

Tomatin to Moy

Public Exhibition – Nov 2016
Summary Report

Transport Scotland

July 2017





Notice

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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.

The delivery of the A9 Dualling Northern Section, Dalraddy to Inverness, forms part of this commitment. The Northern Section is subdivided into two projects for the purposes of design and statutory approvals:

- Dalraddy to Slochd; and
- Tomatin to Moy

As part of these proposals, a public exhibition was held over two days to update interested parties on progress of the Tomatin to Moy project. The aim of the exhibition was to engage with the public and give local communities and road users the opportunity to see and comment on the outcome of the route option assessment work and the preferred option for the Tomatin to Moy dualling project.

The exhibition took place in Strathdearn Village Hall in Tomatin on Monday 14 November 2016 from 3.00pm to 8.00pm and on Tuesday 15 November 2016 from 11:00am to 8.00pm.

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 residents, landowners, businesses and their staff, stakeholders and stakeholder organisations, either within the A9 Tomatin to Moy road corridor or otherwise likely to be affected by the proposals.

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

In total, 378 letters of invitation were issued. Of these, 236 were sent to landowners, businesses and their staff, stakeholders and stakeholder organisations. The remaining 142 letters were sent to local residents. An example of the letter issued to landowners is included in Appendix A.

In addition, 150 posters advertising the event were distributed around post offices, churches, village halls, community centres, shops, libraries, schools and Universities. These establishments were located in Inverness, Balloch/Culloch, Tomatin, Carrbridge, Nethy Bridge, Grantown-on-Spey, Dulnain Bridge, Aviemore and Boat of Garten. A copy of the poster is included in Appendix B.

A series of advertisements publicising the event appeared in the Inverness Courier, The Press and Journal and the Strathspey and Badenoch Herald newspapers in early November 2016 and an article reporting on the exhibition was included in the 15th November edition of the Press and Journal. A copy of the newspaper advertisement is included in Appendix C and the press article in Appendix D.

1.2. Exhibition Materials

The exhibition material presented at the public exhibitions consisted of:

- Exhibition display boards (21 No)
- Drawings:
 - Stage 2 Preferred Option Aerial and Constraint Mapping Background
 - Stage 2 Option 1A(ii) Sheet 1 of 7
 - Stage 2 Option 1A(ii) Sheet 2 of 7
 - Stage 2 Option 1A(ii) Sheet 3 of 7
 - Stage 2 Option 1A(ii) Sheet 4 of 7
 - Stage 2 Option 1A(ii) Sheet 5 of 7
 - Stage 2 Option 1A(ii) Sheet 6 of 7
 - Stage 2 Option 1A(ii) Sheet 7 of 7
 - Preferred Route Exhibition Tomatin South Options
 - Tomatin Junction Options - Preferred Routes and Compact Grade Separated Junctions
 - Option 1A(ii) and Potential Locations of Drainage Ponds
 - Tomatin to Moy Forestry Access Proposal
 - Bus Turning Areas Tomatin to Moy

- NMU Summary for Preferred Route Exhibition
- Non-Motorised Users and Potential Location of Lay-bys
- Stage 3 Sub Option A & B
- Stage 3 - Dalmagarry and Lynebeg / Moy Area Sub Options C, D & E
- A9 Dualling Tomatin to Moy Exhibition Leaflet
- Feedback form

1.2.1. Exhibition Boards

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

1. Tomatin to Moy project - welcome
2. Programme objectives
3. Project development
4. Consultation
5. Route option development
6. Stage 2 – preferred option
7. Stage 2 – preferred option (continued)
8. Stage 2 – preferred option (continued)
9. Tomatin South junction
10. Tomatin South junction options
11. Tomatin South junction options (continued)
12. Stage 3 – preferred route further development
13. Stage 3 – preferred route further development (continued)
14. Stage 3 – preferred route further development (continued)
15. Stage 3 – preferred route further development (continued)
16. Stage 3 – preferred route further development (continued)
17. Stage 3 – preferred route further development (continued)
18. Stage 3 – preferred route further development (continued)
19. Stage 3 – preferred route further development (continued)
20. What happens next?
21. Comments and feedback

The exhibition display boards can be found in Appendix E.

1.2.2. Drawings

Copies of the drawings listed above were available on layout tables for viewing at the exhibition.

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. Visitors were invited to leave their comments in an exhibition 'post box' at the venue. Alternatively, comments on the proposals were requested by email or post before Tuesday 10th January 2016. 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. Visitors to the exhibition

2. Exhibition results

2.1. Attendance

The exhibition was well attended with a total of 129 visitors over the course of the two days, with 58 attending on November 14th and 71 on November 15th.

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 shown below.

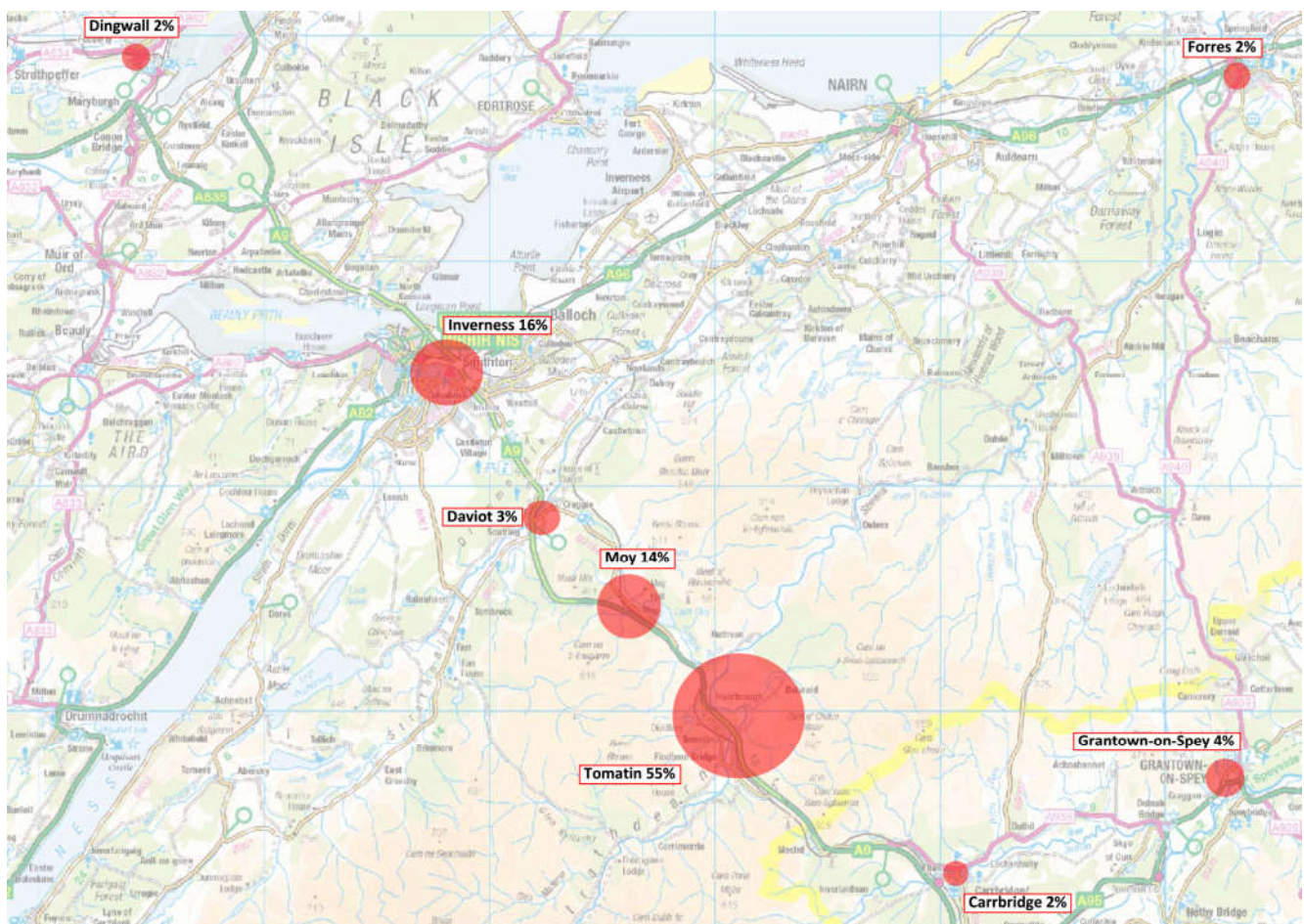


Figure 2-1 Attendance map

2.2. Comments

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

A total of 57 returns were received; a combination of feedback forms left on the day (12), completed on line (7), submitted by post (10) and comments sent to the project email address (28). Most visitors were supportive of the project. However, concerns were noted relating to junctions with a significant focus on the route resilience provided by the Tomatin South junction in winter weather. Local access, including access for non-motorised users, was another frequently noted area of concern.

In order to present a summary of visitors' observations and concerns, the comments received have been grouped into ten categories, as shown in Figure 2-2 below.

Details of the comments received together with our responses are included in Appendix H.

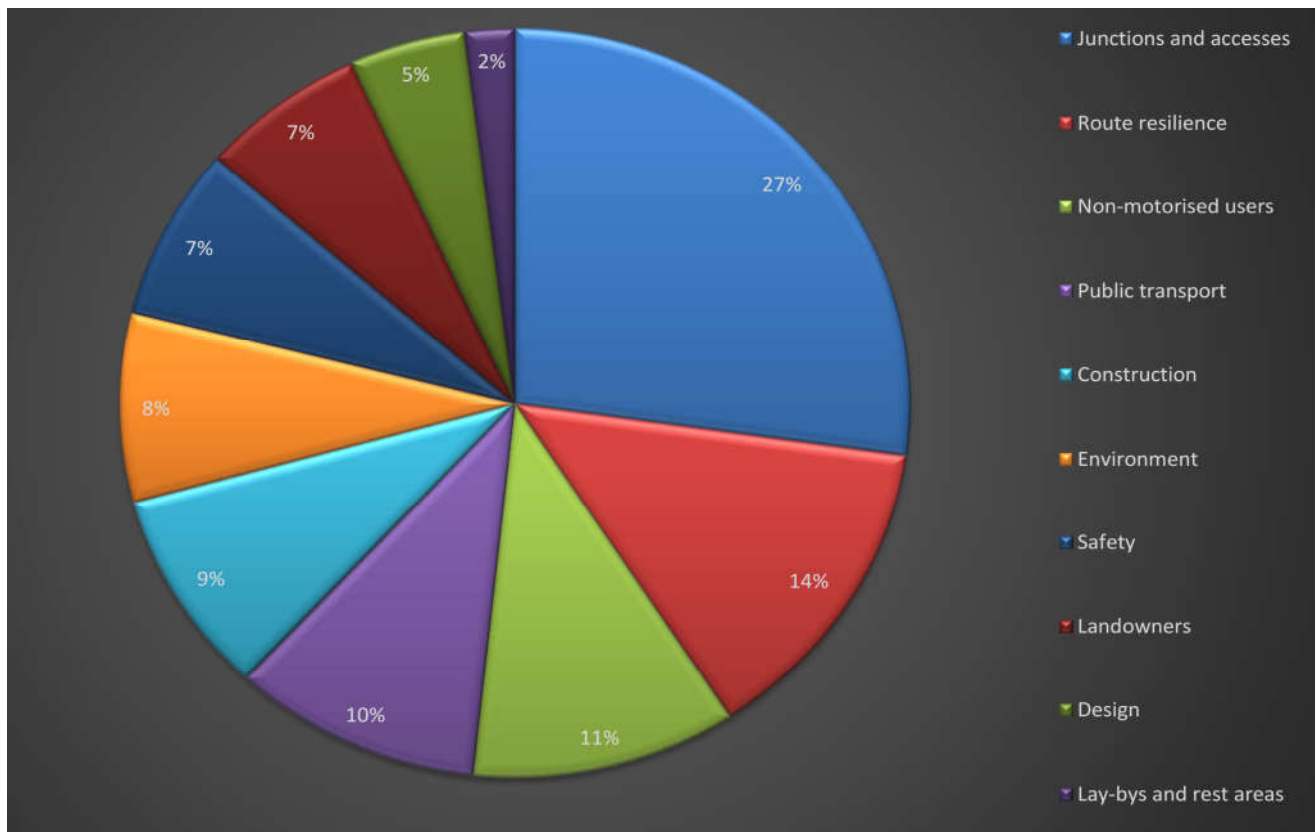


Figure 2-2 Exhibition comments summary

2.3. Summary

The A9 Dualling Tomatin to Moy Public Exhibition held on 14th and 15th November 2016 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 on the outcome of the route option assessment work and the preferred option for the Tomatin to Moy dualling project.

Most visitors appeared to appreciate the benefits to be delivered by the A9 Dualling Programme and were supportive of the scheme. There was noticeable attention given to the Stage 3 preferred route further development options, the possible closure of the existing Tomatin South Junction and local access arrangements. Interest in these topics was reflected in the 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 proved to be as useful as it had been at previous events. Holding the exhibition over two days 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 272 7100 , Fax: 0141 272 7272
info@transportscotland.gsi.gov.uk



Address

Your ref:

Our ref: A9/GGD/DAL/EX

Date: 08/06/2016

Dear **Name**,

A9 Dualling: Perth to Inverness Tomatin to Moy Project

In October 2015, Transport Scotland held exhibitions for the A9 Dualling Programme, Tomatin to Moy Project as part of consultations to inform the development of options for the A9 Dualling from Perth to Inverness. These exhibitions were held as part of the Design Manual for Roads and Bridges (DMRB) stage 2 assessment to give local communities and road users the opportunity to see the mainline route options, junction location options and indicative junction layouts.

I am writing to advise you that there will be a public exhibition for the Tomatin to Moy project, which will take place over two days in Strathdearn Village Hall on the 14th of November from 3pm till 8pm and on the 15th of November from 11am till 8pm.

The DMRB stage 2 assessment process has now been completed following route option assessment work and we are now presenting the preferred option that will be taken forward for further development and detailed assessment for the section between Tomatin and Moy. Furthermore the Exhibition will outline the process and the initial design developments of the preferred route option for the DMRB stage 3 assessment.

To support the development of the section between Tomatin and Moy we are consulting with various groups, including stakeholder organisations, local communities, businesses and landowners.

Plans detailing the Stage 2 preferred option will be on display at the public exhibition, furthermore the key findings of the route option assessment process will be presented. Representatives from Transport Scotland and our consultant (Atkins Mouchel) will be at the exhibition to answer questions relating to the preferred option and key findings.

As part of the consultation, we will be seeking feedback on the information on display to help inform the further development, refinement and detailed assessment of the preferred route option between Tomatin to Moy for the DMRB stage 3 assessment.

Please contact our A9 Atkins Mouchel Stakeholder Team on _____ or _____@mouchel.com if you require any further information regarding the exhibition or A9 dualling proposals for this area.

www.transportscotland.gov.uk

An agency of  The Scottish Government





Yours faithfully,

Sam MacNaughton,
Stakeholder Manager
A9 Dualling Team

cc Atkins Mouchel Joint Venture





Appendix B. Exhibition poster





A9 Dualling Tomatin to Moy project Public Exhibitions



Public exhibitions are being held on 14 and 15 November. These exhibitions will give local communities and road users the opportunity to see and comment on the outcome of the route option assessment work and the preferred option for the Tomatin to Moy dualling project – part of the A9 Dualling Programme.

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

Details of the public exhibitions are as follows:

Venue: Strathdearn Village Hall, Tomatin, Inverness, IV13 7YN

Monday 14 November, 3pm – 8pm

Tuesday 15 November, 11am – 8pm

For further information, please visit:
www.transport.gov.scot/a9dualling



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SCOTLAND
CÒMHDHAIL ALBA





Appendix C. Press advertisement



A9 Dualling

Tomatin to Moy project

Public Exhibitions



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Venue: Strathdearn Village Hall, Tomatin, Inverness, IV13 7YN

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For further information, please visit:
www.transport.gov.scot/a9dualling





Appendix D. Press coverage



Public vote of confidence in options for A9 dualling

Consultation: Support for five-mile stretch as part of £3billion upgrade

BY IAIN RAMAGE

Residents got an insight yesterday into the preferred design for dualling the A9 in their part of the Highlands – and liked it.

Transport Scotland revealed its latest proposals for the five-mile Tomatin to Moy stretch of the route as part of a £3billion upgrade of the north's busiest road.

The most northerly section of the A9 to be dualled



People look over proposals at Strathdearn Hall

“Design team are up to the challenges and have come up with solutions”

so far will connect the existing dual carriageway linking Inverness and Moy with Tomatin and the Slochd summit.

The details were showcased at a well-attended exhibition at Strathdearn village hall.

It continues today between 11am and 8pm.

The road is largely being widened along its existing route with junctions con-

sidered north of Tomatin and both north and south of Moy.

Encouraged by improved A9 junction safety, Edward Osborne, vice-chairman of Strathdearn community council, said: “They’ve come up with a number of options. There’s still room for further discussion and, hopefully, they’ll listen to people’s concerns.”

Local Highland councillors Jim Crawford and Thomas Prag both visited the exhibition and agreed that A9 access would be safer and that the upgrade would benefit the village by opening it up for new hous-

ing. Sam MacNaughton, from Transport Scotland, said: “There’s been widespread support for the project which has been difficult because of the constraints in the area, threading the dual carriageway through the area. But the design team are up to the challenges and have come up with solutions that will work.”

A public consultation covering the preferred route for the 7.5-mile Dalwhinnie to Glen Garry section will be held on Wednesday, November 23, between noon and 7pm at Dalwhinnie village hall.

Appendix E. Exhibition display boards

Tomatin to Moy project – welcome

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

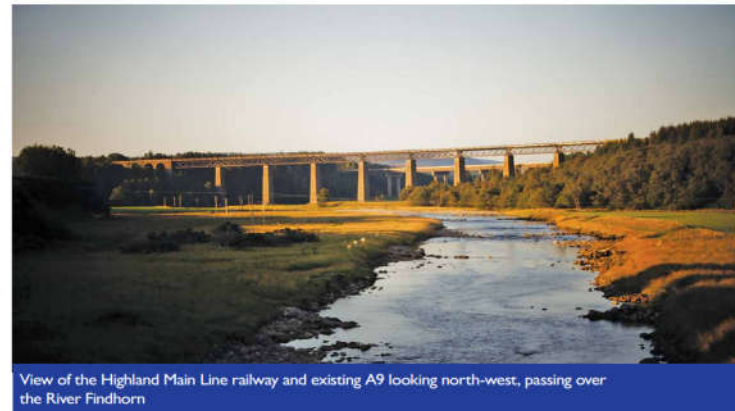
In October 2015, we held a public exhibition to seek public feedback on the route options being developed.

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

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

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

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



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

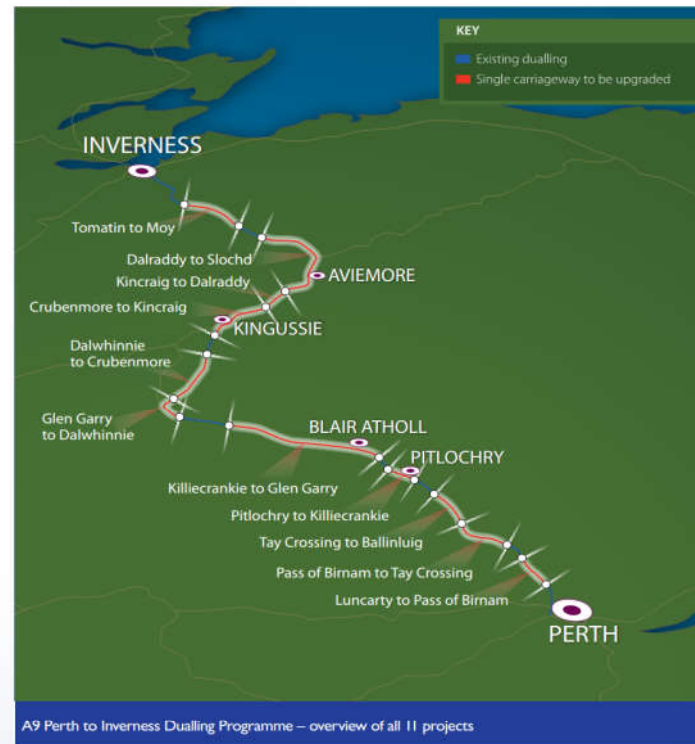




Programme objectives

The Scottish Government has committed to dualling the A9 between Perth and Inverness by 2025. The A9 Dualling programme objectives are to:

- Improve the operational performance of the A9 by:
 - reducing journey times
 - improving journey time reliability
- Improve safety for both Motorised and Non-Motorised Users (NMUs) by:
 - reducing accident severity
 - reducing driver stress
- Facilitate active travel within the corridor
- Improve integration with public transport facilities.

