TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

A9 DUALLING
PERTH TO INVERNESS
Tomatin to Moy

A9 Dualling

Tomatin to Moy project

Draft Orders public exhibitions

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

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Welcome

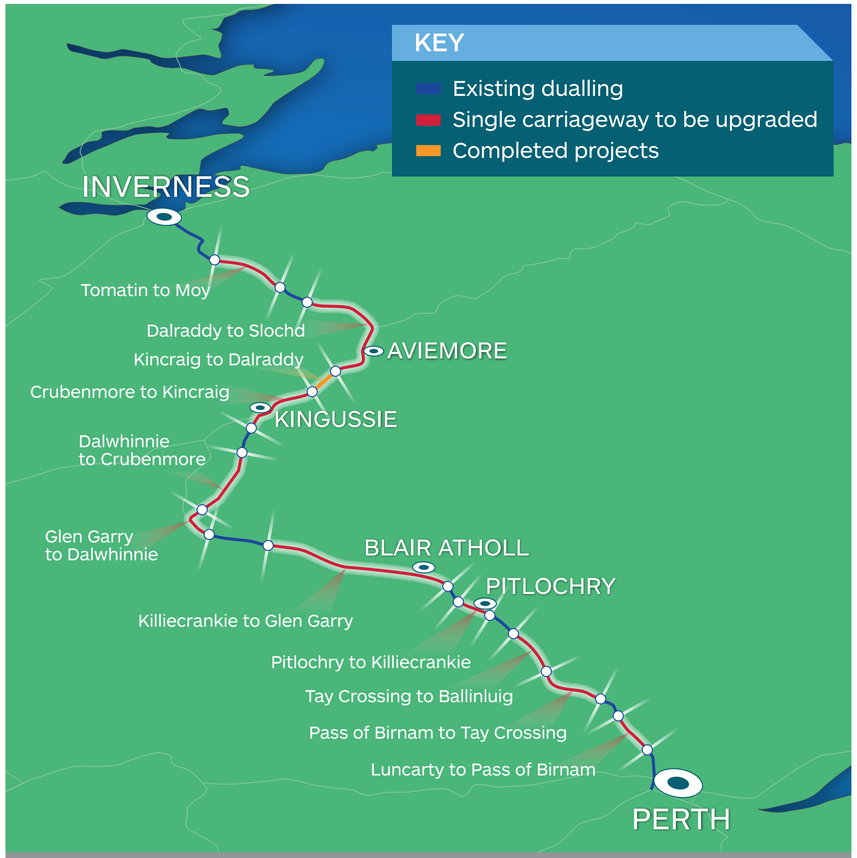
In December 2011, the Scottish Government announced its commitment to dual the A9 between Perth and Inverness by 2025.

The A9 Dualling Programme comprises of eleven projects including the completed Kincraig to Dalraddy project.

This public exhibition presents the draft Orders and Environmental Statement for the Tomatin to Moy project.

Information on the following panels includes details of this project and an explanation of the statutory processes that have been followed.

Transport Scotland staff and their consultants, Atkins Mouchel Joint Venture (AMJV), will be happy to assist you with any queries you may have.



A9 Perth to Inverness Dualling Programme – overview of all 11 projects

Copies of the **Environmental Statement Non-Technical Summary** are available for you to take away. Copies of the **Environmental Statement**, **Non-Technical Summary** and the **draft Orders** can be found on the project website (details below).

Further information can be found on the project website:
transport.gov.scot/project/a9-tomatin-moy

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Assessment process

Transport Scotland carries out a rigorous assessment process to establish the preferred option for a trunk road improvement project.

