

Agenda Item	9
Report No	EDI/45/18

HIGHLAND COUNCIL

Committee: Environment Development and Infrastructure Committee

Date: 16 August 2018

Report Title: A9 Dualling – Tomatin to Moy Publication of Draft Orders

Report By: Director of Planning and Development

1. Purpose/Executive Summary

1.1 This report updates Committee on the A9 Dualling Tomatin to Moy scheme.

1.2 The features of the scheme are provided to Committee. The main implication for the Council is the need to enter 5.47km of new side roads in their list of public roads, after the roads are all open for the purposes of through traffic. A draft response is provided for Committee to consider and, subject to any comments or additions, to approve for submission to Transport Scotland.

2. Recommendations

2.1 Members are asked to:

- i. note the contents of this report, in particular the need to enter new side roads in the list of public roads;
- ii. consider the proposed response to Transport Scotland and provide any comments or additions; and
- iii. delegate the Director of Development and Infrastructure to submit the approved response.

3. Background

- 3.1 The A9 is a strategic route that links Central Scotland with the North of Scotland. It is a vital link used by local and long distance traffic. It is a major bus route, used by freight traffic (supporting key industries) and is used by tourists travelling to a range of locations. The A9 Dualling is supported by a number of different policies and other studies:
- The A9 Route Action Plan and Route Strategy (1995-1997)
 - The Strategic Transport Projects Review (STPR) (2009)
 - Infrastructure Investment Plan (IIP) (2011)
 - A9 Dualling: Case for Investment (2016)
- 3.2 In October 2015, route options for the Tomatin to Moy Scheme were initially presented. In November 2016 the DMRB Stage 2 preferred route option and early work for DMRB Stage 3 Assessment process was presented. The preferred option was presented to the public in May 2017.
- 3.3 Details of the Environmental Statement and draft Orders were published on Friday 18 May 2018.
- 3.4 The Tomatin to Moy Project comprises dualling of approximately 9.6km of the existing A9 and will involve widening and upgrades to the existing carriageway with some new side roads/local access arrangements.
- 3.5 Tomatin South junction is located beyond the Tomatin to Moy project, on the existing A9 dualled section, and includes a gap in the central reserve for turning traffic. Option C has been chosen, which will mean 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
- 3.6 Meetings and dialogue between Council officers and Transport Scotland and their consultant have taken place. Ward 19 Business Meeting was briefed on 29 June 2018 in preparation for this report being submitted to Committee. Information received from Transport Scotland in relation to queries raised by Ward Members has been included in this report (bus turning areas, livestock movements on the side road, signing for road changes).

4. Scheme Description

- 4.1 The Proposed Scheme incorporates road drainage, provision of crossings over watercourses, crossings over and under the Highland Main Line railway, improvements to the footway and cycleway network, and amendments to local access.
- 4.2 It includes the provision of one Grade Separated Junction (a new junction) providing access to Tomatin village (northern end) both to and from the A9 for northbound and southbound traffic.
- 4.3 The Proposed Scheme will involve upgrading local access to the existing road network and will require closure of a number of direct accesses to the A9 to improve safety. To enable local access to be facilitated, new infrastructure will be included that will provide left-in/left-out access to/from the A9 to communities at Moy and Lynebeg and to an

existing forestry access.

4.4 Bus Turning areas at Tomatin have been investigated by Transport Scotland's designer involving consultations with the local community, Tomatin Distillery, Community Council, Local Authority, Stagecoach and land owners. The following summarises the development of bus turning options at Tomatin:

- a bus turning area was considered for the centre of the Tomatin village but following representations from the landowner, and requests for it to be moved to ensure people living on the Balvraid Road had ease of access this bus turning area was relocated to the south end of the village at the Clune Road junction; and
- a bus turning area at Tomatin north grade separated interchange has been developed for the following reasons: close to the A9 GSI junction for service buses and charter buses as a replacement for the bus laybys currently located on the A9 and where long distance buses on the A9 can still pick up passengers from the Tomatin area without a significant diversion; replaces the bus stop currently located at the Tomatin Distillery entrance, with a new footpath link proposed between the Distillery entrance and the bus turning area, accommodating the distillery houses' school children boarding the school bus; will serve as a turning area for winter maintenance gritters servicing the A9 GSI junction; it is the closest point to the GSI junction on the side road where adequate visibility can be achieved.