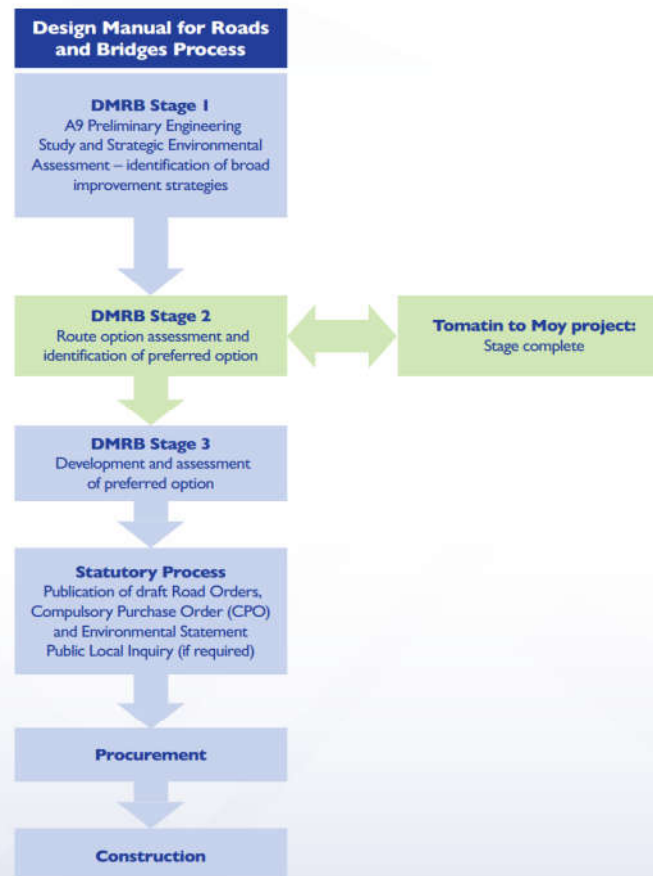


Project development

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

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

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





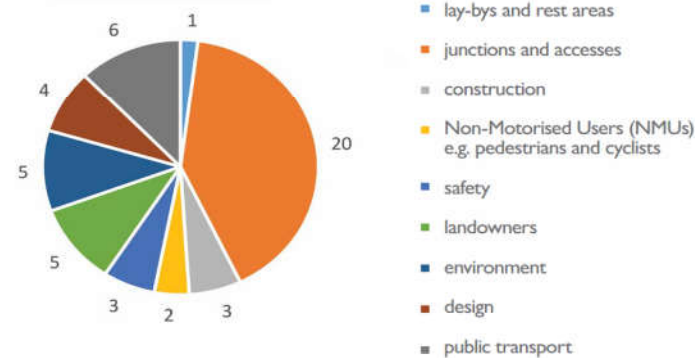
Consultation

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

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

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

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



Summary of public exhibition comments



Public exhibition, October 2015





Route option development

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

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

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

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

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

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

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



Looking south towards Tomatin North junction





Stage 2 – preferred option

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

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

Mainline option

The preferred option is Mainline Option I

This includes:

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

Mainline Option I is preferred for the following reasons:

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



Looking north at Dalmagarry Farm

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





Stage 2 – preferred option (continued)

Junction option

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

This includes:

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

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

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



Tomatin North grade-separated junction

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Stage 2 – preferred option (continued)

Other key features of the preferred route include:

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

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

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



Moy Rail Bridge

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

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





Tomatin South junction

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

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

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

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

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



Looking north at Tomatin South junction





Tomatin South junction options (continued)

Initial evaluation of the four options indicate that:

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

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

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



View of existing A9 looking towards Lynebeg





Stage 3 – preferred route further development

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

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

This next stage of assessment process includes:

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

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

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

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

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



Ground investigation works



Dalmagarry Burn

Stage 3 – preferred route further development (continued)



Dalmagarry and Lynebeg/Moy area sub-options

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

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

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



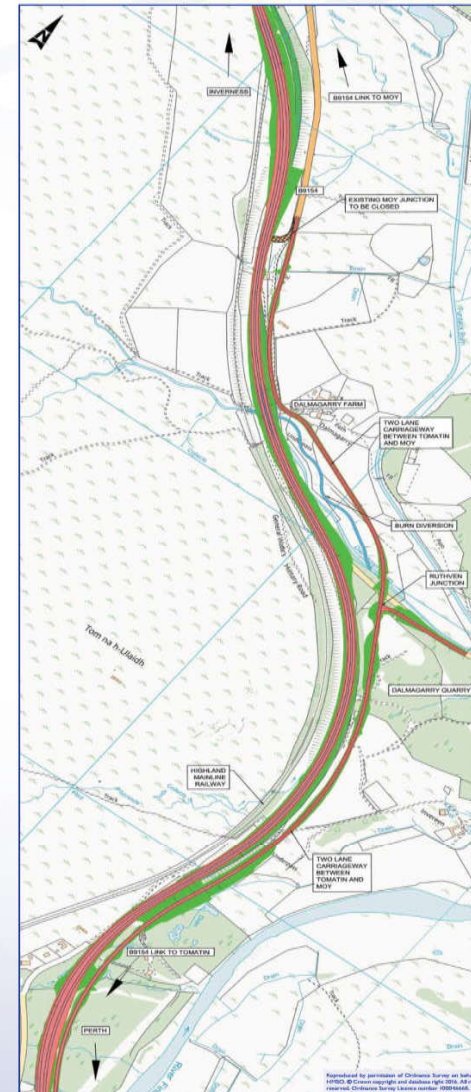
Looking north at Dalmagarry Quarry



Stage 3 – preferred route further development (continued)

Sub-option B

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

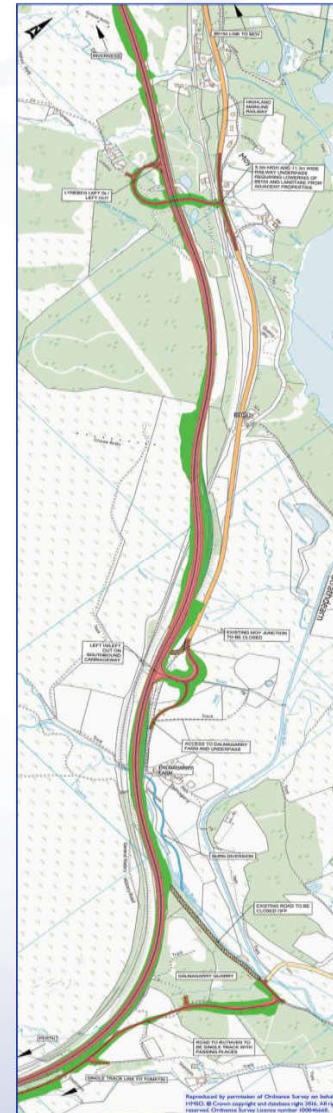




Stage 3 – preferred route further development (continued)

Sub-option C

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

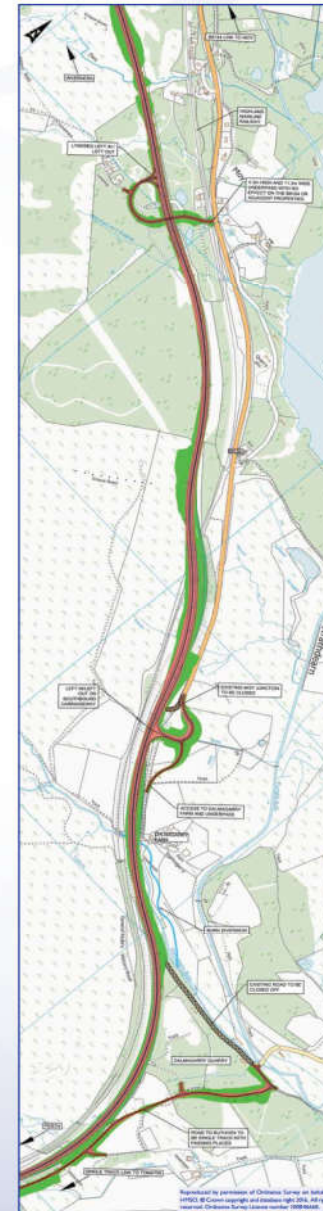




Stage 3 – preferred route further development (continued)

Sub-option D

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

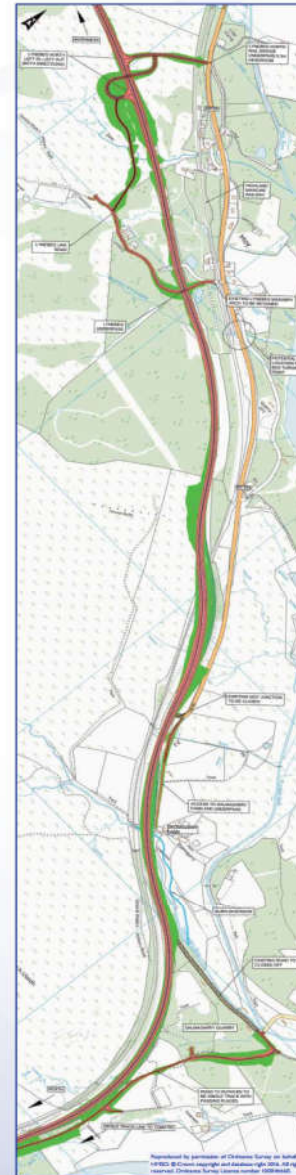




Stage 3 – preferred route further development (continued)

Sub-option E

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





Stage 3 – preferred route further development (continued)



Non-Motorised Users (NMUs)

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

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

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

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

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

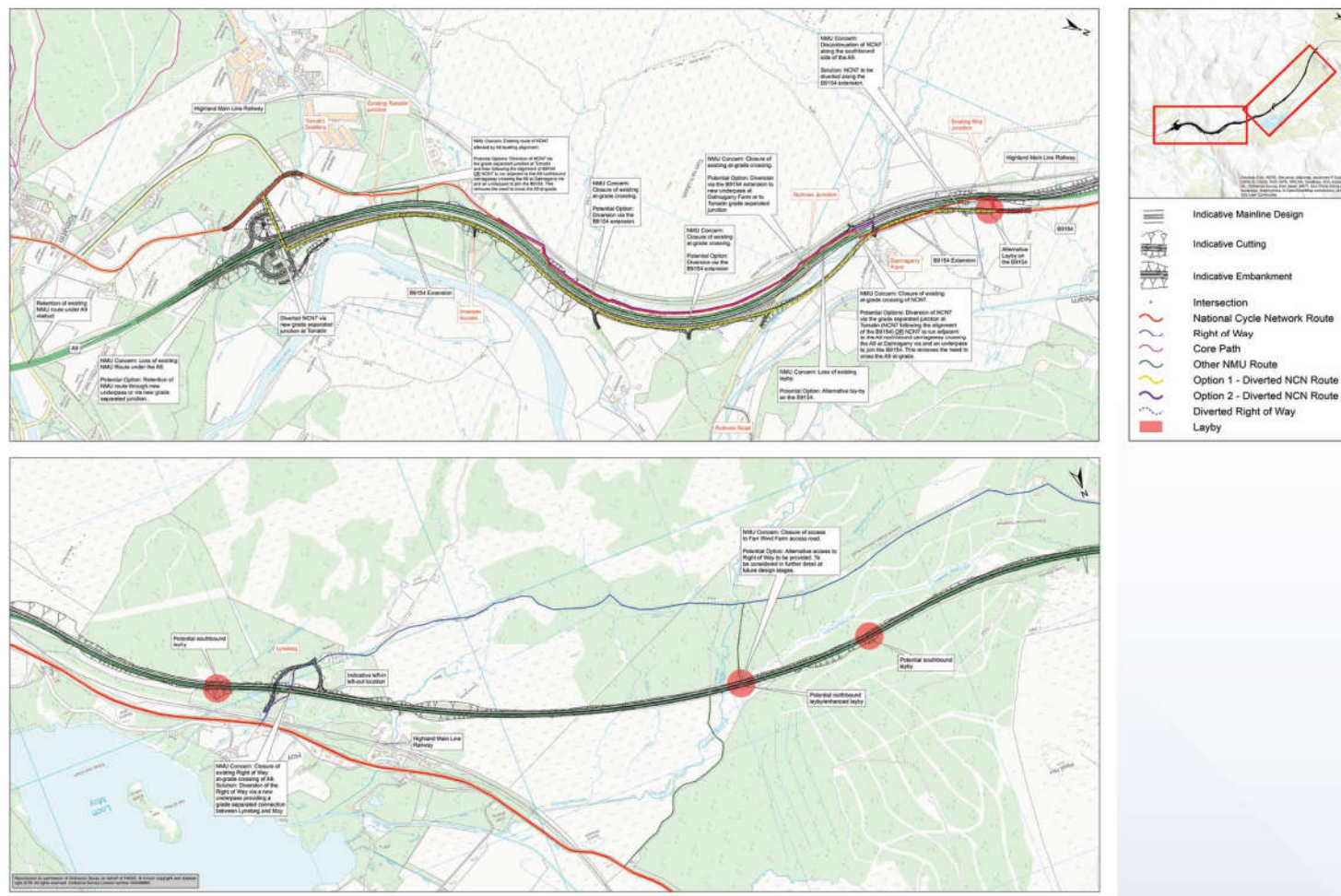
Lay-bys

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

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

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

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





What happens next?

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

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

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

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

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

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

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





Comments and feedback

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

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

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

Email to:

a9dualling@mouchel.com

Or by post to:

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



A9 Dualling Programme
Tomatin to Moy project
Preferred route public exhibition

Feedback form

Introduction

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

Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

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

Email: a9dualling@mouchel.com

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

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

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

PLEASE USE THE BACK OF THIS FORM TO RECORD YOUR COMMENTS OR FEEDBACK

Transport Scotland and its agents and providers are committed to transparency and accountability for the purpose of the A9 Dualling Programme and in accordance with the Data Protection Act 1988.

Further information

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

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

Telephone: **07557 172 747**

Email: a9dualling@mouchel.com

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

www.transport.gov.scot/project/a9-tomatin-moy

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

www.transport.gov.scot/a9dualling



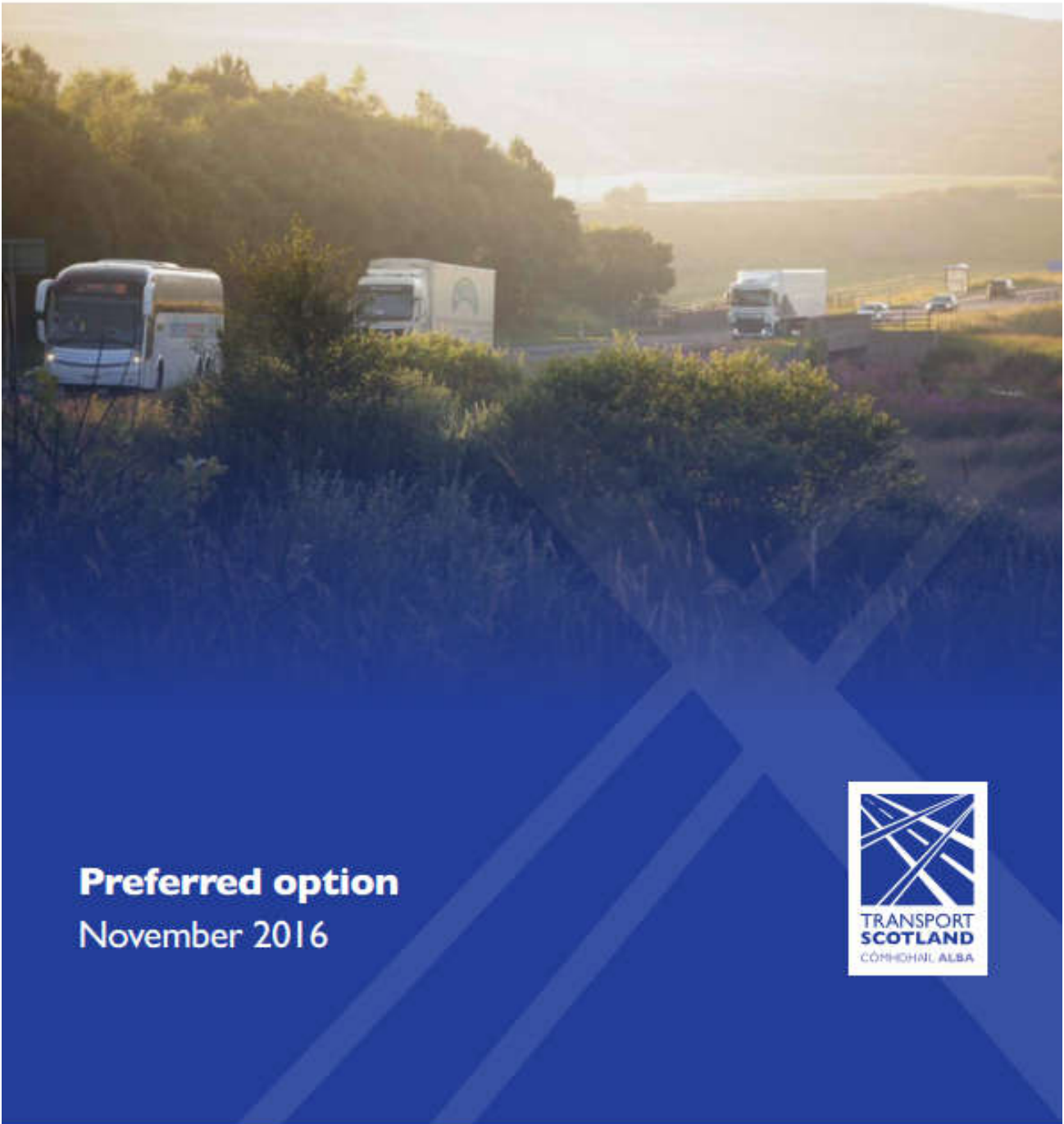


Appendix F. Exhibition leaflet





A9 Dualling Tomatin to Moy project



Preferred option
November 2016



A9 Dualling Tomatin to Moy project

Introduction

In October 2015, Transport Scotland held an exhibition to seek public feedback on the mainline and junction options being developed for the Tomatin to Moy dualling project.

Following this feedback, the DMRB Stage 2 Assessment process for the project has been completed and the preferred route option has been selected.

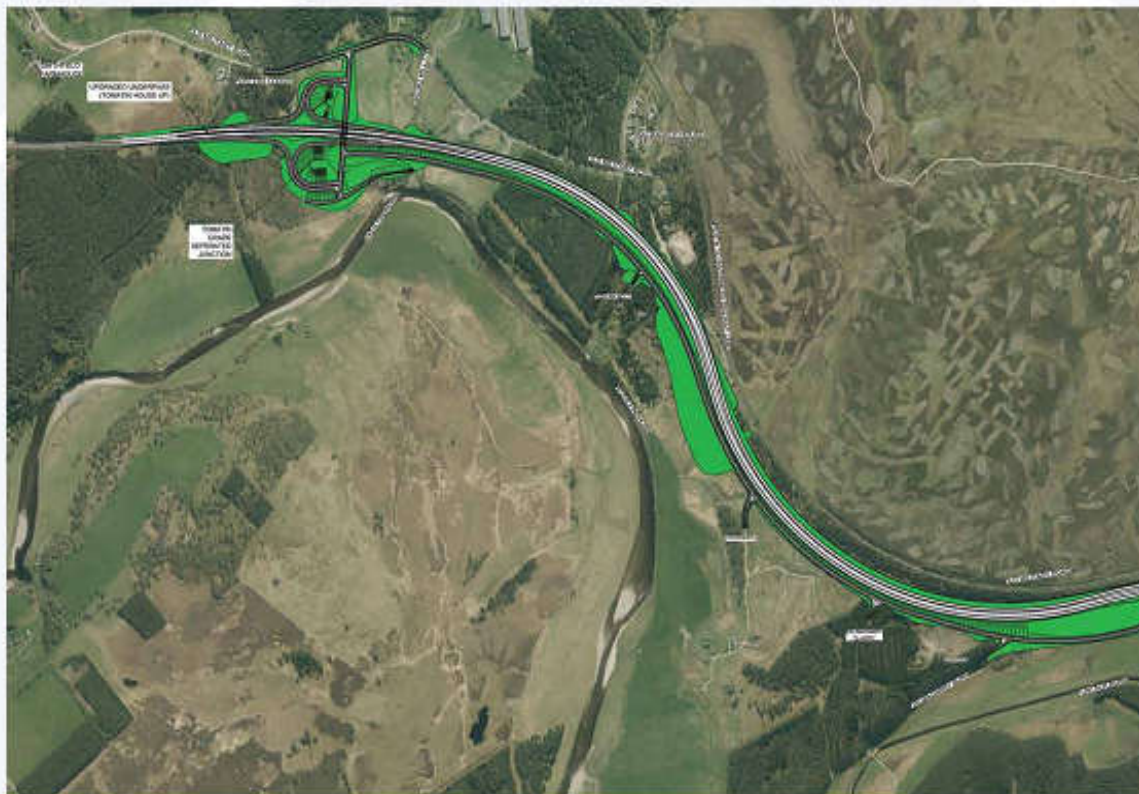
This leaflet provides an overview of the outcome of the route option assessment work and presents the preferred route option for the project.

Throughout the next phase of design work, the DMRB Stage 3 Assessment, feedback from stakeholders and members of the public will be considered as part of the further development, refinement and assessment of the preferred route option. We will also carry out further consultation on the junction and access strategy for the route, as we look to address access to properties and land adjacent to the existing A9.

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





Project development

We are following the normal trunk road scheme development process and progressing in accordance with guidance in the Design Manual for Roads and Bridges (DMRB).

The three-stage assessment process covers engineering, environment, traffic and economic considerations.

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

Following feedback from the previous public exhibition, the route option assessment (DMRB Stage 2 Assessment) process for the Tomatin to Moy project has been completed and we have started work to develop the preferred option further as part of the DMRB Stage 3 Assessment.

Stage 2 – preferred option

The preferred option identified following the DMRB Stage 2 Assessment is Mainline Option 1.

Mainline Option 1 includes:

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

Mainline Option 1 is preferred for the following reasons:

- reduced environmental impact on forestry land, water features (including ponds next to southbound carriageway), and the removal of mature screening vegetation
- results in the least volume of material that needs to be imported, thereby reducing the impacts associated with sourcing and transporting material to site and reducing the overall cost of the project
- constructing the dual carriageway on mainly the northbound side for the majority of the route will minimise the need for carriageway cross-overs during construction, simplifying construction and traffic management



Looking north at Dalmagarry Quarry



Stage 2 – preferred junction option

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

Junction Option A(ii) includes:

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

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

- constructing one grade-separated junction is less complex and involves less engineering challenges (for example, poor ground conditions), than constructing two grade-separated junctions



Tomatin North grade-separated junction

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

Other key features of the preferred route include:

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





Tomatin South junction

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

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

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

- **Option A** – closure of the junction, with all traffic using the new grade-separated junction at Tomatin

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

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

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

Drawings of each option are available to view on the Transport Scotland website.

Stage 3 – preferred route further development

Transport Scotland's consultant is taking forward the development and assessment of the preferred option for the project DMRB Stage 3 Assessment. Some of the work required to complete the assessment has already begun on the Tomatin to Moy project.

This next stage of assessment process includes:

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

Design refinements are being considered in various areas including Lynebeg, Dalnagarry, Tomatin junction and we are also considering an alternative location for the forestry access. Please note that this is not an exhaustive list and further refinements in other areas may be considered.

Dalnagarry and Lynebeg/Moy area sub-options

The section of the project in the vicinity of Dalnagarry is heavily constrained, with the new dualled A9 to be routed between the Highland Main Line railway and Dalnagarry Farm and the floodplain to the south of the farm. Ongoing study and assessment of this area has resulted in the identification of five sub-options, with the intention to arrive at a solution which minimises the impacts of the new dual carriageway in this vicinity. All of these sub-options have markedly different engineering

and environmental impacts and will have significantly different impacts on the access arrangements for Moy, Lynebeg and Ruthven. We are seeking feedback on these sub-options and encourage you to visit the Transport Scotland website where drawings of each of the sub-options are available to view.

Non-Motorised Users (NMUs)

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

Transport Scotland has prepared a Non-Motorised User (NMU) Access Strategy to formalise its position in relation to NMU access arrangements for the A9 Dualling Programme. This sets out an appropriate plan of action towards securing best outcomes for NMU-related interests, taking account of all relevant criteria. The strategy has been developed in consultation with statutory consultees, and it can be viewed at: www.transport.gov.scot/report/a9-dualling-non-motorised-user-nmu-access-strategy-9068

Lay-bys

As part of the project design process, potential locations for lay-bys and enhanced lay-bys are being considered. Key considerations for locating lay-bys are road design, safety restrictions, viewpoints, landscape, land take, use and NMUs.

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

Preliminary proposals for NMU provisions and potential lay-by locations for the Tomatin to Moy project can be viewed on the Transport Scotland website.





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

What happens next?

Public consultation will continue throughout the DMRB Stage 3 Assessment process.

The comments and feedback that you provide on the issues that have been presented will be considered in the next stage of the project design development. At the next public consultation event, Transport Scotland will look to provide an update on the preferred route and junction option, the Dalnagarry and Lynebeg/Moy area sub-options, and the Tomatin South junction options.

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

The draft Road Orders will define the line of the developed preferred option, junctions, accesses and side roads. The draft Compulsory Purchase Order will define the extent of the land required to deliver and maintain

the project. Other aspects such as proposals for Non-Motorised Users (NMIUs), such as pedestrians, equestrians and cyclists, locations of lay-bys and environmental mitigation will also be confirmed.

The publication of the draft Orders marks the start of the formal statutory process and it is at this time that the route alignment will be fixed and members of the public will be able to formally comment on the proposals. After publication there is a six-week objection period associated with the draft Orders and a six-week representation period associated with the Environmental Statement.

Should Transport Scotland receive objections to the draft Orders which cannot be resolved, there may be the need for a Public Local Inquiry before the project can proceed. Progress after publishing the new draft Orders will depend on the formal comments received to the proposals.

