



TRANSPORT  
**SCOTLAND**  
CÒMHDHAIL ALBA

# A9 / A82

Longman Junction Improvement scheme

**Options public exhibitions**

[transport.gov.scot/projects/  
a9a82-longman-junction-improvement-scheme](https://transport.gov.scot/projects/a9a82-longman-junction-improvement-scheme)



# Welcome

As part of the Scottish Government's commitment within the £315 million Inverness and Highland City-Region Deal, Transport Scotland is progressing plans for a new grade-separated junction to replace **Longman Roundabout**.


The purpose of this exhibition is to present the options under consideration for the **A9/A82 Longman Junction Improvement scheme** and to seek your vital feedback.

We would like to hear your views so we can take these into account during the design and assessment process.

Please take your time to consider the information presented here today. A leaflet summarising the exhibition content is available for you to take away, as well as a feedback form, where we would welcome your comments.



A9 approaching Longman Roundabout, looking south

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

Further information can be found on the project website:

**[transport.gov.scot/projects/a9a82-longman-junction-improvement-scheme](https://transport.gov.scot/projects/a9a82-longman-junction-improvement-scheme)**



## Background

The Scottish Government's **Strategic Transport Projects Review (STPR)**, published in 2008, included targeted road congestion relief schemes to reduce conflicts between strategic and local traffic. The STPR objectives for the A9 corridor included:

**“Improve the operational effectiveness of the A9 as it approaches Perth and Inverness.”**

In 2010, Transport Scotland commissioned Jacobs UK to undertake the **A9/A96 Inshes to Nairn Design Manual for Roads and Bridges (DMRB) Stage 2 Study** and public exhibitions were held in February 2012.

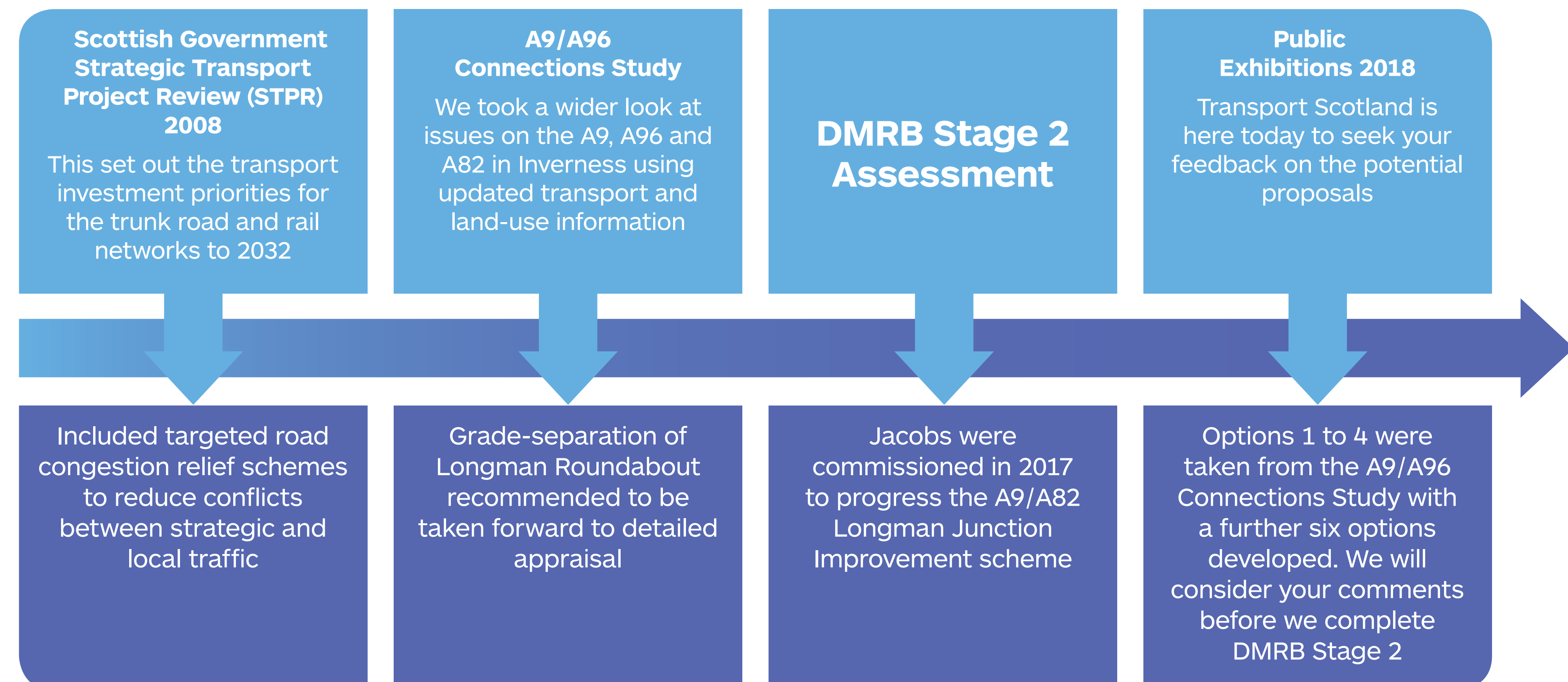
Following significant feedback received from these exhibitions, the **A9/A96 Connections Study** was commissioned to look at the wider traffic issues associated with junctions on the A9, A96 and A82. This was carried out in line with the principles of **Scottish Transport Appraisal Guidance (STAG)**.

Transport Scotland worked in partnership with **The Highland Council (THC)** during this Study to co-ordinate the land-use and transport plans for the area.

The Study reviewed the problems, opportunities and issues relating to the movement of traffic along these key routes, the interaction between them and the development in the surrounding area, and identified problems associated with delays at the A9/A82 Longman Junction.

The findings of the **A9/A96 Connections Study** were reported in February 2016 and specifically recommended the grade-separation of Longman Roundabout to relieve congestion at this strategic junction.

