



Transport Scotland

A9 North Kessock to Tore

Public Consultation Report





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1 Introduction

- 1.1.1. The first phase of the A9 North Kessock to Tore study, the Initial Appraisal (Case for Change), in accordance with Transport Scotland's Scottish Transport Appraisal Guidance (STAG) was published in March 2021 and concluded that there was evidence for a 'Case for Change' within the study area. The study is now progressing through the Preliminary Appraisal stage of this process which involves reviewing the four Transport Planning Objectives agreed with stakeholders against a number of potential short, medium and long-term interventions and consulting with the public to understand wider views on each of these options.
- 1.1.2. As part of an appraisal, it is important that the wider views of the people who use the route regularly are understood. In addition to working alongside stakeholder groups in the development of this study, a public consultation was facilitated on the options so far identified. These options were developed in conjunction with stakeholders, taking account of their feedback, and input from road safety engineers.
- 1.1.3. The feedback received from the public consultation process will be assessed in line with the previously established Transport Planning Objectives. This report details the findings of the consultation and informs the Preliminary Appraisal report which will be finalised in due course.

2 Background

- 2.1.1. Transport Scotland appointed WSP as Engineering Consultants to undertake a study to assess and report on the safety and operation of the A9 between North Kessock and Tore. This study sought to identify existing issues or opportunities for improvement.
- 2.1.2. The study has considered the safety and operational aspects of the corridor and the junctions, looking into the impact of existing and proposed traffic growth in the wider area as well as considering the strategic role the A9 plays for connectivity to the North and North-West of Scotland.
- 2.1.3. The study has reviewed both current and future operations, taking account of potential and future developments within the surrounding area, and has been undertaken in line with Scottish Transport Appraisal Guidance (STAG). The study represents the preliminary appraisal stage of the STAG process.
- 2.1.4. This consultation was to gather the public's view on the options established during the Initial Appraisal, and the responses received will inform the study. The Preliminary Appraisal, as established in line with the STAG process, will examine the options generated in this report against a number of criteria which includes environment, safety, economy, integration, and accessibility and social inclusion and public acceptability. This consultation addresses the public acceptability of the options.

2.2 Study Area

- 2.2.1. This chapter provides background information on the study and the outcomes from the Case for Change stage. Further details are provided in the Case for Change report available on the Transport Scotland website.
- 2.2.2. The study area includes both carriageways of the A9 between North Kessock Junction and Tore Roundabout, and all junctions in between as shown in Figure 2-1

Figure 2-1 - Map highlighting the Study Area



- 2.2.3. The North Kessock junction is grade-separated allowing all movements and Tore Roundabout is at-grade and connects the A9 with the A835 and the A832.
- 2.2.4. The five junctions between the North Kessock junction and Tore Roundabout are at-grade priority junctions sharing a similar layout, allowing movement in all directions including right turns across the main carriageway. All the junctions have turning lanes in the central reserve to allow turning vehicles to slow down and wait before making the right turn across the opposing carriageway. In addition, some junctions have left turn auxiliary lanes into and out of the side roads.
- 2.2.5. Of these junctions, the B9161 junction, also known as Munloch Junction, has been highlighted by residents and elected representatives as being of concern due to road safety issues. The stakeholder concerns about this junction have been reiterated throughout the engagement process.

2.3 Key Findings from the Case for Change

Traffic and Road Safety Analysis

2.3.1. The analysis of the traffic and road safety evidence identified the following:

- The traffic growth projected for the A9 between 2020 and 2035 is 9.79% between North Kessock and Tore Roundabout based on modelling informed by the adopted Inner Moray Firth Local Development Plan (2015). The emerging LDP, currently being prepared by The Highland Council, is being reviewed as part of the study.
- The collisions statistics show that collisions are spread out over the extent of the study area and do not exhibit any common contributory factors.
- The conflict study at Munlochy Junction shows that some drivers from the B9161 merging with the A9 southbound are not giving way to vehicles on the southbound carriageway and expect them to change lanes or slow down. A large number of conflicts were observed for this movement.
- The right turn into the B9161 presented a low number of observed conflicts.

Stakeholder Engagement

2.3.2. At the Case for Change stage, the process did not include a broader public consultation as the engagement sought to identify the problems and issues (as opposed to consultation on presented options). As the study progressed to the Preliminary Appraisal stage, public consultation was undertaken to gather views on the options presented.

2.4 Problems and Opportunities Identified

2.4.1. The following problems and opportunities were identified:

Problems:

- North Kessock to Tore
 - Perceived safety risks due to right turn movements from side roads across the A9
 - Perceived safety risk for general traffic and buses merging onto the A9 at intermediate junctions
- Munlochy Junction
 - Conflicts arising from vehicles merging from the B9161 onto the A9 southbound
 - Perceived safety risks for right turning movements from A9 onto B9161
 - Safety risks due to queues forming on northbound right turn lane and extending onto the main northbound carriageway
- Tore Roundabout
 - Perceived safety risks to pedestrians and cyclists at Tore Roundabout
 - Conflicts arising from vehicles movements at Tore Roundabout

Opportunities:

- Improve road safety and support the Scottish Road Safety Framework
- Encourage walking and cycling by local residents.

2.5 Transport Planning Objectives

2.5.1. From the analysis of the problems and issues identified through the consideration of analytical evidence and stakeholder inputs, the following Transport Planning Objectives (TPOs) were developed and agreed with stakeholders:

- **TPO 1:** A reduction in conflicts for active modes at the junctions along the A9 between North Kessock and Tore to encourage the use of active travel modes.
- **TPO 2:** To achieve an improvement in vehicular road safety and a reduction in conflicts at the Munloch Junction (A9/B9161) in the short (3 years), medium (3-10 years) and longer term (beyond 10 years).
- **TPO 3:** To achieve an improvement in vehicular road safety and a reduction in conflicts at Tore Roundabout (A9/A832/A835) in the short (3 years), medium (3-10 years) and longer term (beyond 10 years).
- **TPO 4:** To achieve an improvement in vehicular road safety and a reduction in conflicts at intermediate junctions along the A9 from north of the North Kessock junction up to but not including the Tore Roundabout in the short (3 years), medium (3-10 years) and longer term (beyond 10 years).

3 Consultation Methodology

3.1 Respondents and the Responses

- 3.1.1. This report explores the responses obtained during the public consultation carried out between 30 June 2021 and 27 August 2021 in support of the Preliminary Appraisal outlined within the STAG.
- 3.1.2. The consultation attracted responses from 753 individuals and organisations from various backgrounds. A total of 27 options were presented to the respondents which were to be rated on a 5-point scale. The available responses were:
- Strongly Like
 - Like
 - Neutral
 - Dislike
 - Strongly Dislike
- 3.1.3. For each rating, comments on the proposed options could be made in order to clarify or analyse the responses given by the respondents. It should be noted that some of the respondents offered alternative suggestions or alterations to the options in their justifications instead of just simply agreeing or disagreeing.
- 3.1.4. The comments mentioned in the analysis of this report have been used to indicate commonly occurring responses or concerns in relation to each of the options, as well as the wider public acceptability.
- 3.1.5. The public consultation was carried out on the Scottish Government's Citizen Space portal, with the option to engage offline via email or telephone call. An advertising campaign was carried out in advance of the launch using local media, stakeholders, Facebook and Instagram, and other social media platforms.

4 Consultation Questions and Analysis

4.1.1. The options were grouped into delivery timescales, with 3 short-term packages (A to C), 1 medium-term package (D) and 1 longer-term package (E).

4.2 Package A – Short-term

4.2.1. These options could be delivered within a period of between 6 and 18 months.

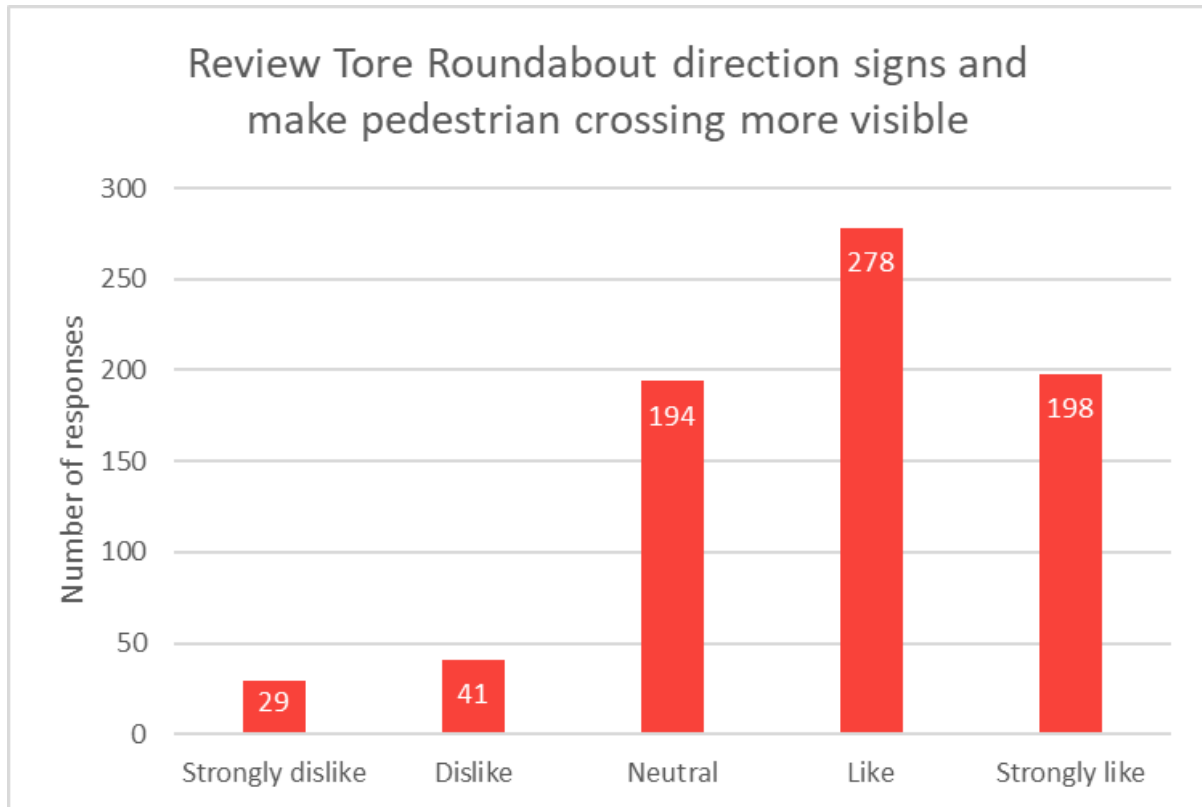
Option A1 - Review Tore Roundabout direction signs and make crossing point more visible

A review of signing and pedestrian crossing points at Tore Roundabout to make both the roundabout and crossing points clearer for drivers.

Table 4-1 – Option Response Results

Strongly dislike	Dislike	Neutral	Like	Strongly like
29	41	194	278	198
3.9%	5.4%	25.8%	36.9%	26.3%

Figure 4-1 - Graphical Response Results



- 4.2.2. Additional comments were made in 24% of the responses.
- 4.2.3. Although the response was generally positive with 63.2% of responses scoring 'like' or 'strongly like', concerns regarding the effectiveness of the measure were raised in the majority of comments. The large amount and cluttering of existing signage were also mentioned as an issue. Considering the speed at which drivers approach the roundabout, it was felt more signage would increase distractions.
- 4.2.4. One respondent commented that they "didn't realise there are currently crossing points at this roundabout" and another "wasn't aware of a pedestrian crossing".
- 4.2.5. Several respondents commented that traffic has been seen to use the incorrect lane of the roundabout for the appropriate exit.
- 4.2.6. A quarter of respondents scored this option as neutral.

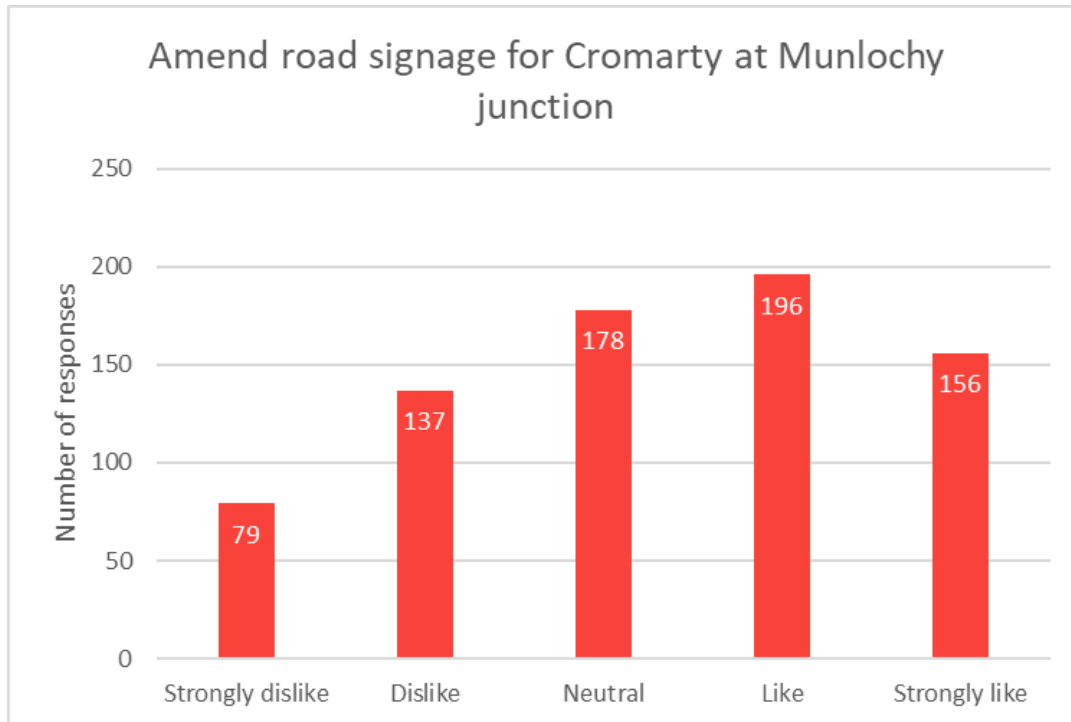
Option A2 - Amend road signage for Cromarty at Munlochy Junction

The replacement of the signs around the B9161 Munlochy junction with new ones that will direct traffic heading towards Cromarty to take the A832 from Tore roundabout.

