A9 will generally only be available at grade separated junctions. Some left and right hand accesses may be provided but only in exceptional circumstances.

#### Existing and potential junction locations



If you will be affected by the potential closure of any of the accesses shown on the above plan, please contact our team who will arrange a one-to-one discussion with you.

## A9 Dualling – Tomatin to Moy Project



Rock Mapping Survey August 2013



Ground Investigation Site works, Summer 2015

### What Happens Next?

Your comments on the route options and junction layouts presented will help inform the ongoing project development. Your feedback is important and the options presented, together with any other options you identify during the public consultation, may be subject to further developments.

Further consultation through local drop-ins and one-to-one engagement is also planned.

The Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment will consider advantages, disadvantages and constraints associated with the design options in relation to environmental, engineering, economic and traffic issues. We will keep you updated through a range of direct communications and consultations, as well as further public exhibitions.

A preferred option is expected to be selected in early 2016.

Please provide your comments and feedback as soon as possible, and by **Tuesday 6 December 2015** by:

Email to: [robin.smith@mouchel.com](mailto:robin.smith@mouchel.com)

Or post to:  
**Robin Smith**  
A9 Dualling Project Team Stakeholder Manager  
Mouchel  
Lanark Court  
Ellismuir Way  
Tannercliffe Park  
Uddington  
Glasgow  
G71 5PW

You can also contact A9 Dualling Stakeholder Manager Robin Smith, at any time, by email: [robin.smith@mouchel.com](mailto:robin.smith@mouchel.com) or by telephone: 01698 502 896.

### Further information

Further general information on the A9 Dualling Programme can be found on Transport Scotland website at:

[www.transportscotland.gov.uk/projects/a9-dualling-perth-inverness](http://www.transportscotland.gov.uk/projects/a9-dualling-perth-inverness)

If you have any queries or any comments on the project, please contact the A9 Dualling team at:

Telephone: 0141 372 7100

Email: [A9dualling@transportscotland.gov.uk](mailto:A9dualling@transportscotland.gov.uk)

## A9 Dualling Tomatin to Moy Project



October 2015







## A9 Dualling – Tomatin to Moy Project

### Introduction

In summer 2014, Transport Scotland held exhibitions along the A9 to help inform the development of options for the A9 Dualling Programme.

Over the course of the last year Transport Scotland has appointed design consultants to take forward the more detailed assessment work required to consider environmental integration and design of route options, junctions and access. A Joint Venture between Arday and Moorhead (AMV) is developing the projects for the northern section between Culterty and Inverness.

This detailed assessment has taken place at this stage and we are seeking public feedback on the options being developed to help inform the ongoing development and governance of this dualling programme.

In particular we would appreciate your views on the following:

- Any local features or constraints that you think may be important for us to know;
- How the different options may affect you; and
- Any other options that you think we should consider.



View of the existing A9 looking south towards the ghost island junction serving the family Commission.

### Northern Section Projects

The northern section of the route contains two projects, with detailed teams working on each project:

- Culterty to Muirhill; and
- Tomatin to Moy.

This section covers the Tomatin to Moy Project.



### Programme Objectives

The Scottish Government has committed to dualling the A9 between Perth and Inverness by 2018.

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 (NMTUs) by:
  - reducing accident severity
  - reducing driver stress
- Facilitate active travel within the corridor; and
- Improve integration with public transport facilities.



View of the existing A9 at Culterty Burn, looking south towards Ruthven junction.

### Route Options Development

We are following the normal trunk road scheme development process and progressing in accordance with guidance in the Design Manual for Roads and Bridges (DMRB). The current work (provided as at Stage 2) covers the development and assessment of route options and built on the previous Preliminary Engineering Services (PES) and Strategic Environmental Assessments (SEA) completed in 2014.

The Stage 2 design work has initially considered how to provide the dual carriageway and what the main junctions could look like. As part of the work, options have been developed considering:

- How the dual carriageway whether the A9 should be widened on the northbound side, the southbound side, or both sides, or whether there should be short sections on a new alignment, close to the existing A9; and
- Junctions where junctions should be located and what type of junctions could be provided, considering factors such as nearby properties, environmental features, landscape, topography, engineering and operational considerations and cost.