## Scheme background and update



# Scheme assessment process

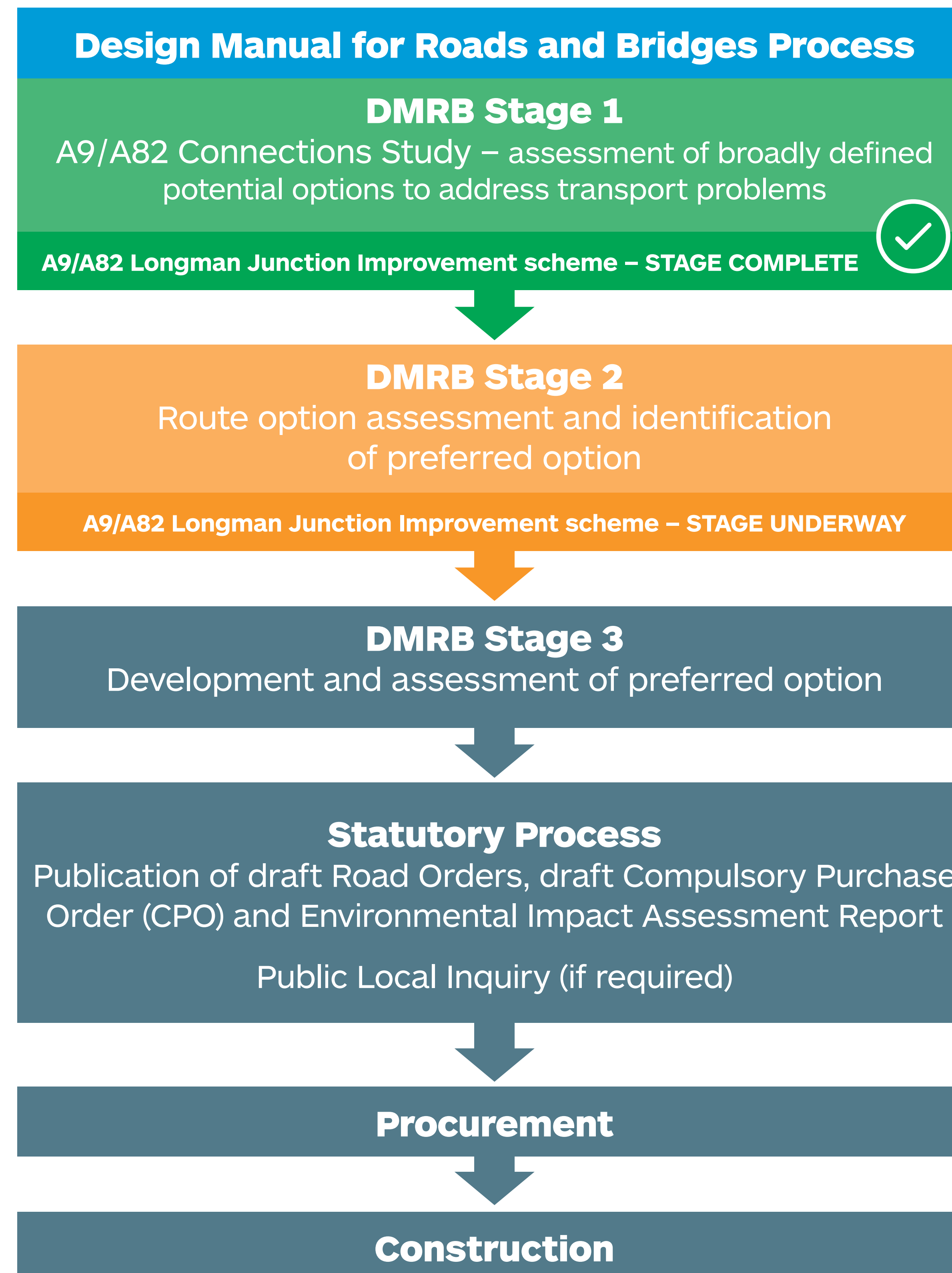
Transport Scotland carries out a rigorous assessment process to establish the preferred option for a road improvement scheme.

The preparation and development of road schemes follows the scheme assessment process set out in the [Design Manual for Roads and Bridges \(DMRB\)](#). This three-stage assessment process covers [engineering](#), [environmental](#), [traffic](#) and [economic](#) considerations.

## Consultation

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

The DMRB Stage 2 Assessment for the A9/A82 Longman Junction Improvement scheme is ongoing, with the options under consideration presented at this exhibition.





# Scheme objectives

The options assessment process takes into account the scheme objectives and the Scottish Government's five appraisal criteria, namely: **environment**, **safety**, **economy**, **integration** and **accessibility and social inclusion**.

## The scheme objectives are:

- To reduce the conflict between longer distance and local traffic
- To improve connectivity, particularly by public transport and active travel modes, between Inverness city centre and the growth areas to the east of the A9
- To promote improvement to the safety environment on the strategic transport network, with particular emphasis on Non-Motorised Users, close to Longman Junction
- To improve the operational effectiveness of the A9 and A82 on approach to Longman Junction
- To minimise the construction impacts on users of the road network
- To minimise adverse impact on environmental receptors in the vicinity of Longman Junction.



A9 looking north towards Kessock Bridge



# Scheme update

In January 2017, the £315 million **Inverness & Highland City-Region Deal** was signed. The Deal will improve connectivity through investments in transport and includes the development of the A9/A82 Longman Junction Improvement scheme.

Jacobs were commissioned by Transport Scotland in August 2017, to provide engineering services from **DMRB Stage 2 Assessment** to completing the statutory process for the Longman Junction Improvement scheme. The DMRB Stage 2 design and assessment of options is underway.