Table 4-2 - Option Response Results

Strongly dislike	Dislike	Neutral	Like	Strongly like
79	137	178	196	156
10.5%	18.2%	23.6%	26.0%	20.7%

Figure 4-2 - Graphical Response Results



- 4.2.7. Additional comments were made in 34% of the responses.
- 4.2.8. This option received mixed response but overall had a broadly positive response with 46.7% of respondents scoring it positive and a further 23.6% scoring it negative. Several respondents stated that the signage was not an issue since “sat nav” would direct drivers into the B9161, especially in the case of tourists going to Cromarty.
- 4.2.9. Overall the respondents who disliked the options deemed it not enough to address the issues.

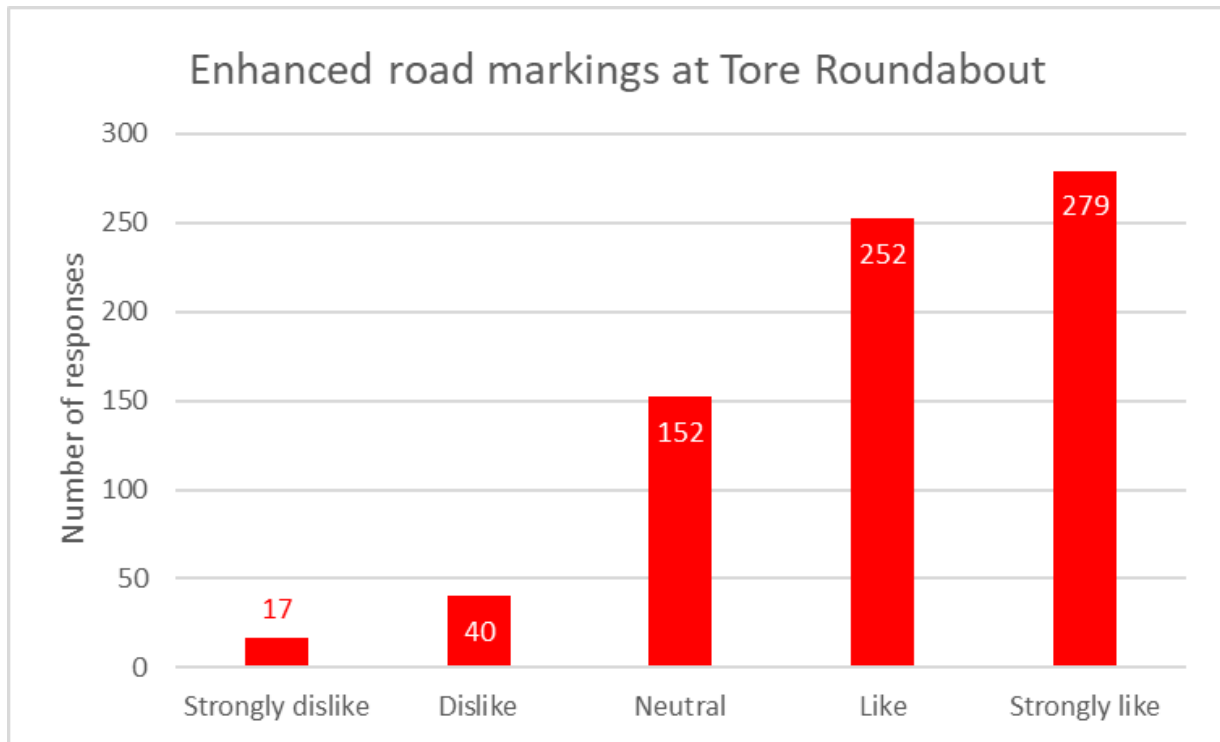
Option A3 - Enhanced road markings at Tore Roundabout

New lane markings on the Tore roundabout with destinations marked on the lanes on approach.

Table 4-3 - Option Response Results

Strongly dislike	Dislike	Neutral	Like	Strongly like
17	40	152	252	279
2.3%	5.3%	20.2%	33.5%	37.1%

Figure 4-3 - Graphical Response Results



4.2.10. Additional comments were made in 20% of the responses.

4.2.11. This option received an overall positive response with 70.6% of respondents scoring it positive, stating that it is cost-efficient and a needed measure that would address the issue. Only 7.6% of respondents scoring this option negatively. Eight of the negative responses stated that speed was an issue and not road markings, and that a change to the markings may make it more confusing, referring to the Inshes roundabout as an example.

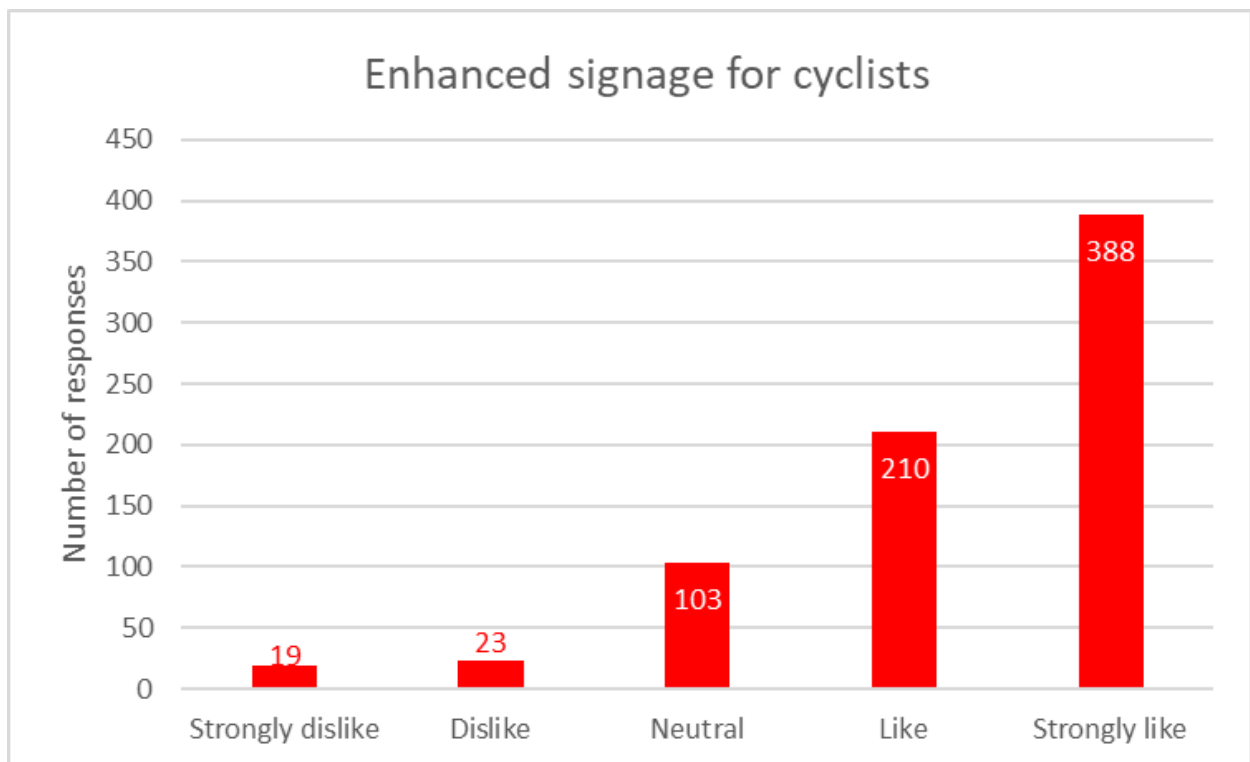
Option A4 - Enhanced signage for cyclists

Improved signage for cyclists to encourage use of the national cycle route that runs parallel to the A9.

Table 4-4 - Option Response Results

Strongly dislike	Dislike	Neutral	Like	Strongly like
19	23	103	210	388
2.5%	3.1%	13.7%	27.9%	51.5%

Figure 4-4 - Graphical Response Results



4.2.12. Additional comments were made in 22% of the responses.

4.2.13. This option received an overall positive response with 79.4% of respondents scoring it positively. Justifications included minimising the number of cyclists on the carriageway, encouraging the use of current cycle paths along the A9 and currently inadequate cycling signage.

4.2.14. One respondent noted “the safety of the route towards Dingwall for cyclists is seriously compromised by lack of vegetation maintenance, hampering visibility northwards on A9”. Another commented “there have been cycling tourists on the A9 [carriageway] despite [existing] cycle lanes”.

- 4.2.15. Three of the negative comments were based on the perception was that there was no problem for cyclists, but the overwhelming majority were of the opinion that cyclists should not use the A9, and that enhanced signage could encourage cyclists to use alternative routes.

4.3 Package B – Short-term

4.3.1. These three options can be delivered between 6 months and 4 years, and are more complex in technical terms or they may require prioritisation with other projects within Transport Scotland’s road safety budget.

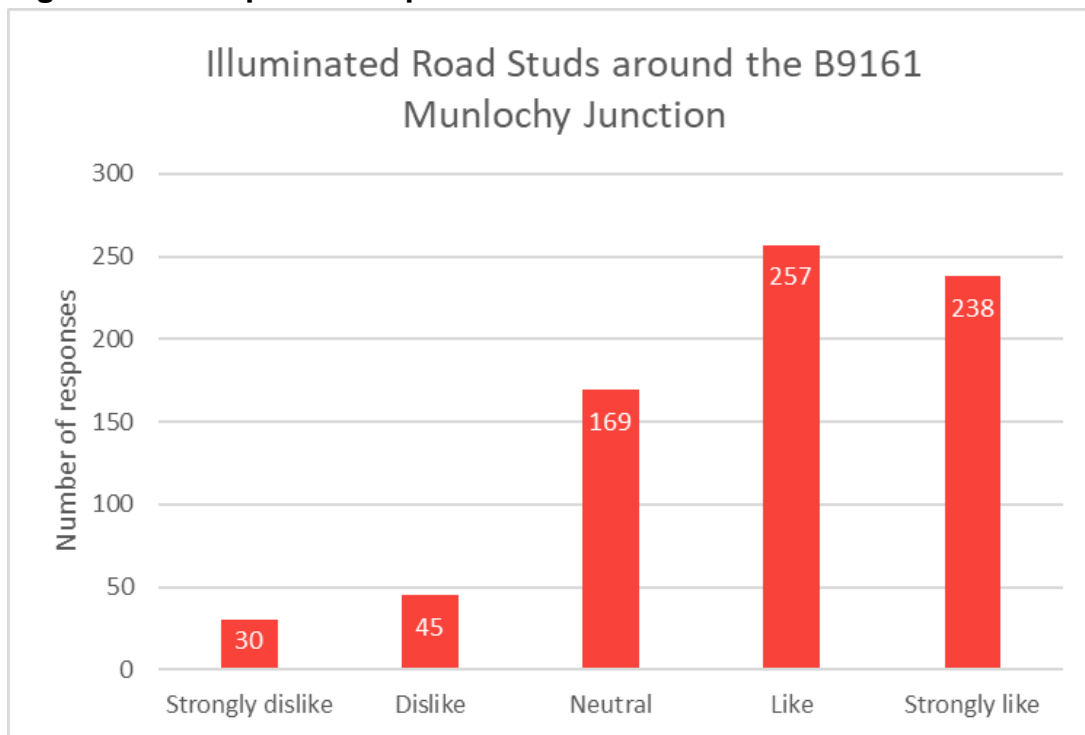
Option B1 - Illuminated Road Studs around the B9161 Munloch Junction

The replacement of the current road studs around the junction with more prominent illuminated versions.

Table 4-5 - Option Response Results

Strongly dislike	Dislike	Neutral	Like	Strongly like
30	45	169	257	238
4.0%	6.0%	22.4%	34.1%	31.6%

Figure 4-5 - Graphical Response Results



4.3.2. Additional comments were made in 18% of the responses.

The responses for this option varied although it scored overall positively with 65.7% of respondents scoring it positively. Several respondents stated it could not hurt to implement but that it was not enough on its own. This is reflected in the neutral response rate of 22.4% and comments about the junction being quieter at night anyway.

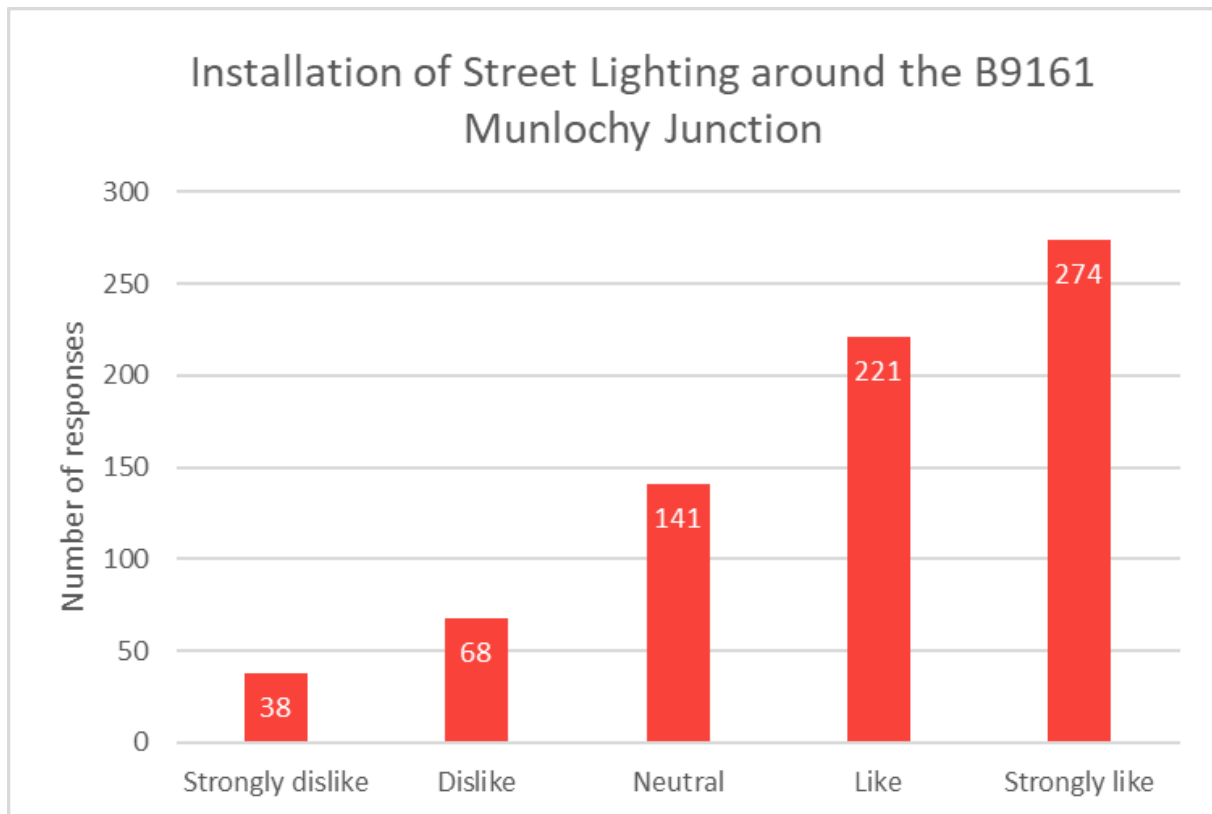
Option B2 - Installation of Street Lighting around the B9161 Munloch Junction

The installation of street lighting on the approaches to the Munloch junction. The street lighting columns would also help to emphasise the presence of the junction during daytime

Table 4-6 - Option Response Results

Strongly dislike	Dislike	Neutral	Like	Strongly like
38	68	141	221	274
5.0%	9.0%	18.7%	29.3%	36.4%

Figure 4-6 - Graphical Response Results



- 4.3.3. Additional comments were made in 22% of the responses.
- 4.3.4. The positive score of 65.7% indicates broad approval, with additional comments describing it as “an absolute necessity” and it “should have happened years ago”. Some of the criticisms remain, including questioning the effectiveness of the option and the increase in light pollution. Five respondents highlighted that this does not address the issues regarding daylight incidents.