Comments and feedback

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

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

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

Email to: a9dualling@mouchel.com

Or by post to:

Robin Smith
A9 Dualling Project Team Stakeholder Manager
Mouchel
Lanark Court
Elismuir Way
Tannochside Park
Uddingston
Glasgow
G71 5PW

For 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/project/a9-tomatin-moy

For further information on the wider A9 Dualling Programme, please visit the Transport Scotland website at: www.transport.gov.scot/a9dualling





Appendix G. Feedback form





A9 Dualling Programme

Tomatin to Moy project

Preferred route public exhibition

Feedback form



Introduction

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

Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

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

Email:
a9dualling@mouchel.com

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

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

Post to:
Robin Smith
A9 Dualling Project Team Stakeholder Manager
Mouchel
Lanark Court
Ellismuir Way
Tannochside Park
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.





A9 Dualling Programme Tomatin to Moy project

We would appreciate your comments and feedback, particularly on the following topics:

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

Comments:





Appendix H. Comments





Reference	Comment	AMJV Response
Tomatin_001	<p>In response to public exhibition Tomatin we don't want the south Junction to close. This has been deemed to be an unsafe junction, but we have not experienced this to be so. We need access back into the village when travelling North, otherwise we will be adding miles on our journeys to and from Aviemore which we do regularly.</p> <p>Also, we have not had an issue with turning into the Tomatin south Junction from the A9.</p> <p>We want to maintain access to the Sustrans Route 7 from the Tomatin South Junction as we regularly use this completely off road route. Tourists also use this route too in the summer months.</p> <p>Traffic is redirected through the village when the A9 is closed due to accidents. Having only one access could cut the village off if there is an emergency.</p> <p>Gritting of the new junction North End needs to be considered. Who is going to maintain that? Many people use that junction to get to work not only travelling north and south but also to Moy.</p> <p>The turning circle for buses needs to be in a safe place - somewhere that will not affect residents when the bus sits there in the winter with the engine ticking over.</p> <p>Paths through the village, and to the bus stops especially, are important to us. There are several buses which don't come through the village but pick up off the A9, so pedestrian access to the bus stop and a safe drop off for vehicles needs to be maintained.</p> <p>We hope our thoughts and wishes are listened to.</p>	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>Your comments regarding the Tomatin South junction have been noted. Whilst we recognise that some of the options being considered for Tomatin South junction may result in longer journey distances in a few circumstances, there is a commitment as part of the objectives of the A9 Dualling programme to improve journey reliability and safety, compared with the single carriageway. Please note that no final decision has been taken over the Tomatin South junction. We are completing assessments, including reviewing consultation feedback, before making a decision. It is anticipated that an announcement on the preferred solution for the Tomatin South junction will be made in Spring/Summer 2017.</p> <p>We have noted your use of the Sustrans Route 7. Your feedback in this regard will be considered during the detailed design assessment of Non-Motorised User (NMU) provisions for the Tomatin to Moy project, as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment. The NMU access strategy for the A9 from Perth to Inverness can be found online via the following link: https://www.transport.gov.scot/publication/a9-Dualling-non-motorised-user-nmu-access-strategy-1/</p> <p>Your comments regarding road resilience have been noted and we can confirm that we are consulting with emergency services and the trunk road operator amongst others to fully understand their requirements.</p> <p>Similarly, we recognise that the Tomatin South junction may currently provide a diversion off the A9 in case of an emergency or in severe</p>



Reference	Comment	AMJV Response
		<p>winter conditions. There is a commitment as part of the objectives of the A9 Dualling programme to improve journey times, reliability and safety, and these improvements will lead to increased road resilience compared with the single carriageway.</p> <p>Your comment regarding gritting at the proposed Tomatin grade separated junction have been noted. Operation and maintenance (such as gritting) of the trunk and side road networks will be considered as part of the DMRB Stage 3 assessment in consultation with the trunk road operator (BEAR) and The Highland Council.</p> <p>With regards to bus services, we can confirm that we are consulting with The Highland Council and service providers about bus services in the area. Local feedback such as yours also provides valuable information in this process. As part of the A9 Dualling strategy, the aim is to ensure that bus companies are able to continue to provide their services along the route and the design will take on board the requirements to retain these services. Locations of bus stops/turning locations will be considered as part of the DMRB Stage 3 assessment. A drawing showing potential bus turning locations was available to view at the exhibition. This drawing can be viewed via the web link below.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibition is available on the Transport Scotland website at</p> <p>https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>Please be assured that the thoughts and wishes of the Strathtearn community are being considered. If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>



Reference	Comment	AMJV Response
Tomatin_002	<p><u>Bus services</u></p> <p>34X – school children and adults as well (Milburn academy)</p> <p>75 – university through village past distillery</p> <p>Local primary school bus (adult) connection with 34X</p> <p>I see benefit in a turning facility at current Tomatin junction to collect children from north of existing junction.</p> <p>Please ensure that the memorial cairns at Invereen are retained.</p>	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>We note your comments with regard to bus services, we can confirm that we are consulting with The Highland Council and service providers about bus services in the area. Local feedback such as yours also provides valuable information in this process. As part of the A9 Dualling strategy, the aim is to ensure that bus companies are able to continue to provide their services along the route and the design will take on board the requirements to retain these services.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibition is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>
Tomatin_003	<p>Junction A is OK by me.</p> <p>Tomatin South Junction - I'm very concerned that this access, to go both south and north on the A9, should stay open. The potential designs options B (single track to Slochd) or D (grade separated junction) are preferable.</p> <p>To close this junction means:</p> <ul style="list-style-type: none">• consigning Tomatin to the status of a dead end	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>With regards to Tomatin South, we have noted your preference for options B or D.</p> <p>Please note that no final decision has been taken over the Tomatin South junction. We are completing assessments, including reviewing consultation feedback, before making a decision. It is anticipated that</p>



Reference	Comment	AMJV Response
	<ul style="list-style-type: none"><li data-bbox="376 276 1225 376">closing off an emergency bypass route for the whole of Strathspey and routes south when snow or accidents close the road at the high point of the Slochd.	<p data-bbox="1256 276 2051 336">an announcement on the preferred solution for the Tomatin South junction will be made in Spring/Summer 2017.</p> <p data-bbox="1256 363 2101 571">We recognise that the Tomatin South junction may currently provide a diversion off the A9 in case of an emergency or in severe winter conditions. There is a commitment as part of the objectives of the A9 Dualling programme is to improve journey times, reliability and safety, and these improvements will lead to increased road resilience compared with the single carriageway.</p> <p data-bbox="1256 598 2051 692">Up to date information on the Tomatin to Moy project, including materials presented at the November exhibition is available on the Transport Scotland website at</p> <p data-bbox="1256 703 2011 764">https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p data-bbox="1256 791 2007 852">If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>
Tomatin_004	<p data-bbox="353 895 600 922">Stage 3 – D looks OK</p> <p data-bbox="353 949 1003 976">Slochd – C looks OK, A is acceptable, D is our favourite.</p> <p data-bbox="353 1003 779 1031">Good luck and thanks for explaining</p>	<p data-bbox="1256 895 2040 1031">Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p data-bbox="1256 1058 2114 1337">With regards to the sub-options presented at the exhibition, your preference for sub-option D in the Dalmagarry and Lynebeg/Moy area has been noted. Your feedback will be considered as part of the Stage 3 design and assessment for this area. All of the sub-options are subject to detailed assessments during Design Manual for Roads and Bridges (DMRB) Stage 3, against the criteria of engineering, traffic, environment and economics. It is anticipated that an announcement on the preferred sub-option will be made later this year.</p>



Reference	Comment	AMJV Response
		<p>We have also noted your preference for option D at the Tomatin South junction. Please note that no final decision has been taken over the Tomatin South junction. We are completing assessments, including reviewing consultation feedback, before making a decision. It is anticipated that an announcement on the preferred solution for the Tomatin South junction will be made in Spring/Summer 2017.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibition is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>
Tomatin_005	<p>I think it is vital that the South Junction entrance to the Tomatin Village is kept open.</p> <p>Reasons:</p> <ul style="list-style-type: none"> • Access through the village for emergency vehicles to A9 • Access for buses coming from Grantown and Aviemore areas • Access to and from village during winter in severe conditions, especially for those living up the Findhorn Valley (either side of river) • Access for visitors to Tomatin. If the junction is closed there will be a drop in visitors passing through which will affect the local economy • Many of the Tomatin residents attend the Aviemore health centre and it would be simpler and quicker to use the south exit in an emergency 	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>Please note that no final decision has been taken over the Tomatin South junction. We are completing assessments, including reviewing consultation feedback, before making a decision. It is anticipated that an announcement on the preferred solution for the Tomatin South junction will be made in Spring/Summer 2017.</p> <p>We recognise that the Tomatin South junction may currently provide a diversion off the A9 in case of an emergency or in severe winter conditions. There is a commitment as part of the objectives of the A9 Dualling programme is to improve journey times, reliability and safety, and these improvements will lead to increased road resilience compared with the single carriageway.</p>



Reference	Comment	AMJV Response
	<p>Thank you, hoping you will consider these comments.</p>	<p>With regards to bus services, we can confirm that we are consulting with The Highland Council and service providers about bus services in the area. The aim is to ensure that bus companies are able to continue to provide their services along the route and the design will take on board the requirements to retain these services</p> <p>Your comments regarding the Tomatin South Junction in relation to the Local Economy and Tourism have been noted and we can confirm that these are being considered. Whilst no final decision has been taken over the Tomatin South Junction, the proposed Tomatin grade separated junction will serve all directions. Enhanced connectivity to the dual carriageway network, which in-turn will provide improved journey times and reliability, will offer economic advantages and tourism opportunities to local communities.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibition is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>
Tomatin_006	<p>On the basis the landowners are happy, I fully support the indicated route and junction option and believe it is well designed and very functional. I also think it minimises visual harm whilst still being as practical as possible for those who live in the area.</p> <p>On a similar basis as above I also support the Dalmagarry and Lynebeg designs.</p> <p>I believe it is extremely important to Tomatin (economy, tourism, practicality) that it does not lose any accessibility it currently has to /</p>	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>We have noted your preference for option D at the Tomatin South junction. Please note that no final decision has been taken over the Tomatin South junction. We are completing assessments, including reviewing consultation feedback, before making a decision. It is</p>



Reference	Comment	AMJV Response
	<p>from the A9. I would therefore want to retain the ability to go north or south near, or via, the south junction.</p> <p>Whilst I do not think it is viable to go with Option D (although most desirable), I would fully support Option B as an alternative. In addition, if Option B and Option C could be combined to give left off / left on the A9 at the current junction and still be able to go south through Slochd, that would be my most preferred option.</p>	<p>anticipated that an announcement on the preferred solution for the Tomatin South junction will be made in Spring/Summer 2017.</p> <p>Your comments regarding the Tomatin South Junction in relation to the Local Economy and Tourism have been noted and we can confirm that these are being considered. Whilst no final decision has been taken over the Tomatin South Junction, the proposed Tomatin grade separated junction will serve all directions. Enhanced connectivity to the dual carriageway network, which in-turn will provide improved journey times and reliability, will offer economic advantages and tourism opportunities to local communities.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibition is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>
Tomatin_007	<p>My little house in old Strathearn Is close to the A9 But your latest exhibition Shows an even closer line.</p> <p>Scaled back plans are obvious Where funding does prevail All answers to fair questions Showed bean counters in control.</p>	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>Following November's exhibition We asked for your feedback A rhyme was your submission So we thought we'd have a crack</p> <p>Driving up the A9</p>



Reference	Comment	AMJV Response
	<p>Just one remaining junction Is clearly not enough No side link road to Moy Or even through the Slochd</p> <p>All options were but carrots On a telescopic stick, It's the suited and the booted Who bewilder local folk</p> <p>The question must be answered Which every local asks, "Why build a first class Trunk Road With so many third rate links".</p> <p>We will welcome our new highway Without any right hand turns There'll be fewer folk in A&E And less A9 alarms</p>	<p>Should really be a joy Which is why we need to realign The carriageway to Moy</p> <p>There are reasons for the Dualling The road's in need of an upgrade The long journeys can be gruelling Especially when delayed</p> <p>Before the road's constructed Engineering needs assessed Lots of surveys are instructed As many matters need addressed</p> <p>Via post and word-of-mouth Locals comment on the junction Whatever option at Tomatin South The town must thrive and function</p> <p>So thank you for your ditty We found it rather witty But to ensure that we comply See below for a full reply...</p> <p>We note your feedback regarding the preferred route option identified following the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment. The preferred route is assessed in the DMRB process</p>



Reference	Comment	AMJV Response
		<p>against criteria under the headings of environment, engineering, traffic and economics.</p> <p>The junction strategy for the A9 Dualling Programme proposes to improve safety on the A9. As such, and as you noted regarding the Tomatin South junction, the central reserve gap will be closed. We are currently considering the following options which were presented at the exhibition:</p> <p>Option A – Closure of the junction Option B – Closure of the junction and a single track link road to Slochd Option C – A Left In / Left Out junction (permitting movements in a northbound direction only) Option D – A grade separated junction (permitting all movements)</p> <p>Please note that no final decision has been taken over the Tomatin South junction. We are completing assessments, including reviewing consultation feedback, before making a decision. It is anticipated that an announcement on the preferred solution for the Tomatin South junction will be made in Spring/Summer 2017.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibition is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>
Tomatin_008	<p><u>Tomatin South junction</u></p> <p>I would prefer Option D as the best solution as it would not result in an increase in traffic through the village. At present traffic from the Glen</p>	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the</p>



Reference	Comment	AMJV Response
	<p>does not need to come through the village as it goes south. We have no footpaths in the village and as I walk to the shop everyday it is not pleasant with locals doing 40mph, and occasionally more, as I seek refuge in the grass bank.</p> <p>If you are minded to close the southern junction, then Area 5 is the preferred location for the bus turning facility to avoid others having to walk to the other possible sites.</p>	<p>consultation period, thank you for taking the time to provide comments.</p> <p>We have noted your preference for option D at the Tomatin South junction. Your comment that you feel it would not result in an increase in traffic through the village has been recorded. Please note that no final decision has been taken over the Tomatin South junction. We are completing assessments, including reviewing consultation feedback, before making a decision. It is anticipated that an announcement on the preferred solution for the Tomatin South junction will be made in Spring/Summer 2017.</p> <p>With regards to bus services, we can confirm that we are consulting with The Highland Council and service providers about bus services in the area. Local feedback such as yours regarding “Area 5” (referred to as ‘site 5’ on the plan at the exhibition) as a preferred location also provides valuable information in this process. As part of the A9 Dualling strategy, the aim is to ensure that bus companies are able to continue to provide their services along the route and the design will take on board the requirements to retain these services.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibition is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>
Tomatin_009	<u>Tomatin South Junction</u>	Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the



Reference	Comment	AMJV Response
	<p>I have witnessed several fatal accidents at this location. I have also witnessed a driver from Europe turn right and drive south down the north bound carriageway.</p> <p>In my opinion this junction must be completely closed. It will hinder my day to day work but it is the right thing to do. We have a chance to make this road as safe as possible. There is no point in spending millions of pounds making a proper, safe junction for Tomatin and leaving this junction at Slochd open.</p> <p>Closing the junction will make no difference to the economics of the village as there is no signpost for the village at the Slochd summit.</p> <p>Far too many people have been killed and injured on the A9, let's not repeat the mistakes of the past.</p>	<p>consultation period, thank you for taking the time to provide comments.</p> <p>We have noted your preference for option A at the Tomatin South junction. Your comments and experiences regarding Tomatin South have been recorded. Please note that no final decision has been taken over the Tomatin South junction. We are completing assessments, including reviewing consultation feedback, before making a decision. It is anticipated that an announcement on the preferred solution for the Tomatin South junction will be made in Spring/Summer 2017.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibition is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>
Tomatin_010	<p>I am responding to the exhibition set up in Tomatin earlier this month on the A9 Dualling. I have a few comments.</p> <p>I am happy with your recommended Junction Option A(ii) for the Tomatin junction and your Mainline Option 1.</p> <p>My main concern at this stage is your dialogue with Highland Council and its bus service providers so that all those who need to use such transport can still access it in the village as at present. This group includes school children, college students, non-drivers of which there are a few, and OAPs, an increasing group. We have had previous problems with service provision. Just last year when the new college opened in Inverness away from the town centre, the bus services were woeful and no one, Council or provider, was in a hurry to solve the problem. We were left with the</p>	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>We note your positive feedback regarding the preferred route Mainline option 1 and preferred Junction option A(ii) for Tomatin as identified following the Design Manual for Roads Bridges (DMRB) Stage 2 Assessment.</p> <p>We have also noted your comments regarding bus services and can confirm that we are consulting with The Highland Council and service providers about bus services in the area. Local feedback such as yours also provides valuable information in this process. As part of the A9</p>



Reference	Comment	AMJV Response
	<p>distinct impression that certain bus companies are only interested in making money from fast routes to the central belt rather than providing rural services (the clue is in the word ‘service’). I fear they will be looking for any excuse not to provide such service buses, and making them come off the A9 may well provide that.</p> <p>Concerning the Dalraddy – Lynebeg routes, I think option C or D is best since they seem to best serve those dependent on bus transport. Car users always find a way.</p> <p>With regard to the cycle route running from here to Moy, it may interest you to note that many cyclists will cycle on the main road from Tomatin rather than use the clearly visible cycleway a few yards away. Many, and probably most of the John O’Groats to Lands End lot I suspect, do not use the cycle way via Moy, Daviot and Culloden because it adds substantial mileage to their route. Perhaps you would also speak with cyclists’ groups on this matter. It is a bit galling to be held up by groups of cyclists who do not use what is specifically provided for them. If they don’t intend to use it, don’t waste money providing it. Perhaps the problem is signage.</p> <p>I do not support a secondary route to Carrbridge. Many people from Tomatin use that route coming north simply to avoid the right-hand turn onto the road at Blackmount. This problem disappears with Dualling. Others use it to try to avoid hold ups on A9, again something that will disappear.</p> <p>Some going south use the north junction onto the A9 to avoid the right-hand turn at the south junction which is especially difficult in the summer. Cutting across the single carrier is easier and safer. I have timed the journey at various opportunities and there was no more than 2 minutes in the journey time using the north junction as opposed to the</p>	<p>Dualling strategy, the aim is to ensure that bus companies are able to continue to provide their services along the route and the design will take on board the requirements to retain these services</p> <p>Your preference for sub-options C & D in the Dalmagarry and Lynebeg/Moy area has been noted. Your reason that you feel it would best serve those dependent on public transport has been recorded. Your feedback will be considered as part of the Stage 3 design and assessment for this area. All of the sub-options are subject to detailed assessments during DMRB Stage 3, against the criteria of engineering, traffic, environment and economics. It is anticipated that an announcement on the preferred sub-option will be made later this year.</p> <p>With regard to the Tomatin South junction, we have noted your preference for option C. Your comments regarding traffic use of the junction, as well as access to the village and its attractions have been recorded. Your comments regarding traffic-calming measures on the local road network have been noted. Operation and maintenance of the local road network is the responsibility of The Highland Council. Such comments will be included in our consultation with The Highland Council.</p> <p>Please note that no final decision has been taken over the Tomatin South junction. We are completing assessments, including reviewing consultation feedback, before making a decision. It is anticipated that an announcement on the preferred solution for the Tomatin South junction will be made in Spring/Summer 2017.</p> <p>We also note your comments regarding the cycle route between Tomatin and Moy. As part of the ongoing consultation various Cycle groups have been engaged with, as part of the Non-Motorised User (NMU) access strategy for the A9 from Perth to Inverness which can be found online via the following link:</p>



Reference	Comment	AMJV Response
	<p>south junction when coming from the south – it is a psychological illusion that it is greatly faster.</p> <p>The majority of Distillery visitors come in and out via the north junction and do not wind through the village. Many people don't want increased traffic through the village, which is why Tomatin is not signposted from the south junction. We have enough speedsters as it is, so if you provide an option that increases this, traffic calming measures will be needed. 'Stingers' are my preferred choice but I'm not allowed to use one.</p> <p>Given the above, and the very limited traffic using this southern junction – it is normal not to see any other car on the road accessing it – I would only give my support to a retention of the left-hand slip road for northbound traffic at the south junction, provided measures are in place to curb speedsters. The other options are not justifiable in my opinion.</p>	<p>https://www.transport.gov.scot/publication/a9-Dualling-non-motorised-user-nmu-access-strategy-1/</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibition is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>
Tomatin_011	<p><u>Tomatin North Junction</u></p> <p>Stage two preferred option – no concerns.</p> <p><u>Tomatin South Junction</u></p> <p>Option C would be the best solution with regard to the Tomatin area access and to allow provision for a road diversion in the case of road of bridge closure for any reason. Slochd is a particularly difficult section for traffic in winter weather.</p> <p>This is an important area to consider and act on to provide for future requirements.</p>	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>We note your feedback regarding the preferred route Mainline option 1 as identified following the Design Manual for Roads Bridges (DMRB) Stage 2 Assessment.</p> <p>With regard to the Tomatin South Junction, we have noted your preference for option C. Please note that no final decision has been taken over the Tomatin South junction. We are completing assessments, including reviewing consultation feedback, before making a decision. It is anticipated that an announcement on the preferred solution for the Tomatin South junction will be made in Spring/Summer 2017.</p>



Reference	Comment	AMJV Response
		<p>We recognise that the Tomatin South junction may currently provide a diversion off the A9 in case of an emergency or in severe winter conditions. There is a commitment as part of the objectives of the A9 Dualling programme is to improve journey times, reliability and safety, and these improvements will lead to increased road resilience compared with the single carriageway.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibition is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>
Tomatin_012	<p>The preferred option for widening i.e. mainline option 1, seems reasonable as does the preferred junction option, i.e. junction option A(ii).</p> <p>The closure of the existing B9154/A9 junction and the road extension to the Tomatin grade separate junction is logical and reasonable.</p> <p>However, I regret the loss of the mass of lupins and thrift that line the A9 in its current form between the Tomatin North junction and Dalmagarry. I trust that the landscape planning for the slopes in this and other stretches will include flowers as well as grass, bushes and trees.</p> <p>With regard to the Tomatin South junction, I would like to see Option C become the preferred option, with the provision to cross the central barrier in case of emergencies. A major incident causing structural damage to the Findhorn bridge, such as erosion round/under the pillars</p>	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>We note your positive feedback regarding the preferred route Mainline option 1 and preferred Junction option A(ii) for Tomatin as identified following the Design Manual for Roads Bridges (DMRB) Stage 2 Assessment.</p> <p>We have noted your comments regarding the lupins and sea thrift. We have passed these comments on to our environment team for consideration in our ongoing assessments during DMRB Stage 3. Whilst all wild plant species receive a level of protection under the Wildlife and Countryside Act 1981 (as amended), you will be aware that lupins and sea thrift are not amongst the more rare or vulnerable species that are</p>



