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.

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

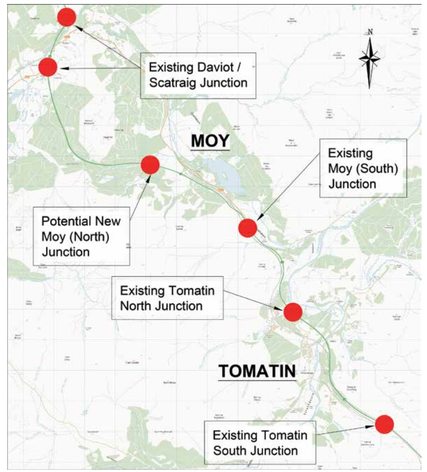
- **Option 1: One Grade Separated Junction located at Tomatin North**
- **Option 2: Two Grade Separated Junctions; one located at Tomatin North and one located at Moy North.**

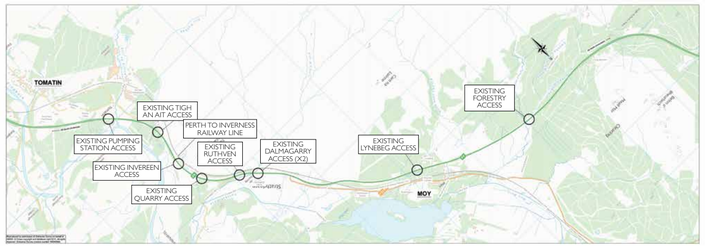
Accesses

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-in/left-out 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 surveys, August 2015.

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 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. We will keep you updated through a range of direct communications and consultations, as well as further public exhibitions.

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

Please provide your comments and feedback as soon as possible, and by **Tuesday 8 December 2015** by:

Email to: **robin.smith@mouchel.com**

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

You can also contact AMJV Stakeholder Manager Robin Smith, at any time, by email: **robin.smith@mouchel.com**, or by telephone: **07557 172 747.**

Further information

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

If you have any queries or any comments on the project, please contact the A9 Dualling team on:
Telephone: **0141 272 7100**
Email: **a9dualling@transportscotland.gsi.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 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.

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.**

View of the Existing A9 looking south towards the ghost island junction serving the Forestry Commission.

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):**
  - **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:

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

This leaflet covers the Tomatin to Moy Project.

View of the Existing A9 at Dalmagarry 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 (referred to as Stage 2) covers the development and assessment of route options and builds on the previous Preliminary Engineering Services (PES) and Strategic Environmental Assessment (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 this work, options have been developed considering:

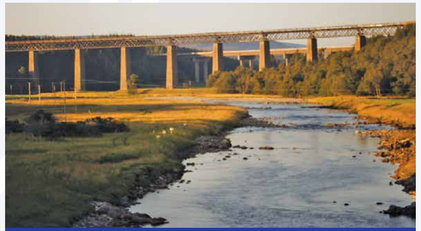
- **Mainline dual carriageway: whether the A9 should be widened on the northbound side, the southbound side, to both sides, or whether there should be short sections on a new alignment, close to the existing A9**
- **Junctions: where junctions should be located and what type of junctions could be provided,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

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.

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 accesses, laybys and facilities for pedestrians, cyclists and other NMUs.

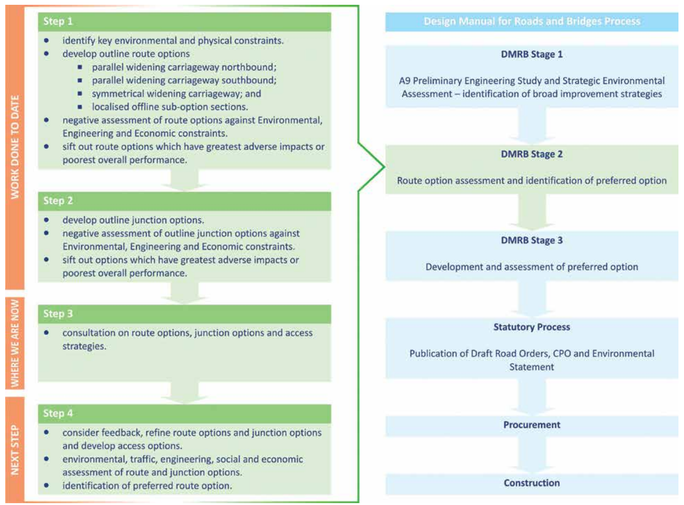
Further work, including engagement with affected people, local communities and the public, will be undertaken as we develop our options further.

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



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

Overview of scheme development process



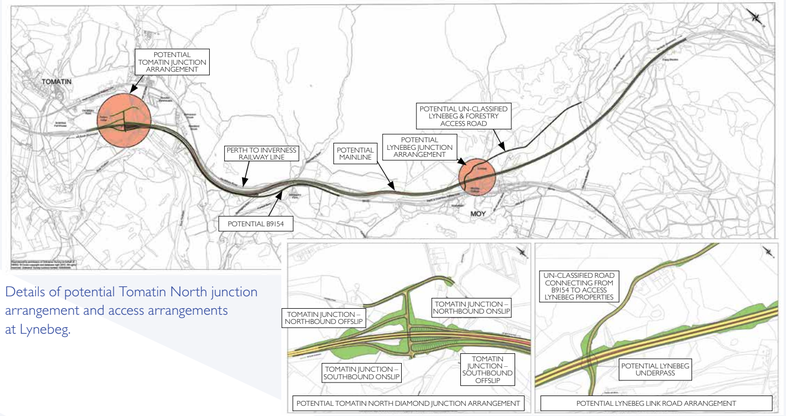
Route options

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 for either northbound or southbound widening, as there are no significant impacts identified so options involve widening to either side of the carriageway.

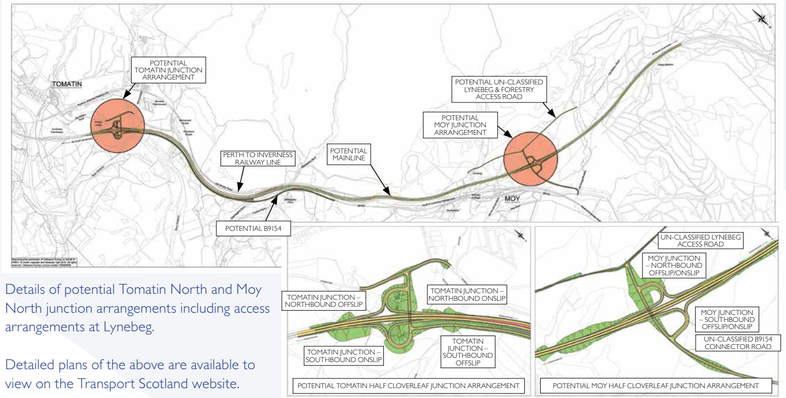
Therefore there are two different mainline options which are recommended to be taken forward to full DMRB Stage 2 Assessment.

Option 1: One Grade Separated Junction located at Tomatin North



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

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



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

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