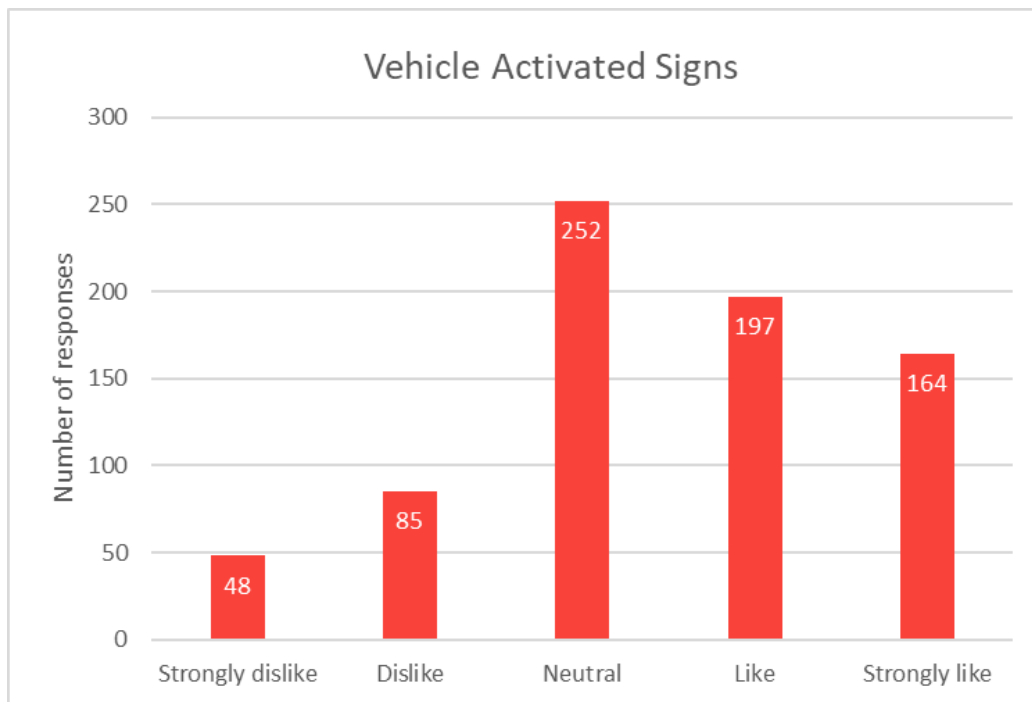
Option B3 - Vehicle Activated Signs

This option considers all five junctions between North Kessock and Tore roundabout with the provision of electronic vehicle activated signs to detect a vehicle approaching the A9 from the side road and illuminate to warn drivers on the A9 that a vehicle could emerge.

Table 4-7 - Option Response Results

Strongly dislike	Dislike	Neutral	Like	Strongly like
48	85	252	197	164
6.4%	11.3%	33.5%	26.2%	21.8%

Figure 4-7 - Graphical Response Results



- 4.3.5. Additional comments were made in 21% of the responses.
- 4.3.6. Almost half of respondents scored this option positively (48.0%), but a third of respondents scored it as neutral. Comments from 12 respondents stated that the measure would make little to no difference to the safety and that drivers would ignore the signs anyway. One positive comment suggested “anything that highlights the junction will help”
- 4.3.7. The comments associated with the ‘like’ and ‘strongly like’ ratings are generally very similar to the neutral comments, noting that vehicle activated signs are a good idea but that there are existing ones at Munlochry that appear to rarely function properly.
- 4.3.8. The single most common negative response cited that it would increase driver distraction, with 10 respondents believing this to be the case.

4.4 Package C – Short-term

- 4.4.1. These are short-term options that are relatively straightforward to construct but require a Legal Order to take effect. Making a Legal Order involves a public consultation, and anyone adversely affected by the proposed order can object, and this can add a considerable delay to the process.
- 4.4.2. Across Scotland, safety cameras are deployed through the Scottish Safety Camera Programme primarily where they have the greatest potential to reduce injury collisions and where there is evidence of both collisions and speeding. This is in accordance with criteria contained in the Scottish Safety Camera Programme Handbook.

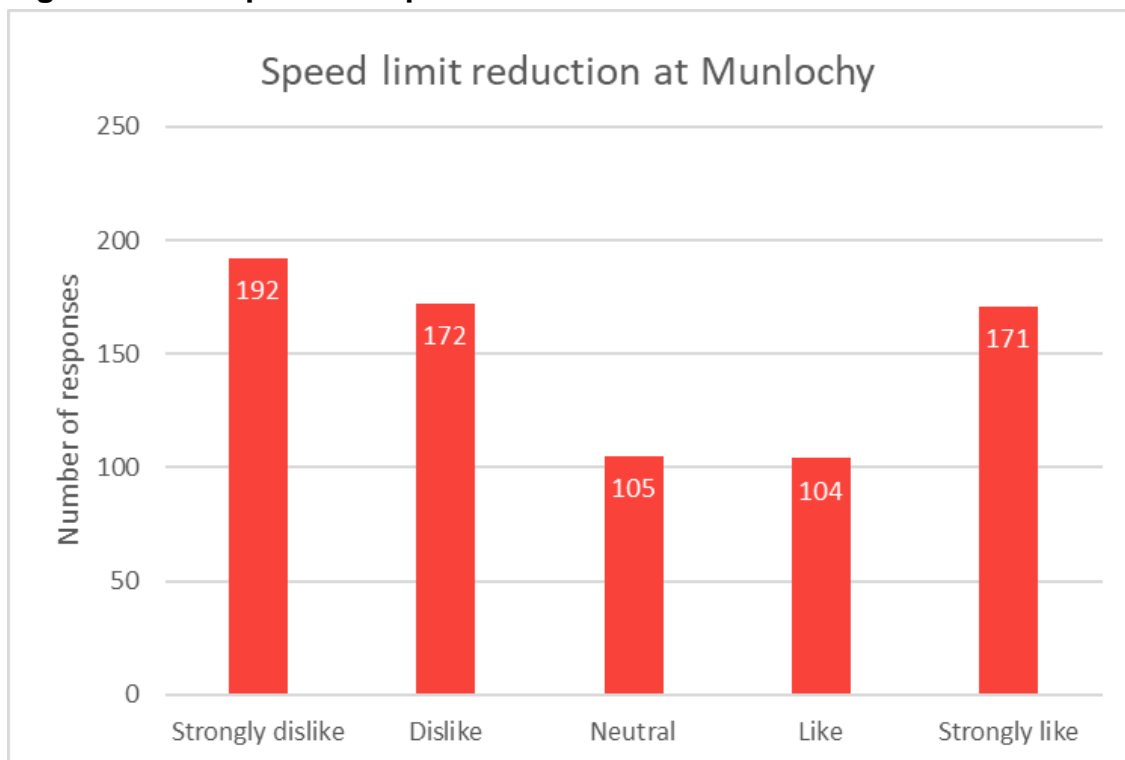
Option C1 - Speed limit reduction at Munloch

A speed limit reduction around the B9161 Munloch junction, effectively extending the existing 50mph speed limit at North Kessock to the north side of Munloch junction.

Table 4-8 – Option Response Results

Strongly dislike	Dislike	Neutral	Like	Strongly like
192	172	105	104	171
25.5%	22.8%	13.9%	13.8%	22.7%

Figure 4-8 - Graphical Response Results



- 4.4.3. Additional comments were made in 34% of the responses.
- 4.4.4. This option received an overall negative response, with almost half (48.3%) of respondents scoring it negatively. Just over a third scored it positively. A majority of the comments from the negative responses stated that lowering the speed would not be effective as drivers would ignore it, along with increased journey times and driver frustration. Two respondents commented that the proposed 50mph speed limit should be extended to Tore, with one scoring it negatively and one not providing any score.

The positive responses stated that it was needed to make the junction safer and avoid further accidents, with a general view that a reduction in speed can only be a good thing.

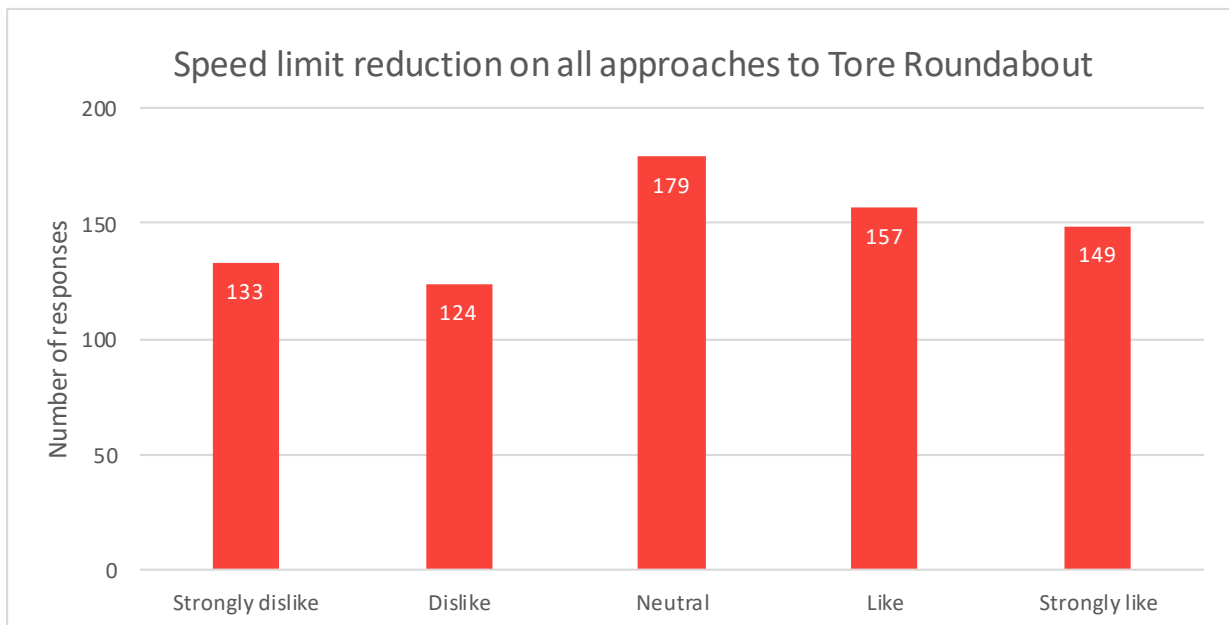
Option C2 - Speed limit reduction on all approaches to Tore Roundabout

A reduction on the approaches to the Tore Roundabout – either the immediate approaches or for one mile on the approach, possibly taking in the Tore Primary School junction.

Table 4-9 - Option Response Results

Strongly dislike	Dislike	Neutral	Like	Strongly like
133	124	179	157	149
17.7%	16.5%	23.8%	20.8%	19.8%

Figure 4-9 - Graphical Response Results



- 4.4.5. Additional comments were made in 20% of the responses.
- 4.4.6. This option received a mixed response with 40.6% of respondents rated this option positively and 34.2% rating it negatively. A further 23.8% have a neutral opinion. Similar comments were raised as for the speed limit reduction at Munloch, namely that speed limits would not be followed or cause increases to journey times and driver frustration.
- 4.4.7. Only three of the neutral responses highlighted that speed cameras would be necessary to make the measure effective with the majority stating that it would have no effect on road safety.
- 4.4.8. Some positive responses stated that it would help to make crossing pedestrians and cyclists safer with one respondent commenting that they “regularly walk across the roads at Tore and traffic is much too fast on all approaching/leaving roads”.

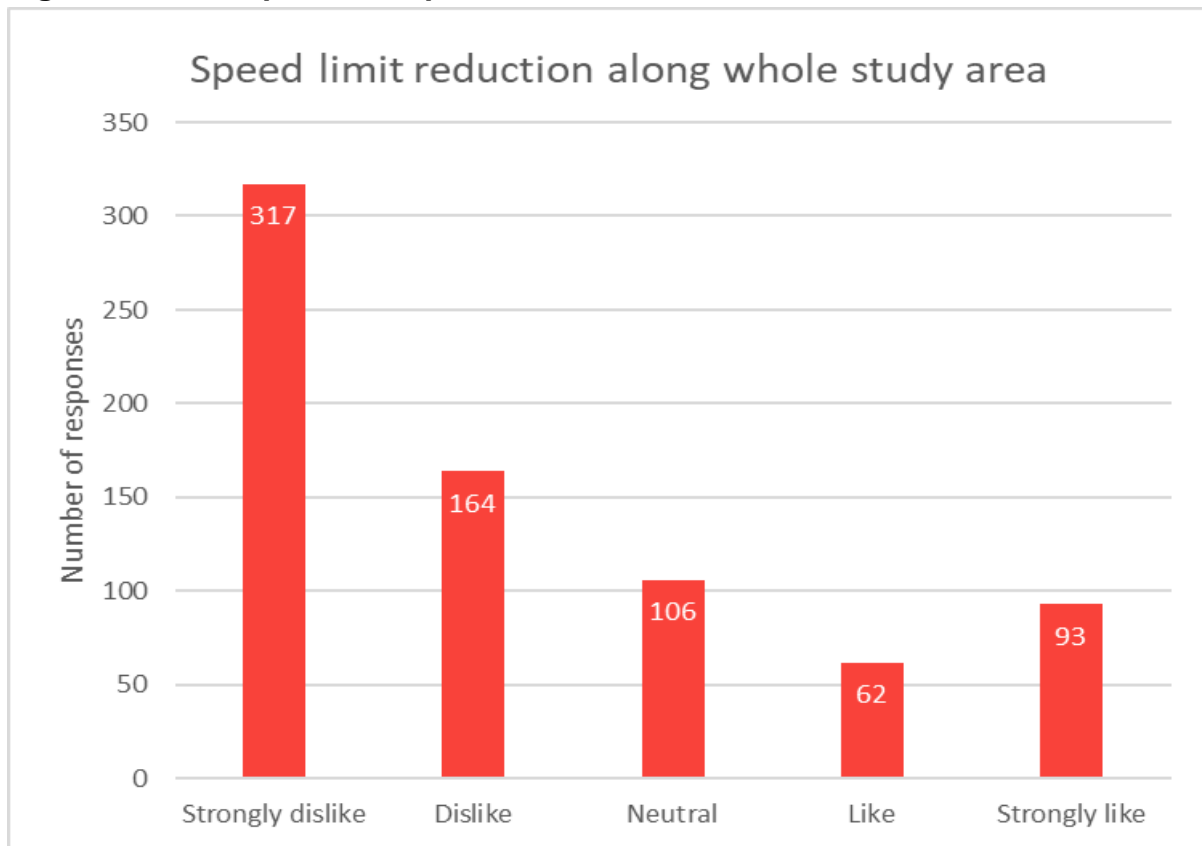
Option C3 - Speed limit reduction along whole study area

Introduce a lower speed limit of 50mph north from the existing 50mph speed limit at North Kessock junction all the way to the Tore roundabout.