4.4 A new side road adjacent to the southbound carriageway of the dualled A9 will run from the new Tomatin grade-separated junction to connect into the existing B9154 where the new Moy left-in/ left-out is located. This road will provide a link to the existing Ruthven Road and the community.

4.5 The development of the above side road means livestock from Dalmagarry Farm will need to cross the low traffic single track (and passing place) local road to reach the farm hill ground on the far side of the railway. The farmer has asked for a livestock underpass to be provided at this location and this has been considered by Transport Scotland's designer. There are constraints which mean that there are difficulties with achieving underpass provision for the following reasons:

- the requirement to provide an acceptable gradient on the farm access – any livestock underpass needs to avoid any lifting in the level of the junction of the main farm access with the local road (to the east);
- the level of the local road – the level is constrained by the tie-in to the junction with the access road to the A9 underpass (to the west side) and the level of the local road bridge over the diverted Dalmagarry Burn (to the south); and
- drainage requirements of any significantly buried underpass.

Transport Scotland has confirmed that their design consultants are continuing to explore options for an underpass with the farmer.

4.6 The existing A9 junction, approximately 5km to the south of Tomatin village (on the existing dual carriageway), will be modified to allow left-in/left-out movements only to/from the northbound carriageway to the minor road that runs to the village. This is covered by the A9 Trunk Road (Tomatin to Moy) (Prohibition of Specified Turns) Order which prohibits all right turns and U-turns. Transport Scotland has advised that signing details, for all A9 dualling projects are not included as part of the draft Order process. The details of the signing strategy for each project will commence after the publication of Orders and following procurement will eventually be confirmed by the appointed design and build contractor. There will be consultation with the local authority throughout the development of the signing strategy.

- 4.7 Pedestrian, cyclists and equestrian facilities will be improved to facilitate enhanced access and safety for those wishing to travel in the surrounding area. A number of underpasses and provision for footways/ cycleways are included within the design.
- 4.8 The Proposed Scheme incorporates the provision of two new bridges and two new underpasses to replace existing structures at the A9 Dalmagarry Burn crossing, the A9 Moy railway crossing, the A9 underpass at Lynebeg and the railway underpass at Lynebeg. A section of the Dalmagarry Burn will be realigned to facilitate widening of the A9 and the addition of a new adjacent side road.
- 4.9 In addition a number of existing structures will also be replaced and/or upgraded as part of the proposed Scheme, including several watercourse crossings via culverts. A new road drainage system will also be incorporated.
- 4.10 Two new laybys are proposed on the dualled A9, one northbound and one southbound to the north of Moy village.
- 4.11 The overview of the A9 Dualling Tomatin to Moy scheme is shown at **APPENDIX 1**.

5. Draft Orders

- 5.1 A series of draft Orders have been published. The tables below summarise the matters covered by the individual Orders.

The A9 Trunk Road (Tomatin to Moy) (Trunking) Order 201[]	
The Scottish Ministers direct that the lengths of roads which the Scottish Ministers propose to construct along the routes described in the schedule of this Order will become trunk roads on the date this Order comes into force.	

The A9 Trunk Road (Tomatin to Moy) (Side Roads) Order 201[]	
a	to construct those lengths of road (hereinafter referred to as “the new side roads” along the routes described in schedule 2 of this Order;
b	to improve those lengths of road described in schedule 3 of this Order;
c	to stop up those lengths of road described in schedule 4 of this Order where another reasonable convenient route is available or has been provided pursuant to this Order;
d	to stop up those private means of access described in Part 1 of schedule 5 of this Order where another reasonably convenient means of access to the affected land is available or has been provided pursuant to this Order
e	to stop up those private means of access described in Part 2 of schedule 5 of this Order;
f	to provide those new means of access described in schedule 6 of this Order

A9 Trunk Road (Tomatin to Moy) Compulsory Purchase Order 201[]	
the acquiring authority are hereby authorised to purchase compulsorily for the purpose of improving and constructing new lengths of the M9/A9 Edinburgh-Stirling-Thurso Trunk Road between Tomatin and Moy, Inverness-shire	

A9 Trunk Road (Tomatin to Moy) (Extinguishment of Public Rights of Way) Order 201[]

The extinguishment of the public right of way specified in Part 1 of the schedule is hereby ordered when the new public right of way described in Part 2 of the schedule, which the Scottish Ministers consider is a suitable alternative, has been provided;

The extinguishment of the public rights of way specified in Part 3 of the schedule are hereby ordered for which the provision of an alternative public right of way is not required.