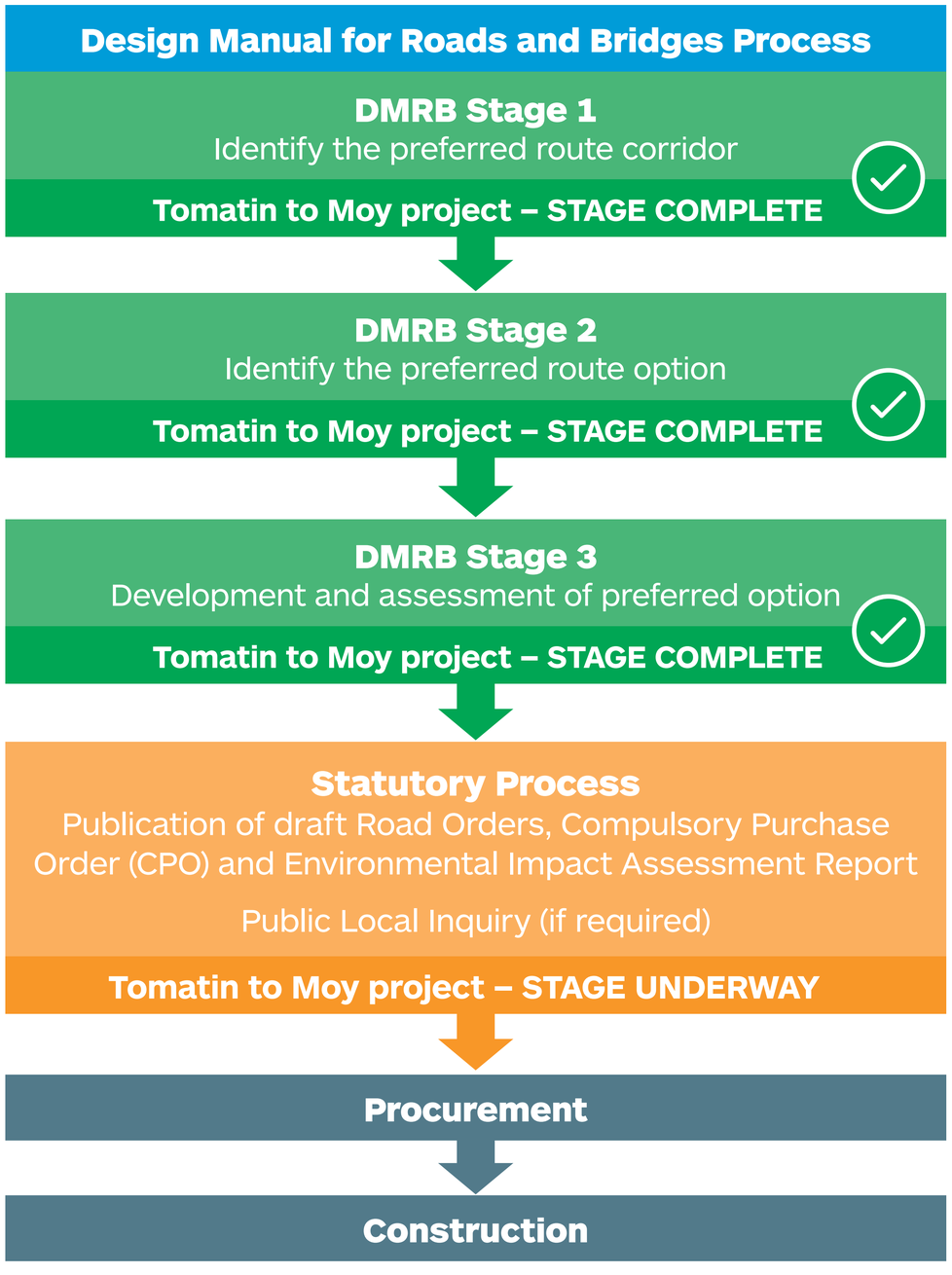
The preparation and development of trunk road projects follows the project assessment process set out in the Design Manual for Roads and Bridges (DMRB).

This is a three-stage assessment process that considers traffic, engineering, environmental and economic implications. Throughout the assessment process, consultation is carried out with a large number of people and interested groups.

The DMRB Stage 1 Assessment for the project was completed in 2014, identifying the existing A9 as the preferred route corridor.

The DMRB Stage 2 Assessment identified the preferred route for the Tomatin to Moy project in 2016.