Table 4-10 - Option Response Results

Strongly dislike	Dislike	Neutral	Like	Strongly like
317	164	106	62	93
42.1%	21.8%	14.1%	8.2%	12.4%

Figure 4-10 - Graphical Response Results



4.4.9. Additional comments were made in 26% of the responses.

4.4.10. This option had an overall negative response with 63.9% of respondents scoring it as such. Justifications were similar to the reduction of speed limits at Munloch and the approaches to Tore Roundabout, and many respondents felt that it was too extreme of a measure and would defeat the purpose of having a dual carriageway.

4.4.11. The positive comments commonly suggested that it would only be effective if the speed limits were enforced by additional means.

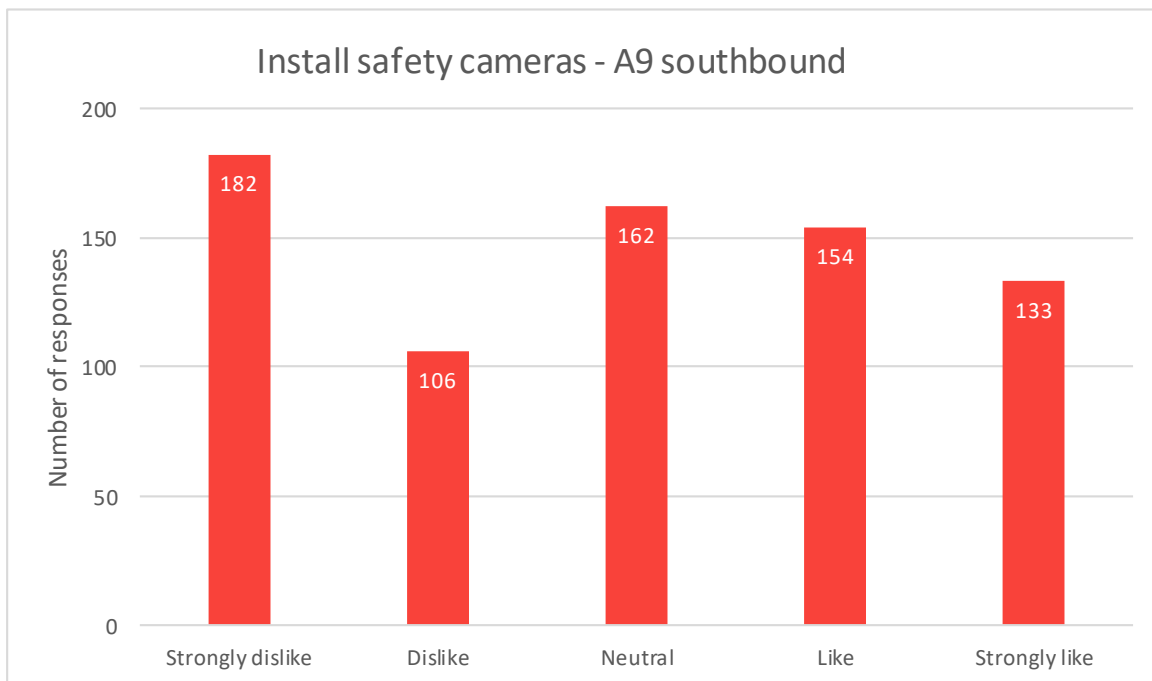
Option C4 - Install safety cameras, A9 southbound

The installation of a fixed safety camera near the B9161 junction on the southbound A9.

Table 4-11 - Option Response Results

Strongly dislike	Dislike	Neutral	Like	Strongly like
182	106	162	154	133
24.2%	14.1%	21.5%	20.5%	17.7%

Figure 4-11 - Graphical Response Results



4.4.12. Additional comments were made in 21% of the responses.

4.4.13. This option got an even positive and negative score, at 38.2% and 38.3% respectively,, despite "strongly dislike" being the single most popular rating. Positive responses stated that implementation of safety cameras would positively impact driver behaviour, issues like right turn lane queuing and inconsiderate drivers would remain. It was also suggested by three respondents that a camera should also be installed on the northbound carriageway.

4.4.14. The negative responses predominantly centred around the public perception of the negative connotations of safety cameras such as cash generation for the government and further penalisation of drivers. Other comments noted that this solution does not address the issues around junction layouts. Further to this, 12 respondents voiced concerns that this measure would lead to unsafe braking manoeuvres from speeding vehicles in advance of the cameras.

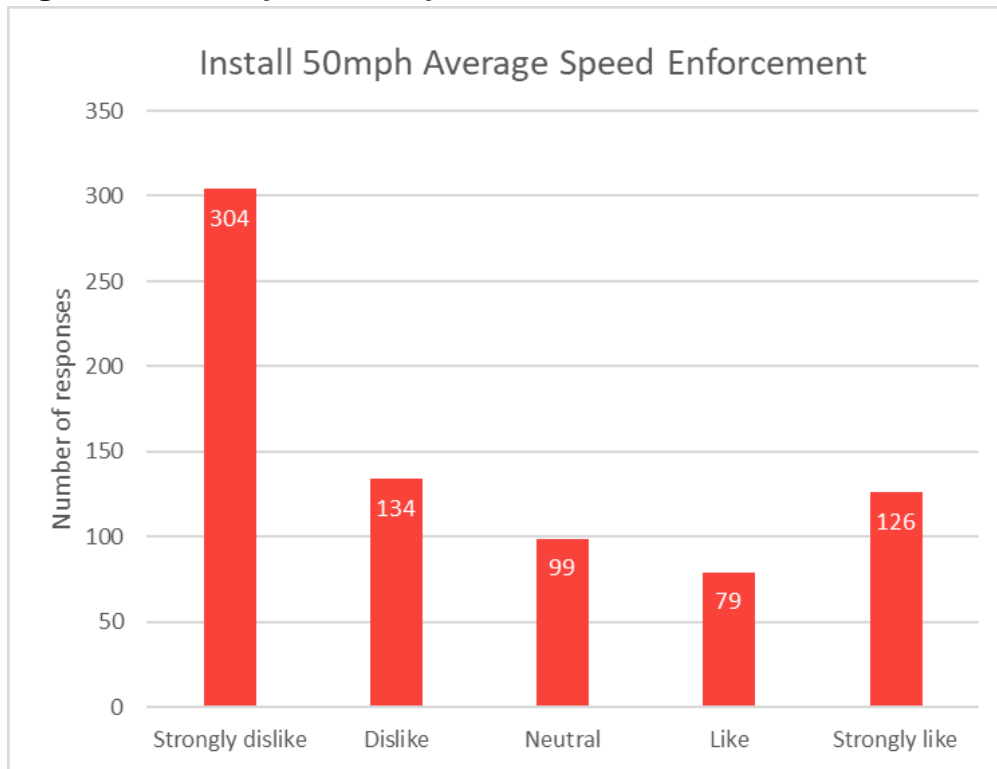
Option C5 - Install 50mph Average Speed Enforcement

The installation of an average speed enforcement system between North Kessock and Tore.

Table 4-12 - Option Response Results

Strongly dislike	Dislike	Neutral	Like	Strongly like
304	134	99	79	126
40.4%	17.8%	13.1%	10.5%	16.7%

Figure 4-12 - Graphical Response Results



4.4.15. Additional comments were made in 23% of the responses.

4.4.16. This option received a negative response with 58.2% of respondents scoring it as 'dislike' or 'strongly dislike'. As observed previously, measures enforcing speed limits were unpopular, with the perception that it defeats the purpose of having a dual carriageway to begin with, alongside other negative connotations of a safety camera as a cash generator. A majority of respondents did not believe this was a viable option as it does not address the issue of junction layouts.

4.4.17. Positive responses overall stated that implementation of safety cameras would positively impact driver behaviour and improve safety.

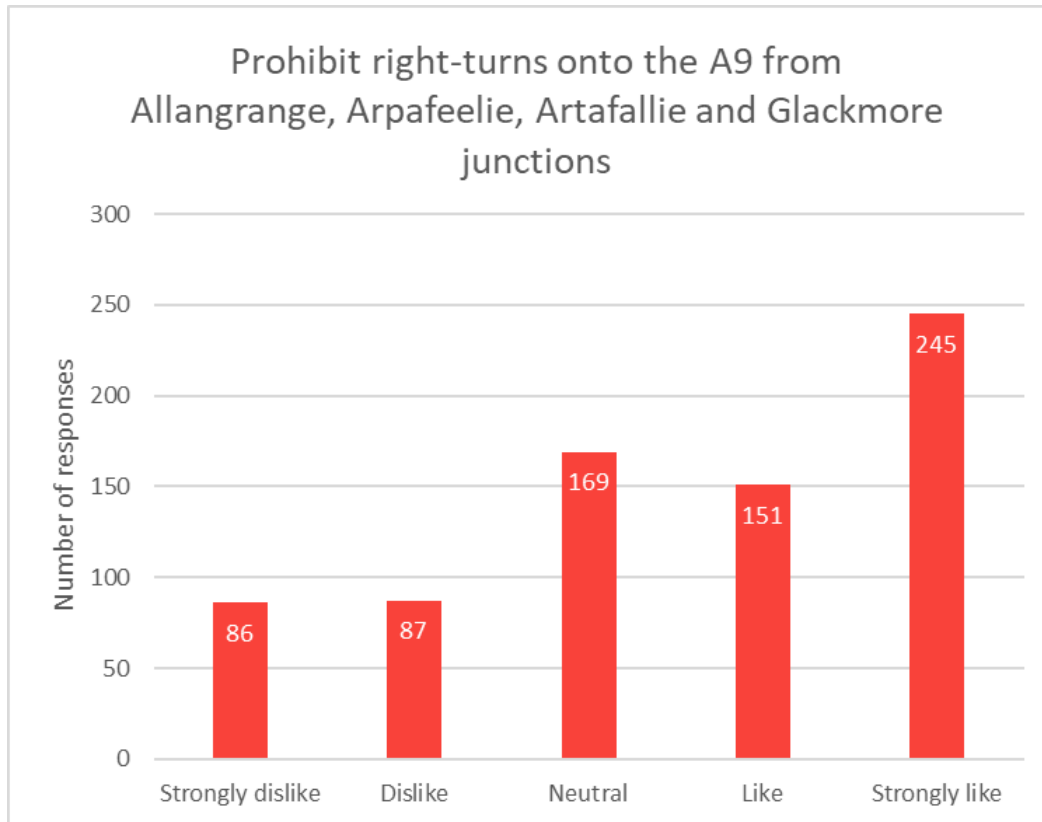
Option C6 - Prohibit right-turns onto the A9 from Allangrange, Arpafeelie, Artafallie and Glackmore Junctions

Prohibit right turns from side roads onto the A9 to prevent potential conflicts.

Table 4-13 - Option Response Results

Strongly dislike	Dislike	Neutral	Like	Strongly like
86	87	169	151	245
11.4%	11.6%	22.4%	20.1%	32.5%

Figure 4-13 - Graphical Response Results



4.4.18. Additional comments were made in 25% of the responses.

4.4.19. This option received an overall positive response with 52.6% of respondents scoring it positively, with the most frequent response being “strongly like”. Neutral responses contributed to 22.4% of the scores.

4.4.20. The positive feedback was mostly attributed to the fact that a redesign has been one of the most suggested measures to address the issues at hand and this appeared to be a step in the right direction. One respondent noted that “the disadvantage would be channelling more traffic through the Tore Roundabout” although they scored it as “strongly like”, seemingly



acknowledging that their consideration of advantages outweighs the disadvantages. Another respondent commented “as a regular user of the junctions, [they] would not mind having to travel the longer distance”. A common theme of the positive comments is the acknowledgment of the inconvenience, but that safety is a priority.

The negative feedback often raised issues around increased journey time and increased traffic at Tore roundabout. It was the general opinion that these effects would affect locals more than passing traffic, with one respondent commenting that it would be “very unfair on locals in these areas”. Access for farmers to land across the A9 was also raised as a concern.