Reference	Comment	AMJV Response
	<p>by the river in spate would require closure of the A9, perhaps for some time. The only other bridge in the area is weight restricted.</p>	<p>given added protection under Schedule 8 of that Act or are classified as European protected species under the Conservation (Natural Habitats, &c.) Regulations 1994 (as amended). Nevertheless, we recognise the cultural value of these plants to the community and we will examine the potential to replant or re-seed these as part of our environmental proposals.</p> <p>We have noted your preference for option C at the Tomatin South junction. Please note that no final decision has been taken over the Tomatin South junction. We are completing assessments, including reviewing consultation feedback, before making a decision. It is anticipated that an announcement on the preferred solution for the Tomatin South junction will be made in Spring/Summer 2017.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibition is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>
Tomatin_013	<p>We attended the recent local resident engagement evening in Tomatin village hall.</p> <p>Our key concerns are stated below:</p> <ul style="list-style-type: none"> • We fully accept that improving road safety, road links to the local area and the highlands in general are key objectives (amongst others) for this critical infrastructure upgrade to the A9 artery. We do agree that this project is necessary. • The planning for this project has quite clearly been on the drawing board for some time. 	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>We note your comments regarding the Tomatin to Moy Dualling Project in relation to your property. We refer to the meetings you had with representatives from Transport Scotland and Atkins Mouchel JV and we trust these meetings have gone some way to answer your questions regarding the Design Development of the A9 Tomatin to Moy Dualling.</p>



Reference	Comment	AMJV Response
	<ul style="list-style-type: none">Noise pollution, fume pollution and all the other issues that come with a high traffic volume carriageway give us cause for concern. We have no doubt that it will have an adverse impact on the rural location we currently enjoy, and potentially impact our quality of life.Should the need arise for us to re-locate; our ability to do so with any degree of confidence is now severely diminished. <p>This last point can be illustrated with some accuracy as a neighbouring property, on the market for some time now, looks unlikely to sell despite considerable early interest, given proposed developments associated with the above.</p> <p>To say we are concerned would be an understatement. We would welcome a formal, private meeting at our home to discuss matters further.</p>	<p>However, should you have any further queries, please do not hesitate to get in contact.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibition is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>
Tomatin_014	<p>Our preference would be the single-track road with passing places that purely serves Ruthven Road and the Quarry.</p> <p>Reducing the land take as much as possible is preferential. Planting proposals for the slopes and an indication of the expected increase in noise would be appreciated.</p>	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>Your preference for a single track road with passing places serving Ruthven and Dalmagarry Quarry has been noted.</p> <p>Please note that we will aim to keep any land take to a minimum with refinement of the preferred route alignment occurring through the detailed Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment. Any planting proposals for the slopes will also form part of the ongoing DMRB Stage 3 Assessment. In regards to noise, this will be assessed in detail as part of the DMRB stage 3 process, with details published in the Environmental Statement following the completion of DMRB Stage 3.</p>



Reference	Comment	AMJV Response
		<p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibition is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>
Tomatin_015	<p>I would just like to add a few things to the list for what is a concern for some of us residents here in Tomatin.</p> <p>At the last meeting in the hall, one of the subjects raised is what might be done to preserve our lovely lupins and sea thrift which are along the road sides just outside the existing junction at Tigh an alt and also on both sides of the road at the Ruthven junction and layby there. The sea thrift is nearer the quarry entrance. It would be good to save them if possible. I know of quite a few people that have mentioned this, but don't know if they've sent you an email.</p> <p>I am also concerned about the fact that you don't want to give us a right turn option from Tomatin at the existing Slochd junction. Myself and others feel it is very important to keep our options as varied as possible for any tourism trade to be able to come through the village. If there isn't a through road we will not get the same number of visitors coming through, which would be so detrimental to the cafe pub that the community is hoping to get up and running.</p> <p>You have said that once the Dualling is complete, using the other carriageway would keep traffic moving in the event of an accident. As long as the rubber-neckers don't have an accident looking at the other side of the road. If that happens we are back to being totally unable to get anywhere until all has been cleared. Surely it isn't unreasonable to</p>	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>We have noted your comments regarding the lupins and sea thrift. We have passed these comments on to our environment team for consideration in our ongoing assessments during DMRB Stage 3. Whilst all wild plant species receive a level of protection under the Wildlife and Countryside Act 1981 (as amended), you will be aware that lupins and sea thrift are not amongst the more rare or vulnerable species that are given added protection under Schedule 8 of that Act or are classified as European protected species under the Conservation (Natural Habitats, &c.) Regulations 1994 (as amended). Nevertheless, we recognise the cultural value of these plants to the community and we will examine the potential to replant or re-seed these as part of our environmental proposals.</p> <p>Your comments regarding the Tomatin South Junction in relation to the local economy and tourism have been noted. Also, we recognise that the Tomatin South junction may currently provide a diversion off the A9 in case of an emergency or in severe winter conditions. There is a commitment as part of the objectives of the A9 Dualling programme to improve journey times, reliability and safety, and these improvements</p>



Reference	Comment	AMJV Response
	<p>have another option to bypass such an event and keep traffic flowing. This after all is the main road through the Highlands. I know the railway bridge has weight restrictions etc., but if only vehicles up to a certain weight were allowed to go that way most vehicles could be kept moving during a Slochd accident.</p> <p>I do hope that this is a serious contender and will be given much more consideration and thought from your end.</p> <p>It does seem that whatever the local people think and want is very rarely what gets done re any road improvements. We will be here after the work is done and you won't, so it would be so nice for some of our wishes to be accommodated. We are thinking long term here - the viability of our little village depends on getting this right.</p>	<p>will lead to increased road resilience compared with the single carriageway.</p> <p>Please note that no final decision has been taken over the Tomatin South junction. We are completing assessments, including reviewing consultation feedback, before making a decision. It is anticipated that an announcement on the preferred solution for the Tomatin South junction will be made in Spring/Summer 2017. The junction strategy for the A9 Dualling Programme proposes to improve safety on the A9. As such, the central reserve gap will be closed and we are considering the options which were presented at the exhibition:</p> <p>Please be assured that the thoughts and wishes of the Strathdearn community are being considered.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibition is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>
Tomatin_016	<p>We would strongly want the below options to be in place:</p> <ul style="list-style-type: none"> • After looking at the proposed options for the new A9 improvements, we would like the option of the Tomatin South Junction at Slochd end of Tomatin to be considered as a left in left out option. • We also would like the option of Stage 3 Design Development junction option as per drawings as it looks to be a better option to 	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>We have noted your preference for option C at the Tomatin South junction. Please note that no final decision has been taken over the Tomatin South junction. We are completing assessments, including reviewing consultation feedback, before making a decision. It is</p>



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	<p>navigate and would be simpler to keep free of snow during the winter for getting on and off the A9 at Tomatin.</p>	<p>anticipated that an announcement on the preferred solution for the Tomatin South junction will be made in Spring/Summer 2017.</p> <p>We also note your positive feedback in relation to the preferred junction option (A(ii)). Draft Road Orders and Compulsory Purchase Orders will be published later in 2017 following completion of the DMRB Stage 3 assessment.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibition is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>
Tomatin_017	<p>We strongly object to the proposed closure of the Tomatin south junction.</p> <p>It will have a big impact on the community for all the reasons listed in your leaflet. Also, sometimes the emergency services come from Aviemore and having to go the long way around is wasting valuable time.</p> <p>Option D would be the best for the village.</p>	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>We have noted your comments regarding the Tomatin South Junction, including your preference for option D at the Tomatin South junction. Your comments regarding emergency response times have been recorded. We are consulting with emergency services to understand their requirements. There is a commitment as part of the objectives of A9 Dualling programme to improve journey times, reliability and safety, and these improvements will lead to increased road resilience compared with the single carriageway.</p> <p>Please note that no final decision has been taken over the Tomatin South junction. We are completing assessments, including reviewing consultation feedback, before making a decision. It is anticipated that</p>



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		<p>an announcement on the preferred solution for the Tomatin South junction will be made in Spring/Summer 2017.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibition is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>
Tomatin_018	<p>As a resident of Tomatin, I feel that I must voice my great concerns over the proposed closure of the Slochd Summit or Tomatin South junction.</p> <p>This will have a number of negative impacts on our community just when we are starting to get things happening with the imminent construction of a new local hub, cafeteria/restaurant and new footpaths for locals and tourists to use whilst they are in the area.</p> <p>There are a large number of people who visit every year and with the new hub we hope to capture more trade. Closure would mean visitors coming into a dead end village with no other way out other than retrace their steps back onto the A9 at the new junction near the distillery. This also means that not only will tourists have to do this but the service and school buses also. By blocking off the Slochd, the bus journey for the Tomatin section will now be 3 times longer and therefore bus journey times will be somewhat affected by this even with the upgrading of the road.</p> <p>As it stands, buses turn in at either junction and do a straight run through the village. Now you are planning on getting them to come in at the new junction, travel through the village and all the way up the hill to just past the Clune road end, which is close to the Slochd junction and</p>	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>Your comments regarding the Tomatin South Junction and the link road to the Slochd have been noted. Your preference for both to remain open for reasons including the local economy, tourism and road resilience have been recorded.</p> <p>The junction strategy for the A9 Dualling Programme proposes to improve safety on the A9. As such, please note that the central reserve gap will be closed and we are considering the following options which were presented at the exhibition:</p> <p>Option A – Closure of the junction Option B – Closure of the junction and a single track link road to Slochd Option C – A Left In / Left Out junction (permitting movements in a northbound direction only) Option D – A grade separated junction (permitting all movements)</p>



Reference	Comment	AMJV Response
	<p>then get them to turn around, go back on themselves down the road they have just come up, and back onto the A9 and returning along the A9 to continue their journey travelling back to the top of the Slochd where they were almost at on the side road.</p> <p>Closing the junction also impacts on those who live closest to the junction that use it on a regular basis. According to your own figures there is close to 100 vehicles per day which I have taken the liberty of using 100 as a rough guide to calculate the number of vehicles per week and then annually. So, weekly is 700 and annually is 36,500. Personally speaking, from my eyes, that is an awful lot of traffic usage per annum for a place as small as Tomatin.</p> <p>Although it may be a bit of a tight squeeze, I am sure that with today's modern technology and road engineering skills, the Dualling of the section on the south side of the Slochd could incorporate the old road re-opened, even as a single carriageway with passing places to allow for continued access to the A9 further south at the Carrbridge junction. This could also act as an alternative tourist route north which starts past Newtonmore and continues up through Kingussie, Aviemore, Carrbridge, then Tomatin before finally rejoining the A9 at the Tomatin north junction. At one of the meetings here in Tomatin, it was mentioned that this was still on the table as a possible option although it would mean strengthening the railway bridge to 12ton to accommodate the service and school buses that would then use this route without having such an adverse effect on the journey times.</p> <p>A perfect example of the need for re-opening the old road was displayed just before Christmas when there was a rather nasty accident that happened between the Slochd dual carriageway and the junction onto the old road south of the Slochd summit which cut off all traffic north and south and which resulted in a road closure of several hours. This then incorporated a 65 mile detour in order to continue your journey. If the</p>	<p>With regards to the old A9 single track link road from Tomatin to Slochd, this is currently being assessed as part of Option B, above, to understand the impacts and benefits of such a proposal through this very constrained section of the route</p> <p>Your comments regarding the Tomatin South Junction in relation to the Local Economy, community and tourism have been noted and we can confirm that these are being considered. Whilst no final decision has been taken over the Tomatin South Junction, the proposed Tomatin grade separated junction will serve all directions. Enhanced connectivity to the dual carriageway network will offer economic advantages and tourism opportunities to local communities, due to the improved journey reliability on the dualled A9,</p> <p>With regards to your figure of 36,500 vehicles a year (100 per day) that you refer to at Tomatin South Junction, we note that you do not consider the fewer vehicle movements that occur at weekends. Comparatively, there is a relatively low flow when compared to other roads and in comparison with the A9 itself which has a daily flow of over 10,000 a day, over a 100 times than that of the local road.</p> <p>Furthermore, our calculations suggest that under options A, B and C at the Tomatin South Junction, a journey from the Findhorn junction in Tomatin to Carrbridge via the new grade separated Tomatin Junction will only be approximately 1.92min (1m55s) longer compared to a journey to Carrbridge via the Tomatin South Junction.</p> <p>Please note that no final decision has been taken over the Tomatin South junction. We are completing assessments, including reviewing consultation feedback, before making a decision. It is anticipated that an announcement on the preferred solution for the Tomatin South junction will be made in Spring/Summer 2017.</p>



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	<p>old road was re-opened to vehicles no bigger than a bus, then the majority of traffic can then continue about their journeys without too much problem.</p> <p>Keeping the road open also encourages tourists to come through the village to help sales in the shop which is community owned and run. we need as much passing trade as possible to keep it going. Also, the passing trade will be so important when the café/restaurant opens which will provide income for locals who will work in the shop.</p> <p>There is a lot more to just shutting off a junction, you will effectively be shutting down a community, one that is trying to grow and make it a suitable place to live and encourage families into the area. We already have a very low crime rate which is a massive bonus and with the new local hub to be built, we are very proud of what we are achieving as a community.</p> <p>These are, of course, just my thoughts but many others also share these same concerns.</p>	<p>With regards to the old A9 side road south of the Slochd Summit, this is located out-with the Tomatin to Moy project and is currently being assessed as part of the Dalraddy to Slochd project. As part of that project, the team are currently looking at the strategy for this junction (unclassified roads) to understand the implications and effects of the Dualling. We are aware of the weight restriction to the side road bridge over the railway line at Slochd Beag and this is informing the work.</p> <p>With regards to bus services, we can confirm that we are consulting with The Highland Council and service providers about bus services in the area. Local feedback such as yours also provides valuable information in this process. As part of the A9 Dualling strategy, the aim is to ensure that bus companies are able to continue to provide their services along the route and the design will take on board the requirements to retain these services.</p> <p>Your comments regarding road resilience have been noted and we can confirm that we are consulting with emergency services and the trunk road operator amongst others to fully understand their requirements. There is a commitment as part of the objectives of A9 Dualling programme to improve journey times, reliability and safety, and these improvements will lead to increased road resilience compared with the single carriageway.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibition is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>



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Tomatin_019	<p>I attended your consultation/exhibition in Strathdearn Hall in November. Thanks to you all for coming. You requested feedback from Strathdearn residents. These are my main points of concern:</p> <p>If you close the Slochd junction completely, you will turn Strathdearn into a dead-end. We are the only community within the scope of this Dualling project who will be so drastically affected. Other towns and villages who access the A9 with similar cross-the-carriageway junctions are on the old A9 and will still have routes north and south (not to mention east and west in some cases) even if the junction nearest to them is closed.</p> <p>Ideally I would like the Slochd junction to be redeveloped to retain our routes to/from both north and south. If this is not to be, I would like the old A9 to Carrbridge to be re-opened, even single-carriageway with passing places would be better than nothing.</p> <p>If we lose access to the south, it will impact upon our hopes to revitalise the area through tourism, our plans to market the new community centre to a wide catchment area, and it will adversely affect bus services which are a lifeline in our community, particularly for the old (our nearest health clinics are in Inverness and Aviemore).</p> <p>Finally, it is worth mentioning that it is not unusual for the A9 at Slochd to be closed due to accidents. Your traffic records will show that there was a closure there for several hours in the week before Christmas. Re-opening the old A9 to Carrbridge would provide a relief road for such events.</p> <p>Whatever the outcome, your decisions will profoundly affect the day-to-day life of Strathdearn. Thank you for providing this opportunity to share my thoughts on this important matter.</p>	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>We note your comments regarding the Tomatin South Junction. Your comments about retaining access both northbound and southbound at Tomatin South have been recorded. As have your comments in relation to the local economy and tourism.</p> <p>Please note that no final decision has been taken over the Tomatin South junction. We are completing assessments, including reviewing consultation feedback, before making a decision. It is anticipated that an announcement on the preferred solution for the Tomatin South junction will be made in Spring/Summer 2017. In regards to your suggestion for the old road to be reopened as a single track road this is being considered as part of Option B.</p> <p>With regards to bus services, we can confirm that we are consulting with The Highland Council and service providers about bus services in the area. As part of the A9 Dualling strategy, the aim is to ensure that bus companies are able to continue to provide their services along the route and the design will take on board the requirements to retain these services.</p> <p>Your comments regarding road resilience have been noted and we can confirm that we are consulting with emergency services and the trunk road operator amongst others to fully understand their requirements. There is a commitment as part of the objectives of A9 Dualling programme to improve journey times, reliability and safety, and these improvements will lead to increased road resilience compared with the single carriageway.</p>



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Tomatin_020	<p>I'm concerned that if the junction at Slochd is closed, Tomatin will be a dead end with no through traffic, this will lead to less people visiting the village and using the community shop. It would also affect the bus service which is very important for people going to Inverness and Aviemore. Many people use the health centre in Aviemore and use the bus to get there.</p>	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>We note your comments regarding the Tomatin South Junction. Your comments in relation to the local economy have been recorded.</p> <p>Please note that no final decision has been taken over the Tomatin South junction. We are completing assessments, including reviewing consultation feedback, before making a decision. It is anticipated that an announcement on the preferred solution for the Tomatin South junction will be made in Spring/Summer 2017.</p> <p>With regards to bus services, we can confirm that we are consulting with The Highland Council and service providers about bus services in the area. Local feedback such as yours, regarding locals using the bus to access the Aviemore health centre, also provides valuable information in this process. As part of the A9 Dualling strategy, the aim is to ensure that bus companies are able to continue to provide their services along the route and the design will take on board the requirements to retain these services.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibition is available on the</p>



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		<p>Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>
Tomatin_021	<p>Your 2016 public consultations regarding the Dualling of the A9 is certainly reaching its intended conclusions.</p> <p>The whole process can be likened to locals having been invited to a sumptuous meal in a Michelin starred restaurant ending up with a dollop of mince and tatties.</p>	See Tomatin 007.
Tomatin_022	<p>I am writing to this address as I am currently a resident of Tomatin and I am extremely concerned that as part of the A9 Dualling project that the junction at Slocht summit that leads down into Tomatin is planned to be closed.</p> <p>At present this junction performs a number of functions, not least in that it allows traffic heading south from Tomatin easy access to the A9. Also on numerous occasions this road has acted as a bypass should the dual carriageway section at Slocht summit need to be closed by emergency services for any accidents.</p> <p>The junction is never busy enough that you cannot pull out of this junction and head south, also as there is a parking area almost directly opposite the junction there is the facility to pull directly off the A9 should you suffer mechanical issues pulling out of the junction.</p> <p>The closing of this junction would only serve to isolate the community at Tomatin, effectively making it a dead-end village and limiting access to the Coignafearn Glen that is so popular with tourists and bird watchers alike.</p>	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>We have noted your preference for keeping the Tomatin South junction open. Your comments regarding road resilience have been recorded.</p> <p>The junction strategy for the A9 Dualling Programme proposes to improve safety on the A9. As such, the central reserve gap will be closed and we are considering the following options which were presented at the exhibition:</p> <ul style="list-style-type: none"> • Option A – Closure of the junction • Option B – Closure of the junction and a single track link road to Slochd • Option C – A Left In / Left Out junction (permitting movements in a northbound direction only)



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	<p>I sincerely hope your consideration is to keep this junction as it is. Whilst it may not conform to current guidelines it provides an invaluable route of access to our community and I am sure statistics will show that it is by no means an accident blackspot.</p>	<ul style="list-style-type: none"> • Option D – A grade separated junction (permitting all movements) <p>Please note that no final decision has been taken over the Tomatin South junction. We are completing assessments, including reviewing consultation feedback, before making a decision. It is anticipated that an announcement on the preferred solution for the Tomatin South junction will be made in Spring/Summer 2017.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibitions is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>
Tomatin_023	<p>Overall the upgrade of the A9 is long overdue and must be applauded. My concerns relate to the proposed closure of the southern access road to Tomatin off the A9 at Slochd. Two points come to mind that appear to have been neglected or overlooked.</p> <p>Firstly and most importantly - the closure of the access will lead to a significant increase in traffic passing through Tomatin i.e. traffic going to and from Glen Mazarin, Clune and the southern end of the village. However there do not appear to be any improvements prepared for village safety measures. The village of Tomatin is currently unsafe in respect of street lighting and pedestrian footways (by the main road) - less than half of the village is served by these amenities. To increase through traffic without safety improvements puts the community at further risk. I feel that there should be some joined up thinking in order that the impact of the A9 upgrade is taken into consideration.</p>	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at the November 2016 exhibitions.</p> <p>Your comments regarding the Tomatin South Junction have been noted.</p> <p>Please note that no final decision has been taken over the Tomatin South junction. We are completing assessments, including reviewing consultation feedback, before making a decision. It is anticipated that an announcement on the preferred solution for the Tomatin South junction will be made in Spring/Summer 2017.</p> <p>We note your comments regarding street lighting and footways within Tomatin. Such comments will be included in our consultation with The</p>



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	<p>Secondly and of lesser concern - but displaying a lack of consistency - is your claim that the A9 upgrade will improve resilience in the event of an incident on the A9. Tomatin currently enjoys a dual carriageway bypass (all but 150 metres) yet this resilience isn't recognised by either the Police or Highland Council who use the village as a traffic bypass when this happens. The requirement for using the Tomatin through road has been deemed essential and has been used as an excuse by the Council and Police to refuse traffic calming measures within the village which would assist in the design of footpaths.</p> <p>Overall I have no objection to the closure of the southern access road to Tomatin provided adequate additional safety measures are constructed within the village.</p>	<p>Highland Council who are responsible for the operation and maintenance of the local road network.</p> <p>We recognise that the Tomatin South junction may currently provide a diversion off the A9 in case of an emergency or in severe winter conditions. There is a commitment as part of the objectives of the A9 Dualling programme is to improve journey times, reliability and safety, and these improvements will lead to increased road resilience compared with the single carriageway. Furthermore, we are in consultation with emergency services to understand their requirements. Your comments regarding traffic-calming measures on the local road network have been noted. Again, operation and maintenance of the local road network is the responsibility of The Highland Council who we are in consultation with.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibitions is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>
Tomatin_024	<p>I refer to the request for feedback on the A9 Dualling project proposals for the Slochd to Moy section, as put forward at the public exhibition in November.</p> <p>Our comments are as follows:</p> <p>We have no particular issues with the proposed route indicated (Mainline Option 1), provided that suitable access is provided to the east towards the river.</p>	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for taking the time to meet with us at the public exhibitions in November 2016.</p> <p>We note your positive comments regarding the preferred route option, Mainline Option 1.</p>



