

A9 Dualling

Tomatin to Moy project



Public drop-in sessions
May 2017



Tomatin South junction

Tomatin South junction is located outwith the Tomatin to Moy project, on the existing A9 dualed section, and includes a gap in the central reserve for turning traffic. Previous public feedback requested clarification regarding any intentions for the junction.

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

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

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

Assessment of the four options indicates that:

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



Tomatin South junction

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

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

Reasons for choosing Option C:

- closure of the central reserve and elimination of hazardous right-turning manoeuvres will provide safety benefits
- Option C has low engineering difficulty, low environmental impact and low cost
- traffic figures at this junction are very low, right-turning traffic to the southbound A9 has been measured at 100 vehicles per day. There is virtually no demand for right-turning from the southbound A9
- journey time assessments have been carried out based on central reserve closure. A typical local example of a trip from Findhorn junction to Carrbridge would take less than two minutes longer, factoring in the benefits of the proposed dualling to the south of Slochd. The additional distance travelled would be approximately three miles. Maintaining the existing slip road on the northbound carriageway will allow northbound traffic to travel through the village and rejoin the A9 at Tomatin junction. This provides the potential for maintaining connectivity and associated community benefits
- northbound bus services will continue as before, bus turning facilities will be provided in Tomatin to cater for southbound buses which will enter and exit Tomatin using the new grade-separated junction
- future tree-felling removal operations are anticipated in the Findhorn area. Maintaining a northbound turning facility onto the A9 here would avoid the majority of movements of forestry vehicles through Tomatin.



Tomatin South entrance

What happens next?

The preferred option is still indicative. It is important to note that the design is subject to further refinement as the project is developed through the DMRB Stage 3 Assessment process.

A Stage 3 Engineering Assessment and Environmental Impact Assessment are under way. These will inform the work to identify the land required for the project and will lead to the completion of the DMRB Stage 3 Environmental Statement and the publication of draft Road Orders and Compulsory Purchase Order for the Tomatin to Moy project.

The publication of the draft Orders, expected later this year,

marks the start of the formal statutory process. This is when the route alignment will be fixed and members of the public will be able to formally comment on the proposals.

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

Should we receive objections to the draft Orders which we cannot resolve, there may be the need for a Public Local Inquiry (PLI) before the project can proceed.

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

Feedback

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

Email to: a9dualling@mouchel.com

Or by post to:

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Further information

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

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

www.transport.gov.scot/projects/a9-dualling-perth-to-inverness/a9-tomatin-to-moy

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

www.transport.gov.scot/a9dualling