Following consultation with landowners, tenants, local communities, residents, stakeholders and other interested parties, the design has been developed to a stage where a sufficient level of detail exists to establish the land-take requirements and to process the statutory processes.



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Need for the scheme

The A9 is an important transport link which is used by a combination of different vehicle types including coaches, heavy goods vehicles (HGVs), agricultural vehicles, tourist transport, local and long-distance traffic.

This diversity of road usage affects journey times and journey time reliability, and has led to an increase in driver frustration, particularly during the summer months and holiday periods.

Along this section of the A9, and in common with the rest of the route between Perth and Inverness, there is a lack of safe overtaking opportunities, which can lead to driver frustration.

This can result in a higher than average proportion of severe injury accidents. When incidents occur, they can cause severe delays.

Lynebeg Junction, looking north

Tomatin Junction, looking south

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Scheme objectives

The development of the Tomatin to Moy project has taken into account the A9 Dualling Programme objectives.

These 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.

Looking south towards Tomatin

National Cycle Network (Route 7) alongside A9

Dalmagarry Burn, looking north

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Tomatin to Moy project

The existing 9.6km stretch of single carriageway between Tomatin and Moy will be upgraded to a dual carriageway, providing safe and guaranteed overtaking opportunities in both directions.

Grade-separated junctions

The proposed scheme includes a grade-separated junction at Tomatin to accommodate access to and from the A9 for both northbound and southbound traffic.

To the east of the A9, a single-track link road with passing places will run parallel with the A9, from the Tomatin grade-separated junction in the south, to the existing B9154 to the north of Dalmagarry Farm. This link road will provide access to properties on the east side of the A9, including the Ruthven area and Dalmagarry Farm.

The existing rail crossing at Moy will be removed and a new structure will be provided to the west of the existing bridge. There will be new structures at the Tomatin grade-separated junction, Lynebeg and Dalmagarry Farm (which will also require a diversion of the Dalmagarry Burn). In addition, existing structures at Allt Na Frithe, Lynebeg rail arch and numerous watercourse crossings will be replaced.

The drainage design has been prepared in accordance with appropriate best practice guidance. This includes Sustainable Drainage Systems (SuDS), developed in consultation with the Scottish Environmental Protection Agency (SEPA).

Left-in/left-out junctions

In order to improve safety, direct accesses onto the A9 will generally be closed, with a number of proposed access solutions to maintain connectivity. A left-in/left-out junction is proposed on the northbound carriageway at Lynebeg, and another left-in/left-out junction is proposed on the southbound carriageway at Moy. These junctions will provide connectivity to the communities of Moy and Lynebeg. Two further junctions on the adjacent existing dual carriageways at Tomatin South and an access to the forest area to the north of the project will be improved to current design standards.

Lay-bys

Two new lay-bys are being proposed, one in each direction in the northern section of the project. The lay-bys will be separated from the carriageway by a small segregation island and will provide 100 metres length for parking.

Two bus turning facilities are being proposed, one to the south of Clune Road junction to allow southbound local buses to turn and head back to the grade-separated junction, and the other at the Tomatin grade-separated junction to allow local and intercity services to stop and access the A9 with minimal delays. Two new bus lay-bys are to be constructed on the B9154 at the Moy left in/left out junction and at the Lynebeg junction.

Non-Motorised Users (NMUs)

Various measures are included to maintain and enhance routes for pedestrians, cyclists and equestrians. The National Cycle Network (Route 7) will run from Tomatin on the northbound side of the A9 to Dalmagarry where it will cross via an underpass and link to its current route on the B9154 through Moy.

Dalmagarry, looking east

Tomatin North grade-separated junction

Moy Rail Bridge

Plans of the proposed route are available to view at this exhibition. Please speak to a member of our team if you need any assistance or have any questions.

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Protection of the environment

One of the main considerations has been the need to avoid or reduce potential adverse impacts on the environment.

The design of the Tomatin to Moy project has therefore been informed by detailed environmental assessments, including the ecological, physical and historic environment, local communities and landowners, and the current or planned future use of the environment.