A9 Trunk Road (Tomatin to Moy) (Prohibition of Specified Turns) Order 201[]

In exercise of the powers conferred by sections 1(1)(a), 2(1) and (2) of the Road Traffic Regulation Act 1984.

No person may use, or cause or permit the use of, any vehicle on the length of road specified in Part 1 of the schedule of this Order so as to make any turn specified in Part 2 of the schedule.

- 5.2 The details of the new side roads, improved roads and stopped up roads from the above Draft Orders are shown in **APPENDIX 2**. The Council will add 5.47km of new local road to the list of public roads.

6. Council Response

- 6.1 The proposed response is presented at **APPENDIX 3**. Committee is invited to endorse the response.

7. Implications

- 7.1 **Resource:** Sections of the existing A9 and new side roads are to be transferred to the Council on 1 April next after the date on which the new side roads are all open for the purposes of through traffic, the new side roads will be transferred to The Highland Council as roads authority for those roads and they must enter those roads in their list of public roads. This will lead to a minimal increase in the funding allocation from the Scottish government.
- 7.2 **Legal:** The draft Orders use powers of the Scottish Ministers.
- 7.3 **Community (Equality, Poverty and Rural):** The proposed Tomatin to Moy scheme includes a new local road that will enable access to the Ruthven Road and the surrounding community.
- 7.4 **Climate Change / Carbon Clever:** SUDS features will provide filtering of water and storage basins or ponds to treat runoff before it reaches watercourses.
- 7.5 **Risk:** There will be additional winter maintenance requirements for the additional 5.47km of new local road.
- 7.6 **Gaelic:** None

Designation: Director of Development and Infrastructure

Date: 3 August 2018

Author: Richard Gerring, Transport Planning Manager

Background Papers:

<https://www.transport.gov.scot/publication/draft-orders-and-environmental-statement-tomatin-to-moy-a9-dualling/>