Some early work has allowed the number of route and junction options to be reduced by using only those options that had the highest potential for:



View of the Highland Pipeline Railway and existing A9 looking north towards Culterty Burn.

environmental, engineering and traffic impacts or increased costs.

Feedback from public consultation will be considered as part of the further development, refinement and assessment of the route options. The next stages will also include more detailed consideration of access, safety and facilities for pedestrians, cyclists and other Non-Motorised Users.

Further work, including engagement with affected people, local communities and the public, will be undertaken as we develop our options further.

After this, the route options will be considered as part of the Design Period for Roads and Bridges (DMRB) Stage 2 Assessment, which will support identification of the preferred route options for the project.

### Overview of Scheme Development Process



### Route Options

The route has been considered in sections and this work has concluded that from the south side is for approximately 4.5km the route will predominantly involve widening to the northbound side.

From the point northwards there is no clear preference for either northbound or southbound widening, as there are no significant impacts identified as options involve widening to either side of the carriageway.

Therefore there are two different route options which are recommended to be taken forward to A9 DMRB Stage 2 Assessment.

#### Option 1: One Grade Separated Junction located at Tomatin North



Detail of Tomatin North junction and access management at junction.

#### Option 2: Two Grade Separated Junctions; one located at Tomatin North and one located at Moy North



Detailed plans of the above are available to view on the Transport Scotland website.



# Appendix G. Feedback form





## A9 Dualling Programme Northern Section Public Exhibitions Tomatin to Moy Project

### Feedback form



## Introduction

Thank you for attending our A9 Dualling Tomatin to Moy 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 you are able to, but before Tuesday **8 December 2015**.

## Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

Please email or post completed responses (address opposite) by Tuesday **8 December 2015** to AMJV A9 Dualling Team, to whom any queries may be directed.

Email:  
[robin.smith@mouchel.com](mailto:robin.smith@mouchel.com)  
Information:  
[www.transportscotland.gov.uk/project/a9-dualling-perth-inverness](http://www.transportscotland.gov.uk/project/a9-dualling-perth-inverness)

Post to:  
**A9 Dualling Project Team  
Stakeholder Manager  
Mouchel  
Lanark Court  
Ellismuir Way  
Tannochside Park  
Uddingston  
Glasgow  
G71 5PW**

PLEASE USE THE FOLLOWING PAGE TO RECORD YOUR COMMENTS OR FEEDBACK



## **A9 Dualling – Northern Section Public Exhibitions: Tomatin to Moy Project**

### **Route Options and Junction Layouts**

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

- Local information and constraints that you think may be important for us to know about
- How the junction options may affect you
- Any other options that you think we should consider.

### **Comments:**

### **Accesses**

If you will be affected by the potential closure of any of the accesses (directly to the A9) shown on the plans today, we would appreciate your views on the potential impact to you.