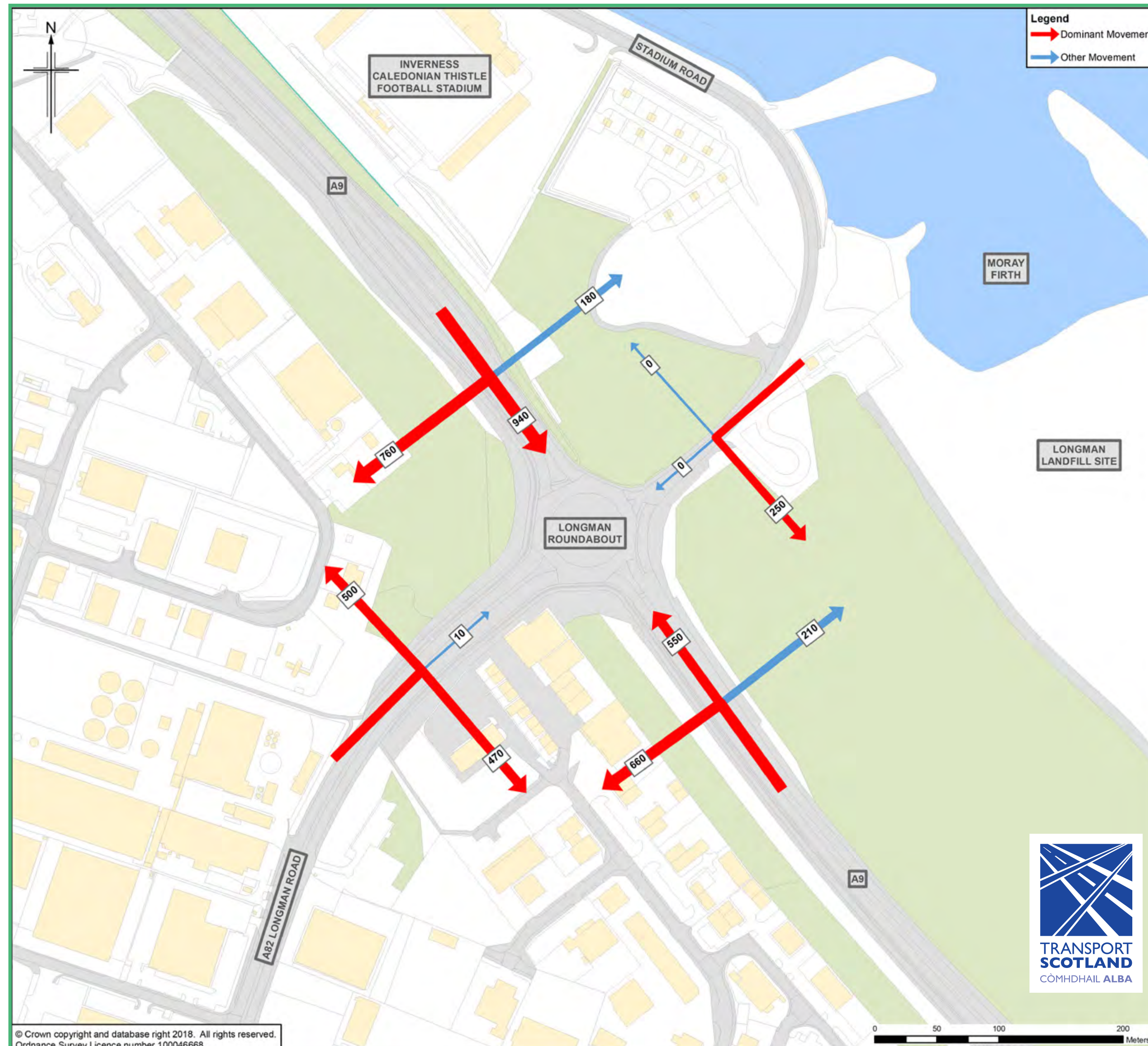
The first stage of the DMRB Stage 2 Assessment involved an options sifting process, where a number of options were considered and assessed. The outcomes of this sifting process are presented here today.



A9 approaching Longman Roundabout from the north

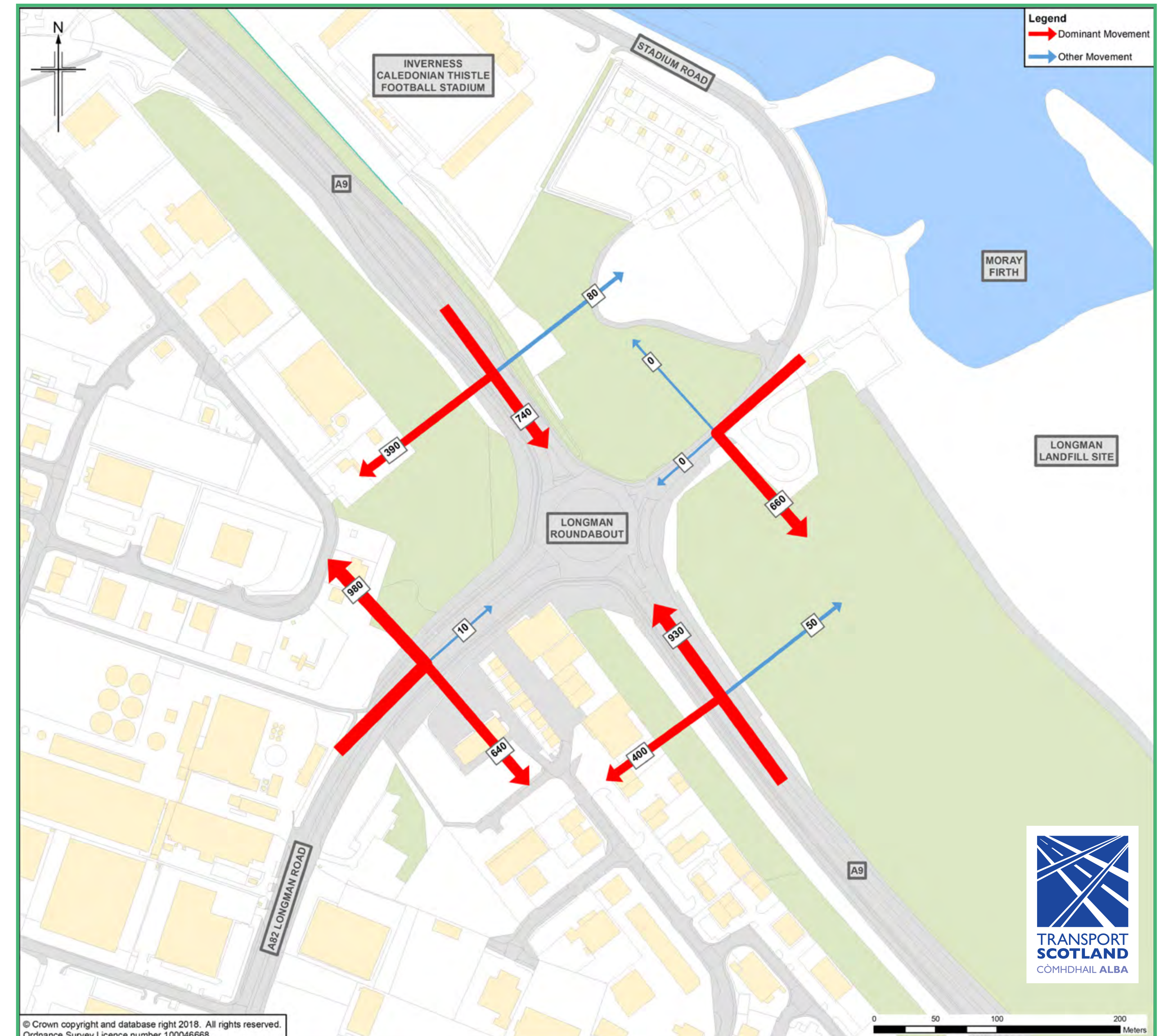


# A9/A82 Longman Junction Improvement scheme – Existing traffic flows



## AM peak traffic

- Relatively high traffic levels passing through the junction
- Key right turn movements from the A82 conflicting with the A9 southbound approach
- High traffic levels turning right from the A9 southbound conflicting with A9 northbound approach.



