

No.	Issue	Action	Action by	Completion Date	Status/Comments
		<ul style="list-style-type: none"> • A1/A2 – East Trunk Road Link plus Longman GS • B1/B2 – Inshes to Smithton 1 plus Stevenson Rd 1 plus Longman GS • C1/C2 – Inshes to Smithton 3 (no new A9 southbound slip roads at Inshes) • D1/D2 – Inshes to Smithton 4 plus Longman GS <p>Where: 1 - denotes the Option test in combination with Longman Grade Separated Roundabout Option 2 - denotes the Option test in combination with Longman Grade Separated Signal Option (single overbridge, southbound loop slip road arrangement).</p>			<p>Note that the Option numbers have been amended taking on board comments from JS at the meeting.</p>
2.1	Model network improvements	<p>Further to the previous individual option assessment, EB described the additional refinements that have been applied in each of the Combined Option Appraisal model scenarios.</p> <p>These comprised:</p> <ul style="list-style-type: none"> • Inclusion of a dedicated bus lane on A96 westbound approach to Raigmore in each scenario • Inclusion of southern access to the retail park, except in the East Trunk Road Link option • Signal adjustments/refinements along Culloden Rd at the Culloden Rd/A9 Inshes southbound slip roads, and the Culloden Rd/Caulfield Rd N junctions • Application of blocking-back function in model 			

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		<p>scenarios</p> <p>EB also noted that all options assume that a grade-separated junction at Smithton is in place (as part of the A96 Inverness to Nairn scheme).</p>			
2.2	Longman Grade Separation Options	<p>EB noted that as there is only a marginal variation in the performance between the two Longman Grade Separation options using MFTM, the results for the Combined Option appraisal are based on Longman Opt 1 (the grade separated roundabout layout). The more detailed Paramics micro-simulation showed Option 1 as performing slightly better than the grade separated signalised layout. It was noted and agreed that the concept of grade separating Longman will provide benefit, and the exact form that the grade separation will take is more aligned with a DMRB Stage 2/3 assessment.</p>			
2.3	Option A1/A2 - East Trunk Road Link plus Longman GS	<p>EB presented the model results for the East Trunk Road Link plus Longman Option 1.</p> <p>In providing an overview of the option, EB noted again that all options include a grade separated option at Smithton. EB noted that for the economic appraisal the indicative costs for each of the Options excluded any cost associated with Smithton GS. EB also explained that the modelling work does not show significant benefits accruing from the Smithton GS since there is little delay in the Do Minimum at the existing Smithton roundabout. In economic terms the Options are not therefore gaining significant benefits from Smithton without taking account of the associated</p>			

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		<p>information from a previous assignment run. This has been resolved by manually initialising the model networks, before commencing the assignment procedure.</p> <p>AI noted the concerns about the validity of the junction LoS plots, and suggested that these are not used until the issues have been resolved with PTV.</p>			analysis - Complete
2.4	Option B1/B2 - Inshes to Smithton 1 plus Stevenson Rd 1 plus Longman GS	<p>EB presented the model results for the Inshes to Smithton 1 plus Stevenson Rd 1 plus Longman Option 1.</p> <p>The key points are summarised as follows (refer to Slides 14 to 23 in accompanying presentation):</p> <p><i>Traffic Flow Impacts:</i></p> <ul style="list-style-type: none"> • A 8% and 19% reduction in A96 westbound traffic on approach to Raigmore during AM and PM peak periods respectively – noted as being less than the reductions under Option A1/A2 • Increase in traffic in both directions at Culloden Rd where it crosses the A9 during the AM and PM peaks • Traffic at Stevenson Rd is relatively lower than anticipated (approximately 200-350 in both peaks) <p><i>Select Link Analyses:</i></p> <p>The SLA plots show a more logical routing pattern in both peaks, and confirms the use of the new link by local traffic travelling between Smithton/Culloden and the Inshes area/southern distributor</p>			