### **Comments:**





## Appendix H. Comments





## H.1. Comments from Feedback forms

Reference	Comments
Tomatin-01	<p><b><u>Route Options and Junction Layouts</u></b></p> <ul style="list-style-type: none"> <li>• Moy North junction is not needed in my opinion as there is currently no junction at the moment.</li> <li>• The loop design at Tomatin North junction is my preferred design.</li> </ul> <p><b><u>Accesses</u></b></p> <ul style="list-style-type: none"> <li>• No junction at north Moy needed.</li> </ul>
<i>Response</i>	<p><i>Thank you for attending the exhibition and for your comments.</i></p> <p><i>A Moy North junction would provide improved access to the local community and also provide access for Lynebeg and the nearby forestry and wind farm interests. However the cost, environmental impact and engineering difficulties associated with the ground conditions at this location will be carefully considered before a decision on provision of a junction at Moy North is made.</i></p>
Tomatin-02	<p><b><u>Route Options and Junction Layouts</u></b></p> <ul style="list-style-type: none"> <li>• Ensure affected close properties have buffer strips if required.</li> <li>• North bound slip road needed at Slochd.</li> <li>• One junction will add 2 miles to south bound journey. However dualling should improve speed of journey, fuel economy and safety.</li> <li>• Ensure turning point available for local buses ensuring key services continue to run.</li> </ul> <p><b><u>Accesses</u></b></p> <ul style="list-style-type: none"> <li>• Moy needs another junction as Moy will increase in population. Ridiculous diversion otherwise.</li> <li>• Put traffic calming into main village please now village is not seen as a strategic through road.</li> </ul>
	<p><i>We thank you for attending the exhibition and for the comments you have provided.</i></p> <p><i>Bus Operators are included in our stakeholder consultation. Operational requirements and public transport facilities are taken into consideration during the design development.</i></p> <p><i>The provision of junctions and any changes to the existing junction arrangements will take fully into account current users and the provision of alternative access arrangements.</i></p> <p><i>We will advise The Highland Council of your comment with respect to traffic calming.</i></p> <p><i>While the Tomatin South junction does not strictly fall within the scheme extents, as it is in an already dualled section of the A9, we expect to consider it as part of the Stage 3 Assessment for the project (which will follow on from identification of the Preferred Option). Work undertaken during the Preliminary Engineering Services (PES) commission in 2013 and 2014 did not recommend a full grade-separated junction at Tomatin South. We will review this work but at this time we cannot commit to providing a grade-separated junction at this location. Any work to review the need for a junction will consider local access and also the requirements for buses and cycle routes etc. At the very least however, we would</i></p>



	<i>anticipate the central reserve gap will be closed, which is a fundamental safety feature of the A9 Dualling programme as a whole.</i>
Tomatin-03	<p><b><u>Route Options and Junction Layouts</u></b></p> <ul style="list-style-type: none"> <li>Will the proposed feeder road for households at Lynemore / Lynebeg be snow cleared by Highland Council? The Council is cutting services.</li> <li>Prefer Option 2 – junctions at Tomatin and Moy North.</li> </ul> <p><b><u>Accesses</u></b></p> <ul style="list-style-type: none"> <li>The proposal to close the south access to Tomatin, leading off the present dual carriageway at the Slochd, concerns me greatly. The A9 between Findhorn Bridge and The Slochd sees quite a lot of accidents, especially in winter when conditions are often hazardous. If The Slochd is closed, there would be no available diversion for A9 traffic. This road is vital to the very large communities of Badenoch &amp; Strathspey and it cannot be left to be frequently blocked without any diversion.</li> </ul>
<i>Response</i>	<p><i>Thank you for taking the time to attend the exhibition.</i></p> <p><i>Your concerns with regard to snow clearing are noted. There has been no discussion with Highland Council specifically on gritting or snow clearing in Tomatin and Moy to date. However, the Highland Council will still be responsible for the non-Trunk Road winter maintenance as they are at present.</i></p> <p><i>While the Tomatin South junction does not strictly fall within the scheme extents, as it is in an already dualled section of the A9, we expect to consider it as part of the Stage 3 Assessment for the project (which will follow on from identification of the Preferred Option). Work undertaken during the Preliminary Engineering Services (PES) commission in 2013 and 2014 did not recommend a full grade-separated junction at Tomatin South. We will review this work but at this time we cannot commit to providing a grade-separated junction at this location. Any work to review the need for a junction will consider local access and also the requirements for buses and cycle routes etc. At the very least however, we would anticipate the central reserve gap will be closed, which is a fundamental safety feature of the A9 Dualling programme as a whole.</i></p> <p><i>The provision of a dual carriageway will have benefits in providing a diversion route if required due to accidents.</i></p>
Tomatin-04	<p><b><u>Route Options and Junction Layouts</u></b></p> <ul style="list-style-type: none"> <li>Excellent information and I can see it working well.</li> </ul>
<i>Response</i>	<i>Thank you for your comment.</i>
Tomatin-05	<p><b><u>Route Options and Junction Layouts</u></b></p> <ul style="list-style-type: none"> <li>Glad it's finally got the go ahead will be good for the area hopefully will save lives. Now all we need is the railway station opened.</li> </ul> <p><b><u>Accesses</u></b></p> <ul style="list-style-type: none"> <li>The accesses for Tomatin look good. Get cracking.</li> </ul>
<i>Response</i>	<i>Thank you for your comment.</i>