## PM peak traffic

- Relatively high traffic levels passing through the junction
- Key right turn movements from the A82 conflicting with the A9 southbound approach
- High traffic levels travelling northbound through the junction conflicting with traffic from the A82
- Large volume of traffic utilising the segregated left turn lane from Stadium Road.



# Sifting options

The following panels present ten options developed during the sifting stage.

Options 1 to 4 were taken forward from the A9/A96 Connections Study. As part of the junction options assessment process, a further six options were developed to ensure that a wide range of junction options were considered and assessed. The options have been developed to take account of engineering and environmental constraints and traffic operational performance.

The sifting process assessed each of the ten options against the scheme objectives to identify those which are most likely to perform well. Those options that were deemed to perform poorly against the scheme objectives were then suspended from further consideration.



# A9/A82 Longman Junction Improvement scheme



## Option 1

- Performs well in relation to reducing traffic conflicts
- Performs well in relation to connectivity for public transport and active travel modes e.g. walking and cycling routes
- Performs well in relation to operational effectiveness (how well the network accommodates traffic)
- Performs well in relation to environmental impacts.



## Option 2

- Performs poorly in relation to connectivity for public transport and active travel modes e.g. walking and cycling routes
- Performs poorly in relation to construction impacts on road users
- Performs poorly in relation to environmental impacts.



# A9/A82 Longman Junction Improvement scheme



## Option 3

- Performs well in relation to reducing traffic conflicts
- Performs well in relation to connectivity for public transport and active travel modes e.g. walking and cycling routes
- Performs well in relation to improving the safety environment
- Performs well in relation to operational effectiveness (how well the network accommodates traffic).



## Option 4

- Performs well in relation to reducing traffic conflicts
- Performs well in relation to operational effectiveness (how well the network accommodates traffic).



# A9/A82 Longman Junction Improvement scheme



## Option 5

- Performs well in relation to reducing traffic conflicts
- Performs well in relation to connectivity for public transport and active travel modes e.g. walking and cycling routes
- Performs well in relation to improving the safety environment
- Performs well in relation to operational effectiveness (how well the network accommodates traffic).



## Option 6

- Performs poorly in relation to connectivity for public transport and active travel modes e.g. walking and cycling routes
- Performs poorly in relation to improving the safety environment
- Performs poorly in relation to operational effectiveness (how well the network accommodates traffic)
- Performs poorly in relation to construction impacts on road users
- Performs poorly in relation to environmental impacts.



# A9/A82 Longman Junction Improvement scheme



## Option 7

- Performs poorly in relation to connectivity for public transport and active travel modes e.g. walking and cycling routes
- Performs poorly in relation to improving the safety environment
- Performs poorly in relation to construction impacts on road users.



## Option 8

- Performs poorly in relation to improving the safety environment
- Performs poorly in relation to environmental impacts.

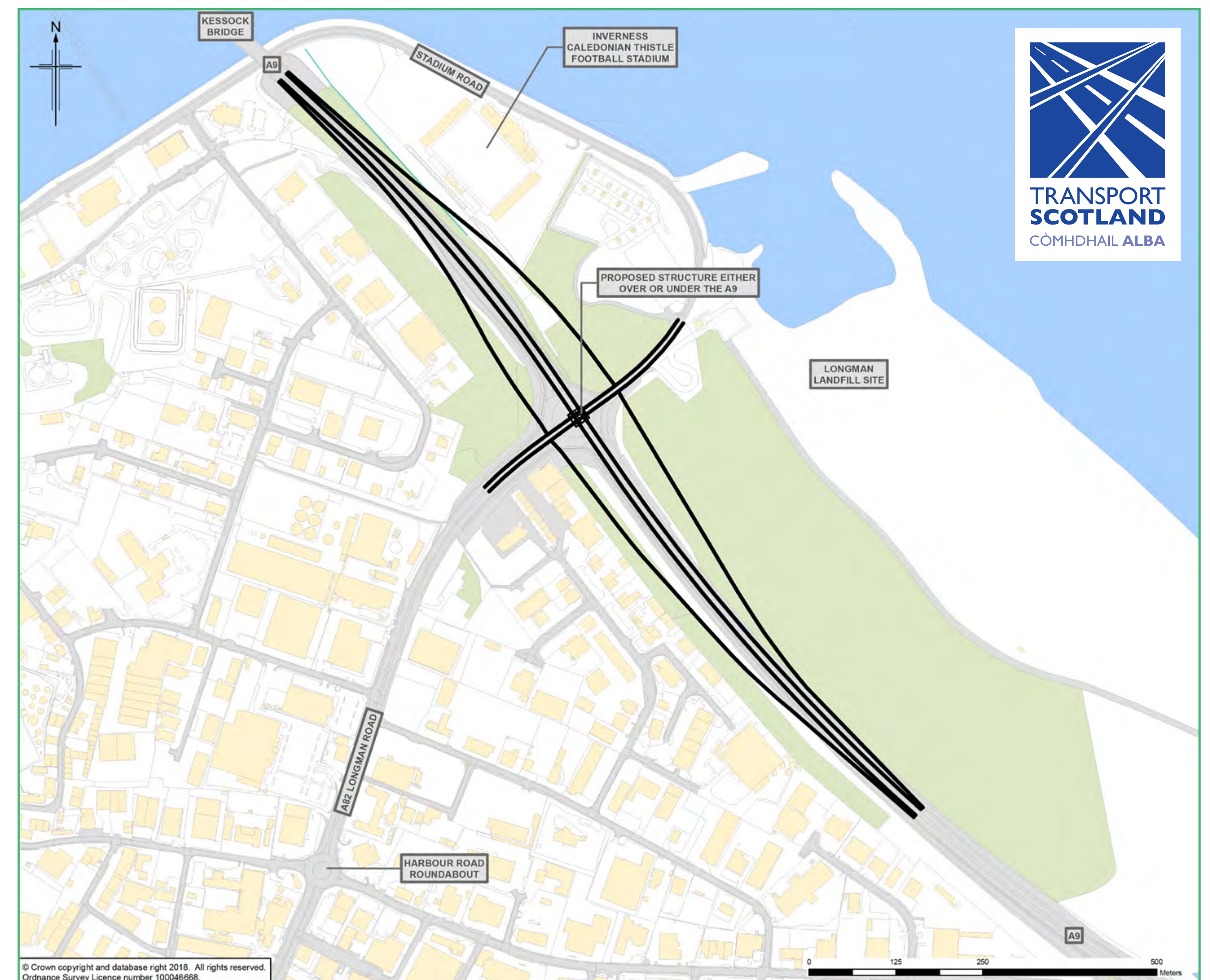


# A9/A82 Longman Junction Improvement scheme



## Option 9

- Performs poorly in relation to connectivity for public transport and active travel modes e.g. walking and cycling routes
- Performs poorly in relation to improving the safety environment
- Performs poorly in relation to environmental impacts.