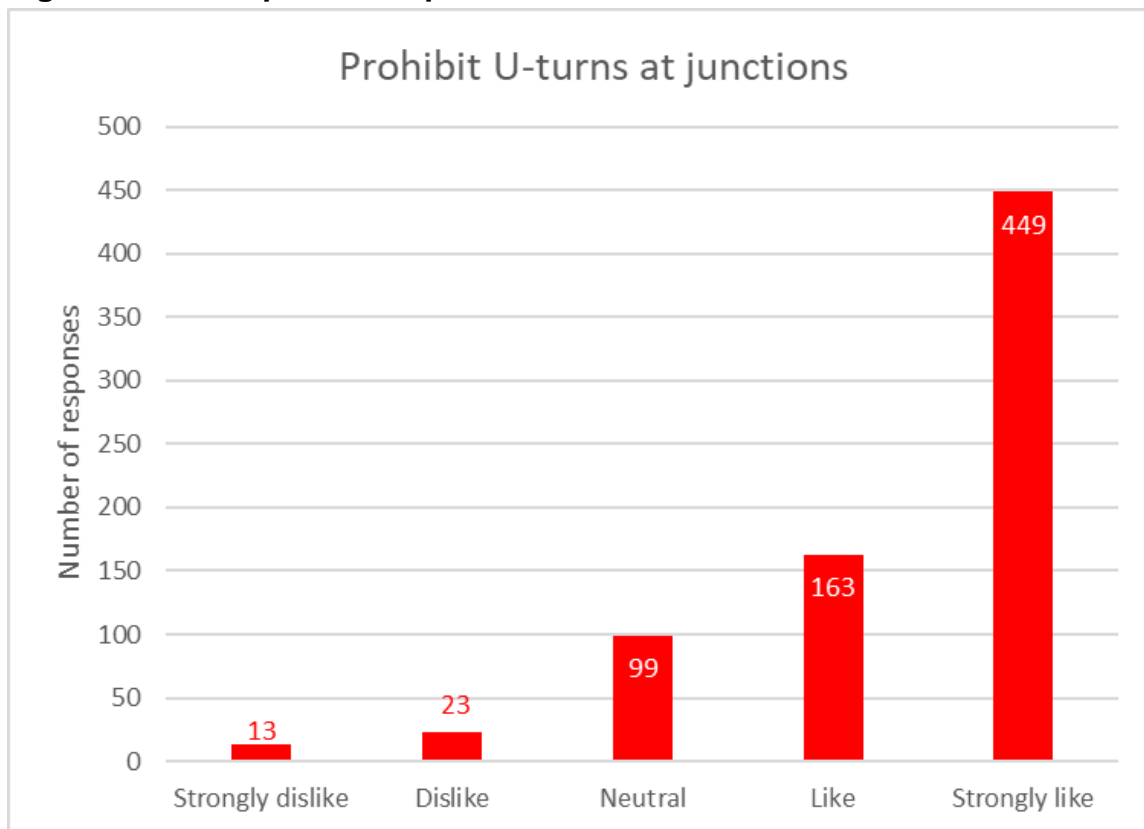
Option C7 - Prohibit U-turns at junctions

The prohibition of U-turns at intermediate junctions to reduce conflict.

Table 4-14 - Option Response Results

Strongly dislike	Dislike	Neutral	Like	Strongly like
13	23	99	163	449
1.7%	3.1%	13.1%	21.6%	59.6%

Figure 4-14 - Graphical Response Results



- 4.4.21. Additional comments were made in 14% of the responses.
- 4.4.22. This option received clear positive feedback with 81.2% of respondents scoring it positively, with most of the responses scoring “strongly like”. Additional comments suggested that this was an obvious measure and seemingly many respondents were unaware of drivers doing U-turns at the junctions, with one describing them as “madmen”.
- 4.4.23. Of those respondents who gave a negative score, only 9 provided additional comments, with most considering that this will make little or no difference given the volume of traffic carrying out these manoeuvres, or that it makes life “unnecessarily difficult” for drivers.

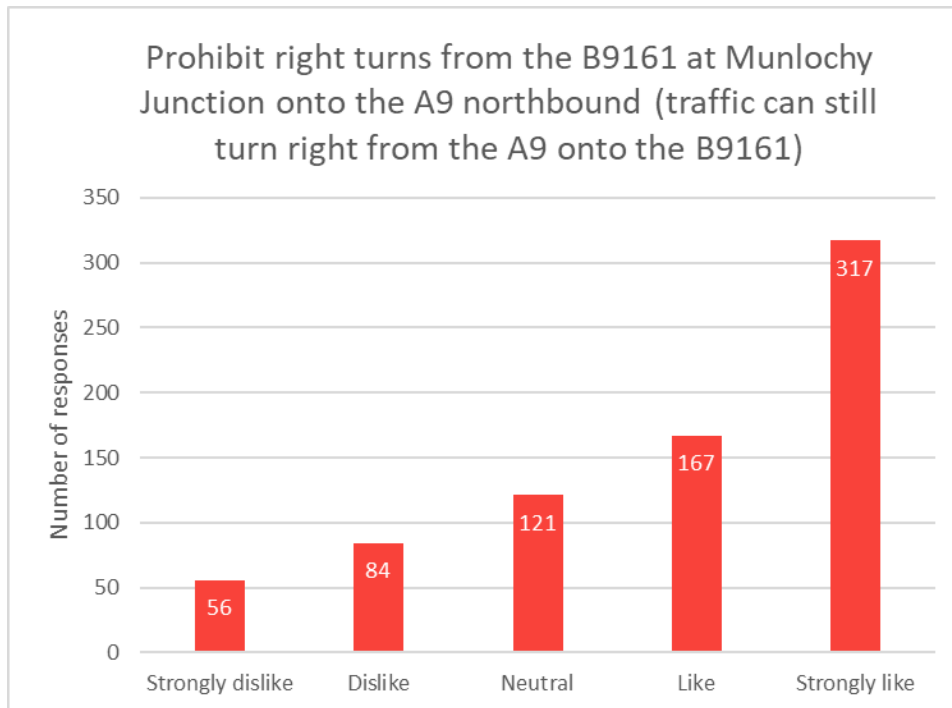
Option C8 - Prohibit right turns from the B9161 at Munlochy Junction onto the A9 northbound (traffic can still turn right from the A9 onto the B9161)

Prohibiting right turns from the B9161 at Munlochy Junction onto the A9 northbound, but traffic can still turn right from the A9 onto the B9161.

Table 4-15 - Option Response Results

Strongly dislike	Dislike	Neutral	Like	Strongly like
56	84	121	167	317
7.4%	11.2%	16.1%	22.2%	42.1%

Figure 4-15 - Graphical Response Results



4.4.24. Additional comments were made in 26% of the responses.

4.4.25. The feedback towards prohibiting right turns were positively received with 64.3% of respondents scoring it positively, with the majority of comments noting that this could resolve confusion and remove vehicle movements which present a risk of serious injury.

4.4.26. Of the additional comments to support the negative scores, 17 respondents highlighted the inconvenience for local traffic, citing the additional journey times, and concerns of increased traffic through North Kessock, as well as the local road network becoming busier with traffic diverted from the northbound A9.

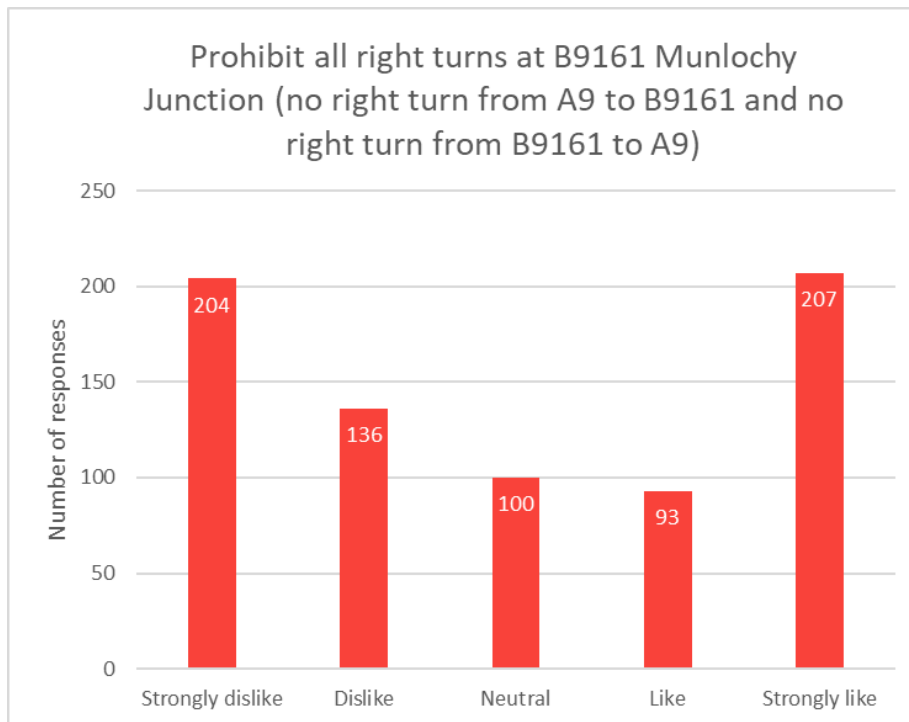
Option C9 - Prohibit all right turns at B9161 Munloch Junction (no right turn from A9 to B9161 and no right turn from B9161 to A9)

Prohibit vehicles turning right from the A9 to the B9161 and from the B9161 to the A9. The right turn lane would be removed, and the central reservation would be closed.

Table 4-16 - Option Response Results

Strongly dislike	Dislike	Neutral	Like	Strongly like
204	136	100	93	207
27.1%	18.1%	13.3%	12.4%	27.5%

Figure 4-16 - Graphical Response Results



- 4.4.27. Additional comments were made in 25% of the responses.
- 4.4.28. The overall responses were mixed with 45.2% of respondents scoring it negatively and 39.9% positively.
- 4.4.29. The positive responses generally highlight the increase in safety, although eight respondents highlighted their concerns for the impact of increased traffic at Tore Roundabout, North Kessock Junction and the local road network.
- 4.4.30. The negative feedback on this option generally concerned the increased journey times for right-turning traffic, and the increased traffic on the nearby junctions and local road network.

4.5 Package D – Medium-term

4.5.1. This package includes five options which could be delivered within a period of between 3 and 7 years. These take longer than some of the previous options described, taking account of the time required for the acquisition of additional land or the complexity of the design and construction process.

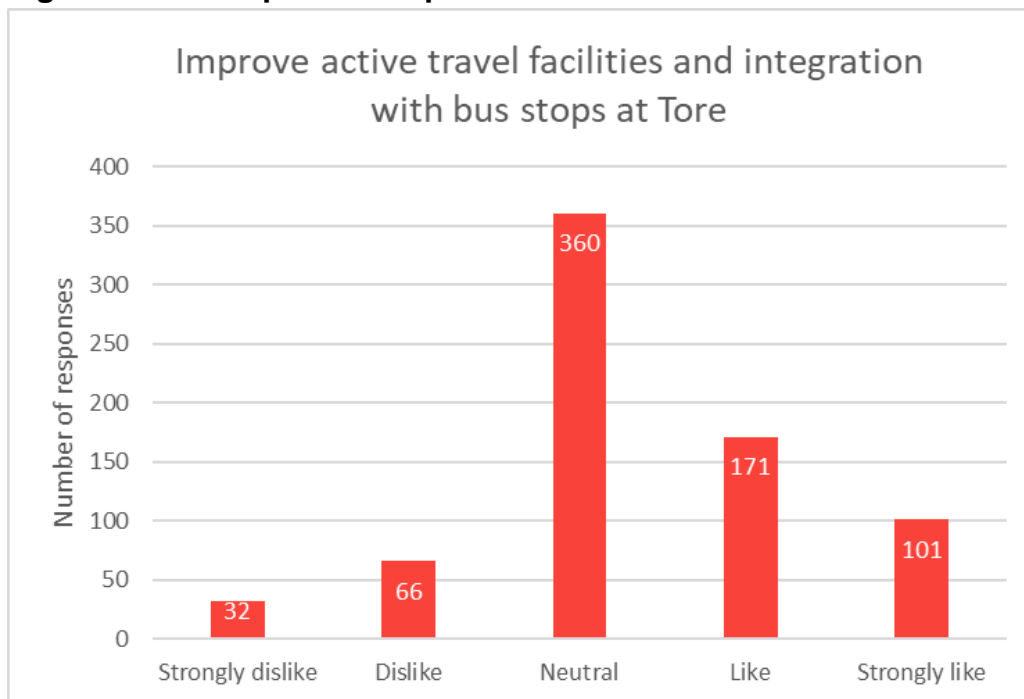
Option D1 - Improve active travel facilities and integration with bus stops at Tore

A review current footway provision around the Tore roundabout to encourage walking, cycling and wheeling, with consideration given to relocation of the bus stops.

Table 4-17 - Option Response Results

Strongly dislike	Dislike	Neutral	Like	Strongly like
32	66	360	171	101
4.2%	8.8%	47.8%	22.7%	13.4%

Figure 4-17 - Graphical Response Results



4.5.2. Additional comments were made in 12% of the responses.

4.5.3. This option received a broadly neutral response, with almost half (47.8%) of respondents scoring it as such. The positive scores outweigh the negative scores at 36.1% and 13.0% respectively. The neutral responses were generally not followed up by any additional



comments, although seven respondents highlighted the undesirable locations of the existing bus stops.

- 4.5.4. The negative scoring was followed with comments regarding safety and suitability of having pedestrian crossings on the A9, with a third citing the need for a grade-separated pedestrian crossing, which is included as option D3.

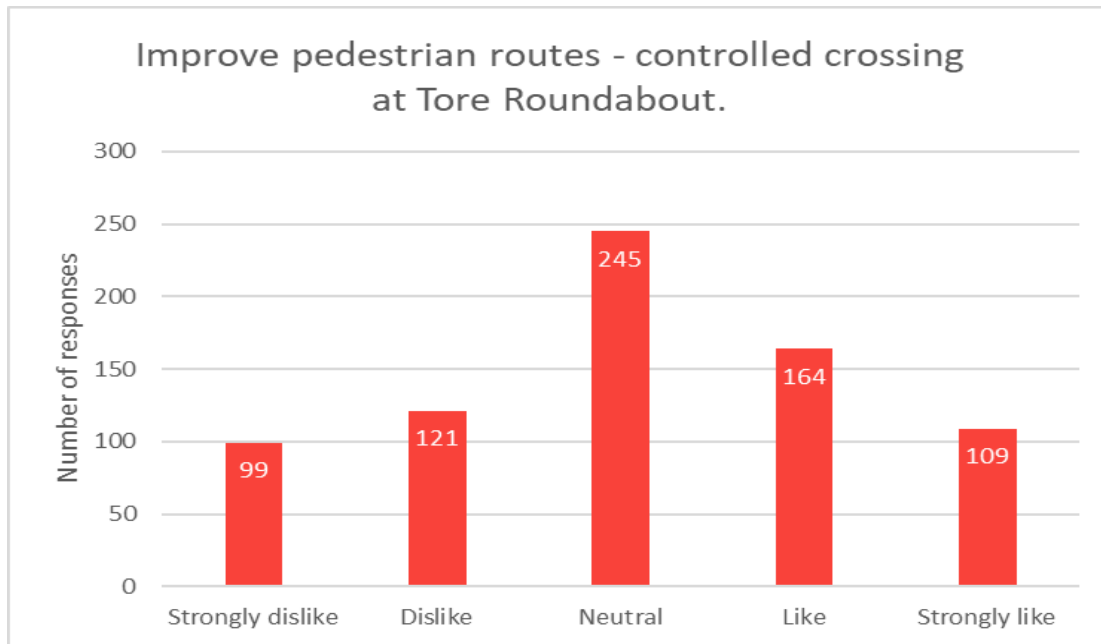
Option D2 - Improve pedestrian routes - controlled crossing at Tore Roundabout

The installation of a pedestrian crossing on the A9 either to the north or to the south side of Tore roundabout, wherever demand is greater.