Tomatin-06	<p><b><u>Route Options and Junction Layouts</u></b></p> <ul style="list-style-type: none"><li>I am concerned that if the junction at the south of the existing dual carriageway at Slochd permanently closed there is no diversion available if there is an accident or other emergency on the viaduct over the Findhorn River.</li></ul>
Response	<p><i>Thank you for attending the exhibition and for the comments you have provided.</i></p> <p><i>We acknowledge your concerns and, while the Tomatin South junction does not strictly fall within the scheme extents as it is in an already dualled section of the A9, we expect to consider it as part of the Stage 3 Assessment for the project (which will follow on from identification of the Preferred Option). Work undertaken during the Preliminary Engineering Services (PES) commission in 2013 and 2014 did not recommend a full grade-separated junction at Tomatin South. We will review this work but at this time we cannot commit to providing a grade-separated junction at this location. Any work to review the need for a junction will consider local access and also the requirements for buses and cycle routes etc. At the very least however, we would anticipate the central reserve gap will be closed, which is a fundamental safety feature of the A9 Dualling programme as a whole.</i></p> <p><i>The provision of a dual carriageway will have benefits in providing a diversion route if required due to accidents.</i></p>
Tomatin-07	<p><b><u>Route Options and Junction Layouts</u></b></p> <ul style="list-style-type: none"><li>Thank you for an excellent exhibition. As far as I am concerned the sooner the better. I look forward to using the new dualled A9.</li><li>Snow clearance may be a decider on which form of junction is used.</li></ul>
Response	<p><i>We thank you for attending the exhibition and are pleased you found it informative.</i></p> <p><i>A decision on the junction configuration will be made based on engineering, environmental, traffic and economic assessments of the options.</i></p>
Tomatin-08	<p><b><u>Route Options and Junction Layout</u></b></p> <ul style="list-style-type: none"><li>Concerning the possible closure of the South exit / entrance to the village (Slochd end), I think it would unsafe to keep the road open for traffic coming from the south even if the south bound route across the dual carriageway is blocked off. If there is an accident on the bridge a detour through the village is unsafe.</li></ul>
Response	<p><i>Thank you for attending the exhibition and for raising your concerns.</i></p> <p><i>While the Tomatin South junction does not strictly fall within the scheme extents, as it is in an already dualled section of the A9, we expect to consider it as part of the Stage 3 Assessment for the project (which will follow on from identification of the Preferred Option). Work undertaken during the Preliminary Engineering Services (PES) commission in 2013 and 2014 did not recommend a full grade-separated junction at Tomatin South. We will review this work but at this time we cannot commit to providing a grade-separated junction at this location. Any work to review the need for a junction will consider local access and also the requirements for buses and cycle routes etc. At the very least however, we would anticipate the central reserve gap will be closed, which is a fundamental safety feature of the A9 Dualling programme as a whole.</i></p> <p><i>The provision of a dual carriageway will have benefits in providing a diversion route if required due to accidents.</i></p>
Tomatin-09	<p><b><u>Route Options and Junction Layouts</u></b></p>