## Option 10

- Performs well in relation to reducing traffic conflicts
- Performs well in relation to connectivity for public transport and active travel modes e.g. walking and cycling routes
- Performs well in relation to environmental impacts.



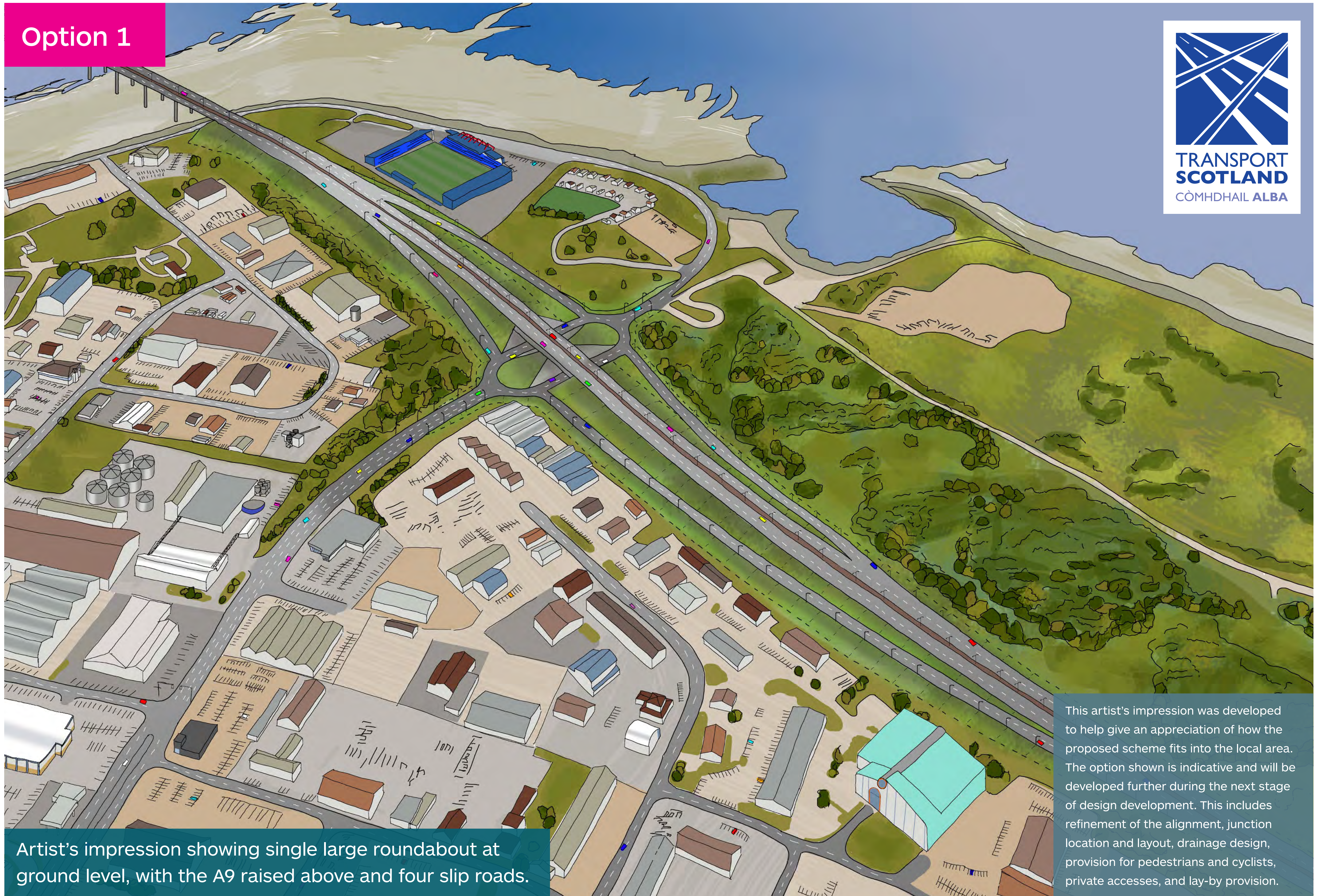
# Options for DMRB Stage 2 Assessment

Following the sifting process, options 1, 3, 4, 5 and 10 were taken forward to be designed and assessed during the DMRB Stage 2 Assessment. Artist's impressions of the five options are shown on the following panels.

The options shown on the drawings are indicative and will be developed further during the next stage of design development. This includes refinement of the junction location and layout, drainage design, provision for pedestrians and cyclists, private accesses, and lay-by provision.



# Option 1



Artist's impression showing single large roundabout at ground level, with the A9 raised above and four slip roads.