Table 4-18 - Option Response Results

Strongly dislike	Dislike	Neutral	Like	Strongly like
99	121	245	164	109
13.1%	16.1%	32.5%	21.8%	14.5%

Figure 4-18 - Graphical Response Results



- 4.5.5. Additional comments were made in 15% of the responses.
- 4.5.6. The scores were fairly even between positive (36.3%), neutral (32.5%) and negative (29.2%).
- 4.5.7. A majority of positive responses noted that an improvement would add to pedestrian safety and may encourage further use. A few comments however, stated that dedicated underpass/overpass would be preferred.
- 4.5.8. The negative responses predominantly highlighted the likelihood of increased traffic queues waiting for pedestrians to cross, with one respondent noting that “many drivers already fail to stop in reasonable time at the roundabout” but “traffic lights at the roundabout might be more helpful”.

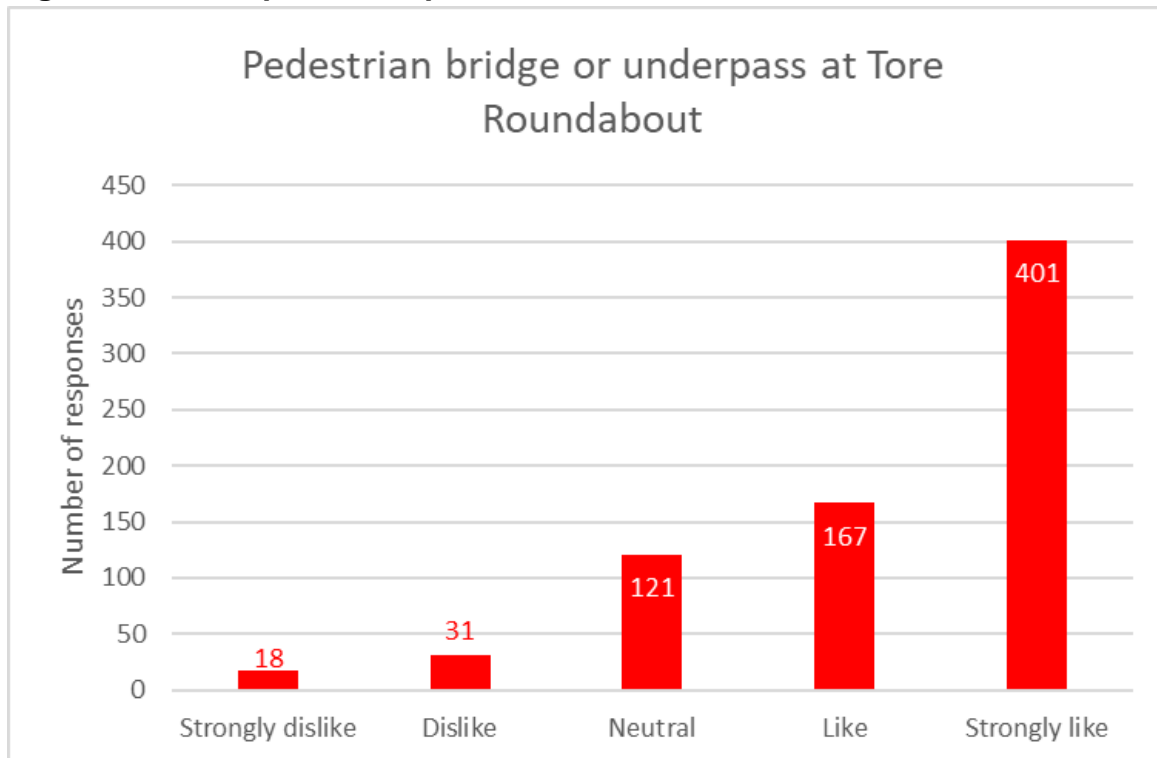
Option D3 - Pedestrian bridge or underpass at Tore Roundabout

A pedestrian bridge over or an underpass below the A9 at Tore Roundabout. This could either be to the north or to the south of Tore roundabout, wherever demand is greater.

Table 4-19 - Option Response Results

Strongly dislike	Dislike	Neutral	Like	Strongly like
18	31	121	167	401
2.4%	4.1%	16.1%	22.2%	53.3%

Figure 4-19 - Graphical Response Results



- 4.5.9. Additional comments were made in 19% of the responses.
- 4.5.10. This option received a positive response with 75.5% of respondents scoring it positively, as it addressed some of the concerns on the pedestrian crossing options.
- 4.5.11. The positive feedback focused on the improved safety, although the cost/benefit of such a measure were questioned in a few of the responses, with one respondent stating “Like idea but doubt value for money for this...”.
- 4.5.12. The majority of negative feedback concerned cost/benefit, questioning if the pedestrian flows would justify the financial investment.

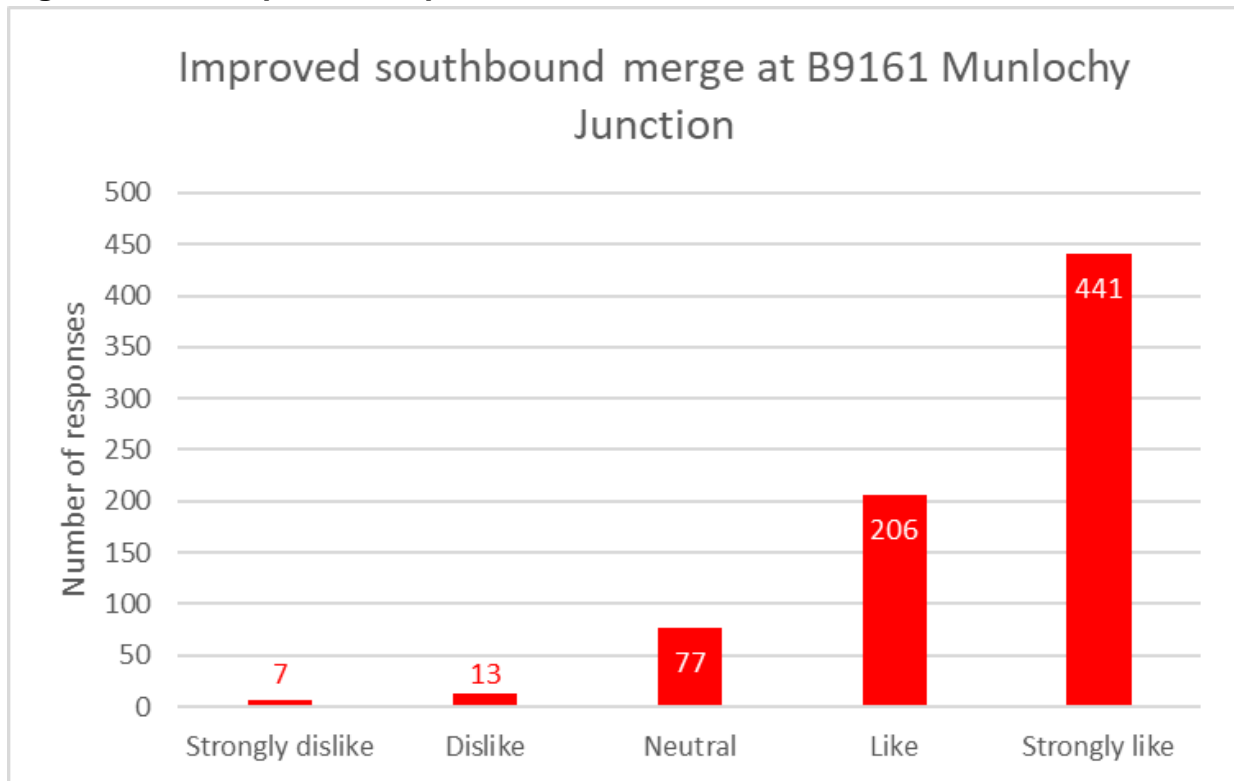
Option D4 - Improved southbound merge at B9161 Munloch Junction

Increasing the length of the southbound merge slip at the B9161 Munloch Junction to assist vehicles joining the southbound carriageway by giving more time to join the mainline.

Table 4-20 - Option Response Results

Strongly dislike	Dislike	Neutral	Like	Strongly like
7	13	77	206	441
0.9%	1.7%	10.2%	27.4%	58.6%

Figure 4-20 - Graphical Response Results



4.5.13. Additional comments were made in 20% of the responses.

4.5.14. This option received overall positive feedback with 86.0% of respondents scoring it positively, with a majority strongly liking the measure. The majority of comments considered that the existing merge was much too short and that an improvement was overdue.

4.5.15. Four of the 11 negative comments noted that this was not enough to improve the junction and would therefore not offer sufficient value for money.

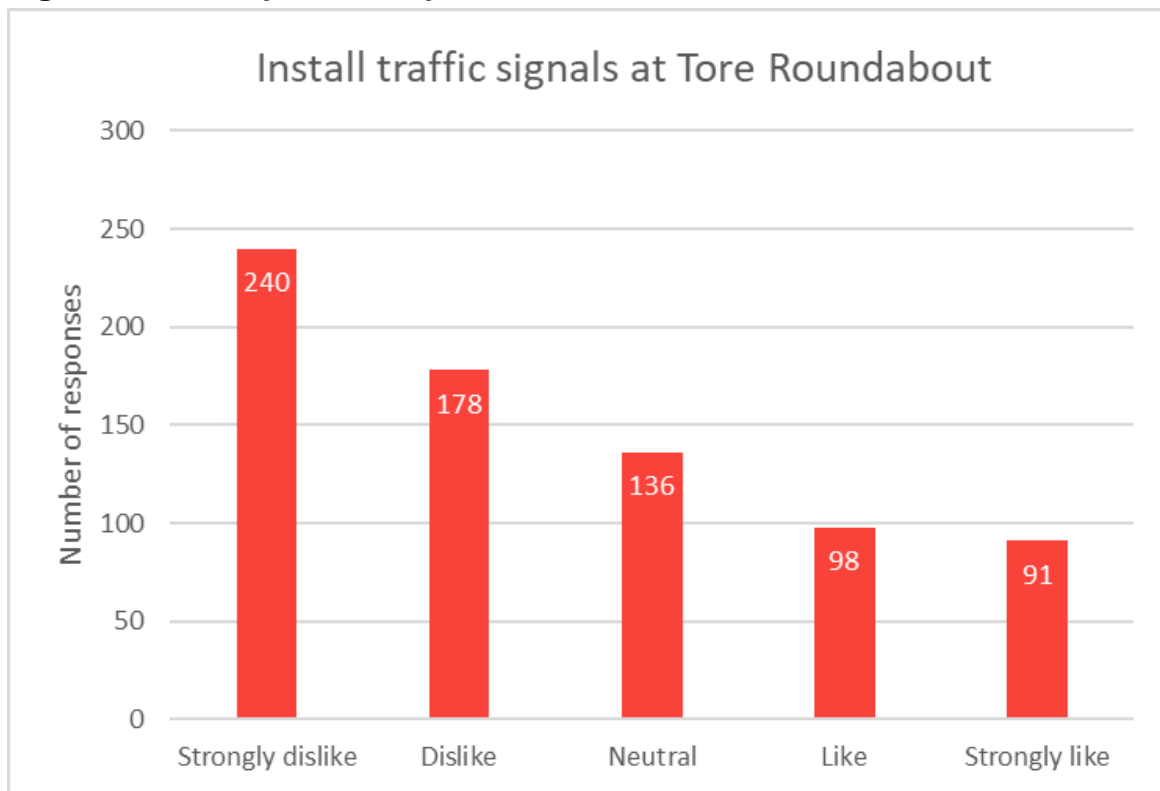
Option D5 - Install traffic signals at Tore Roundabout

The installation of traffic signals at Tore Roundabout, including controlled pedestrian crossings, to enhance facilities for walking, cycling and wheeling.

Table 4-21 - Option Response Results

Strongly dislike	Dislike	Neutral	Like	Strongly like
240	178	136	98	91
31.9%	23.6%	18.1%	13.0%	12.1%

Figure 4-21 - Graphical Response Results



4.5.16. Additional comments were made in 23% of the responses.

4.5.17. This option received negative feedback with 55.5% of respondents scoring it negatively. The negative feedback was generally motivated by it being perceived as unnecessary, and the increase in air pollution from idling vehicles is undesirable. Of the additional comments to support the negative scores, 41 respondents cited the perceived inefficiency of Longman Roundabout as reasons this option is not viable.

4.5.18. The positive responses were generally motivated by the increase to pedestrian and traffic safety, particularly at peak times.

4.6 Package E – Long-term

This package contains six longer term options which could be delivered within a period of between 5 and 10 years. The timing would be dependent on the planning, design, procurement and construction involved, as well as available funding. Some of these options would need a formal legal process, including public consultation, and some could be combined, whilst others are different options for the same location.