	<ul style="list-style-type: none"><li>We would appreciate you correcting the incorrectly named property details indicated for all parties involved.</li></ul>
<i>Response</i>	<p><i>Thank you for taking the time to attend the exhibition.</i></p> <p><i>While we make every effort to ensure the information presented is accurate, where property details have been corrected by visitors to the exhibition, the information has been noted and our records will be updated accordingly.</i></p>
Tomatin-10	<p><b><u>Route Options and Junction Layouts</u></b></p> <ul style="list-style-type: none"><li>At Invereen at its narrowest point the additional service road should be stepped down for both Engineering and scenic reasons</li></ul> <p><b><u>Accesses</u></b></p> <ul style="list-style-type: none"><li>For northbound traffic a left turn only access should be retained at A9 Slochd. Not just for public transport, but for traffic travelling north held up by an accident on the A9 between Slochd and Inverness. The diversion via Carrbridge, Ferness and Nairn can be avoided if this link is maintained.</li></ul>
<i>Response</i>	<p><i>We thank you for attending the exhibition and for the comments you have provided.</i></p> <p><i>The design of the proposed link between Tomatin and Moy at Invereen (service road) will be refined during the scheme development to accommodate engineering constraints and minimise environmental impact.</i></p> <p><i>While the Tomatin South junction does not strictly fall within the scheme extents, as it is in an already dualled section of the A9, we expect to consider it as part of the Stage 3 Assessment for the project (which will follow on from identification of the Preferred Option). Work undertaken during the Preliminary Engineering Services (PES) commission in 2013 and 2014 did not recommend a full grade-separated junction at Tomatin South. We will review this work but at this time we cannot commit to providing a grade-separated junction at this location. Any work to review the need for a junction will consider local access and also the requirements for buses and cycle routes etc. At the very least however, we would anticipate the central reserve gap will be closed, which is a fundamental safety feature of the A9 Dualling programme as a whole.</i></p> <p><i>The provision of a dual carriageway will have benefits in providing a diversion route if required due to accidents.</i></p>
Tomatin-11	<p><b><u>Route Options and Junction Layouts</u></b></p> <p>Option 2 would seem to be the best arrangement.</p> <p>I do not agree with the closure of the Tomatin southern access. I would ask you to consider a single carriageway tunnel under the A9 using the lay-by opposite for the slip road and improve the incoming slip by moving the dual carriageway over to the east.</p> <p><b><u>Accesses</u></b></p> <p>This is the second consultation I have attended and pointed out that the Tomatin / Slochd junction is used by buses both in and out of the village.</p> <p>Both the existing North and South junctions are used by the Inverness Academy bus and the District bus every day. Closure of the southern junction means we lose the opportunity to catch a bus that picks up on demand along the spine road of the village.</p>







	<p>It also means this road will no longer be a priority route for salting/snow clearing.</p>
	<p><i>We thank you for attending the exhibition and for taking the time to provide us with your comments.</i></p> <p><i>While the Tomatin South junction does not strictly fall within the scheme extents, as it is in an already dualled section of the A9, we expect to consider it as part of the Stage 3 Assessment for the project (which will follow on from identification of the Preferred Option). Work undertaken during the Preliminary Engineering Services (PES) commission in 2013 and 2014 did not recommend a full grade-separated junction at Tomatin South. We will review this work but at this present time we cannot commit to providing a grade-separated junction at this location. Any work to review the need for a junction will consider local access and also the requirements for buses and cycle routes etc. At the very least however we would anticipate the central reserve gap will be closed, which is a fundamental safety feature of the A9 Dualling programme as a whole.</i></p> <p><i>Bus Operators are included in our stakeholder consultation. Operational requirements and public transport facilities are taken into consideration during the design development.</i></p> <p><i>There has been no discussion with Highland Council specifically on gritting or snow clearing in Tomatin and Moy to date. However, the Highland Council will still be responsible for the non-Trunk Road winter maintenance as they are at present.</i></p>
Inverness-01	<p><b><u>Route Options and Junction Layouts</u></b></p> <ul style="list-style-type: none"><li>• Flyover really helped to understand aspects of dualling. Well-presented points of project.</li><li>• I wouldn't be affected greatly by the project but would support the dualling.</li></ul>
Response	<p><i>Thank you for your comment.</i></p>
Inverness-02	<p><b><u>Route Options and Junction Layouts</u></b></p> <ul style="list-style-type: none"><li>• Very informative exhibition and staff at Tomatin. With the crucial information of the A9 to North residents, I would suggest an exhibition in Inverness would be warmly welcomed.</li></ul>
Response	<p><i>We thank you for attending the exhibition and are pleased you found it useful.</i></p> <p><i>There have been information stands at local events such as the Black Isle Show. Also The Highland Council elected officials for the Inverness Ward have been kept apprised of developments.</i></p> <p><i>There are no plans at this time for an exhibition in Inverness. However, our community engagement plans are kept under review.</i></p>
Inverness-03	<p><b><u>Route Options and Junction Layouts</u></b></p> <ul style="list-style-type: none"><li>• Of the two options we prefer option 2 with Access / Exits at Tomatin North and Moy North.</li></ul> <p><b><u>Accesses</u></b></p> <ul style="list-style-type: none"><li>• Whether the junctions are circular or T junction where you give way. I am sure traffic expert are far better qualified than I to give an opinion.</li></ul>