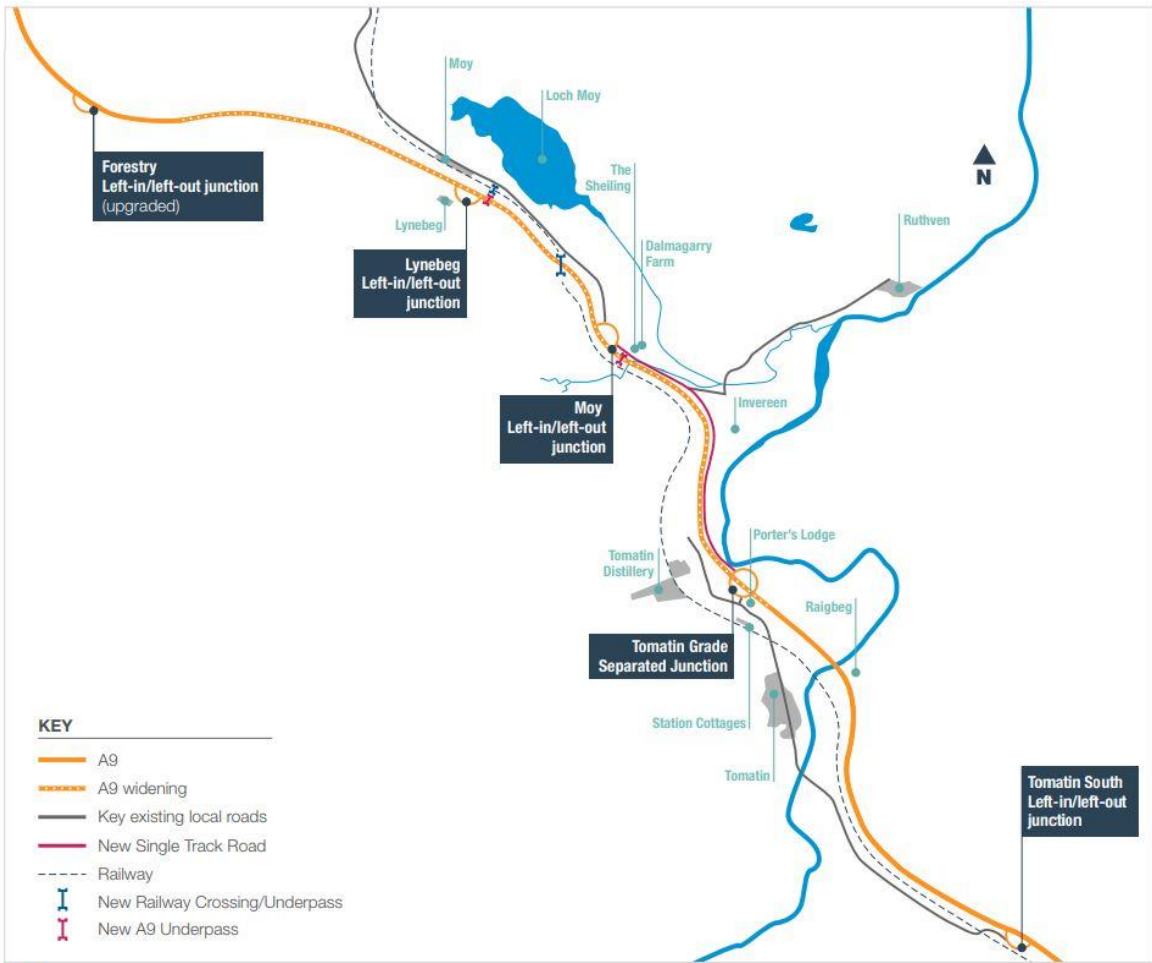


Figure 1

SCHEDULE 2 NEW SIDE ROADS		
Reference	Plan	Length (m)
Stipple and number		
1	SR1	135
2	SR1	25
3	SR2	70
4	SR3	250
5	SR3	10
6	SR3	215
8	SR5	2285
9	SR7	960
10	SR7	400
11	SR9	350
12	SR9	50
13	SR9	125
14	SR9	65
15	SR9	140
16	SR9	315
17	SR9	45
18	SR9	30
Total		5470

SCHEDULE 3 ROAD TO BE IMPROVED

Reference	Road	Plan	Length (m)
19	U2856 Slochd to Findhorn Bridge Road	SR1	125
20	U2856 Slochd to Findhorn Bridge Road	SR2	70
21	C1121 Tomatin-Kylachy-Garbole Road	SR3	510
22	C1121 Tomatin-Kylachy-Garbole Road	SR3	100
23	U2786 Shennachie Road	SR7	120
24	B9154 Daviot-Dalmagarry via Moy	SR7	85
25	U2864 Lynebeg Road	SR9	180
26	B9154 Daviot-Dalmagarry via Moy	SR9	180
27	B9154 Daviot-Dalmagarry via Moy	SR11	30
Total			1400

SCHEDULE 4 ROAD TO BE STOPPED UP

Reference Zebra hatching and numbered	Plan	Length (m)
28	SR3	30
29	SR4	50
30	SR4	160
31	SR6	470
32	SR6	145
33	SR7	270
34	SR7	185
35	SR8	825
36	SR9	155
37	SR9	140
38	SR9	50

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

Dear Sir,

A9 Dualling Tomatin to Moy: Publication of Draft Orders – Highland Council Response

This response follows a report to the Environment Development & Infrastructure Committee on 16th August 2018.

The Council welcomes the publication of the details of the proposed A9 Dualling Tomatin to Moy scheme. This marks significant progress for this scheme and the overall A9 Dualling.

There will be a need for ongoing dialogue between the two road authorities with early work being undertaken once the Order is published and a contractor is appointed. Transport Scotland is urged to make early contact with the Roads Operations Manager (Inverness) to discuss matters affecting the local road.

The Council notes the commitment to work with the Council on a signing strategy once the Orders are published. This is welcomed. Any signing strategy should address the implications for road users arising from the Tomatin to Moy Scheme and also include tourism signs (brown signs) at appropriate junctions. The Council is keen to work with Transport Scotland to achieve the best overall signposting outcome.

Road Numbering will require to be amended and this will require changes to the existing List of Public Roads and also to existing direction signs. Transport Scotland will be expected to fund the administration for these changes and also any amended road signs.

The Council recognises that there is much work to do after the publication of the Orders. The Council is keen to work with Transport Scotland to ensure an orderly delivery of this significant transport project.

J Stuart Black

Director
Development & Infrastructure