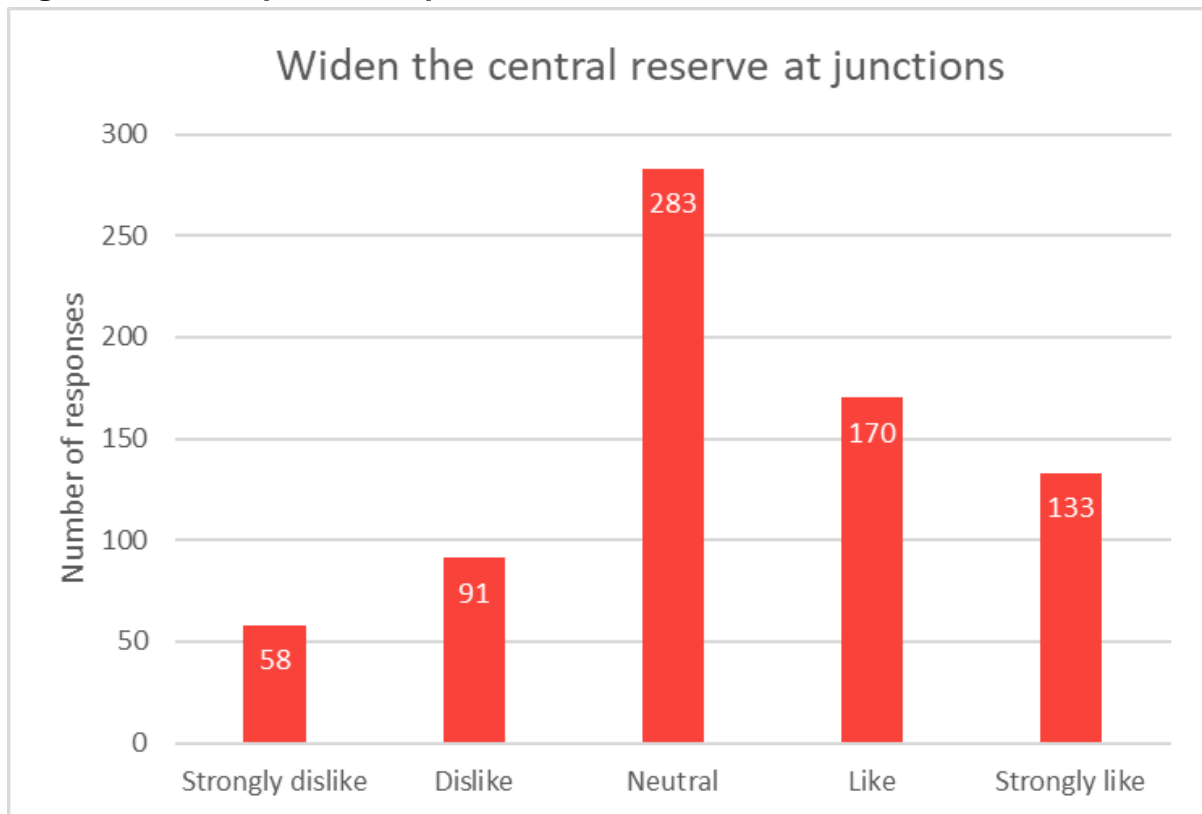
Option E1 - Widen the central reserve at junctions

Widening of the central reserve at the B9161 Munloch, Artafallie, Allangrange, Arpafeelie and Glackmore junctions to allow for longer vehicles waiting to join the A9.

Table 4-22 - Option Response Results

Strongly dislike	Dislike	Neutral	Like	Strongly like
58	91	283	170	133
7.7%	12.1%	37.6%	22.6%	17.7%

Figure 4-22 - Graphical Response Results



4.6.1. Additional comments were made in 15% of the responses.

4.6.2. This option received an overall positive response with 40.3% of respondents scoring it positively. Eight respondents who scored it neutral or negatively considered it poor value for money, with little benefit, and comments including “pointless” and “does not justify the cost” encountered.

Generally, the positive responses welcomed any redesign of the junctions although few supporting comments were made for the responses in favour of the option. Negative scores made up 19.8% of the responses.

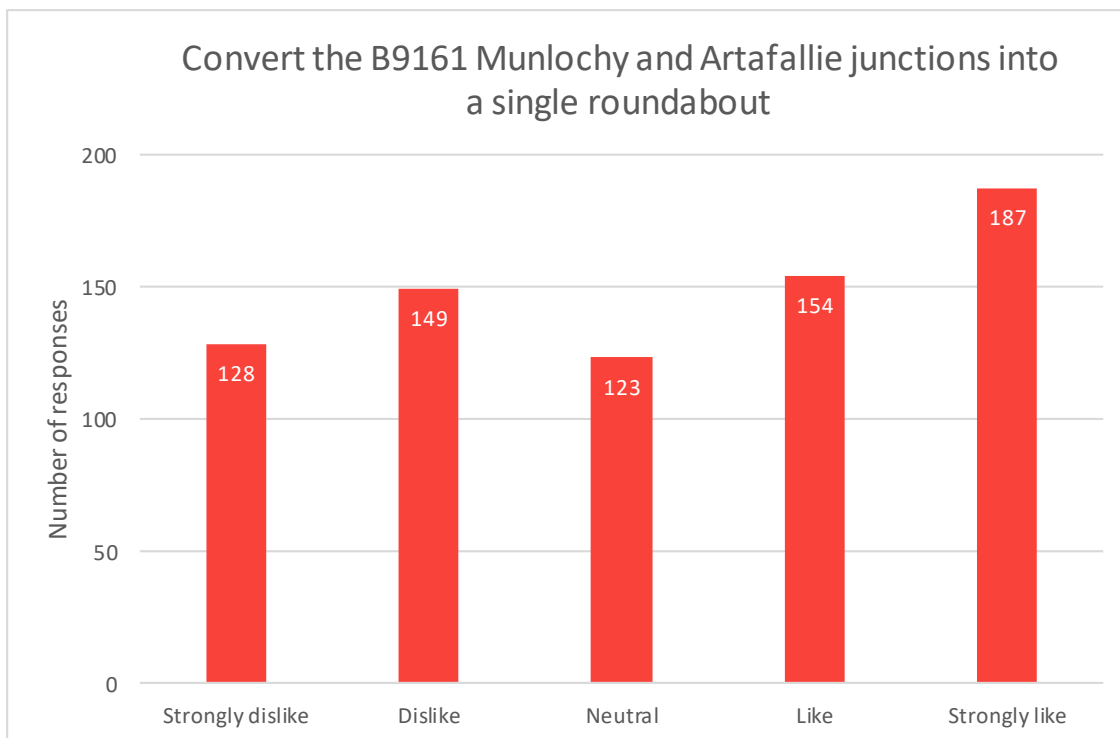
Option E2 - Convert the B9161 Munloch and Artafallie Junctions into a single roundabout

Redesign the B9161 Munloch and Artafallie junctions into one single roundabout, which would remove the need to turn right into side roads off the A9

Table 4-23 - Option Response Results

Strongly dislike	Dislike	Neutral	Like	Strongly like
128	149	123	154	187
17.0%	19.8%	16.3%	20.5%	24.8%

Figure 4-23 - Graphical Response Results



- 4.6.3. Additional comments were made in 21% of the responses.
- 4.6.4. The overall response for the option was mixed with 45.3% of respondents scoring it positively, with some respondents stating that this would be a preferred way to improve safety and access to the community.
- 4.6.5. The negative feedback generally raised concerns about increased congestion and disruption to traffic flow and journey times, as well as the value for money when considered against traffic volumes using these junctions. Negative scores made up 36.8% of responses.

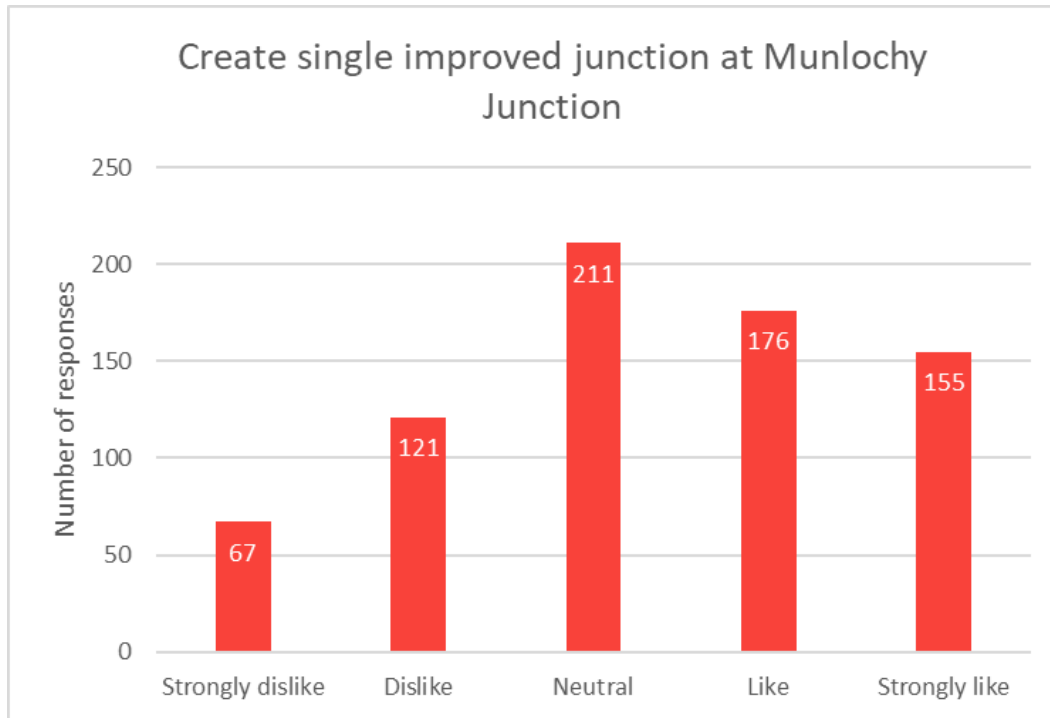
Option E3 - Create single improved junction at Munloch Junction

A single improved junction at Munloch through the closure Arpafeelie and Glackmore junctions. Traffic currently using these junctions would be diverted to the Tore Roundabout on a new route linking existing local roads together to join the A9.

Table 4-24 - Option Response Results

Strongly dislike	Dislike	Neutral	Like	Strongly like
67	121	211	176	155
8.9%	16.1%	28.0%	23.4%	20.6%

Figure 4-24 - Graphical Response Results



- 4.6.6. Additional comments were made in 14% of the responses.
- 4.6.7. This option received an overall positive response with 44.0% of respondents scoring it positively and 25.0% scoring it negatively. Nine respondents acknowledged the benefits of this option, but only in the absence of a major junction improvement at the Munloch Junction.
- 4.6.8. Generally, the negative feedback raised concerns that the impact on locals would be too great with the closure of other junctions along the corridor. These comments also noted that improvements on minor roads would be required to handle the increase in traffic volume.

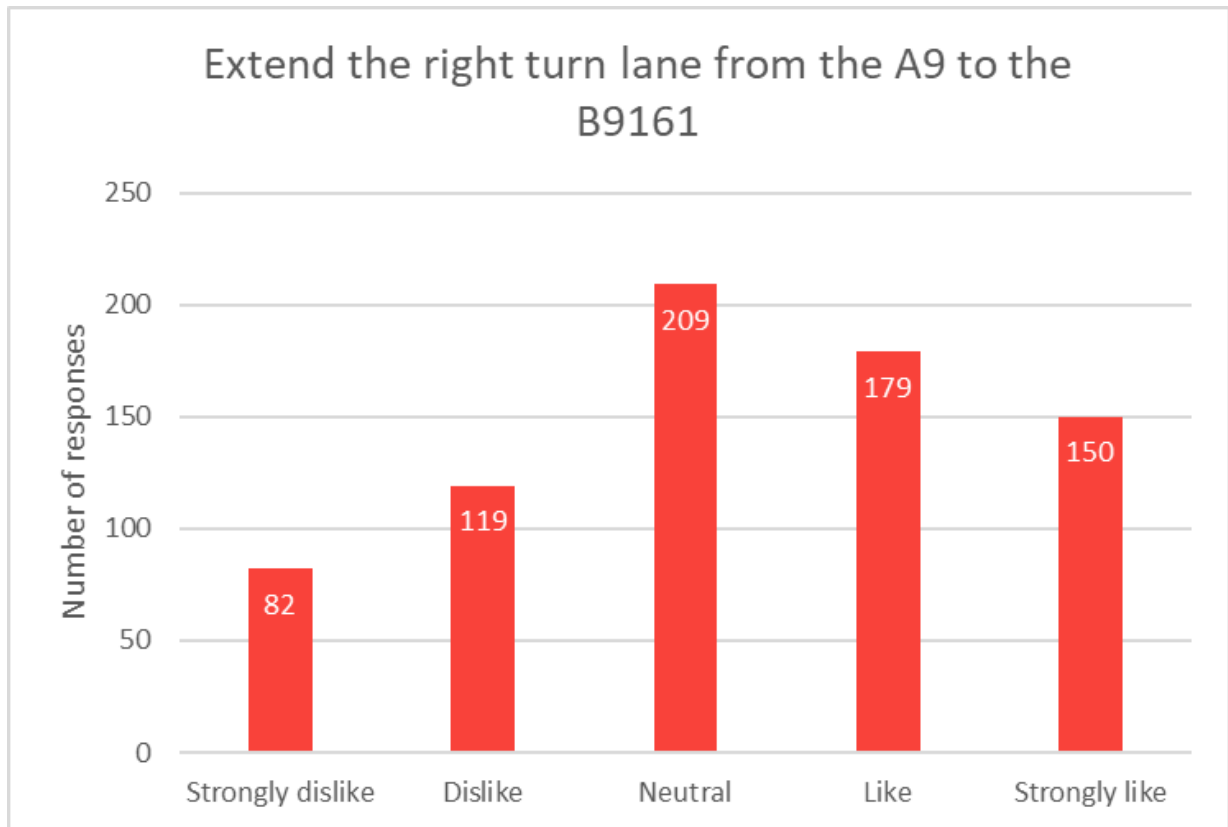
Option E4 - Extend the right turn lane from the A9 to the B9161

An extension of the right turn lane for traffic turning from the A9 to the B9161 would allow more vehicles to queue without impacting traffic in the fast lane.

Table 4-25 - Option Response Results

Strongly dislike	Dislike	Neutral	Like	Strongly like
82	119	209	179	150
10.9%	15.8%	27.8%	23.8%	19.9%

Figure 4-25 - Graphical Response Results



- 4.6.9. Additional comments were made in 20% of the responses.
- 4.6.10. This option received an overall positive response with 43.7% of respondents scoring it positively and 26.7% scoring it negatively. Five respondents stated that although beneficial, this did not address the issue of the speed of southbound traffic at right turns onto the B9161 and that crossing the southbound carriageway was the predominant safety concern.
- 4.6.11. The positive feedback was motivated by comments such as “this lane is too short for rush hour traffic” and “definitely needed as it is too short in peak times”.