Response	<p><i>We thank you for attending the exhibition and for taking the time to provide us with your comments.</i></p> <p><i>A decision on the junction configuration will be made based on engineering, environmental, traffic and economic assessments of the options.</i></p>
Inverness-04	<p><b><u>Route Options and Junction Layouts</u></b></p> <ul style="list-style-type: none"> <li>• Use the bypassed sections of road, i.e. at Dalmagarry Burn, as laybys.</li> </ul>
Response	<p><i>Thank you for taking the time to attend the exhibition and for your suggestion.</i></p> <p><i>New laybys are to be provided. However the locations of these will be considered in the next stages of design development and any redundant sections of carriageway will be looked at.</i></p>
Moy-01	<p><b><u>Route Options and Junction Layouts</u></b></p> <ul style="list-style-type: none"> <li>• Two junction option preferred</li> </ul> <p><b><u>Accesses</u></b></p> <ul style="list-style-type: none"> <li>• Would like underpass from Moy to Lynebeg for access to buses to Moy.</li> <li>• There is a need to consider pedestrian movements.</li> </ul>
Response	<p><i>Thank you for taking the time to attend the exhibition and for providing your feedback.</i></p> <p><i>A decision on the junction configuration will be made based on engineering, environmental, traffic and economic assessments of the options.</i></p> <p><i>An option being considered would provide an underpass of the proposed A9 to restore the historical link between Lynebeg and Moy via the existing masonry arch under the railway. This arrangement would cater for cars and non-motorised users. Larger vehicles would be constrained by the existing masonry arch.</i></p>
Moy-02	<p><b><u>Accesses</u></b></p> <ul style="list-style-type: none"> <li>• Access to Moy via a new underpass – vehicular &amp; NMU.</li> <li>• Access to new A9 at a location as close to property as possible. Extreme dissatisfaction with options which do not contain a Grade Separated Junction at Moy.</li> <li>• Very keen on an option which includes a new Grade Separated Junction at Moy.</li> </ul>
Response	<p><i>Thank you for attending the exhibition and for your suggestions and comments.</i></p> <p><i>A Non-Motorised User strategy is being developed for the route and feedback from consultation with the public and local organisations will be taken into account in the next stage of development.</i></p> <p><i>A decision on the junction location and configuration will be made based on engineering, environmental, traffic and economic assessments of the options.</i></p>
Moy 03	<p><b><u>Route Options and Junction Layouts</u></b></p> <ul style="list-style-type: none"> <li>• Only one Tomatin access detrimental to residents &amp; businesses – no through flow.</li> </ul>





<i>Response</i>	<p><i>Thank you for attending the exhibition and for raising your concerns.</i></p> <p><i>While the Tomatin South junction does not strictly fall within the scheme extents, as it is in an already dualled section of the A9, we expect to consider it as part of the Stage 3 Assessment for the project (which will follow on from identification of the Preferred Option). Work undertaken during the Preliminary Engineering Services (PES) commission in 2013 and 2014 did not recommend a full grade-separated junction at Tomatin South. We will review this work but at this time we cannot commit to providing a grade-separated junction at this location. Any work to review the need for a junction will consider local access and also the requirements for buses and cycle routes etc. At the very least however, we would anticipate the central reserve gap will be closed, which is a fundamental safety feature of the A9 Dualling programme as a whole.</i></p>
Carrbridge 01	<p><b><u>Route Options and Junction Layouts</u></b></p> <ul style="list-style-type: none"><li>• All good – please get it done</li></ul>
<i>Response</i>	<p><i>Thank you for your comment.</i></p>