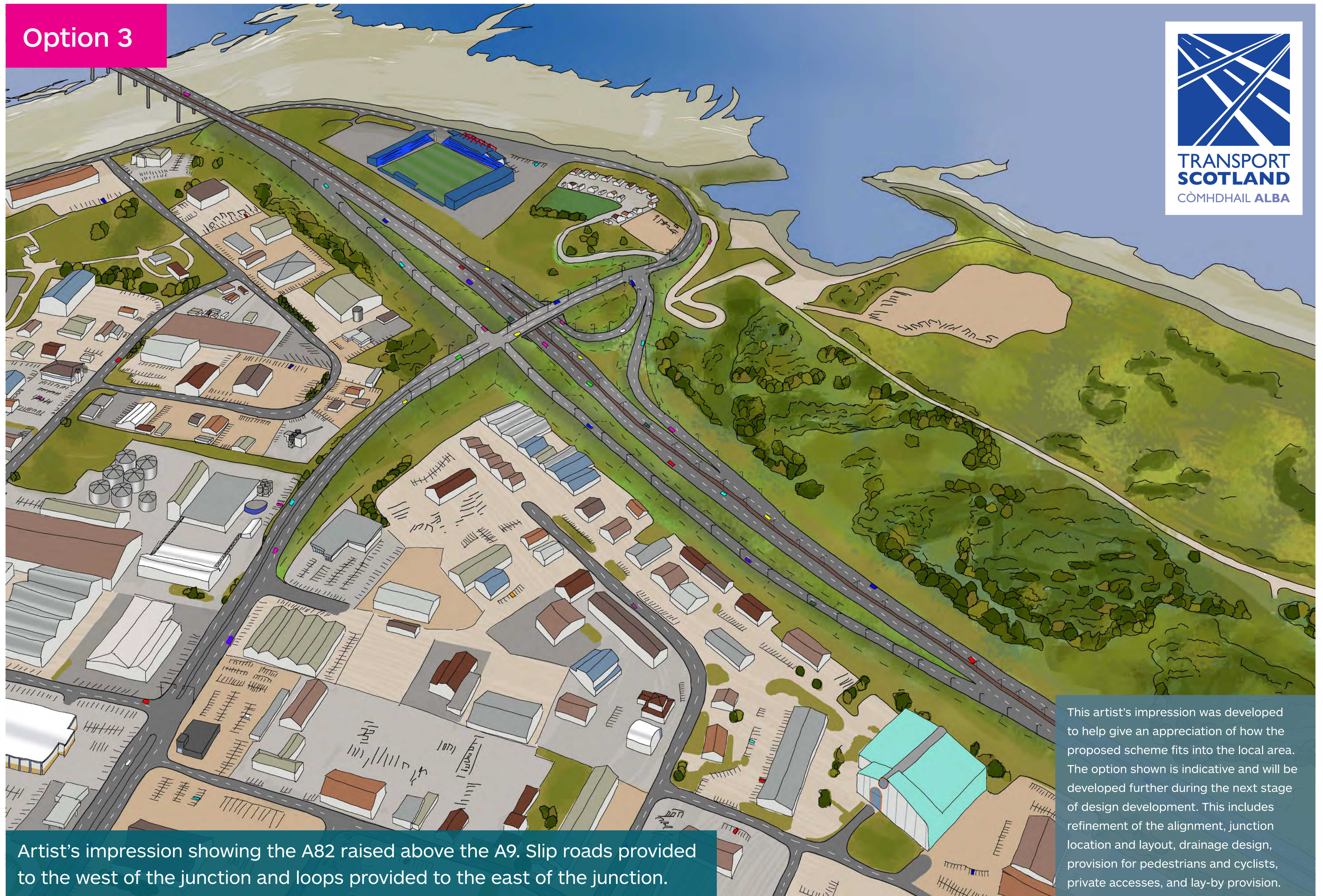
This artist's impression was developed to help give an appreciation of how the proposed scheme fits into the local area. The option shown is indicative and will be developed further during the next stage of design development. This includes refinement of the alignment, junction location and layout, drainage design, provision for pedestrians and cyclists, private accesses, and lay-by provision.



## Option 3



TRANSPORT  
SCOTLAND  
CÒMHDHAIL ALBA



Artist's impression showing the A82 raised above the A9. Slip roads provided to the west of the junction and loops provided to the east of the junction.

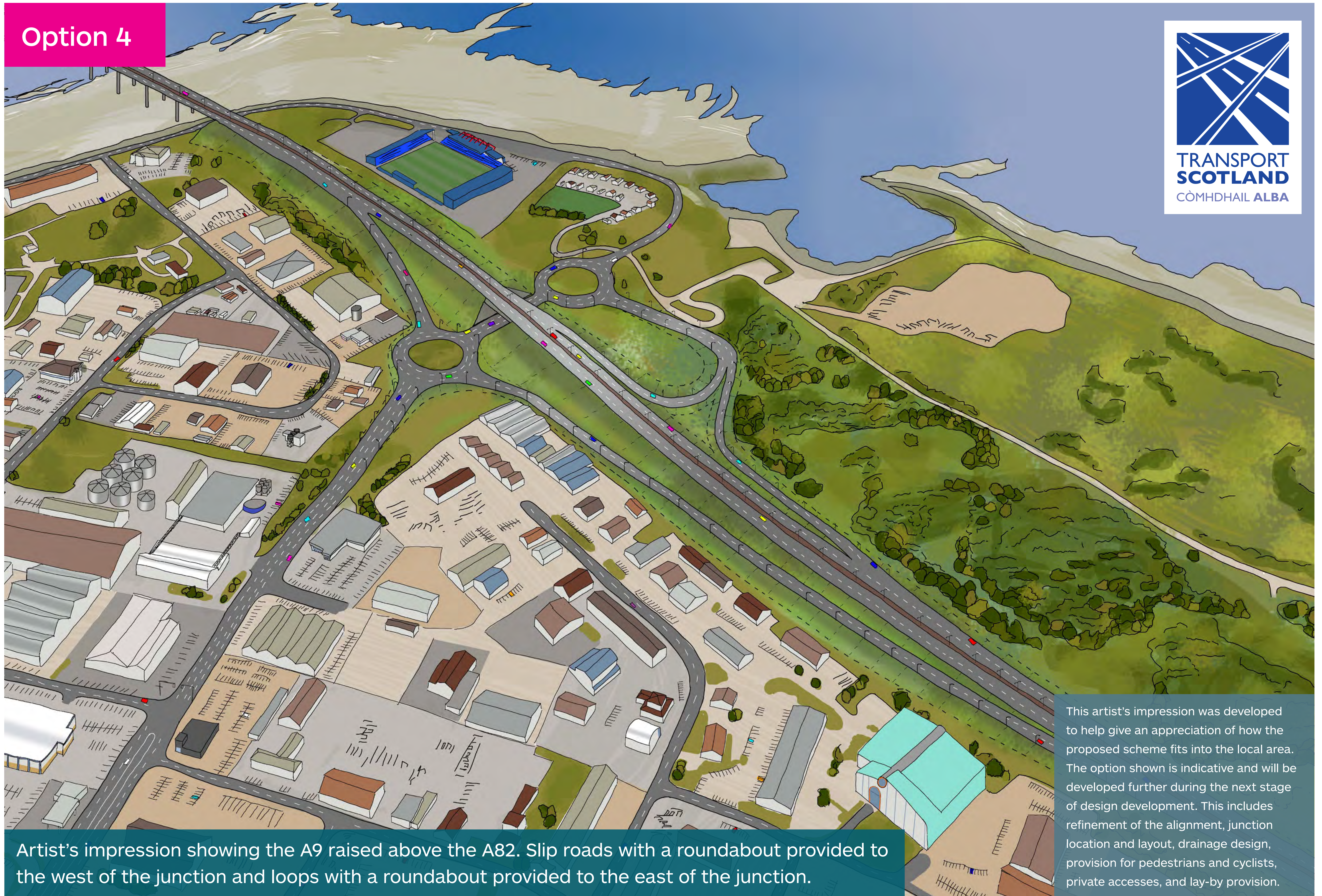
This artist's impression was developed to help give an appreciation of how the proposed scheme fits into the local area. The option shown is indicative and will be developed further during the next stage of design development. This includes refinement of the alignment, junction location and layout, drainage design, provision for pedestrians and cyclists, private accesses, and lay-by provision.