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		<p><i>Journey Time Savings:</i> Majority of the routes show journey time savings, although they are more moderate than the East Trunk Road Link option.</p>			
2.5	Option C1/C2 – Inshes to Smithton 3 (no new A9 southbound slip roads at Inshes)	<p>EB presented the model results for the Inshes to Smithton 3 Option, without new A9 southbound slip roads at Inshes.</p> <p>The key points are summarised as follows (refer to Slides 24 to 33 in accompanying presentation):</p> <p><i>Traffic Flow Impacts:</i></p> <ul style="list-style-type: none"> • The option would reduce traffic on the A96 westbound approach to Raigmore by 14% in the AM peak, and 20% in the PM peak. • The level of reduction that this option would provide to the trunk road network is greater than the local road solution provided by Options B1/B2, and only slightly lower than the East Trunk Road Link. • Traffic reductions are also evident on Culloden Rd where it crosses over the A9, the A9 between Raigmore and Inshes, and on Sir Walter Scott Drive. • This option attracts a similar level of traffic to the new link between Smithton and Inshes, as the East Trunk Road Link. <p><i>Select Link Analyses:</i> The select link analysis plots show that the new link caters for traffic from east area through to Inshes and the Southern Distributor Route. The new link carries</p>			

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		<p>approximately 600-800 vehicles in each direction in both peak periods.</p> <p><i>Journey Time Savings:</i> The results show similar levels of journey time reductions as the East Trunk Road Link, and journey time savings that are larger than the combined Inshes to Smithton plus Stevenson Rd option.</p>			
2.6	Option D1/D2 - Inshes to Smithton 4 plus Longman GS	<p>EB presented the model results for the Inshes to Smithton 4 Option, which includes the provision of new A9 southbound slip roads at Inshes.</p> <p>Following further design work, GH outlined the potential requirements in terms of design standards associated with the proposed S/B diverge slip road.</p> <p>In order to avoid any impact on the existing Culloden Rd bridge over the A9, the slip road would have a gradient of 10%</p> <p>To meet the DMRB design standard of 6% maximum gradient, the Culloden Rd overbridge would need to be reconstructed. In which case there would be an additional cost impact associated with this option.</p> <p>The key points are summarised as follows (refer to Slides 34 to 43 in accompanying presentation):</p> <p><i>Traffic Flow Impacts:</i> The option results in traffic reductions on the A96 westbound approach to Raigmore of between 13% and 22% in the AM and PM peaks respectively. Similar level of traffic reductions as the Inshes to Smithton</p>			

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		<p>3 option, but a greater reduction on Culloden Rd overbridge (where Culloden Road crosses the A9) as traffic routes via the new A9 southbound slip roads and the new crossing of the A9.</p> <p>In this option the traffic flows on the new Smithotn to Inshes link range between 600 and 750 vehicles in the AM and PM peaks.</p> <p><i>Select Link Analyses:</i> As expected the pattern of traffic using the Inshes to Smithton link is very similar to the previous option. Again the select link analysis plots show that the new link caters for traffic from the east area through to the Inshes area and the Southern Distributor Route.</p> <p><i>Journey Time Savings:</i> The results show that the option has very similar journey time reductions as the Inshes to Smithton Option 3 (without A9 S/B slip roads)</p>			
2.7	Indicative Economics Results	<p>EB then presented details of the indicative economic appraisal results.</p> <p>EB noted that the economic results are based on a TUBA only appraisal at this stage, are for the Low growth scenario (worst-case for economics), and the cost estimates used include for the Longman grade separated roundabout (worst-case for economics).</p> <p>EB re-confirmed that the cost estimates do not include costs associated with the proposed grade-separated</p>			

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		<p>junction at Smithton.</p> <p>In summary the economic assessment of the options yielded the following results:</p> <table border="1"> <thead> <tr> <th>Option</th> <th>Estimated cost (£m)</th> <th>BCR</th> </tr> </thead> <tbody> <tr> <td>A1 East Trunk Rd Link plus Longman GS</td> <td>119.2</td> <td>0.81</td> </tr> <tr> <td>B1 Inshes to Smithton 1 plus Stevenson Rd 1 plus Longman GS</td> <td>49.7</td> <td>1.67</td> </tr> <tr> <td>C1 Inshes to Smithton 3 (no A9 Inshes southbound slips) plus Longman GS</td> <td>59.1</td> <td>1.91</td> </tr> <tr> <td>D1 Inshes to Smithton 4 plus Longman GS</td> <td>66.1</td> <td>1.61</td> </tr> </tbody> </table> <p>Note: Option D1 cost estimate does not include costs associated with the demolition/reconstruction of the Culloden Rd bridge crossing the A9.</p>	Option	Estimated cost (£m)	BCR	A1 East Trunk Rd Link plus Longman GS	119.2	0.81	B1 Inshes to Smithton 1 plus Stevenson Rd 1 plus Longman GS	49.7	1.67	C1 Inshes to Smithton 3 (no A9 Inshes southbound slips) plus Longman GS	59.1	1.91	D1 Inshes to Smithton 4 plus Longman GS	66.1	1.61			
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3	General Discussion and Comments																			
3.1	Additional	SM requested that additional traffic flow information be	Jacobs	18/10/13	Complete –															