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	<p>For the Tomatin Junction, our preference is the DMRB Stage 3 Design Development junction layout, which involves the least land take.</p> <p>The junction with the old A9 (C1121) should recognise the plans currently under development for a new feeder road leading into the wood on the west where up to 170 houses are zoned in the Local Plan, and commercial access up to Station Yard.</p> <p>The Moy /Lynebeg junction options do not impact significantly. However, from a practical standpoint we can see big advantages in providing a continuous 2-way link via B9154 from Moy to the Tomatin junction as shown in Options A & B. This would benefit local (often slower agricultural) traffic and also provide an alternative route if there is an accident on the A9 between Tomatin and Moy.</p> <p>We see significant local advantages in keeping Slochd junction (Tomatin South) open in some form, at least an exit northbound off A9 but ideally also an on slip southbound (which we accept would require an overbridge or underpass). Alternatively creating a 2-way connection road through the pass to meet the existing old A9 at Slochd Cottages which would provide a continuous local route through towards Carrbridge and remove the need for any junction. We recognise the challenges with an already very tight pass but maybe a Killiekrankie type bridge structure with local road underneath might be feasible. It would also provide an invaluable alternative route if there is an accident on the A9 in the gorge area, as happened again recently.</p> <p>We hope these comments will be of assistance to the Design Team, and we would be happy to discuss any refinements as the designs progress.</p>	<p>We also note your comments in relation to access. During the detailed design work consideration will be given to specific access and side road arrangements. We will consult with affected property owners and The Highland Council to identify the requirement for any realigned accesses or side roads, ensuring access links (both public and private) are retained or appropriate alternatives provided.</p> <p>We confirm that we are aware of the housing development plans in the Tomatin area. Any live planning applications along the Tomatin to Moy route will be taken into consideration part of the DMRB Stage 3 Assessment, and will be detailed within the Community and Private Assets chapter of the Environmental Statement.</p> <p>Your preference for sub-options A and B in the Dalmagarry and Lynebeg/Moy area has been noted for their ability to provide a continuous 2-way link. Your feedback will be considered as part of the Stage 3 design and assessment for this area. All of the sub-options are subject to detailed assessments during Design Manual for Roads and Bridges (DMRB) Stage 3, against the criteria of engineering, traffic, environment and economics. It is anticipated that an announcement on the preferred sub-option will be made later this year.</p> <p>Your comments regarding road resilience in respect of a Slochd “link road” have been noted, and we can confirm that we are consulting with emergency services and the trunk road operator amongst others to fully understand their requirements. There is a commitment as part of the objectives of A9 Dualling programme to improve journey times, reliability and safety, and these improvements will lead to increased road resilience compared with the single carriageway.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibitions is available on the Transport Scotland website at</p>



Reference	Comment	AMJV Response
		<p>https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747. We look forward to continued engagement with the estate throughout DMRB Stage 3.</p>
Tomatin_025	<p>With regards to the proposed closure of the Tomatin South junction, I have concerns with regard to the new routes of the public and school bus services. Several people use the bus to travel to and from Inverness daily from the stop at the distillery road end. Currently we have 4 buses travelling through the village in the morning.</p> <p>With the closure of the two current Tomatin junctions the route changes drastically which results in the bus not coming past the distillery bus stop. Where will the new bus stop be? The bus could continue to come along to the distillery and possibly turn at the current north junction - widen that area to create a turning circle which would work. This would enable us to continue using the bus without having to walk even further afield, especially in the harsher winter weather that we can experience up here at a higher level than Inverness.</p> <p>If the South junction is closed, then it means that the bus journey times will be longer. From the point of turning off the A9 to continue South through the village, up to Clune, turn around, come back through the village, rejoin the A9 and continue South means that that section of their journey has increased 3-fold. It is the same when travelling North, and so anyone who is travelling further than Tomatin will have a longer journey time.</p> <p>This can easily be dealt with by the re-opening of the old road at the top of the Slochd which would enable traffic to continue on their journey</p>	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at the November 2016 exhibitions.</p> <p>We have noted your preference for keeping the Tomatin South junction open.</p> <p>The junction strategy for the A9 Dualling Programme proposes to improve safety on the A9. As such, the central reserve gap will be closed and we are considering the following options which were presented at the exhibition:</p> <ul style="list-style-type: none"> • Option A – Closure of the junction • Option B – Closure of the junction and a single track link road to Slochd • Option C – A Left In / Left Out junction (permitting movements in a northbound direction only) • Option D – A grade separated junction (permitting all movements) <p>Please note that no final decision has been taken over the Tomatin South junction. We are completing assessments, including reviewing consultation feedback, before making a decision. It is anticipated that</p>



Reference	Comment	AMJV Response
	<p>without all this doubling back on themselves. It would create an alternative tourist route through Tomatin where we have the distillery which already has large numbers of tourists visiting all year round. The local development company are building a new cafe which should boost the local economy with through traffic and encouraging visitors to both distillery and sporting estates for a day out. The closure of the south junction could jeopardise everything that has been worked so hard for. We would be a dead end and who wants to turn into a dead end?</p> <p>Of course, the distillery being so close to the junction will continue with its current growing number of visitors, but without the option of continuing South at the Slochd junction, few would bother to come to the village which the new centre would rely on to keep it a viable business.</p> <p>At one of the meetings, it was suggested that the current weak bridge on the old Slochd road could be strengthened up to 12 tons to cope with buses that have a weight of 11 tons.</p> <p>Another reason for opening this road is to allow for the flow of traffic to continue should the main A9 be closed for any length of time due to roadworks or accidents. This happened just a couple of weeks ago when road was closed completely due to an accident at the Germans head between the junction onto the old Slochd road and the Tomatin south junction. This resulted in a massive detour which for some was over 60 miles.</p> <p>Taking all of my concerns into consideration, and those of others, I hope that you will re-open the old road to help create a vital lifeline to the community. I'm sure I read somewhere at one of the meetings that you like to work with the communities along the route, so please work with our community and help us grow, not kill us off by making us a dead end community.</p>	<p>an announcement on the preferred solution for the Tomatin South junction will be made in Spring/Summer 2017.</p> <p>With regards to bus services, we can confirm that we are consulting with The Highland Council and service providers about bus services in the area. Local feedback such as yours also provides valuable information in this process. As part of the A9 Dualling strategy, the aim is to ensure that bus companies are able to continue to provide their services along the route and the design will take on board the requirements to retain these services.</p> <p>With regards to new bus stops, there are proposals to accommodate a bus turning area near the new grade separated Tomatin Junction and another one south of Tomatin to accommodate the local and express buses. The turning area near the grade separated Tomatin Junction will be linked to the distillery by a footpath. Please note the web link at the bottom of this response, where you will be able to view the proposed bus turning circles drawing.</p> <p>We also note your comments regarding the bridge on the old Slochd road (beneath the A9 and above the Highland Mainline on the U2400 unclassified road). If Tomatin South Sub-Option B was taken forward, we can confirm that the bridge would be upgraded to take heavier vehicles.</p> <p>Please be assured that the thoughts and wishes of the Strathdearn community are being considered.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibitions is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p>



Reference	Comment	AMJV Response	
		If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com , or by telephone on 07557 172 747.	
Tomatin_026	<p>I'd like to provide some feedback about the proposed closure of the Tomatin South Junction.</p> <p>By closing this junction completely our return trip to Carrbridge, Aviemore, or anywhere south increases by 9.4 miles. This will add considerable time and cost to our everyday life as it is a journey we make circa 5 times per week. That's almost 2500 miles of extra driving per year and that's just one family. I understand the rationale behind stopping right hand turns, but maintaining the left hand turn would be very beneficial (saving us alone 1250 of additional mileage).</p> <p>From a tourism perspective, it would certainly make sense to keep the ability to turn left when heading north. Tourism is becoming increasingly important in the Strathdearn area and closing off one of the routes in would have an adverse impact. I see first-hand the positive impact tourism makes to this area, and this is something that needs to be encouraged to grow. Maintaining the left turn at the Tomatin south junction would certainly help.</p>	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>We have noted your preference for option C at the Tomatin South junction. Your reasons including journey times and tourism have been recorded.</p> <p>We note your comments regarding journey distances between Tomatin (Findhorn Junction) and both Carrbridge and Aviemore under Options A, B and C at the Tomatin South Junction. The difference in distance between Tomatin (Findhorn Junction) to the A9 at Tomatin South junction is calculated as 5.36km/ 3.33miles and will take an extra 2.87minutes (2m 52s). The time to get to Aviemore will eventually be faster than at present once the completion of the Dualling is complete.</p> <p>The table below provides the calculations that were used to evaluate the difference in length and time between the current arrangement at the Tomatin South Junction, with Options A, B and C.</p> <p>Whilst we recognise that some of the options being considered for the Tomatin South junction may result in longer journey distances in a few circumstances, there is a commitment as part of the objectives of the A9 Dualling programme to improve journey reliability and safety, compared with the single carriageway.</p>	<p>Journey distance calculations – Findhorn junction to Tomatin South</p>



Reference	Comment	AMJV Response		
		Journey	Distance (approx.)	Time Taken (approx.)
		EXISTING.		
		Findhorn to Tomatin South	2.94km	2.96mins
		TOTAL	2.94km	2.96mins
		WITH OPTION A, B & C AT TOMATIN SOUTH.		
		Findhorn to Tomatin North	2.87km	2.87mins
		Tomatin North junction to Tomatin South (dual carriageway)	5.43km	2.96mins
		TOTAL	8.30km	5.83mins
		DIFFERENCE	5.36km (3.33miles) longer	2.87mins (2m 52s) longer
		Please note that no final decision has been taken over the Tomatin South junction. We are completing assessments, including reviewing consultation feedback, before making a decision. It is anticipated that		



Reference	Comment	AMJV Response
		<p>an announcement on the preferred solution for the Tomatin South junction will be made in Spring/Summer 2017.</p> <p>We note your comments regarding tourism in the area as an operator of a local tourism company, and we can confirm that tourism is one of the factors that we consider was part of the detailed assessments.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibitions is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>
Tomatin_027	<p>The A9 is a vital piece of lifeline infrastructure for the community with no alternative road access for most and we welcome improvements. The current investment in Dualling work is a ‘once in a generation’ opportunity to ‘future proof’ road layout and design where the A9 passes through our community. Events like the annual Moy Game Fair attract 10,000 vehicle movements over two days; the Distillery has 40,000 visitors. The design must account for these, the 200 new homes for Strathdearn in the Local Development Plan and future commercial developments.</p> <p>The Community Empowerment (Scotland) Act 2015 validates participation by people and communities in tackling disadvantage and the decisions that affect them and their future. A priority is the building of a £2 million pound ‘village hub’ in Tomatin that will include a shop and</p>	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>We note your comments regarding traffic movements from the Moy Games Fair and Tomatin Distillery visitors. All junctions will be built to a Design Manual for Roads and Bridges (DMRB) specification. As part of the DMRB process, traffic is one of the criteria against which the ongoing design development is assessed. The dualled A9 will significantly increase vehicle capacity, improve journey times and reliability, as well as improve safety. Furthermore, grade separated junctions will provide enhanced connectivity to the dual carriageway network.</p>



Reference	Comment	AMJV Response
	<p>café. Passing trade, vehicles and cyclists, will be very important for this business.</p> <p>We wish Atkins and Mouchel (AMJV) to take close and detailed account of our community’s needs and to fully explain their rationale, reasoning and implications in any subsequent recommendation to Transport Scotland.</p> <p>Principles:</p> <p>We have set out some core principles as context to our feedback:</p> <ul style="list-style-type: none"> • We wish the community to be awarded ‘Special Case’ status with regular dialogue and a commitment to providing a level of access that is equivalent or an improvement. • The socio-economic well-being of the community is demonstrably not economically disadvantaged. • Traffic movements through Tomatin and Moy will not impinge on public and pedestrian safety. • Public transport and school transport timetabling and pick up arrangements will be at least equivalent to current provision, ideally better. <p>Of particular concern are outcomes for the Tomatin South junction. We need a solution that enhances accessibility for both north and south bound users to Strathdearn. We need enhanced opportunities for vehicle and cycle linkages between Carrbridge and Tomatin. We need to be assured design and location of junctions and facilities including public transport pick up/put down points, signage and traffic calming measures are fit for purpose and account for increasingly uncertain weather related events.</p>	<p>Your comments in relation to the local economy, tourism and also the socio-economic well-being of the community have also been recorded. Again, as part of the DMRB process, economics is one of the criteria against which the ongoing design development is assessed. Increased capacity, improved journey times and reliability, as well as enhanced connectivity, as noted above, will in-turn offer economic advantages and tourism opportunities to local communities and businesses.</p> <p>The current Tomatin South (Slochd) junction is on the existing A9 dual carriageway, which is out-with the extents of the Tomatin to Moy Dualling project. However, we have taken on board the local communities’ feedback, and so the Tomatin South junction is currently being assessed as part of the Tomatin to Moy Dualling project. All other junctions on existing dualled sections will be assessed following the completion of the Dualling programme after 2025.</p> <p>With regards to bus services, we can confirm that we are consulting with The Highland Council and service providers about bus services in the area. Local feedback such as yours also provides valuable information in this process. As part of the A9 Dualling strategy, the aim is to ensure that bus companies are able to continue to provide their services along the route and the design will take on board the requirements to retain these services. We also note that we are engaging with one of your directors, Steve Cormack, with regards to detailed calculations done to ascertain the differences in journey times between the four Tomatin South options.</p> <p>Please note that NMU provision from Carrbridge through the Slochd falls within the Dalraddy to Slochd project and your comments have been relayed to the AMJV team working on this project in order that they are given due recognition in the ongoing design work. For the Dalraddy to Slochd project, the preferred option was announced in March 2017 and work is now progressing for the DMRB Stage 3 design</p>



Reference	Comment	AMJV Response
		<p>which will examine and develop further NMU and access provision. NMU provision between Tomatin South and Moy falls within the Tomatin to Moy Project. Your feedback in this regard will be considered during the detailed design assessment of NMU provisions for the Tomatin to Moy project, as part of the DMRB Stage 3 assessment. The NMU access strategy for the A9 from Perth to Inverness can be found online via the Transport Scotland website.</p> <p>Your feedback in this regard will be considered during the detailed design assessment of NMU provisions for the Tomatin to Moy project, as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment. The NMU access strategy for the A9 from Perth to Inverness can be found online via the Transport Scotland website.</p> <p>We note your comments regarding traffic calming measures. Such comments will be included in our consultation with The Highland Council who are responsible for the operation and maintenance of the local road network.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibitions is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747. We look forward to continued engagement with the Tomatin community throughout the project.</p>



Reference	Comment	AMJV Response
Tomatin_028	I am a resident of Tomatin and would like to comment that I do not want the south Tomatin junction to be closed off altogether as part of the A9 Dualling.	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>We have noted your preference for keeping the Tomatin South junction open.</p> <p>The junction strategy for the A9 Dualling Programme proposes to improve safety on the A9. As such, the central reserve gap will be closed and we are considering the following options which were presented at the exhibition:</p> <ul style="list-style-type: none">• Option A – Closure of the junction• Option B – Closure of the junction and a single track link road to Slochd• Option C – A Left In / Left Out junction (permitting movements in a northbound direction only)• Option D – A grade separated junction (permitting all movements) <p>Please note that no final decision has been taken over the Tomatin South junction. We are completing assessments, including reviewing consultation feedback, before making a decision. It is anticipated that an announcement on the preferred solution for the Tomatin South junction will be made in Spring/Summer 2017.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibitions is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p>



Reference	Comment	AMJV Response
		<p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>
Tomatin_029	<p>Having visited the exhibition in Tomatin village, I have no real preference towards any of the options. The fact that the main junction is to be located at Tomatin North suits us well for both domestic and commercial vehicle access. All the options seem ok for use with large HGVs and tourist traffic is also well catered for.</p>	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibitions is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>
Tomatin_030	<p>Upon considering the plans for Dualling the A9 from Tomatin to Moy, I note that two of the options being considered are for closure of the Tomatin South junction ("potential design option A" and "potential design option B"). As a local resident commuting to and from Carrbridge, I am very concerned about the potential impact of this closure, for the following reasons;</p> <ul style="list-style-type: none"> • Using the northern instead of the southern junction would add approximately 10 miles to each journey to Carrbridge which would have a dramatic financial impact • As Tomatin is often subject to severe winter weather, we tend to use the South junction during the winter months, even when travelling home from Inverness, as the road conditions on the A9 are preferable to using the less-frequently gritted road through Tomatin to Soilsean 	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>We have noted your preference for keeping the Tomatin South junction open.</p> <p>Addressing each of your comments in turn:</p> <p>1 & 2. Your comments in relation to your personal use of the junction have been recorded. Similarly, your comments in relation to the local economy and tourism have been recorded. Furthermore, with regards to travel distances (Including the local bus route to Carrbridge), the difference in distance between Tomatin (Findhorn Junction) and Carrbridge is calculated as 5.36 km/3.33 miles under Options A, B and C at the Tomatin South Junction; or 10.72 km/6.64 mile on a return</p>



Reference	Comment	AMJV Response																					
	<ul style="list-style-type: none"> • Tomatin is an up-and-coming village, with a number of new housing developments in progress/planned. If the village were effectively to become a dead-end, it would certainly be less attractive to potential new residents, particularly in the south of Tomatin (e.g. Soilsean, Clune). This would adversely affect the local economy in the longer term • From a tourism point of view, Tomatin community shop and public toilets are frequented by many passing tourists in the summer, and there are plans for other developments (e.g. a community cafe) which will be targeted at tourists. If these tourists are required to drive into the village, then double-back on themselves in order to continue their journeys south, I would predict that the village would attract far fewer tourists, which would again have a detrimental effect on the local economy, as the area becomes less attractive for entrepreneurs • In the age of internet shopping, many delivery vehicles come North into Tomatin each day. Again, for these vehicles, if they must add +10 miles to their journey, it will have a detrimental effect on their delivery times, and potentially charges, for which will doubtless have a negative impact on local people • If there is an accident on the A9 around Tomatin/Moy then currently traffic can be diverted through the village. By closing the junction, there will no longer be the option to reroute traffic, which will potentially impact upon many road users, and have a detrimental effect on the economy as a whole • The public bus route also uses this southern junction. By closing it, all service buses will increase their journey time to Carrbridge by 10 miles, which will impact on all service users <p>In summary, I feel very strongly that closure of the southern junction will have a detrimental effect on the economy of Tomatin and also on other</p>	<p>trip under Options A & B. Note that Option C provides for a left-in /left-out junction at the Tomatin South Junction.</p> <p>The table below provides the figures that were used to evaluate the difference in distance and time between the current arrangement at the Tomatin South Junction, with Options A, B and C.</p> <p>Whilst we recognise that some of the options being considered for the Tomatin South junction may result in longer journey distances in a few circumstances, there is a commitment as part of the objectives of the A9 Dualling programme to improve journey reliability and safety, compared with the single carriageway.</p> <table border="1" data-bbox="1256 730 2134 1353"> <thead> <tr> <th colspan="3" data-bbox="1256 730 1944 836">Bus Journey distance calculations – Findhorn junction to Carrbridge</th> </tr> <tr> <th data-bbox="1256 836 1677 962">Journey</th> <th data-bbox="1677 836 1944 962">Distance (approx.)</th> <th data-bbox="1944 836 2134 962">Time Taken (approx.)</th> </tr> </thead> <tbody> <tr> <td colspan="3" data-bbox="1256 962 1944 1031">EXISTING.</td> </tr> <tr> <td data-bbox="1256 1031 1677 1101">Findhorn to Tomatin South</td> <td data-bbox="1677 1031 1944 1101">2.94km</td> <td data-bbox="1944 1031 2134 1101">2.94mins</td> </tr> <tr> <td data-bbox="1256 1101 1677 1208">Tomatin South junction to Carrbridge (single carriageway)</td> <td data-bbox="1677 1101 1944 1208">6.03km</td> <td data-bbox="1944 1101 2134 1208">4.26mins</td> </tr> <tr> <td data-bbox="1256 1208 1677 1278">TOTAL</td> <td data-bbox="1677 1208 1944 1278">8.97km</td> <td data-bbox="1944 1208 2134 1278">7.2mins</td> </tr> <tr> <td data-bbox="1256 1278 1677 1353"></td> <td data-bbox="1677 1278 1944 1353"></td> <td data-bbox="1944 1278 2134 1353"></td> </tr> </tbody> </table>	Bus Journey distance calculations – Findhorn junction to Carrbridge			Journey	Distance (approx.)	Time Taken (approx.)	EXISTING.			Findhorn to Tomatin South	2.94km	2.94mins	Tomatin South junction to Carrbridge (single carriageway)	6.03km	4.26mins	TOTAL	8.97km	7.2mins			
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Reference	Comment	AMJV Response		
	<p>local villages e.g. Carrbridge and Aviemore as the regular business they get (e.g. the pubs, petrol station, shops) from Tomatin and surrounding area residents will decline, as people instead elect to head to Inverness, as the other options become too far away to be viable.</p> <p>One thing to note is that I do appreciate that the current junction when coming south is not ideal, and will become less viable when dualled. Consequently, if the junction only allowed vehicles to go south, I would agree that this could be a good alternative.</p>	<p>WITH OPTION A, B & C AT TOMATIN SOUTH.</p>		
		Findhorn to Tomatin North	2.87km	2.87mins
		Tomatin North to Carrbridge (dual carriageway)	11.46km	6.25mins
		TOTAL	14.33km	9.12mins
		DIFFERENCE	5.36km (3.33miles) longer	1.92min (1m55s) longer
		<p>3, 4 & 5. Your comments regarding the Tomatin South Junction in relation to the Local Economy, community and tourism have been noted and we can confirm that these are being considered. With regards to the upcoming housing development, we can confirm that this is being considered during our assessments.</p> <p>As part of the DMRB process, economics is one of the criteria against which the ongoing design development is assessed. The other criteria are environment, engineering and traffic. Whilst no final decision has been taken over the Tomatin South Junction, the proposed Tomatin grade separated junction will serve all directions. Enhanced connectivity to the dual carriageway network, which in-turn will provide improved journey times and reliability, will offer economic advantages and tourism opportunities to local communities and businesses.</p>		



Reference	Comment	AMJV Response
		<p>6. We recognise that the Tomatin South junction may currently provide a diversion off the A9 in case of an emergency or in severe winter conditions. There is a commitment as part of the objectives of the A9 Dualling programme is to improve journey times, reliability and safety, and these improvements will lead to increased road resilience compared with the single carriageway.</p> <p>7. With regards to bus services, we can confirm that we are consulting with The Highland Council and service providers about bus services in the area. Local feedback such as yours also provides valuable information in this process. As part of the A9 Dualling strategy, the aim is to ensure that bus companies are able to continue to provide their services along the route and the design will take on board the requirements to retain these services. Estimated journey distances and times are shown above.</p> <p>The junction strategy for the A9 Dualling Programme proposes to improve safety on the A9. As such, the central reserve gap will be closed and we are considering the following options which were presented at the exhibition:</p> <ul style="list-style-type: none">• Option A – Closure of the junction• Option B – Closure of the junction and a single track link road to Slochd• Option C – A Left In / Left Out junction (permitting movements in a northbound direction only)• Option D – A grade separated junction (permitting all movements) <p>Please note that no final decision has been taken over the Tomatin South junction. We are completing assessments, including reviewing consultation feedback, before making a decision. It is anticipated that</p>



Reference	Comment	AMJV Response
		<p>an announcement on the preferred solution for the Tomatin South junction will be made in Spring/Summer 2017.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibitions is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>
Tomatin_031	<p>Comments:</p> <ol style="list-style-type: none"> 1. The preferred route and junction options <ul style="list-style-type: none"> • Tomatin North Junction seems OK • Need to ensure capacity for housing development in Tomatin • Public transport needs to be encouraged in to the centre of the village and/or safe walking routes • Need to avoid compromising economic viability of new Community Hub building in the centre of Tomatin • Need to address signage off the A9 • May need to address traffic calming and provision of public transport features 2. The Dalmagarry and Lynebeg/Moy area sub-options <ul style="list-style-type: none"> • Wish to see extension from Tomatin North junction to connect via Dalmagarry with the B1954 to enable Tomatin to Moy connection on minor road 3. The options being considered at the Tomatin South junction. 	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at the November 2016 exhibitions.</p> <p>Your comments regarding the Tomatin North junction, including future housing development, have been noted. As part of the Design Manual for Roads and Bridges (DMRB) development process, traffic is one of the criteria against which the ongoing design development is assessed.</p> <p>Your comments regarding the Local Economy and Tourism have been noted and we can confirm that these are being considered. The proposed Tomatin grade separated junction will serve all directions. Enhanced connectivity to the dual carriageway network, which in-turn will provide improved journey times and reliability, will offer economic advantages and tourism opportunities to local communities. Economics is also one of the criteria against which the ongoing design</p>