## Option 4



TRANSPORT  
SCOTLAND  
CÒMHDHAIL ALBA



Artist's impression showing the A9 raised above the A82. Slip roads with a roundabout provided to the west of the junction and loops with a roundabout provided to the east of the junction.

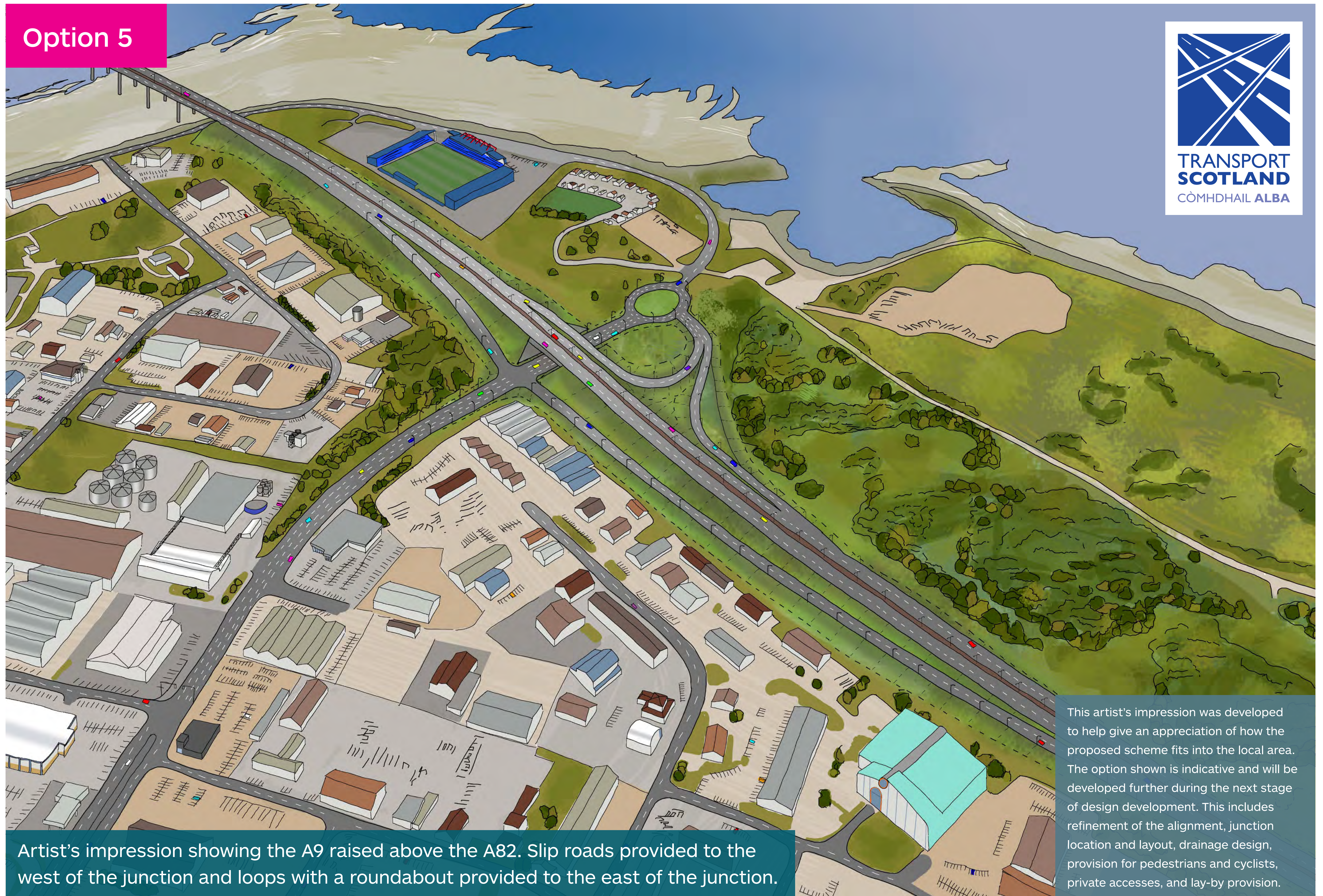
This artist's impression was developed to help give an appreciation of how the proposed scheme fits into the local area. The option shown is indicative and will be developed further during the next stage of design development. This includes refinement of the alignment, junction location and layout, drainage design, provision for pedestrians and cyclists, private accesses, and lay-by provision.



## Option 5



TRANSPORT  
SCOTLAND  
CÒMHDHAIL ALBA



Artist's impression showing the A9 raised above the A82. Slip roads provided to the west of the junction and loops with a roundabout provided to the east of the junction.

This artist's impression was developed to help give an appreciation of how the proposed scheme fits into the local area. The option shown is indicative and will be developed further during the next stage of design development. This includes refinement of the alignment, junction location and layout, drainage design, provision for pedestrians and cyclists, private accesses, and lay-by provision.



# Option 10



Artist's impression showing the A9 raised above the A82 with four slip roads.