The mitigation we have developed has considered the environment in the vicinity of the route, building on the strategic environmental and design work carried out for the wider A9 Dualling Programme, to provide a consistent approach.

An Environmental Impact Assessment (EIA) of the project has been undertaken. Environmental constraints and issues have been identified and considered as part of the decision-making process throughout the design development of the project. Transport Scotland has published an Environmental Statement (ES) for the project, which reports the findings of the EIA.

Existing pond, Lynebeg

Looking north across River Findhorn

Highland cows at Dalmagarry Farm

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Environmental Impact Assessment (EIA)

The Environmental Impact Assessment (EIA) is the statutory process used to evaluate the main environmental effects of proposed developments. The Environmental Statement (ES) contains full details of the EIA, including the mitigation to avoid or reduce potential impacts. A Non-Technical Summary (NTS) outlines the key issues reported in the ES, including the beneficial and adverse impacts considered to be of particular importance. Copies of the ES are available to view here today. Copies of the NTS are also available for you to take away.

The EIA has assessed the following topics:

- **Community and private assets:** private properties such as Dalmagarry farm and the Shieling; local communities and community facilities; estates such as Tomatin, Dalmagarry and Moy; development land, and agricultural, forestry and sporting interests
- **Effects on all travellers:** pedestrian routes, such as right of ways and hill-walking routes; cycle routes, such as the National Cycle Network (Route 7); equestrians routes; and vehicle travellers
- **Geology, contaminated land and groundwater:** soils, including areas of peat and high-quality topsoil; geology; potentially contaminated areas; and groundwater and private water supplies
- **Road drainage and the water environment:** rivers and streams, such as the River Findhorn and its tributaries including Allt Na Frithe, Funtack Burn, Dalmagarry Burn and All Creag Bheithin; flood risk; erosion risk and sediment flow in rivers; water quality, which could be affected by run-off from the road surface (which may include pollutants such as road salts); and accidental spillages
- **Ecology and nature conservation:** protected species, such as otters, Atlantic salmon and bats; habitats and ecosystems; and designated sites
- **Landscape and visual:** impacts on the landscape resource and views experienced from buildings, outdoor public areas, local roads and NMU routes
- **Cultural heritage:** archaeological remains, historic buildings and landscapes
- **Air quality:** human health; and sensitive locations, such as houses and schools
- **Noise and vibration:** during both construction and operation
- **Materials:** impacts relating to the depletion of natural resources, greenhouse gas emissions use, consumption of resources and management of waste.

Loch Moy

National Cycle Network (Route 7)

To inform the EIA process, extensive consultation was carried out with statutory consultees, including: **The Highland Council**, **Historic Environment Scotland**, **Scottish Natural Heritage** and the **Scottish Environmental Protection Agency**.

Consultation was also undertaken with non-statutory consultees, interested parties and community councils.

We have also gathered information and feedback from consultation with local landowners, residents and local communities. The project team has worked closely with these groups to develop a design that aims to reduce environmental impacts through careful design and by avoiding sensitive features wherever possible.

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Environmental design and mitigation

The Tomatin to Moy project involves the upgrade of an existing road rather than the construction of a new one, which helps to limit the potential for adverse environmental impacts. However, the project passes through a rural landscape, which includes some environmentally sensitive and protected areas. It also runs close to several communities and individual properties.

Throughout design development, primary mitigation measures have been embedded within the design to reduce or avoid environmental impacts wherever possible.

Some examples of these mitigation measures include:

- New and realigned access tracks and Non-Motorised User routes, including improved community links between Tomatin and Moy
- New underpasses of the A9 to provide local access connections for motorised and Non-Motorised Users
- Ledges included in culverts to allow mammals to move under the new carriageway safely, and improving ecological connectivity
- Refined route alignment and earthworks extents to avoid property boundaries, sensitive habitats, and to avoid increased flood risk to properties
- Reduction of earthworks, for example by the development of a compact design at the Tomatin grade-separated junction
- Earthworks slopes developed to blend into the surrounding landform for the mainline, junctions, and Sustainable Drainage System (SuDS).