Reference	Comment	AMJV Response
	<ul style="list-style-type: none">• Need to secure best solution for access north and south• Need to secure cycle access through the Slochd• Need to secure pedestrian crossing of carriageway from west to east and vice versa at the Slochd to ensure continuity of Wade's Military Road as a walking/off road cycling route	<p>development is assessed. The other criteria are traffic, environment and engineering.</p> <p>We note your comments regarding traffic calming measures. Such comments will be included in our consultation with The Highland Council who are responsible for the operation and maintenance of the local road network.</p> <p>Your preference for the sub-options that allow a continuous link road from Tomatin North junction to Moy have been noted. Your feedback will be considered as part of the Stage 3 design and assessment for this area. All of the sub-options are subject to detailed assessments during Design Manual for Roads and Bridges (DMRB) Stage 3, against the criteria of engineering, traffic, environment and economics. It is anticipated that an announcement on the preferred sub-option in this area will be made in Spring/Summer 2017.</p> <p>We have noted your comments regarding Tomatin South. The Tomatin South junction is located out-with the Tomatin to Moy project, on the existing dualled section. However, due to feedback from members of the public, this junction is currently being assessed as part of the Tomatin to Moy Dualling project. Accordingly, we are completing assessments including reviewing consultation feedback before making a decision.</p> <p>Your feedback with respect to NMU access through the Slochd has been noted. Please note that this falls within the Dalraddy to Slochd project and your comments have been relayed to the AMJV team working on this project in order that they are given due recognition in the ongoing design work. For the Dalraddy to Slochd project, the preferred option was announced in March 2017 and work is now progressing for the DMRB Stage 3 design which will examine and develop further NMU and access provision. The Dalraddy to Slochd team are aware of the existing</p>



Reference	Comment	AMJV Response
		<p>NCN7 NMU route through Slochd and are currently developing options that aim to maintain continuity of NCN7 through this constrained location as part of the scheme design. Similarly, the team recognise the location of General Wade's Military Road and that it is a right of way and that connection across the A9 to NCN7 and the wider NMU network is important. The team are currently developing options to understand the feasibility of providing a safe crossing under or over the A9 at this constrained location.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibitions is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>
Tomatin_032	<p>1. Stage 3 – preferred route further development – Dalmagarry and Lynebeg/Moy area sub- options</p> <ul style="list-style-type: none">• The majority of the Moy residents seem fairly content with what is being planned with Sub-option D receiving the most support• The proposed new underpass at Lynebeg providing for two-way traffic, as well as an alternative to the present pedestrian access to Lynebeg, appear to be welcomed• It is also thought that the present (1970s) alignment of the A9 had effectively cut off Lynebeg from the rest of the village, and the new proposals would make it easier to access Lynebeg• There is some concern about traffic from Ruthven having to use the single-track road to the Tomatin grade-separated junction to access the A9	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you and your members for meeting with us at the exhibitions.</p> <p>Your preference for sub-option D in the Dalmagarry and Lynebeg/Moy area has been noted. Your comment that option D would once again provide access between Moy and Lynebeg has been recorded. All of the sub-options are subject to detailed assessments during Design Manual for Roads and Bridges (DMRB) Stage 3, against the criteria of engineering, traffic, environment and economics. It is anticipated that an announcement on the preferred sub-option will be made later this year.</p>



Reference	Comment	AMJV Response
	<ul style="list-style-type: none"> • In the spring and summer the drive southwards along the A9 after the present minor Ruthven junction is enhanced by a colourful bank of lupins on the left-hand verge. These were originally planted by a former German POW, known as Everard, who stayed on after the war, working for the Forestry Commission. He lived in a cottage on the way to Ruthven for many years, didn't drive a car, but travelled on a scooter. Sadly, he was knocked down and killed near the junction some years ago, but local people still remember him and enjoy his floral legacy. If a way could be found of keeping the lupins, or planting new ones, it would be a nice gesture, appreciated by the local community. <p>2. Tomatin (South) Junction</p> <ul style="list-style-type: none"> • We are very appreciative of the Tomatin South junction being assessed as part of the Tomatin to Moy Dualling due to feedback from members of the public. • The closure of is seen as detrimental by many living in the south of Tomatin, in the Soilsean/Balvraid areas, and 'up the Glen' on both sides of the Strath of the River Findhorn, leading to Clune on one side, and Coignafearn on the other. • The main arguments are that closure of the junction will mean residents in these areas having to drive down to the Tomatin (North) Junction to exit the A9, which will mean driving extra miles (not to mention having to double back again) – and driving these extra miles again to get back onto the A9, as opposed to the present 'loop' system which allows people to access and exit the A9 at Slochd as well as the Tomatin North Junction. • There is also concern about local bus services – turning circles etc will be required. • The local community development company is also worried about the effect this may have on footfall (and therefore the viability) of 	<p>We have noted your comments regarding the lupins. We have passed these comments on to our environment team for consideration in our ongoing assessments during DMRB Stage 3. Whilst all wild plant species receive a level of protection under the Wildlife and Countryside Act 1981 (as amended), you will be aware that lupins are not one of the more rare or vulnerable species that are given added protection under Schedule 8 of that Act or are classified as European protected species under the Conservation (Natural Habitats, &c.) Regulations 1994 (as amended). Nevertheless, we recognise the cultural value of these plants to the community and we will examine the potential to replant or re-seed these as part of our environmental proposals.</p> <p>With regards to Tomatin South, we are pleased to hear the positive feedback to this junction's inclusion for assessment as part of the Tomatin to Moy project. We would also like to thank-you for taking the time to submit a detailed response with regards to the Tomatin community's development aspirations in the area. Your comment that option A would not be the best option for the village has been noted. Your reasons in relation to the local economy, tourism and traffic have been recorded.</p> <p>We note that option B at the Tomatin South junction would have your support. Again, your reasons including the local economy and tourism have been recorded. In this regard, the options being considered at Tomatin South are subject to detailed assessments against the criteria of engineering, traffic, environment, as well as economics which will consider the comparable costs associated with each of the options.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibitions is available on the Transport Scotland website at</p>



Reference	Comment	AMJV Response
	<p>a planned community hub with shop/café planned for the centre of the village. The stopping up of this junction is seen as having the consequence of turning Tomatin into a ‘dead end.’</p> <p>Option A would not be the best option for the village. Over the past ten years, Tomatin has lost all its amenities with the loss (and demolition by developers) of both the Tomatin Inn and the Little Chef; as well as the closure of the village shop (albeit there is now a replacement), the Post Office, the Filling Station; and three of our local churches. We have gone from a village with an award-winning Inn/Restaurant with a family focus to a place where you cannot even get a cup of coffee!</p> <p>Nevertheless, Tomatin has been zoned in the Inner Moray Firth Local Development Plan for 200 new houses, and a new Primary School opened in 2002.</p> <p>There are plans for a community hub with shop and café and a Paths Project.</p> <p>The transformation of Tomatin into a ‘dead end’ could be potentially catastrophic to the attempts to create a community hub with café/ shop, seen as central to promoting community cohesion and combating social isolation. In a small community, only 16 miles away from Inverness, profit margins are always going to be difficult to achieve, and many motorists will prefer just to stay on the A9 and stop off at some of the bigger places down the road. The difference between being able to tap into passing traffic (i.e. through traffic) to boost footfall could be the difference between the project succeeding or failing – and our community becoming a sustainable one people would like to live in – or a sleepy dormitory village people just basically sleep in while essentially living their lives elsewhere.</p> <p>A compromise solution would be Option B - the reinstatement of the old Slochd – Tomatin road (albeit it a single track road if necessary) which</p>	<p>https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747. We look forward to continued engagement with the Community Council throughout the project.</p>



Reference	Comment	AMJV Response
	<p>could then provide access to the A9 further south at Black Mount. There would certainly be engineering challenges, measures to strengthen bridges etc. – but this would still undoubtedly still be much cheaper than a grade-separated junction at Tomatin South, would prevent our village becoming a ‘dead end’ and could just save our sustainability.</p> <p>This could be marketed as an alternative tourist route – for people wanting to enjoy the scenery, off the bustling A9. It could breathe new life into some of the little villages and hamlets along the way.</p>	
Tomatin_033	<p>We wish to raise some points in regards the Tomatin South junction. Our preference is 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. The preference of Option B is for the following reasons:</p> <ul style="list-style-type: none">• It maintains a route bypassing the A9 in the event of road closure due to accidents• It opens an alternative route for both motorised and non-motorised traffic. This would enable access to local land, provide a route for tourists, and provide a leisure route for local residents, especially when cycling. This alternative route should also benefit the facilities in Tomatin, including the community-owned shop and the proposed new community-owned cafe.	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>We have noted your preference for option B at the Tomatin South junction. Your reasons regarding road resilience and non-motorised users have been recorded.</p> <p>We recognise that the Tomatin South junction may currently provide a diversion off the A9 in case of an emergency or in severe winter conditions. There is a commitment as part of the objectives of the A9 Dualling programme is to improve journey times, reliability and safety, and these improvements will lead to increased road resilience compared with the single carriageway.</p> <p>We have noted the potential NMU route that you have suggested on the potential Slochd link road in option B. Your feedback in this regard will be considered during the detailed design assessment of NMU provisions for the Tomatin to Moy project, as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment. The NMU access strategy for the A9 from Perth to Inverness can be found online via the Transport Scotland website.</p>



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		<p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibitions is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>
Anon_001	The information provided on maps on the TS website is not detailed enough – too small to interpret. Could scale be improved?	Thank-you for bringing this to our attention. Transport Scotland are currently looking to resolve this issue.
Anon_002	(Slochd) Option D. We definitely need the option of turning south from here (Tomatin). Tomatin Stage 3 Junction option. Lynebeg Sub Option 3.	<p>We have noted your preference for option D at the Tomatin South junction. Please note that no final decision has been taken over the Tomatin South junction. We are completing assessments, including reviewing consultation feedback, before making a decision. It is anticipated that an announcement on the preferred solution for the Tomatin South junction will be made in Spring/Summer 2017.</p> <p>Your preference for sub-option C in the Dalmagarry and Lynebeg/Moy area has been noted. Your feedback will be considered as part of the Stage 3 design and assessment for this area. All of the sub-options are subject to detailed assessments during Design Manual for Roads and Bridges (DMRB) Stage 3, against the criteria of engineering, traffic, environment and economics. It is anticipated that an announcement on the preferred sub-option will be made later this year.</p>
Anon_003	The preferred junction is alright. What's important is the commute to Inverness for work and for shopping.	Your preference for sub-options C and D in the Dalmagarry and Lynebeg/Moy area has been noted due to the commute to Inverness and maintaining bus routes. Your feedback will be considered as part of the Stage 3 design and assessment for this area. All of the sub-options are subject to detailed assessments during Design Manual for Roads



Reference	Comment	AMJV Response
	<p>I prefer the sub-options C and D because of left in left out junction at the present Moy junction and at Lynebeg. It is important the bus route is still maintained.</p> <p>The Tomatin south junction should be left as a left in left out (option C) for the bus route because it will be cheap and it will keep the bus route commuting to Inverness. There will still need to be a turn in the road in Tomatin for bus heading south.</p> <p>I just want to mention that there are cyclists on the A9 even though there's a path next to the carriageway. A path next to A9 that goes all the way to Inverness is needed.</p>	<p>and Bridges (DMRB) Stage 3, against the criteria of engineering, traffic, environment and economics. It is anticipated that an announcement on the preferred sub-option will be made later this year.</p> <p>We have noted your preference for option C at the Tomatin South junction. Please note that no final decision has been taken over the Tomatin South junction. We are completing assessments, including reviewing consultation feedback, before making a decision. It is anticipated that an announcement on the preferred solution for the Tomatin South junction will be made in Spring/Summer 2017.</p> <p>In line with the NMU strategy, opportunities for the provision of segregated routes will be considered on a project by project basis taking account of the constraints (engineering and environmental) associated with those projects. Where possible dedicated facilities for NMUs may be accommodated within the final scheme designs where constraints allow and their provision aligns with the strategy. Our work to date has shown that over long lengths of the programme adjacent constraints mean that a parallel route is unlikely to be deliverable.</p>
Aviemore_001	<p>The exhibition was very informative and the staff knowledgeable, welcoming and friendly.</p>	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at the November 2016 exhibitions.</p> <p>Thank-you for your positive comments surrounding the consultation process.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibitions is available on the Transport Scotland website at</p>



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		<p>https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>
Aviemore_002	<p>Thank you for the opportunity to provide feedback following the Stage 2 presentation for this section of the A9 Dualling Project.</p> <p>My feedback concerns the right of way from Moy to Inverness via the Wade Military Road.</p> <p>I have used this route on a number of occasions to cycle between Inverness and Aviemore. It presents a useful short and direct route from Strath Nairn to NCN7 at Moy village. However, the section between the forestry access road at NH 745347 and Lynemore is in very poor condition. It is severely flooded and little trace of the old road now exists. Indeed, it can be almost impassable when extremely wet. This discourages most recreational access and results in some cyclists and walkers using the hard shoulder of the A9 from the forest access road to the Lynebeg junction. This already presents a hazard and this would be exacerbated when the dual carriageway is built.</p> <p>Ideally, a new access track from Lynemore to the forestry access road would be provided. In addition to improving the through route, this would allow hillwalkers to access Beinn nan Cailleach and Carn na h-Easgann as they currently do.</p> <p>I assume that this would either require additional land take alongside the proposed Northbound A9 carriageway or improvement/re-instatement of the surface and drainage on the original Wade alignment. Total length of the new/re-instated track would be approximately 2km. A small footbridge would likely be needed at NH748344.</p>	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>We have noted the NMU right of way that you use between Moy and Inverness via General Wade’s Military Road.</p> <p>With regards to the right of way along General Wade’s Road, this will not be upgraded as part of the A9 Dualling project but such comments will be included in our consultation with The Highland Council.</p> <p>There will be an underpass at Lynebeg to remove the current at grade crossing of the A9. It is also being proposed to install an enhanced lay-by at the forestry access road to allow NMU’s to access the forestry tracks.</p> <p>NCN7 will follow the existing position on the northbound verge from Tomatin to Dalmagarry Farm where it will be diverted to go over the Dalmagarry Burn and under the A9 and then link up with the B9154.</p> <p>Your feedback in this regard will be considered during the detailed design assessment of NMU provisions for the Tomatin to Moy project, as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibitions is available on the Transport Scotland website at</p>



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	<p>Of course, if sub-option E is adopted and there is a localised junction north of Moy, then any new track would be considerably shorter, assuming that the Lynebeg link road was suitable for NMUs.</p> <p>Strategic Design Principles</p> <p>P2 "Retain, and where possible enhance, overall connectivity between NMU routes along and across the corridor"</p> <p>P5 "Design any permanent diversions in NMU routes to provide the same, or improved, standard of pathway"</p>	<p>https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>
Inverness_001	<p>Excellent presentation</p> <p>Low cost grade separation junction has merit. Reduces land take and assist housing development.</p> <p>It is obvious care has been taken to consider local communities, farmers and walkers/cyclists.</p> <p>All that is required now is a speedy completion of construction through the whole route is the benefit the whole of the north Highlands.</p>	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at the November 2016 exhibitions.</p> <p>Thank-you for your positive feedback with regards to the A9 Dualling proposals and the consultation process. Your comments regarding the ongoing junction design development have been recorded.</p> <p>The timetable for the Tomatin to Moy project is such that we are looking to publish the Environmental Statement, draft Road Orders and Compulsory Purchase Order during later in 2017. The publication of the draft Orders marks the start of the formal statutory process and it is at this time that the route alignment will be fixed. 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. Following the Orders process there may potentially be a Public Local Inquiry (if we are unable to resolve any objections) and then a procurement period before any works commence on site.</p>



Reference	Comment	AMJV Response
		<p>Overall, there is a commitment to complete the A9 Dualling project between Perth and Inverness by 2025.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibitions is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>
Inverness_002	<ol style="list-style-type: none">1. Main concern on land take at Dalmagarry Farm due to realignment of burn – consider routing burn to west side of railway and perhaps use thrust bore to take under railway.2. School bus stops at Dalmagarry Farm - concern over school transport.	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at the November 2016 exhibitions and the detailed interest you have shown in the proposals.</p> <p>We are consulting SEPA in respect of arriving at the best solution for the realignment of the burn.</p> <p>With regards to bus services, we can confirm that we are consulting with The Highland Council and service providers about bus services in the area. Local feedback such as yours also provides valuable information in this process. As part of the A9 Dualling strategy, the aim is to ensure that bus companies are able to continue to provide their services including school bus services along the route and the design will take on board the requirements to retain these services.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibitions is available on the Transport Scotland website at</p>



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Inverness_003	Your plans look good	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>Thank you for recording your positive feedback with regard to the plans showing the preferred route option identified following the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibitions is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>
Inverness_004	Option E would be the preferred with Option D as the alternative.	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>Your preference for sub-option E in the Dalmagarry and Lynebeg/Moy area has been noted. Your comment regarding sub-option D as an alternative has also been noted.</p> <p>Your feedback will be considered as part of the Stage 3 design and assessment for this area. All of the sub-options are subject to detailed</p>



Reference	Comment	AMJV Response
		<p>assessments during Design Manual for Roads and Bridges (DMRB) Stage 3, against the criteria of engineering, traffic, environment and economics. It is anticipated that an announcement on the preferred sub-option will be made later this year.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibitions is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>
Inverness_005	From our point of view the preferred outcome would be a two lane “local” road linking Moy and Tomatin as set out in Options A and B.	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>Your preference for sub-option A or B in the Dalmagarry and Lynebeg/Moy area has been noted.</p> <p>Your feedback will be considered as part of the Stage 3 design and assessment for this area. All of the sub-options are subject to detailed assessments during Design Manual for Roads and Bridges (DMRB) Stage 3, against the criteria of engineering, traffic, environment and economics. It is anticipated that an announcement on the preferred sub-option will be made later this year.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibitions is available on the Transport Scotland website at</p>



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Inverness_006	<p>We are happy with the general project plans, however the Stage 3 sub-options for Dalmagarry raise some major issues for us.</p> <p>Sub-options B, C, D & E all have a direct impact on our business in terms of operation and future development.</p> <p>Sub-option A is our significantly preferred option. However, even accepting this option, our access requirements will require careful consideration.</p>	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>Your preference for sub-option A in the Dalmagarry and Lynebeg/Moy area has been recorded and your reasons in relation to your operations have been noted.</p> <p>Your feedback will be considered as part of the Stage 3 design and assessment for this area. All of the sub-options are subject to detailed assessments during Design Manual for Roads and Bridges (DMRB) Stage 3, against the criteria of engineering, traffic, environment and economics. It is anticipated that an announcement on the preferred sub-option will be made later this year.</p> <p>During the detailed design work as part of Design Manual for Roads and Bridges (DMRB) Stage 3 assessment, detailed consideration will be given to specific access and side road arrangements.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibitions is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>



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Inverness_007	<p><u>Non Motorised Users and Potential Location of Lay-Bys</u></p> <p>There are no firm proposals for lay-bys. The latest presentation describes 4 “alternative” or “potential” lay-bys.</p> <p><u>NMU Mainline Options</u></p> <p>Option 2 for the routing of NCN 7 along the west, northbound side of the dualled A9 with an underpass at Dalmagarry is preferred. This is because:</p> <ul style="list-style-type: none"> • It is segregated and traffic-free for the majority of its length • It offers access to the railway overbridge and estate tracks that offer recreational access opportunities for walkers and cyclists • There are links to the wider, signposted path network further north opposite Dalmagarry Farm <p>Option 1 will have a significant negative impact on the NCN and NMUs in general because:</p> <ul style="list-style-type: none"> • Cyclists and walkers will have to negotiate the grade separated road junction [Junction Option A(ii)] • They will be forced to share the extended B9154 with traffic, or • If a separate path is provided by the B9154 it will still mean negotiating the new road junction and travelling an additional 3km along the roadside • Links to the railway overbridge and Dalmagarry tracks will be severed <p>I remain concerned at the possible loss of a track that forms part of the wider paths network that also serves as an access track to Tomatin House.</p> <p>Elements of the wider path network are affected around Invereen and Dalmagarry Quarry. The development of the quarry may mean the loss of that access while the track 65m south does not seem to be</p>	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>We have noted your preference for the routing of NCN7 along the west, northbound side of the dualled A9 as this will be segregated and traffic-free for Non-Motorised Users (NMUs) for most of the route - providing access to the railway overbridge close to Invereen and estate tracks and links to the wider signposted path networks.</p> <p>With regards to the lay-by provision, the latest design development proposes to have two enhanced lay-bys within the Tomatin to Moy section; one at the current forestry access on the northbound carriageway and another enhanced lay-by on the southbound carriageway with a view to the Allt Na Slanaich viaduct.</p> <p>As mentioned in your response, you are concerned at the possible loss of the access track that serves Tomatin House. We can advise that the existing track is intended to be retained via an underpass that passes under the A9, enabling continued access.</p> <p>Regarding the development of the quarry, we can confirm that at Invereen there will be access to the new link road between Ruthven Road and the Tomatin grade separated junction, as well as access for the main quarry entrance to the link road.</p> <p>We have taken your comments about the impact of the loss of the existing A9 layby at Dalmagarry into consideration going into the Stage 3 design and assessment, and we will seek to mitigate against this loss as far as practicably possible. As you have noted, the current proposal is to provide an alternative layby on the local road to the east of the</p>



Reference	Comment	AMJV Response
	<p>accommodated off the proposed new B9154 extension. This leaves the Invereen access as the remaining access to the Ruthven Road from the south.</p> <p>The loss of the lay-by at Dalmagarry will have a significant negative impact on recreational access to the hills and signposted tracks to the west of the dualled A9. The “Potential Option” of an alternative lay-by on the extended B9154 with an associated walk or cycle along the B9154 itself will still mean that there will be a negative impact here.</p> <p>The underpass required for the preferred Option 2 for NCN 7 at Dalmagarry will go a little way to mitigate the impact of the loss of the lay-by but only if an alternative lay-by is provided off the B9154 nearby.</p> <p>The proposed diversion of the at-grade crossing at Lynebeg to a new underpass to provide a new, grade segregated crossing is welcomed. However, since a diversion of a public right of way is required you should seek clarification from the Director of Development and Infrastructure’s opinion as to whether or not that diversion is de minimus. If it is not and if a diversion order is required, this should be added to your list of orders to promote.</p> <p>Maintaining access for NMU’s during construction – as you will have to do for residents - will help mitigate any negative impacts.</p> <p>Of concern – and not illustrated on the Non Motorised Users and Potential Location of Lay-Bys map - is the new forest access road through Lynemore and across the moor. Here it takes the line of General Wade’s Military Road at the southern and northern ends for short sections. It is therefore likely that walkers, cyclists and horse riders will use it in preference to the longer stretches of boggy and poorly drained old Military Road. I appreciate that other options may be under investigation.</p>	<p>dualled A9 which will allow NMU access to the tracks to the west of the A9 via an underpass at Dalmagarry.</p> <p>Your comment regarding the diversion of the at-grade crossing at Lynebeg to a new underpass is appreciated – at this time, this is the proposed design moving forward into Stage 3. If any diversion works are required to the Right of Way, we will ensure that the correct authorisation is identified and confirmed with The Highland Council. We will also ensure that consideration is given to NMUs pre-construction, during and post-construction so that disruption is kept to a minimum. This may include the need for temporary diversions of NMUs.</p> <p>At this time, it is not anticipated that the new forest track at Lynemore will now be required but your comments have been noted, in addition to your comment on the need to install a pass gate with a minimum width of 1.5m (for walkers, cyclists and horse riders) should any deer or cattle grid or padlocked gate be required.</p> <p>We understand your concern that the loss of the layby at the existing Farr Wind Farm access would have a negative impact on NMU access. Your comments have been noted and hopefully you will be encouraged to learn that a new A9 northbound layby is proposed going forward into the Stage 3 design which will help mitigate the loss of the existing northbound layby and provide a means for NMUs to access the existing track.</p> <p>We note your comments on the Tomatin community path project and we will continue to accommodate these aspirations and to assist in achieving them with the scheme design development as far as is practicable.</p>