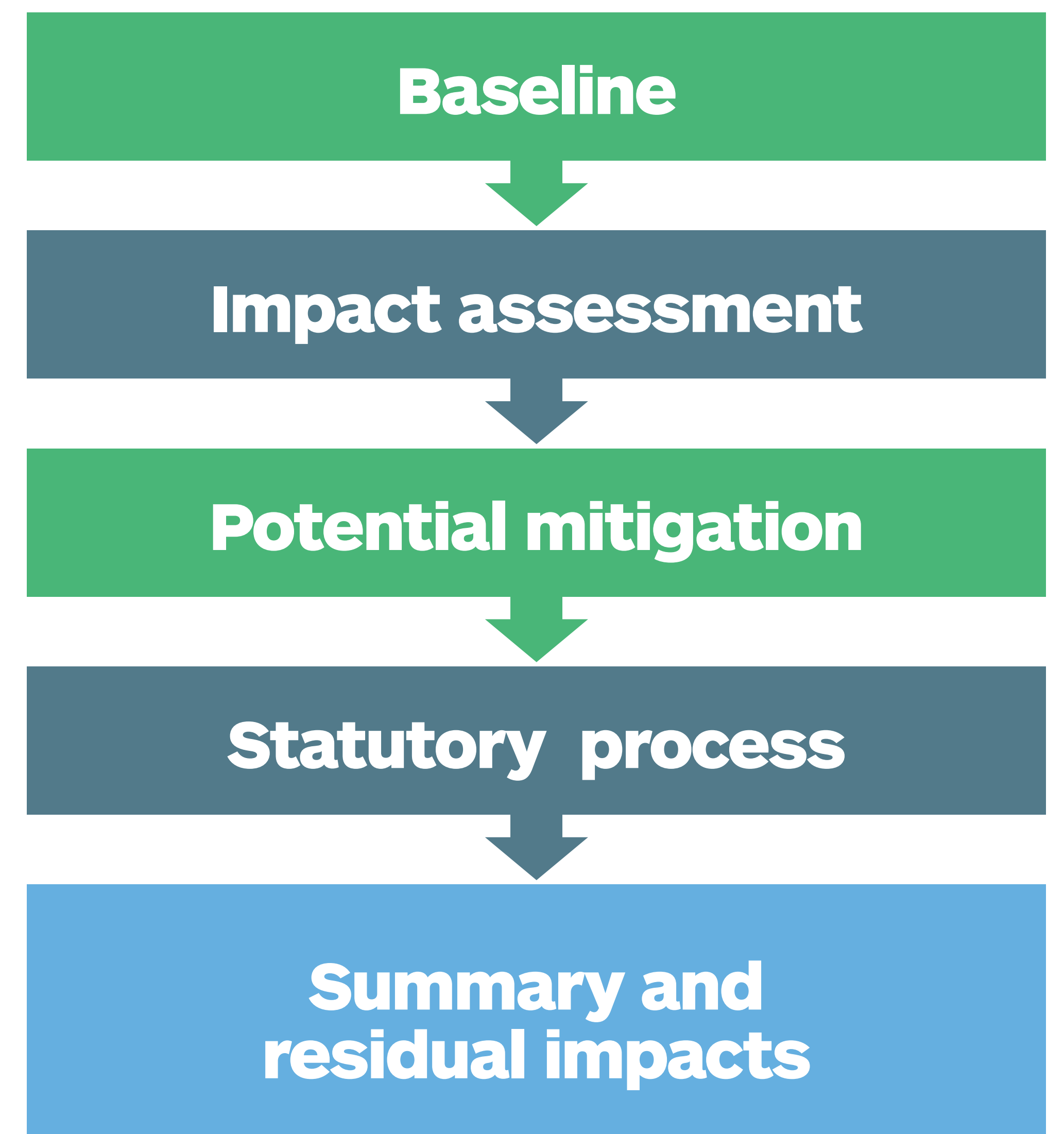
This artist's impression was developed to help give an appreciation of how the proposed scheme fits into the local area. The option shown is indicative and will be developed further during the next stage of design development. This includes refinement of the alignment, junction location and layout, drainage design, provision for pedestrians and cyclists, private accesses, and lay-by provision.



# Environmental Assessment

The DMRB Stage 2 Environmental Assessment is considering the impact of the junction options on:

- **Air quality** – at sensitive receptors (e.g. residential areas, schools and hospitals)
- **Noise and vibration** – at sensitive receptors (e.g. residential areas, schools and hospitals)
- **Landscape and visual** – landscape character and visual amenity for built and outdoor receptors e.g. residential dwellings, businesses and amenity areas
- **Habitats and biodiversity** – e.g. designated sites, habitats and protected species
- **Cultural heritage** – archaeological remains, historic buildings and historic landscapes
- **Geology and soils** – geology, soils (including contaminated land) and groundwater
- **Community and private assets (including agriculture)** – due to land take and potential community severance
- **Development land** – land allocation for development or land with planning permission
- **All travellers** – users of core paths, rights of way and the National Cycle Network (NCN) and impacts on vehicle travellers
- **Materials** – material resources and waste management
- **Water environment** – water quality, erosion risk and sediment flow in rivers, and flood risk.



01 View of Kessock Bridge from Stadium Road

02 Aerial photo of Longman Roundabout and the surrounding environment

03 Longman landfill site



# Non-Motorised User (NEMU) provision

Non-Motorised Users (NMUs) include pedestrians, cyclists and equestrians and may be recreational users or, closer to larger communities, active travellers and daily commuters.

Suitable provision for NMUs is an important part of the scheme. The NEMU design will be developed and incorporated through the [DMRB Stage 2 Assessment](#) in consultation with interested groups. The NEMU provision will integrate with the existing network to facilitate active travel and with public transport facilities where possible.



Existing NEMU facilities adjacent to A9 northbound, north of Longman Roundabout



Existing NEMU facilities adjacent to A9 northbound, south of Longman Roundabout



# What happens next?

The options presented will be subject to further development and refinement. The [Design Manual for Roads and Bridges \(DMRB\) Stage 2 Assessment](#) will consider advantages, disadvantages and constraints associated with the junction options, in relation to environmental, engineering, traffic and economic issues and performance against scheme objectives.

Transport Scotland is seeking to confirm a preferred option for the A9/A82 Longman Junction Improvement scheme early next year.

## Work is ongoing and includes:

- Consideration of exhibition feedback
- Development of scheme design, including NMU provision
- Survey work (including traffic, environmental, topographical, and geotechnical)
- Consultation with statutory and non-statutory consultees.



A9 approaching Longman Roundabout, looking south





# Comments and feedback

Transport Scotland welcomes your comments and feedback. Please take time to consider the information presented and provide any comments you may have as soon as possible and by:

**11 July 2018**

Your vital feedback will be taken into account during the options assessment process.

Comments can be made on the feedback forms provided here today, and placed in the feedback box at the exhibition, or sent by email or post.

Feedback forms are also available to download on the Transport Scotland website.

Should you have any specific accessibility requirements, the A9/A82 Longman Junction Improvement scheme leaflet and information panels presented at today's exhibition can be made available in alternative formats on request by contacting the project team.

For further information on the A9/A82 Longman Junction Improvement scheme, please visit Transport Scotland's website:

**[transport.gov.scot/projects/a9a82-longman-junction-improvement-scheme](http://transport.gov.scot/projects/a9a82-longman-junction-improvement-scheme)**

Please email your comments to:  
**a9a82stakeholdercommunications@jacobs.com**

or alternatively post to:  
**A9/A82 Longman Junction Improvement team, Jacobs, Kintail house, Beechwood Park, Inverness IV2 3BW**

**i** Transport Scotland will consider your comments and feedback as part of the further design development and assessment of the scheme, and all submissions will be shared with our consultants. We may also use your submission to inform future reports or public documents related to this scheme.

If you choose to provide contact details with your submission, Transport Scotland will be able to send you updates about the scheme, for example invitations to future public engagement events. If you wish us to do so, please provide your consent when you contact us using the details above. You can withdraw your consent at any time by contacting the project team.

The provision of contact details is optional and your comments will still be considered if provided anonymously, however Transport Scotland will be unable to respond to you if you choose not to provide these details.