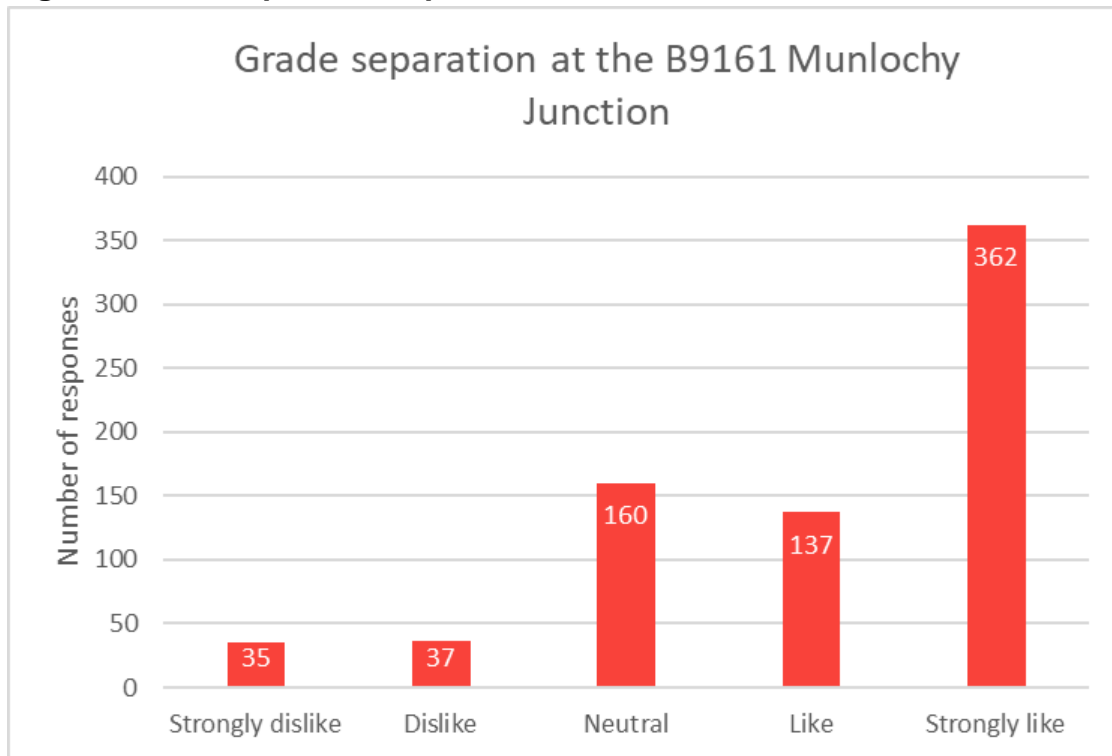
Option E5 - Grade-separation at the B9161 Munloch Junction

A grade-separated junction at the Munloch Junction would combine the B9161 Munloch and Artafallie junctions.

Table 4-26 - Option Response Results

Strongly dislike	Dislike	Neutral	Like	Strongly like
35	37	160	137	362
4.6%	4.9%	21.2%	18.2%	48.1%

Figure 4-26 - Graphical Response Results



4.6.12. Additional comments were made in 22% of the responses.

4.6.13. This option received an overall positive response with 66.3% of respondents scoring it positively. Grade separation was raised in the feedback to previous options on multiple occasions which complements the high number of strongly liked responses. The comment “this has been the locally preferred option for years” is representative of the general opinion.

4.6.14. The negative comments are predominantly based on the cost of providing a grade separated junction, particularly considering the traffic volumes which would utilise it. Concerns regarding the environmental impact and the need to purchase land were raised in majority for “strongly dislike” responses.

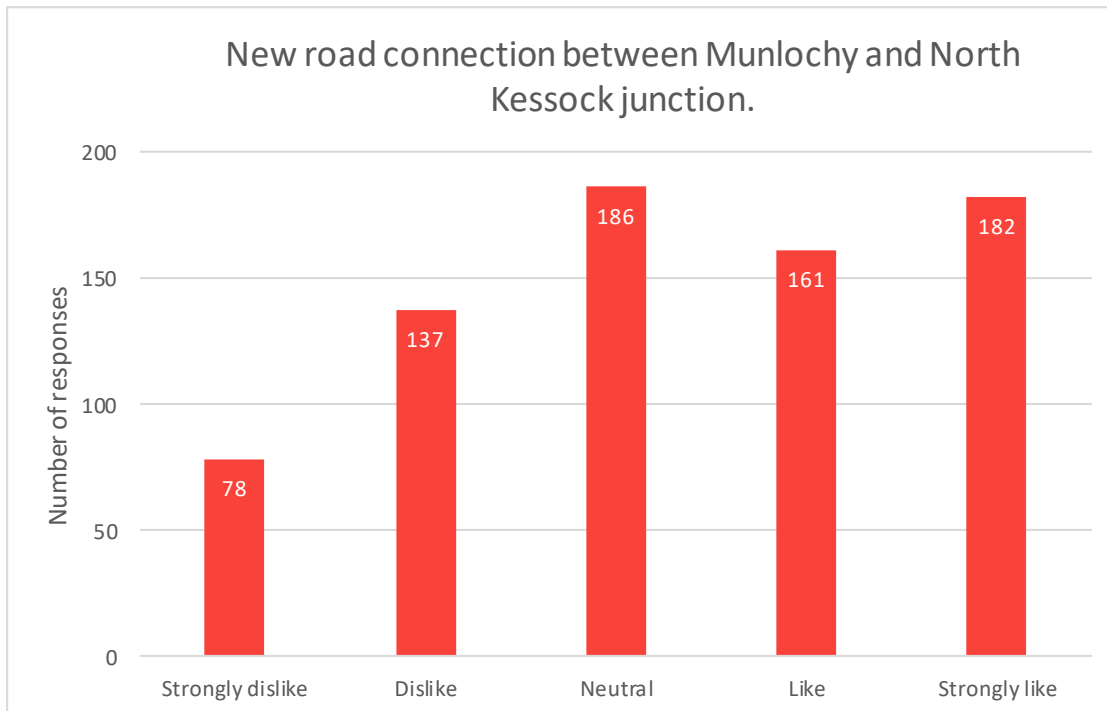
Option E6 - New road connection between Munloch Junction and North Kessock Junction

A new road connection between the B9161 Munloch and North Kessock junctions would allow Munloch Junction to be rationalised, with the gap in the central reserve closed.

Table 4-27 - Option Response Results

Strongly dislike	Dislike	Neutral	Like	Strongly like
78	137	186	161	182
10.4%	18.2%	24.7%	21.4%	24.2%

Figure 4-27 - Graphical Response Results



4.6.15. Additional comments were made in 21% of the responses.

4.6.16. This option received an overall positive response with 45.6% of respondents scoring it positively and 28.6% scoring it negatively. Supporting comments noted the positive aspect of enhancing the local road network at the same time, while the neutral comments suggested that although it may have a positive impact, other options would provide a better cost/benefit value.

4.6.17. Concerns about cost and increased congestion at the North Kessock Junction merging lane were raised in both positive and negative comments. Comments included “North Kessock



Junction inadequate” and “will affect residents and business adversely” were made as criticism against the option in a majority of the negative comments.

5 Analysis of Responses

- 5.1.1. The overall rate of respondents who scored neutral or positive was 51.3% across all options with the highest score being 86.0% for the option “Improved southbound merge at B9161 Munloch Junction” and the lowest being 20.6% for the option “Speed limit reduction along whole study area”.
- 5.1.2. This aligns with general observations where options which were commonly perceived to be creating additional restrictions to those currently in place, such as speed limit reductions and safety cameras, attracted predominantly negative responses while options commonly perceived to benefit motorists attracting positive responses.
- 5.1.3. Additional comments were made by an average of 21% respondents for each option. The options generating most comments were “Amend Road Signage for Cromarty at Munloch Junction” and “Speed Limit Reduction at Munloch” both of which received comments from 34% of respondents. The least commented upon option was “Improve active travel facilities and integration with bus stops at Tore” with 12% of respondents providing additional comments. Responses were not mandatory for each option, and where a respondent has not given a score this is recorded as ‘not answered’.

6 Summary of Responses

- 6.1.1. Overall, the consultation generated a significant number of responses, most of which were positive to the proposed safety improvements North Kessock and Tore. Summaries of the responses can be found in Table 6-1 and Figure 6-1.
- 6.1.2. The responses that received positive feedback were generally regarding signage and visibility. Enhanced cyclist signage, road markings and installation of street lighting received overwhelmingly good responses as well as prohibiting certain vehicle movements such as U-turns and right-turns.
- 6.1.3. Options which addressed vehicle speeds or speed cameras were not preferred and received negative responses. Additionally, the option to install traffic signals at the Tore Roundabout was seen as a negative impact.
- 6.1.4. Responses applying to active travel and NMU provision measures were mixed. Options concerning active travel integration and improvement of pedestrian routes had neutral responses whilst more material options such as construction of pedestrian crossing facilities received positive feedback.
- 6.1.5. The feedback we have received from the public consultation will be assessed in relation to public acceptability and further assessment will be undertaken in line with the previously established Transport Planning Objectives within the Preliminary Appraisal.

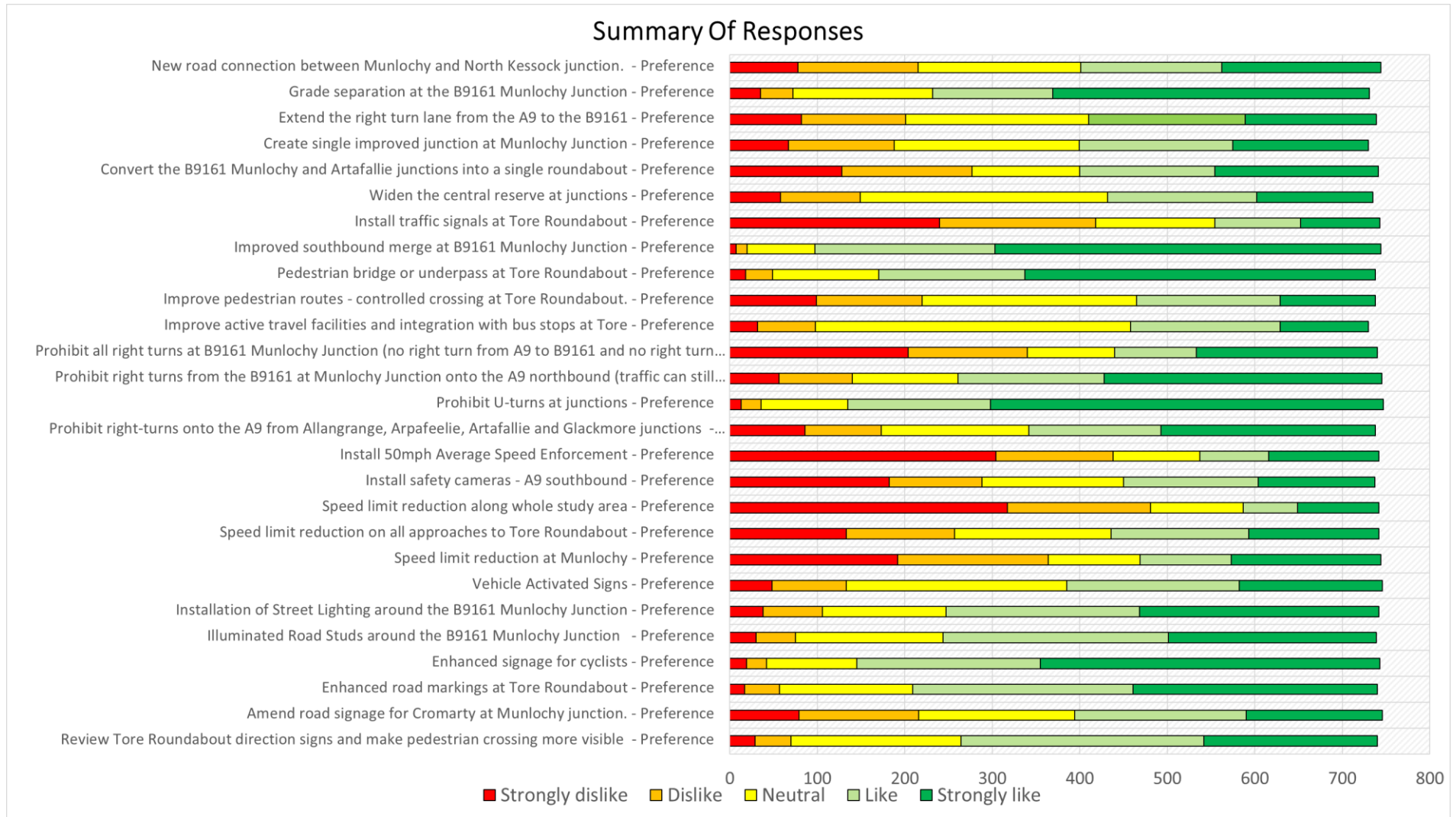
Table 6-1 – Table Summary of Responses

Option	No. of responses	Strongly dislike	Dislike	Neutral	Like	Strongly like
Review Tore Roundabout direction signs and make pedestrian crossing more visible	740	29	41	194	278	198
Amend road signage for Cromarty at Munloch Junction	746	79	137	178	196	156
Enhanced road markings at Tore Roundabout	740	17	40	152	252	279
Enhanced signage for cyclists	743	19	23	103	210	388
Illuminated Road Studs around the B9161 Munloch Junction	739	30	45	169	257	238

Option	No. of responses	Strongly dislike	Dislike	Neutral	Like	Strongly like
Installation of Street Lighting around the B9161 Munloch Junction	742	38	68	141	221	274
Vehicle Activated Signs	746	48	85	252	197	164
Speed limit reduction at Munloch	744	192	172	105	104	171
Speed limit reduction on all approaches to Tore Roundabout	742	133	124	179	157	149
Speed limit reduction along whole study area	742	317	164	106	62	93
Install safety cameras - A9 southbound	737	182	106	162	154	133
Install 50mph Average Speed Enforcement	742	304	134	99	79	126
Prohibit right-turns onto the A9 from Allangrange, Arpafeelie, Artafallie and Glackmore Junctions	738	86	87	169	151	245
Prohibit U-turns at junctions	747	13	23	99	163	449
Prohibit right turns from the B9161 at Munloch Junction onto the A9 northbound (traffic can still turn right from the A9 onto the B9161)	745	56	84	121	167	317
Prohibit all right turns at B9161 Munloch Junction (no right turn from A9 to B9161 and no right turn from B9161 to A9)	740	204	136	100	93	207
Improve active travel facilities and integration with bus stops at Tore	730	32	66	360	171	101

Option	No. of responses	Strongly dislike	Dislike	Neutral	Like	Strongly like
Improve pedestrian routes - controlled crossing at Tore Roundabout	738	99	121	245	164	109
Pedestrian bridge or underpass at Tore Roundabout	738	18	31	121	167	401
Improved southbound merge at B9161 Munloch Junction	744	7	13	77	206	441
Install traffic signals at Tore Roundabout	743	240	178	136	98	91
Widen the central reserve at junctions	735	58	91	283	170	133
Convert the B9161 Munloch and Artafallie Junctions into a single roundabout	741	128	149	123	154	187
Create single improved junction at Munloch Junction	730	67	121	211	176	155
Extend the right turn lane from the A9 to the B9161	739	82	119	209	179	150
Grade separation at the B9161 Munloch Junction	731	35	37	160	137	362
New road connection between Munloch and North Kessock Junction	744	78	137	186	161	182

Figure 6-1 - Graphical Representation of Responses





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