Reference	Comment	AMJV Response
	<p>The boundary with the National Forest Estate should be as accessible as possible; particularly since it also forms part of the public right of way at this point. If a deer or cattle grid is to be installed or a gate that is to be padlocked then a pass gate [not a kissing gate] with an internal width of 1.5m should be installed beside it to allow access for walkers, cyclists and horse riders. As a public right of way access should be accommodated before, during and after construction.</p> <p>In common with the Council’s desire to keep long distance routes off roads there are 2 recommended options on this section:</p> <ul style="list-style-type: none"> • Construct a parallel, unsegregated, shared use path beside the road, or • Integrate the road with the existing, remote stretches of the old Military Road while improving the surfacing and drainage of those remote stretches. <p>The loss of a lay-by and access to General Wade’s Military Road at the existing Farr Wind Farm access road will result in a negative impact on NMU access. People park in both the lay-by and bell-mouth to go walking, cycling and skiing along the tracks and up into Farr Wind Farm itself. Hopefully a lay-by and NMU access will be designed into Stage 3.</p> <p>The community’s path project aims to link Tomatin to the existing northbound bus stop, NCN 7 and paths to the west of the A9. The position of Junction Option A(ii) and the proposed location of the north and south-bound bus stops will have an impact on those ambitions; particularly as the junction’s position is south of station road junction. I recommend that the community’s aspirations for a traffic-free route are accommodated in future designs.</p> <p>Some Highland-wide Local Development Plan policies to keep in mind when assessing the scheme’s impact include:</p>	<p>We also thank you for highlighting specific Highland Council Local Development Plan policies which will be taken into account during the next stages of the scheme design and assessment.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibition is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>



Reference	Comment	AMJV Response
	<p data-bbox="353 276 539 300">Policy 56 Travel</p> <p data-bbox="353 328 1155 459">Development proposals that involve travel generation must include sufficient information with the application to enable the Council to consider any likely on- and off- site transport implications of the development and should:</p> <ul data-bbox="376 488 1227 1062" style="list-style-type: none"><li data-bbox="376 488 1227 624">• be well served by the most sustainable modes of travel available in the locality from the outset, providing opportunity for modal shift from private car to more sustainable transport modes wherever possible, having regard to key travel desire lines;<li data-bbox="376 632 1227 695">• in particular, the Council will seek to ensure that opportunities for encouraging walking and cycling are maximised;<li data-bbox="376 703 1227 735">• be designed for the safety and convenience of all potential users;<li data-bbox="376 743 1227 911">• incorporate appropriate mitigation on site and/or off site, provided through developer contributions where necessary, which might include improvements and enhancements to the walking/cycling network and public transport services, road improvements and new roads; and<li data-bbox="376 919 1227 1062">• incorporate an appropriate level of parking provision, having regard to the travel modes and services which will be available and key travel desire lines and to the maximum parking standards laid out in Scottish Planning Policy or those set by the Council. <p data-bbox="353 1086 1200 1150">When development proposals are under consideration, the Council's Local Development Strategy will be treated as a material consideration.</p> <p data-bbox="353 1174 1155 1238">The Council will seek to ensure that locations with potential for introducing bus priority measures are protected from development.</p> <p data-bbox="353 1262 1223 1326">The Council will seek the implementation and monitoring of Green Travel Plans in support of significant travel generating developments.</p>	



Reference	Comment	AMJV Response
	<p>Development proposals that are likely to affect the operation of any level crossing will be considered in accordance with the relevant part of the supplementary guidance associated with Policy 30: Physical Constraints.</p> <p>Where site masterplans are prepared, they should include consideration of the impact of proposals on the local and strategic transport network. In assessing development proposals, the Council will also have regard to any implications arising from the relevant Core Paths Plan and will apply the terms of Policy 77: Public Access.</p> <p>Policy 77 Public Access</p> <p>Where a proposal affects a route included in a Core Paths Plan or an access point to water, or significantly affects wider access rights, then The Council will require it to either:</p> <ul style="list-style-type: none">• retain the existing path or water access point while maintaining or enhancing its amenity value; or• ensure alternative access provision that is no less attractive, is safe and convenient for public use, and does not damage or disturb species or habitats. <p>For a proposal classified as a Major Development, the Council will require the developer to submit an Access Plan. This should show the existing public, non motorized public access footpaths, bridleways and cycleways on the site, together with proposed public access provision, both during construction and after completion of the development (including links to existing path networks and to the surrounding area, and access point to water).</p> <p>Policy 78 Long Distance Routes</p> <p>The Council, with its partners, will safeguard and seek to enhance long distance routes (which includes NCN7), and their settings. Consideration will be given to developing/improving further strategic multi user routes</p>	



Reference	Comment	AMJV Response
	<p>both inland and along the coast with due regard to the impact on the Natural Heritage features along these routes.</p>	
Moy_001	<p>Stage 3 option preference</p> <p>Very happy to see access to Moy (west) re-established and access to A9 at this junction also a bonus.</p> <p>Option D would be my preference</p> <p>Real concerns that Option E would cause issues re: ground water levels, localised flooding. Diversion of flood water (it is a flood plain).</p> <p>Use of this route by very high vehicles seems occasional / rare, so raising of railway bridge to 5m+ not necessary.</p>	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>Your preference for sub-option D in the Dalmagarry and Lynebeg/Moy area has been noted. Your reason that it would re-establish access to the west of the A9 at Moy (Lynebeg), as well as your comment about the potential height of the Lynebeg railway arch have been recorded.</p> <p>Furthermore, your remarks about localised flooding in relation to sub-option E have also been recorded. Please be assured that the potential impacts and required mitigation for flood risk are being assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment and this will inform any decisions with respect to the scheme in consultation with The Highland Council and Scottish Environment Protection Agency (SEPA).</p> <p>Your feedback will be considered as part of the Stage 3 design and assessment for this area. All of the sub-options are subject to detailed assessments during DMRB Stage 3, against the criteria of engineering, traffic, environment and economics. It is anticipated that an announcement on the preferred sub-option will be made later this year.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibitions is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p>



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		<p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>
Moy_002	<p>Stage 3 option preference:</p> <p>My preference would be option 'D' on the following grounds:</p> <ul style="list-style-type: none">• Restores link between Moy and Lynebeg communities (cut when the overtaking lane was installed 4 years ago)• Lesser impact on residential properties in Moy• Lesser impact on environment north of Lynebeg as indicated in option 'E' – especially problems with watercourse• Option 'D' would allow access for most, if not all, regular vehicular movements through Moy	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>Your preference for sub-option D in the Dalmagarry and Lynebeg/Moy area has been noted. Your reasons, including a restored link between Moy and Lynebeg, a lesser impact to residential properties in Moy, as well as facilitating vehicle movements through Moy have been recorded.</p> <p>Furthermore, your remark about water courses in relation to sub-option E has also been recorded. Please be assured that the potential impacts and required mitigation for flood risk are being assessed as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment and this will inform any decisions with respect to the scheme in consultation with The Highland Council and Scottish Environment Protection Agency (SEPA).</p> <p>Your feedback will be considered as part of the Stage 3 design and assessment for this area. All of the sub-options are subject to detailed assessments during DMRB Stage 3, against the criteria of engineering, traffic, environment and economics. It is anticipated that an announcement on the preferred sub-option will be made later this year.</p>



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		<p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibitions is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>
Moy_003	<p>On discussing with neighbours, we found different consultants have given different preferred options at exhibition.</p> <p>Confirmation of noise readings taken plans to minimise any increase during and post construction.</p> <p>Confirmation of construction work timings, day of week / hours.</p> <p>Any light pollution impact during construction / post construction.</p> <p>Plans to stop traffic redirecting through Moy during construction.</p> <p>Confirmation buses will still go through Daviot / Moy.</p> <p>Confirmation B9154 will still be maintained.</p> <p>Moy needs to be able to link easily to both Tomatin and Inverness and Lynebeg.</p> <p>Junction options should not cut off Moy or Tomatin.</p> <p>NB closure of Slochd junction would make Tomatin a “dead end”, option D preferred.</p> <p>Moy junction – preference option E and second option D.</p>	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>Please note that no final decision has been taken over the sub-option Dalmagarry and Lynebeg/Moy area. We are completing assessments, including reviewing consultation feedback, before making a decision. It is anticipated that an announcement on the preferred solution will be made in Spring/Summer 2017.</p> <p>Therefore, and with regard to your first comment, please note that consultants present at the exhibitions would have advised this to be the case.</p> <p>Your preference for sub-option E in the Dalmagarry and Lynebeg/Moy area has been noted. Your comment regarding sub-option D as an alternative has also been noted.</p> <p>Your feedback will be considered as part of the Stage 3 design and assessment for this area. Please note that all of the sub-options are subject to detailed assessments during Design Manual for Roads and Bridges (DMRB) Stage 3, against the criteria of engineering, traffic,</p>



Reference	Comment	AMJV Response
		<p>environment and economics. It is anticipated that an announcement on the preferred sub-option will be made later this year.</p> <p>We have noted your preference for option D at the Tomatin South junction.</p> <p>Please note that no final decision has been taken over the Tomatin South junction. We are completing assessments, including reviewing consultation feedback, before making a decision. It is anticipated that an announcement on the preferred solution for the Tomatin South junction will be made in Spring/Summer 2017.</p> <p>With regards to bus services, we can confirm that we are consulting with The Highland Council and service providers about bus services in the area. Local feedback such as yours also provides valuable information in this process. As part of the A9 Dualling strategy, the aim is to ensure that bus companies are able to continue to provide their services along the route and the design will take on board the requirements to retain these services.</p> <p>Regarding the B9154, following completion of the A9 Dualling from Tomatin to Moy, this road will remain part of the local road network operated and maintained by The Highland Council.</p> <p>We note your operational environmental queries related to noise and lighting. Environmental matters will be considered in the Environmental Statement which will be prepared as part of DMRB Stage 3.</p> <p>You raised a few queries regarding construction. Specific details related to construction will not be known until the Procurement of services, following the completion of the Statutory Processes. All works undertaken are subject to consultation with the Local Authority environmental services, including limitations on the hours of site work. These limits are intended to minimise the impact to residents adjacent</p>



Reference	Comment	AMJV Response
		<p>to the proposed scheme. In order to work outside these hours, consent must be obtained from the Local Authority.</p> <p>Similarly, with regards to your environmental queries in relation to construction, works will be undertaken using best practice techniques to minimise any impacts including noise and lighting. Furthermore, the contractor will be required to provide mitigation measures to the satisfaction of the Local Authorities and Environmental Services before any works can commence.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibitions is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>
Moy_004	<p>The following represents our feedback on the A9 Dualling Tomatin to Moy Project, following our consideration of the information supplied last November at the exhibition at Strathdearn Community Hall in Tomatin and the subsequent follow up meeting organised by Strathdearn Community Council on 8th December.</p> <p>1. Within Stage 3 our thoughts are:</p> <p>Not sub option A - this would mean travel down the A9 to Tomatin junction and then back to Moy. This would add 4 or 5 miles on to every journey which we don't think is acceptable, especially in snowy conditions.</p> <p>Not sub option B - this would mean an increased impact on the flood plain which is not good. In Moy we are already experiencing problems at</p>	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>Addressing each of your comments in turn,</p> <p>1. Your preference for sub-option D in the Dalmagarry and Lynebeg/Moy area has been noted. Your reasons that it provides improved accessibility to Moy, as well as providing an alternative to the junction at Daviot, have been recorded. Your feedback regarding the other sub-options has also been noted. Your feedback will be considered as part of the Stage 3 design and assessment for this area. All of the sub-options are subject to detailed assessments during Design Manual for Roads and Bridges (DMRB) Stage 3, against the criteria of</p>



Reference	Comment	AMJV Response
	<p>the bridge under the railway as a result of interference with the flood plain in the field since the building of the wind farm road.</p> <p>Possibly sub option C but our strong preference is sub option D - less headroom and therefore less lorries likely to use this route. This would give us a more direct option into Moy. This is important especially when the weather is bad. This would also give an alternative to Craggie Brae plus a safer alternative to using the Daviot junction going north to Inverness, which is becoming increasingly busy and dangerous.</p> <p>Not sub option E because of the environmental impact, significant new construction, additional structures and deep earth works.</p> <ol style="list-style-type: none"> 2. We are pleased at the current proposal to build the new dual carriage-way to the north side of the existing carriage-way. 3. When building the dual carriageway it would be good to see enhanced lay-bys rather than small lay-bys which are predominant on the A9 at the moment. They are too small and close to the main road. At the side of a dual carriageway they are dangerous for anyone getting out of their car to stretch their legs. 4. There was talk of the closure of the lay-by northbound and road access to the Farr windfarm. This access leads to tracks which are often used by the Snowman rally and used by cars and pedestrians to view the rally. 5. There is an access under the A9 (via two tunnels) to the hills on the other side of the A9. This access is to allow the flow of the burn. Will this remain? There is a private water supply pipe running under the A9 near the tunnels. This used to serve part of the village of Moy but all the houses are now connected to the mains. We would however like to have the former pipe protected just in case it needs to be used it again, albeit this is unlikely. 6. We would expect trees to be planted to help screening from traffic noise. 	<p>engineering, traffic, environment and economics. It is anticipated that an announcement on the preferred sub-option will be made later this year.</p> <ol style="list-style-type: none"> 2. We note your positive feedback regarding the preferred route option identified following the DMRB Stage 2 Assessment. 3. & 8. Your feedback regarding lay-bys and enhanced lay-bys has been noted. We can also advise that there is an intention to increase the width of the separation strip to provide safer lay-bys due to the high-speed nature of the dual carriageway. Lay-by provision including enhanced lay-bys will be examined during DMRB Stage 3. Key considerations for locating lay-bys are, road design and safety restrictions; viewpoints and landscape; land-take and land-use; and Non-Motorised Users (NMUs). 4. Thank you also for the information you provided regarding the Farr Wind Farm access road. It is proposed to close the forestry access and construct an enhanced lay-by at this location but there is a proposal to improve an existing access to the north of this location on the existing dual carriageway to allow access to the forest track and wind farms. This will be used by the Organisers of the rally to access the forest area. 5. Thank you for your comments with regards to the existing culverts and private water supply. This information has been passed onto the environment team who I understand have since been in contact directly with you to understand the situation. The information which you subsequently provided will be included in the DMRB Stage 3 Environmental Impact Assessment. Regarding the culverts, appropriate structures will be incorporated in the design to maintain the flow of the existing water course. The existing culverts are not recognised as public footpaths or part of an existing NMU route. However, we will examine them to understand if any rights of access or burdens exist. With



Reference	Comment	AMJV Response
	<p>7. We are pleased that cycle paths will be included in all plans for the A9 Dualling.</p> <p>8. We hope that the lay-by on the opposite side of the A9 from Dalmagarry Farm will be retained. This lay-by provides good pedestrian and mountain bike access to the hills north of Tomatin distillery.</p> <p>Generally, we are pleased with the proposals and support them, especially the intention to build the new dual carriageway to the north and the plan to create a new direct access to Moy at Lynebeg. The latter will be a significant improvement to our present access arrangements.</p>	<p>regards to your private water supply, again these will be investigated to ensure that they are considered fully in the detailed design.</p> <p>6. We note your comment about the proximity of your property to the A9, particularly with regards to noise and screening. Environmental factors including noise will be assessed and considered in the Environmental Statement which will be prepared as part of DMRB Stage 3.</p> <p>Where the Environmental Impact Assessment identifies the need for mitigation this may be undertaken by means such as planting and landscaping / landform. Similarly noise impacts would be assessed against the baseline of the existing conditions, and where the assessment identified any significant change to the baseline situation, mitigation could be required. This may take the form of landform, where space allows or noise attenuating barriers should the assessment identify the requirement for such mitigation.</p> <p>7. We also note your positive comments regarding NMU provision. A detailed design assessment of NMU provisions for the Tomatin to Moy project will be undertaken as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment. The NMU access strategy for the A9 from Perth to Inverness can be found at the Transport Scotland website.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibitions is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>



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Moy_005	<p>The Dalmagarry and Lynebeg/Moy sub-options</p> <p>With regard to sub-options C, D and E, these are of much concern for us. These sub-options all appear to show only one route to/from the A9 for properties on Ruthven Road and we understand that this would also be the only access to Dalmagarry Quarry.</p> <p>The proposed sub-options would have a single track road to gain access to the A9 at Tomatin, this concerns us for the following reasons:</p> <ul style="list-style-type: none">• Traffic conflict. This road would be used for residential access and also HGV access to the quarry• The snow clearing/gritting in the winter of existing single track roads is not very frequent. A longer stretch of single track road would mean more difficulty for access in bad weather• A longer stretch of single track road would mean more difficult access for emergency vehicles, particularly in bad weather. Any delay could mean difference between life or death• It appears that the proposed road is taking the route of an existing track through the woods. This is very steep, if the new road is as steep as this it could be very dangerous or impossible to get in or out in snowy or icy conditions	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>Thank you for your feedback with regards to sub-options C, D and E in the Dalmagarry and Lynebeg/Moy area. Your comments about these sub-options in relation to access to the properties on the Ruthven road have been recorded.</p> <p>With regard to your comment about sharing a single track road with other traffic, the design of any single track road would include appropriate passing places to ensure that clear sight lines are provided and enable the visibility of oncoming traffic in both directions.</p> <p>Your comments regarding winter maintenance and emergency services have been recorded. Such comments will be included in our consultation with The Highland Council who are responsible for the operation and maintenance of the local road network. We are also consulting with emergency services to understand their requirements.</p> <p>Regarding the gradient of the existing track, please note that maximum grades of any new road will be designed in accordance with design standards.</p> <p>Your feedback will be considered as part of the Stage 3 design and assessment for this area. All of the sub-options are subject to detailed assessments during Design Manual for Roads and Bridges (DMRB) Stage 3, against the criteria of engineering, traffic, environment and economics. It is anticipated that an announcement on the preferred sub-option will be made later this year.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibitions is available on the</p>



Reference	Comment	AMJV Response
		<p>Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>
Moy_006	<p>On appraisal of the options I am of the opinion that option C is unnecessary. The enlargement of the railway bridge and lowering of the road to accommodate a bridge with a height clearance of 5.3metres is over engineered for the purposes of serving a small number of houses at Lynebeg.</p> <p>Option D would permit a large proportion of traffic to access/egress Lynebeg. The occasional high sided vehicle that is travelling south of Inverness and requiring access to Lynebeg could travel southwards to the proposed Tomatin interchange and then return on the northbound carriageway to turn up to Lynebeg.</p> <p>I have no objection to the opening up of what was formally the cutting from the B9154 to the A9. It was a disappointment when Transport Scotland blocked this access off previously in order to build the overtaking lane. Option E in my opinion would provide the safest and most suitably located access to Lynebeg and Moy residents with minimal disturbance to the small community.</p> <p>The private potable water supply by the small loch that is located between the railway bridge and the A9 and that this should not be disturbed, contaminated or compromised in any way.</p>	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>With regards to your consultation feedback, your preference for sub-option E in the Dalmagarry and Lynebeg/Moy area has been noted. Your comments that it would provide the safest and most suitably located access for Lynebeg and Moy have been recorded.</p> <p>Your feedback will be considered as part of the Stage 3 design and assessment for this area. All of the sub-options are subject to detailed assessments during Design Manual for Roads and Bridges (DMRB) Stage 3, against the criteria of engineering, traffic, environment and economics. It is anticipated that an announcement on the preferred sub-option will be made later this year.</p> <p>Your comments regarding your private water supply have been recorded. I understand an environmental consultant from AMJV has also recently been in contact with you to discuss the detail of this water supply. Environmental factors including private water supplies will be considered as part of the DMRB Stage 3 assessment.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibitions is available on the Transport Scotland website at</p>



Reference	Comment	AMJV Response
		<p>https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>
Moy_007	<p>Lynebeg/Moy area sub-options</p> <p>Our preferred option for the Lynebeg/Moy junction is Sub Option E retaining the present small rural railway underpass in its present form. The majority of the roadworks would then be at the west side of the railway line and impact minimised, both in the long and short term.</p> <p>If this is not possible our next preferred option would be Sub Option D. However, this is a far less desirable option.</p> <p>We are totally against Sub Option C. The work required to facilitate larger vehicles is simply not merited in our opinion.</p>	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>With regards to your consultation feedback, your preference for sub-option E in the Dalmagarry and Lynebeg/Moy area has been noted.</p> <p>Your additional comment that sub-option D would be your next preferred option has been noted, as has your opposition to sub-option C.</p> <p>Your feedback will be considered as part of the Stage 3 design and assessment for this area. All of the sub-options are subject to detailed assessments during Design Manual for Roads and Bridges (DMRB) Stage 3, against the criteria of engineering, traffic, environment and economics. It is anticipated that an announcement on the preferred sub-option will be made later this year.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibitions is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>



Reference	Comment	AMJV Response
Moy_008	<p>My preferred option for the Lynebeg/Moy junction is Sub Option E. Constructing a new access and leaving the current railway bridge structure as is, will have the least impact.</p> <p>If this option is not possible then Sub Option D would be my next choice.</p> <p>I am totally against Sub Option C. Given that the road needs to be lowered and there will be a requirement to purchase land to facilitate its construction, which in my opinion is unnecessary.</p>	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>With regards to your consultation feedback, your preference for sub-option E in the Dalmagarry and Lynebeg/Moy area has been noted.</p> <p>Your additional comment that sub-option D would be your next preferred option has been noted, as has your opposition to sub-option C.</p> <p>Your feedback will be considered as part of the Stage 3 design and assessment for this area. All of the sub-options are subject to detailed assessments during Design Manual for Roads and Bridges (DMRB) Stage 3, against the criteria of engineering, traffic, environment and economics. It is anticipated that an announcement on the preferred sub-option will be made later this year.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibitions is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>
Moy_009	<p>I am absolutely delighted that Lynebeg is to get an underpass and the proposed new access road to the Keeper's Cottage has been removed from the plans.</p>	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p>