## H.2. Records of Conversation from the event

Reference	Record of conversation
Discussion - 01	Concern over crossing link road with livestock.
Discussion - 02	Concern over alignment at repeater station – possible attraction to travellers.
Discussion - 03	Concern over amount of land being lost
Discussion - 04	Concern over gradient of track through underpass
Discussion - 05	Concern over alignment of Dalmagarry Burn and historic flooding
Discussion - 06	Concern about co-ordination between Scottish Water (treatment plant development) and AMJV. Also co-ordination between Highland Council developments & AMJV.
Discussion - 07	Ordnance Survey mapping is out of date. Contact details are out of date
Discussion - 08	Be aware of memorial Cairn at Invereen.
Discussion - 09	Problem constructing existing road opposite S/B layby. Natural springs in area.



### H.3. Comments from emails following the event

Reference	Record of conversation
Correspondent 1	<p>As a regular A9 user I have studied the online documentation and would like to make a couple of points regarding the Tomatin - Moy scheme.</p> <p>Regarding the choice of junction at Tomatin North the diamond junction looks like the cheaper option over the half cloverleaf. I think the diamond would be perfectly adequate given the low volume of traffic turning off at this junction.</p> <p>It is suggested that the existing Tomatin South junction will be closed off. If there was an accident between Slochd and Tomatin there would be no diversion route. Given the winter weather conditions on this stretch of the A9 I think consideration should be given to leaving this diversion route open.</p>
Response	<p><i>Regarding the Tomatin North junction choice, this will be finalised through consideration of a number of different factors.</i></p> <p><i>With regard to the proposed closure of the Tomatin South junction, feedback from the Public Exhibition highlighting potential adverse effects will be considered when the final decision is made.</i></p>
Correspondent 2	<p>Any road/junction improvement which involves acquisition of land at Tomatin could affect a planning consent and significantly impact on the viability of the proposed development.</p> <p>Can you please provide copies of the plans which were on display at the consultation earlier this week and confirm whether they mirror those provided previously?</p>
Response	<p><i>Throughout the Project we have taken into consideration the land use designations given by The Highland Council in The Inner Moray Firth – Local Development Plan.</i></p> <p><i>Our work to date indicates the requirement to incorporate a Grade Separated Junction at Tomatin. The exact layout of this junction is yet to be confirmed but it will either be in the form of a 'diamond' or a 'loop' layout. We have provided plans which focus more closely on the area of land in question.</i></p> <p><i>Potential land take is relatively limited and it should be stressed that we are still at the early stages of design development and assessment. The designs will be refined and there will be detailed consultation with landowners and other stakeholders as the project progresses. All efforts will be made to ensure that encroachment is kept to a minimum.</i></p>
Correspondent 3	<p>The secondary school bus travels through Moy. When the little road to Moy was closed and the overtaking lane built it meant that the Council had to provide a taxi for secondary school children then living at Lynebeg to get them safely to the school bus route in Moy. I am not sure how feasible it will be for children in the future to get to the school bus at Moy on the page 5 plan.</p> <p>There are also several pensioners who use the public bus service from Moy into Inverness so the move of the access to the windfarm junction would also affect them.</p> <p>I do know that at Killiecrankie there have been archaeologists involved in respect of the battlefield there and the dualling of the A9. I'd be interested to know if there is any research into the history of the General Wade Road being considered.</p>
Response	<p><i>We are currently carrying out further assessments and seeking feedback from stakeholders and members of the community before we finalise a preferred route option. This will also include identifying which of the two junction options is taken forward, i.e. a junction at Tomatin only or a junction at Tomatin plus a Moy North junction, as well as their actual location and layout. Full details of the route and junction options can be found on the Transport Scotland website.</i></p> <p><i>One of the options available to view on the website covers a potential option to construct an underpass under the new A9 which will allow as a minimum Non-</i></p>