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	Flow Information	added to the slides to show impact on local routes just to the west of the A9, on Old Perth Road and Culloden Road/Culcabock Road.	(MB)		accompanying presentation flow slides updated
3.2	Existing A9 Inshes southbound slip road	SM queried what the current gradient of the A9 Inshes SB slip road is.	Jacobs	29/11/13	Jacobs to investigate and respond.
3.3	Option Numbering Convention	<p>JS suggested that it would be clearer to consider re-numbering the options to better take account of the two Longman GS layouts included in each test.</p> <p>The options have been re-numbered as follows:</p> <p>Option A1/A2 – previously Option A/B Option B1/B2 – previously Option C/D Option C1/C2 – previously Option E/F Option D1/D2 – previously Option G/H</p>	Jacobs (MB)	18/10/13	Complete – meeting record and accompanying presentation slides updated
3.4	Additional Model Test	As a result of the relatively low level of flows on Stevenson Road in Options B1/B2, MM requested that a test be undertaken removing the new Stevenson Rd link. AI agreed and confirmed that Jacobs were to undertake the test.	Jacobs (MB)	18/10/13	Complete – accompanying slides updated to show traffic flow impacts for this test
4	Summary	Based on the feedback from previous public consultation in 2012, a series of alternative individual options to the East Trunk Road Link were developed. These were appraised using STAG, sifted via the Option Sifting Workshop on 7 Aug, and the options remaining combined into these packages.			

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		<p>Each element of the Combined packages will meet different specific objectives. The Combined Options that have been assessed and the results presented, range in scope from options based on new local road links (Options B1/B2), through to the strategic trunk road solution formed by the East Trunk Road Link (Options A1/A2).</p> <p>All agreed that a solution based on single carriageway links can achieve very similar results to a dual carriageway (trunk road) link but with a reduced impact (cost and environment).</p> <p>All confirmed that there is no reason at this stage to exclude any of the Combined Options from being taken forward.</p>			
5	Public consultation	<p>TS advised that Public Exhibitions are scheduled to take place in November, for the wider A96 PES and the A96 Inverness to Nairn scheme.</p> <p>AI noted that it is considered slightly early to exhibit the Connections Options in detail at the November exhibitions. The detail of the Connections Study options will be taken to a later exhibition in Spring 2014.</p> <p>SM noted that the exhibition process would provide the ideal platform for joint presentation of the TS connections options and the THC proposals for local improvements to compliment the A9/A96 Connections options. SM noted that THC have a defined governance process, which will</p>			

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		<p>require careful early planning for joint public exhibition with TS.</p> <p>The 2014 exhibitions will seek feedback from the public with regard to the revised options, and we need to make sure that they have enough information and understand the differences between options to allow them to make informed comment.</p>			
5.1	Governance Timescales	<p>AI requested that THC provide an indication of timescales for their governance process. Once this is established joint planning can commence and achievable dates identified for the 2014 consultations.</p> <p>SM noted that the first step in THC process would be providing a heads-up on taking forward a joint exhibition to the THC Team Leader meeting. AI requested that THC hold-off for 7-10 days before SM introduces this at Team Leader meeting.</p>	THC (SM)	11/10/2013	
6	Provision of Combined Option MFTM Models	<p>JS requested that the MFTM Combined Option models be provided to THC.</p> <p>AI confirmed that Jacobs are to issue the relevant models to JS.</p>	Jacobs (EB)	08/11/13	Complete

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