Secondary mitigation

Where primary mitigation was not possible, the Environmental Statement presents secondary mitigation commitments. These include:

- Use of best practice construction methods, for example to control noise, dust and pollution, and to ensure that timings of works avoids sensitive periods or night-time
- Use of low-noise road surface on the trunk road along the length of the project
- Habitat restoration
- Installation of bat boxes in areas of existing woodland and creation of a new pond
- Landscape planting to screen the new carriageway from properties.

Installation of bat box

Dalmagarry Burn to be realigned

Links for Non-Motorised Users

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Construction

Construction can only start following approval under the statutory procedures. The timetable for construction will be determined at that stage.

Construction of the project will generally include work to widen the road to either the west or east side, with the exception of short localised offline sections where specific constraints exist.

Construction will be carried out in a manner that will minimise disruption for travellers and residents. However, some traffic management measures will be necessary.

Key construction features will include:

- One lane of traffic in both directions to be kept open where possible to minimise disruption
- For the safety of construction workers, a 40mph speed limit will be in place on those sections of the A9 affected by the works
- Some lane closures may be required for particular activities such as bridge beam lifting and constructing the carriageway tie-ins
- If closure of the carriageway is required, this would be restricted to night-time and weekends wherever possible and any closures will be advertised in advance
- Measures will be put in place to prevent sediment run-off from the construction site to adjacent water courses, including the use of cut-off ditches and temporary Sustainable Drainage Systems (SuDS)
- The works are expected to take between two-and-a-half and three years to complete.

Further consultation

Further consultation with key stakeholders such as The Highland Council, the emergency services and community councils will be undertaken in the development of the construction stage contract documentation.

A9 Kincraig to Dalraddy – parallel widening

A9 Kincraig to Dalraddy – SuDS basin

A9 Kincraig to Dalraddy – bridge deck

A9 Kincraig to Dalraddy – new culvert

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Draft Orders and Environmental Statement

Plans showing the draft Orders for the Tomatin to Moy project are available for viewing here today.

These are statutory documents that define the line of the road, associated works and the land to be acquired for the project.

The **draft Orders** and the **Environmental Statement** are also available to view on Transport Scotland's website:

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

Copies of the draft Orders and Environmental Statement are available for inspection at the following locations:

Tomatin Community Shop

Tomatin, Inverness IV13 7YW
Mon to Fri: 7am – 6pm; **Sat:** 8.30am – 5.30pm

Aviemore Community Centre

Aviemore PH22 1SF
Mon, Wed, Fri: 8am – 10pm; **Tue, Thu:** 7am – 10pm
Sat: 10am – 4pm; **Sun:** 10.30am – 3pm

The Highland Council (Service Point)

Castle Street, Inverness IV1 1JJ
Mon, Tue, Thu, Fri: 8.30am – 5pm; **Wed:** 10am – 5pm

Transport Scotland

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF
Telephone: 0141 272 7100
Mon to Thu: 8:30am – 5pm; **Fri:** 8:30am – 4.30pm

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What happens next?

The draft Orders and Environmental Statement for the Tomatin to Moy project were published on 18 May 2018. This marked the start of the statutory procedures.

There is a six-week objection period associated with the draft Orders and a six-week representation period associated with the Environmental Statement.

The draft Orders and Environmental Statement can be viewed online at:

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

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.

The statutory six-week period for the draft Orders and Environmental Statement will end on:

29 June 2018

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

transport.gov.scot/a9dualling

Your comments

Representations to the draft Orders, including objections, can be made in writing to Transport Scotland, by **29 June 2018** at the latest, to the address below:

Director of Major Transport, Infrastructure Projects, Transport Scotland, Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF

Or by email to: **a9dualling@transport.gov.scot**

Any information we collect in this manner will only be used by Transport Scotland to consider objections to the draft Orders. Transport Scotland and their consultants, AMJV will contact objectors with a view to resolving their objection if possible. Your information will not be shared with any partners for marketing which you have not agreed to.

For more information on how we process personal information please visit:
transport.gov.scot/privacy-policy

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