Reference	Comment	AMJV Response
	<p>Having spoken to a number of local residents there was only one person in favour of lowering the underpass road (sub option C). The preferred option most often mentioned to me is sub-option D and is in fact my own preferred option.</p> <p>Thank you for all the community input opportunities and in particular for actually listening to them.</p>	<p>Thank you for your positive feedback regarding the ongoing consultation process.</p> <p>Your preference for sub-option D in the Dalmagarry and Lynebeg/Moy area has been noted.</p> <p>Your feedback will be considered as part of the Stage 3 design and assessment for this area. All of the sub-options are subject to detailed assessments during Design Manual for Roads and Bridges (DMRB) Stage 3, against the criteria of engineering, traffic, environment and economics. It is anticipated that an announcement on the preferred sub-option will be made later this year.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibitions is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>
Moy_010	<p>I apologise for this last-minute response to the consultation on the Moy to Tomatin section of the A9 Dualling project.</p> <p><u>Junction options:</u></p> <p>Since the construction of the 2+1 removed the junction at Lynebeg, Moy can only be accessed from the north via the 5-6 miles of the B9154 or from the south via 1-2 miles of the B9154.</p> <p>It is unacceptable to have no southbound access at Moy during the winter months. We and many other Moy residents, when returning from the Inverness direction, drive down the A9 to the southern junction with the B9154, to limit the drive on 1-2 miles of icy roads as opposed to 5-6</p>	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments. We would also like to thank-you for your attendance at the November 2016 exhibitions.</p> <p>With regards to the error you have found on the documentation, we would like to thank you for bringing this to our attention. An older version of the exhibition panels was uploaded to the Transport Scotland website and we have now changed this panel.</p>



Reference	Comment	AMJV Response
	<p>miles down the windy B9154 from its northern junction. It is gritted on school days in time for the school buses, but this doesn't help those who have to commute to Inverness for work, and doesn't apply at weekends or in the school holidays. When the snowfall/ice is heavy the occasional gritting of the B9154 as opposed to the frequent gritting of the A9 leaves the B9154 quite slippery most of the day.</p> <p>To propose that Moy residents returning from Inverness direction should drive an additional 4-5 miles to the Tomatin North junction to then have to return the 4-5 miles back up a poorly gritted road is totally unacceptable. Even in fair driving conditions we often use the southern B9154 junction route at dawn and dusk to avoid 5 miles of dodging wildlife on the road in the spring and summer!</p> <p>Therefore, not replacing the southern junction of the B9154 and the A9 in a form near to its existing site would be a significant socio-economic detriment to the residents of Moy, and we personally would find unacceptable.</p> <p>On a note of presentation, the documentation is totally confusing as the panels state that A(i) is one grade-separated junction at Tomatin North and that A(ii) is one at Tomatin North and one at Moy North. They then go on to say that the preferred option is A(ii) - Tomatin Junction only!!</p> <p><u>Tomatin South junction:</u></p> <p>We believe that it is crucial to Tomatin that either;</p> <ul style="list-style-type: none"> • a link road that can sustain public transport is maintained between Tomatin and Carrbridge, or • a southbound out/ northbound in junction is preserved with an underpass/overpass across the A9 for southbound access, i.e. Option D 	<p>We have noted your preference for options B and D at the Tomatin South junction. Please note that no final decision has been taken over the Tomatin South junction. We are completing assessments, including reviewing consultation feedback, before making a decision. It is anticipated that an announcement on the preferred solution for the Tomatin South junction will be made in Spring/Summer 2017.</p> <p>With regards to the Dalmagarry and Lynebeg/Moy area sub-options, your preference for sub-options C and D have been noted. Similarly, your comments regarding sub-options A, B and E have been recorded. Your feedback will be considered as part of the Stage 3 design and assessment for this area. All of the sub-options are subject to detailed assessments during Design Manual for Roads and Bridges (DMRB) Stage 3, against the criteria of engineering, traffic, environment and economics. It is anticipated that an announcement on the preferred sub-option will be made later this year.</p> <p>Please note that sub-option D does not require any land take from the frontage of your property. Sub-option C may potentially require land take due to the localised lowering of the B9154. Please be assured that if this option is taken forward, we would ensure that you are fully consulted throughout the process.</p> <p>Your comments regarding the emergency services have been recorded. Please note that we are consulting with emergency services to understand their requirements.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibitions is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p>



Reference	Comment	AMJV Response
	<p><u>Lynebeg/Moy sub-options:</u></p> <p>For the reasons stated above Sub-options A and B are not acceptable as presented as they would add an extra 8-10 miles travel to access Moy & Lynebeg from the north in wintery conditions, half of which would be on icy roads. This is a major detrimental effect on the communities of Moy & Lynebeg</p> <p>I would not favour Sub-option E as I believe this is not supported by the residents of Lynebeg. Sub-option E also has problems with extending the bus timetable, building a single-track road across the moor where (e.g.) black grouse are found, and then my understanding of the maps is that the link to the B9154 will plough through some of the woodland to join it just before the entrance to the Moy Estate. This is supposed to be a red squirrel stronghold. Also, the bus turning circle that would be necessary, is proposed to obliterate the path (the very original A9) currently used a lot by locals for dog walking etc.</p> <p>It is vital that Emergency Vehicles can readily access Lynebeg, and as these usually come from Inverness this would require the full height extension of the current railway bridge as in Sub-option C. It would also make access for HGVs easier although it is not so crucial that those vehicles have to undertake a 10-mile detour to get to Tomatin North and then back up the A9 to access Lynebeg.</p> <p>Sub-option D involves lowering the B9154. We do not object to this in principle but would want to discuss in more detail exactly what the effect of the disruption from the works would be.</p>	<p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>
Moy_011	<p>Below are some of our concerns/objections to the various options – these are in no way exhaustive and should not be treated as such. These are in no particular order.</p>	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p>



Reference	Comment	AMJV Response
	<ul style="list-style-type: none"> • The proposed Dalmagarry Burn realignment, as it requires too great a land-loss and may cause flooding to start from north end i.e. end where properties are located, whereas presently, any flooding starts at the south end of the fields and doesn't affect properties • The maintenance of existing structures • Shared use of the large masonry arched structure and new underpass between agricultural users and NMUs • NMU traffic leaving the gates open and making passage of livestock more difficult and possibly dangerous • Access for livestock would be required under the link road for options A & B and also during construction of the road • Vehicle access during construction • The height and width of proposed underpass under the dual carriageway – access for high-sided vehicles. <p>From our point of view, Sub-Option A appears to be the best.</p> <p>Sub-Option B – concern over land take, noise, flood risk, livestock crossing the link road</p> <p>Sub-Options C, D & E remove farm access to the Ruthven road bridge and prevent direct access to the farmland on the other side of that bridge.</p> <p>The proposed location of Moy South left in/left out junction (LILO) as it is currently proposed to be positioned on arable land.</p>	<p>Regarding your feedback in relation the sub-options in the Dalmagarry and Lynebeg/Moy area, your comments that sub-option A appears to be the best has been noted.</p> <p>Furthermore, your various environmental and operational concerns in relation to the other sub-options have been recorded. We look forward to continued engagement with yourselves and SEPA to reach the best decision for the Dalmagarry Burn realignment.</p> <p>Your feedback will be considered as part of the Stage 3 design and assessment for this area. All of the sub-options are subject to detailed assessments during DMRB Stage 3, against the criteria of engineering, traffic, environment and economics. It is anticipated that an announcement on the preferred sub-option will be made later this year.</p> <p>Your comments regarding farm operations during construction have also been noted. Specific details related to construction will not be known until the procurement of services. Please be assured that detailed engagement will occur prior to, and throughout, any construction. Furthermore, construction works will be undertaken using best practice methods to minimise and mitigate disturbance on your farm and operations.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibitions is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>



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Moy_012	<p>We opt for sub option E.</p> <p>This seems to be the best route as it means getting straight on and off the A9. The other options would mean either travelling along the old A9 which is a longer route, or going to Dalmagarry which would mean extra unnecessary mileage and fuel. Also it would take longer for an ambulance or fire engine if needed.</p>	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>We note your preference for sub-option E in the Lynebeg / Dalmagarry area, as this would give you the easiest access on or off the A9. Your feedback will be considered as part of the Stage 3 design and assessment for this area. All of the sub-options are subject to detailed assessments during Design Manual for Roads and Bridges (DMRB) Stage 3, against the criteria of engineering, traffic, environment and economics. It is anticipated that an announcement on the preferred sub-option will be made later this year.</p> <p>Your comments regarding the emergency services have been noted. We are consulting with emergency services to understand their requirements.</p> <p>We would like to thank you for your continued engagement with the A9 Dualling project, and your co-operation with survey access requests.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibition is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>
Moy_013	<p>We opt for sub option E.</p> <p>This seems to be the best route as it means getting straight on and off the A9. The other options would mean either travelling along the old A9</p>	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for providing comments.</p>



Reference	Comment	AMJV Response
	<p>which is a longer route, or going to Dalmagarry which would mean extra unnecessary mileage and fuel. Also, it would take longer for an ambulance or fire engine if needed. The other options would mean either travelling along the old A9 which is a longer route or going to Dalmagarry which would mean extra unnecessary mileage and fuel. Also, it would take longer for an ambulance or fire engine to reach us if needed.</p>	<p>We note your preference for sub-option E in the Lynebeg / Dalmagarry area, as this would give you the easiest access on or off the A9. Your feedback will be considered as part of the Stage 3 design and assessment for this area. All of the sub-options are subject to detailed assessments during Design Manual for Roads and Bridges (DMRB) Stage 3, against the criteria of engineering, traffic, environment and economics. It is anticipated that an announcement on the preferred sub-option will be made later this year.</p> <p>Your comments regarding the emergency services have been noted. We are consulting with emergency services to understand their requirements.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibition is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>
Moy_014	<p>We have been advised that the new proposed (forestry and windfarm) link road between Lynebeg and Forestry commission land has been dropped and so we would like written confirmation that this is indeed the case.</p>	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>Under the current design, we are no longer looking into a link road between Lynebeg and the Forestry access road. We are currently looking at an alternative location for the access.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibition is available on the Transport Scotland website at</p>



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		<p>https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>
NMU_001	<p>I have attended public consultations on 3 projects this autumn at Pitlochry, Dalwhinnie and Killiecrankie.</p> <p>At each exhibition, we have been able to chat with representatives of the consulting engineers or from Transport Scotland, who have explained the impact on NMU routes which is where our concern lies. Each interaction has been courteous and professional, and it has been clear that the consulting engineers and Transport Scotland are keen to ensure that access rights of NMUs are protected and even enhanced by the Dualling project.</p> <p>Clearly the local communities and NMU interests will have to keep a watching brief while the Dualling process progresses, to ensure that our hopes and expectations are realised. But it is fair to say that “so far, so good”.</p> <p>We are pleased that it is intended to provide a quiet road from the Tomatin North junction to join the B9154 towards Moy. Whether or not cyclists will want to stay on the NCR7 north from Tomatin is difficult to predict. Maybe Sustrans will make a decision on that.</p> <p>We are also pleased to note the provision of an underpass at Moy towards Lynebeg. This underpass together with the comment above, helps to ensure the integrity of the General Wade Road from Carrbridge to Inverness.</p> <p>We have some concerns about the lay-by provision just north of Tomatin, where access to the hills on the east is by a railway underpass. It is</p>	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>We note your concerns about the layby provision just north of Tomatin, where to the east of the A9 access to the hills is via a rail underpass. We understand it is important that the proposed new layby is connected to this route and therefore a link to the hill tracks via an A9 underpass at Dalmagarry is proposed going forward into the developing scheme design.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibition is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>



Reference	Comment	AMJV Response
	important that the lay-by is connected to this route, popular with hill-walkers and cross-country skiers alike.	
Environmental_001	<p>Thank you for allowing us comment on the Tomatin to Moy Stage 2 Consultation for this section of A9 Dualling. We welcome the approach Transport Scotland is taking to this major road project in determining the preferred route and junction options. This approach helps to minimise adverse impacts to the environment and recognises the need to mitigate for environmental impact.</p> <p>The Tomatin to Moy section of the A9 program will be a challenge, given Transport Scotland’s duty (under the Nature Conservation (Scotland) Act 2004) to further the conservation of biodiversity when exercising its functions.</p> <p>Mainline Option 1 which includes the initial widening to the existing southbound side at the southern end of the project, then widening on the northbound side for the remaining length of the project would be our preferred option, and we are pleased to see that Transport Scotland have identified this as the preferred option. In general, this option has the least land take from environmentally sensitive areas present along this section of the route.</p> <p>We would have opposed the construction of a junction at the Moy end of the Dualling scheme and we are glad to see this has been recognised in the junction options presented in Stage 2.</p> <p>Please find our detailed comments on the Mainline Option 1 and the Junction Options presented at the public exhibition in November 2016 below.</p> <p>We agree that Mainline Option 1 will result in smaller land-take from areas which are of importance to breeding wading birds and would be less disturbing to breeding birds of prey present on the southbound side</p>	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>We are pleased to hear that you are in agreement with the preferred scheme option as requiring the least land take.</p> <p>We appreciate your comments regarding woodland and breeding birds along the route and these aspects are continuing to be considered in our design and impact assessments and in developing appropriate ecological and landscape mitigation for the scheme.</p> <p>As part of our Stage 3 assessment detailed habitat and bird surveys have been undertaken. This has included field surveys for wintering birds and breeding birds, along with specific surveys for capercaillie. The survey data has been used to map the use of habitats by bird species to identify areas that support them over winter and during the breeding season. Winter transect surveys, along with WeBS counts have been undertaken monthly over the winter season, and breeding bird (common bird census) have been undertaken monthly between April and July.</p> <p>The data collected will be reviewed and assessed as part of the Stage 3 process. Locations of habitat loss within the Scheme will be reviewed and detailed landscape and ecological mitigation plans will be produced, showing locations for woodland and grassland habitat creation. The woodland planting will be appropriately designed to the locale, with plans to create native pine woodland, with understory planting including bilberry and heathers.</p>



Reference	Comment	AMJV Response
	<p>of the current carriageway. This option also incorporates the grade-separated junction at Tomatin North which is our preferred option as the land take is smaller and this route also avoids many of the breeding wader interests (in the south at Dalmagarry and in the north at Moy). This option would also help to minimise the impact of woodland fragmentation, and potentially be more sensitive to the needs of wildlife using the connectivity of the forest which is crucial for maintaining current populations of forest birds.</p> <p>Mainline Option 1 has a significant number of breeding birds present along the route, some of which are listed on Annex 1 of the Habitats Directive and Schedule 1 of the Wildlife and Countryside Act. We are very concerned about any impacts to woodland along the A9 Dualling corridor. Woodland in this area contributes to an extensive corridor which provides connectivity with more important areas of woodland further south in the Cairngorms National Park (CNP). Any loss of woodland cover on the northbound and south bound side of the A9 will result in fragmentation of woodland habitat.</p> <p>Extensive and expanded woodland cover will also assist with the long-term population recovery of the iconic capercaillie. The main capercaillie populations can be found further south in the CNP. One of the limiting factors for their population expansion is the availability of native pine woodland with a diverse dwarf shrub community consisting largely of blaeberry and to a lesser extent heather.</p> <p>Loss of woodland should therefore be avoided if possible, and minimised and compensated for where loss is unavoidable. We would welcome the opportunity to offer advice on suitable areas for, and the design and management of, replacement woodland and/or wetland provision. Please refer to our previous response which included a map which shows priority areas for woodland expansion.</p>	<p>We acknowledge your concern regarding the potential for cumulative impacts on breeding wader species. This aspect will be considered further as the Stage 3 assessments progress and as appropriate mitigation is developed. Furthermore, we can confirm that discussions are also ongoing in relation to overlapping issues between the respective teams developing the projects forming part of the A9 Dualling Programme.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibition is available on the Transport Scotland website at https://www.transport.gov.scot/project/a9-tomatin-moy</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>



Reference	Comment	AMJV Response
	<p>Several lower lying areas which are adjacent to the current carriageway support good populations of breeding waders. Mainline Option 1 has the potential to displace wader species during the construction period which will also result in some future habitat loss. In particular curlew, lapwing, redshank and snipe may be forced into sub optimal habitat unless good quality alternative habitat is available. We are concerned that the A9 Dualling program will have an accumulative impact on breeding waders along the total length of the route. Suitable land to offset this impact should be provided and be more than proportionate to the total loss of breeding habitat.</p> <p>In our previous response we provided further environmental considerations which we would like to see considered as part of the A9 Dualling program. We would like to refer Transport Scotland to these recommendations.</p> <p>I hope you find these comments helpful. Please get in touch should you require any clarification or further information.</p> <p>We would like to continue positive discussions with Transport Scotland and the consultants as the projects develop as we believe this will lead to the best possible outcomes.</p>	
Environmental_002	<p>We refer to the A9 Dualling Scheme – Tomatin to Moy, and to our various discussions relating to the impact of these proposals.</p> <p>The representations outlined below reflect our land holding interests and operation requirements.</p> <p><u>Stage 3 Preferred Route Options:</u></p> <p>Detailed consideration has been given to Stage 3 sub-options A, B, C, D and E. We confirm that sub option E is our preferred option. Alternative</p>	<p>Following the A9 Dualling Tomatin to Moy Preferred Route public exhibition in Tomatin in November 2016 and the closing of the consultation period, thank you for taking the time to provide comments.</p> <p>We note your preference for sub-option E in the Lynebeg / Dalmagarry area. Your comments that the alternatives would result in increased travel time and costs have been recorded. Your feedback will be considered as part of the Stage 3 design and assessment for this area. All of the sub-options are subject to detailed assessments during Design</p>



Reference	Comment	AMJV Response
	<p>options would result in increased travel time and costs, and increased traffic through Moy and/or Milton of Leys.</p> <p>We discourage the use of the rail bridge to the north of Moy as it has a 4.3m height restriction. This is a restriction when planning our operations. The vast majority of our lorries travel north on the A9, principally to Norboard on the A96. Access to the northbound carriageway is therefore important. The Milton of Leys interchange cannot be used for turning lorries due to the restricted road layout and increased housing development in the vicinity which would likely result in complaints from the public. Lorries would therefore need to turn at the A9/A96 Millburn interchange which adds to the time/cost of the journey. We are keen to reduce HGV traffic within Moy and Tomatin villages.</p> <p><u>Wind Farm Road:</u></p> <p>It is understood that the existing entrance to the Farr wind farm road, off the A9 (Allt Na Slanaich), will need to be replaced as a result of the scheme.</p> <p>A number of options were put forward to replace the existing entrance to the wind farm road. Our preference would be not to alter/remove the existing entrance and instead re-locate the layby. If this is not possible, our preferred option for a replacement would be at the Grey Gates. This option utilises an existing forestry track located to the north of the existing wind farm access track and can provide a left in/left out turn from the A9 carriageway approaching from the south. This has the advantage of being a shorter access route.</p> <p>The key concern of those who have existing access rights over the wind farm road, is its design and suitability for existing and future use for wind farm construction, operation and maintenance, hydro schemes and timber harvesting operations. It is essential that the bell mouth off the A9 allows large/long vehicles, including those carrying wind turbine</p>	<p>Manual for Roads and Bridges (DMRB) Stage 3, against the criteria of engineering, traffic, environment and economics. It is anticipated that an announcement on the preferred sub-option will be made later this year</p> <p>Please note that during the detailed design work as part of DMRB Stage 3 assessment, consideration will be given to specific access and side road arrangements. We will consult with affected property owners, parties, as well as The Highland Council, to identify the requirement for any realigned accesses or side roads, ensuring access links (both public and private) are retained or appropriate alternatives provided.</p> <p>With regards to the wind farm road, we note your preferred option for a replacement access road would be via Grey Gates. Under the current design, Grey Gates is the option being progressed.</p> <p>Your comments regarding existing users has been noted. We note your comments regarding specifications and maintaining access rights, and thank you for the specifications in relation to the wind farm road. The road will be constructed to the specification required. Furthermore, detailed drawings of the final design could be provided along with cross and long sections showing the gradients and swept path. The drawings will be available in Spring/Summer 2017.</p> <p>Also, your comments regarding existing access rights have been recorded. We fully understand the need for operators to be assured continued access rights through construction and upon completion.</p> <p>We note your comments with regards to deer management. With regards to fencing, stock control will be replaced on a like-for-like basis, and will be examined later in the Stage 3 design process. With regards to trees adjacent to the carriageway, on completion of the A9, the</p>



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	<p>blades/parts, can pull off the A9 safely with sufficient room between the gates and carriageway for the full length of the vehicle. It is our understanding that their requirements will including the following:</p> <p><i>The design requirements are for road a road capable of carrying vehicles with loads of up to 145 tonne and 45 metres with long axle weights of up to 15 tonne. The surface will be of water bound gravel or crushed rock. Geometric parameters for the roads are:</i></p> <p><i>Maximum gradient of 11%</i></p> <p><i>Minimum running surface width of approximately 6 metres on straight sections with widening on curves</i></p> <p><i>Minimum inside radius on bends 20 metres</i></p> <p>The preference of the Rout of Moy cairn and Living Man’s grave have been noted and assurances put in place these will not be impacted by the scheme.</p> <p><u>Timber Transport:</u></p> <p>It should be noted that the proposed stage 3 options would generally:</p> <p>Increased travel time and costs for timber transport hauliers</p> <p>Increase forest maintenances costs</p> <p>Potentially increase costs during the construction period</p> <p>There will be a benefit of reduced travel time once on the A9 when it is dualled due to improved journey time, less hold ups and fewer road closures due to RTA’s</p> <p>Improve safety</p> <p><u>Deer Management:</u></p>	<p>current Operating Company will assume responsibility with regards to operation and maintenance of the trunk road including the verges.</p> <p>We have noted your preference for option C at the Tomatin South junction and your reasons have been recorded. Please note that no final decision has been taken over the Tomatin South junction. We are completing assessments, including reviewing consultation feedback, before making a decision. It is anticipated that an announcement on the preferred solution for the Tomatin South junction will be made in Spring/Summer 2017.</p> <p>Up to date information on the Tomatin to Moy project, including materials presented at the November exhibition is available on the Transport Scotland website at https://www.transport.gov.scot/projects/a9-Dualling-perth-to-inverness/a9-tomatin-to-moy/a9-tomatin-to-moy/#37475</p> <p>If you have any other queries please contact me via e-mail, A9Dualling@mouchel.com, or by telephone on 07557 172 747.</p>



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	<p>We recommend that Transport Scotland take steps to reduce naturally regenerated trees growing along the cutting/embankments adjacent to the A9 to reduce attraction to deer. Any deer fencing which is remove due to the scheme should be replaced. These steps should reduce deer transit across the A9 and improve safety.</p> <p><u>Tomatin South:</u></p> <p>We have given consideration to the options proposed for this section including full closure, full closure with a single track to Slochd, left in left out junction, and grade separated junction. Our preferred option is a left in left out junction at Tomatin South.</p> <p>Considerations which have led to the above choice include likely requirement for large volume of timber to be harvested in Glenkirk within 10 years for a period lasting 25 years. Access will be required to Tomatin South and the opportunity to turn north for timber transport to avoid going through Tomatin village, is necessary. A link road through Slochd would not be suitable as access is required onto the A9 northbound. In addition, a considerable quantity of private timber is to be felled and extracted which requires access onto the A9 to the south of Tomatin all of which would be best transported out via Tomatin South with the vast majority of that timber travelling north.</p> <p>I trust that the points above will be taken into consideration during the consultation and decision making process to reflect our interests as a landowner and commercial operator.</p>	

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