	<p><i>Motorised Users (Cyclists, Pedestrians and Equestrians) to access the B9154 and the bus stop in Moy via the existing archway under the Highland Mainline Railway.</i></p> <p><i>The Military Road is recorded on the Highland Historic Environment Record (HER) as a non-designated heritage asset. If construction works over the road are required, an archaeological investigation will be carried out prior to any works commencing.</i></p>
Correspondent 4	<p><b>1 Tomatin South</b></p> <p>Our preference is for our Option 2</p> <ul style="list-style-type: none"> <li>• Type of junction arrangements (over/underpass) needs further discussion.</li> <li>• Agreement on signage.</li> <li>• Traffic calming required in Tomatin village.</li> <li>• Reassurance on traffic flow/visitor access to new community shop and café in Tomatin village.</li> </ul> <p><b>2 Tomatin North</b></p> <p>We agree with proposed Transport Scotland site for the junction. We are not sure if cloverleaf or diamond junction arrangements are best suited to our needs and we need more information.</p> <ul style="list-style-type: none"> <li>• Agreement on new access from this junction to Ruthven, Dalmagarry and onto Moy.</li> <li>• Agreement on school bus, service bus and intercity bus arrangements for connecting with village centre. We do not want a situation where public transport does not come into the village centre.</li> <li>• Additional improvements to road infrastructure in vicinity of village hall.</li> </ul> <p><b>3 Moy Access</b></p> <p>Our preference is for our Option 2</p> <ul style="list-style-type: none"> <li>• Link through Lynebeg to forestry/windfarm road is clarified – what could this mean in terms of traffic?</li> <li>• Residents would like assurances on winter snow clearing and gritting regime as delivered by Transport Scotland's agents and the Highland Council.</li> </ul>
Response	<p><i>Tomatin South:</i></p> <p><i>Work undertaken during the Preliminary Engineering Services (PES) commission in 2013 and 2014 did not recommend a full grade-separated junction at Tomatin South. We will review this work but at this present time we cannot commit to providing a grade-separated junction at this location.</i></p> <p><i>Any work to review the need for a junction will consider local access and also the requirements for buses and cycle routes etc. We would however, anticipate the central reserve gap will be closed, which is a fundamental safety feature of the A9 Dualling programme as a whole.</i></p> <p><i>Tomatin North:</i></p> <p><i>Your comments on Tomatin North are noted. Details of footpaths, bus turning facilities etc. will be considered fully as part of the Stage 3 design development.</i></p> <p><i>Moy Access:</i></p> <p><i>The Stage 2 process will confirm whether or not a full grade-separated junction to the north of Moy is justified. This will include an assessment of the various options for accommodating the Lynebeg and Forestry accesses.</i></p> <p><i>There are constraints to be taken into account including the existing rail bridge. You should note that the plans shown at the Exhibition for the forestry access road are indicative only and will be subject to detailed design development during Stage 3.</i></p>

Correspondent 5	<p>Concerns have been raised that an access from the new A9 onto the old A9 from the Slochd running to Tomatin might be cut off as part of the new dualling project.</p> <p>The existing access is at the start of the current dualled section at the Slochd and runs to Tomatin and can be used as a diversion in the event of an accident on the dual carriageway section. There are no alternative routes serving the area for a short diversion if this access was to be cut off.</p> <p>Can you let us know what options are being considered for dualling the A9 in the Tomatin area and if any of these include shutting off this access from the old A9 south of the village?</p>
Response	<p><i>As part of the developing options, consideration is being given to closing, or restricting traffic movements, at the Tomatin south junction which connects the old A9 to the existing A9 north of the Slochd summit. Although this junction is located within the existing dualled section of the current A9, it is of a very poor standard especially for right turning traffic.</i></p> <p><i>No decision has been taken and further consultation with the local community and the emergency services is needed. Any changes to the existing junction arrangement will take fully into account current users and the provision of alternative access arrangements, as well as how the junction is currently used as part of any emergency diversion route and what alternatives will be available with the Tomatin to Moy scheme in place.</i></p>

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