



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA



# **A9/A96 Connections Study**

## **Exhibition Overview Leaflet**

May/June 2014

## Improved connectivity

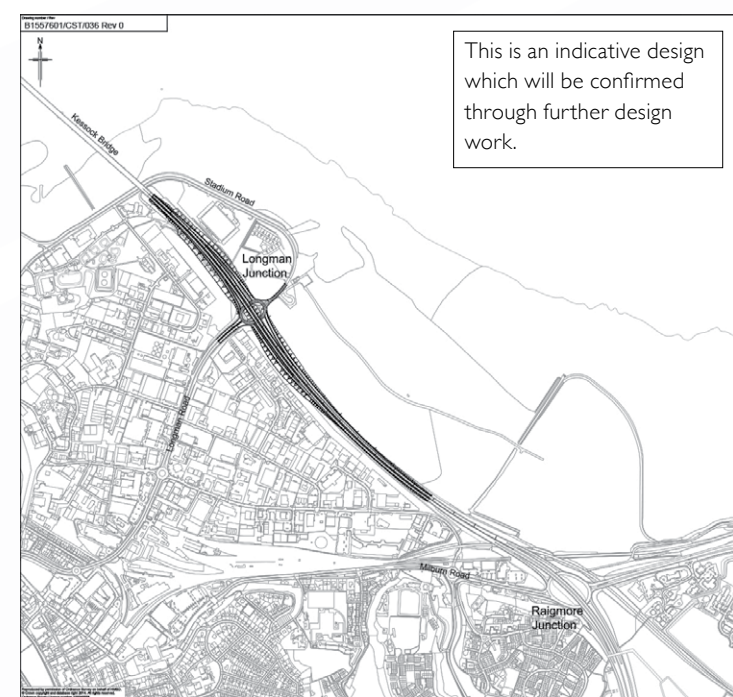
### Longman Junction

The proposed improvements to Longman Junction will make it easier to cross the A9 for pedestrians, cyclists and vehicles and is the same for all four options.

### Inshes to Smithton

Under Option A there will be no opportunity for vehicles and only limited opportunities for walking and cycling routes to connect into development land adjoining the route. In comparison, Options B, C and D have the potential to connect into new development areas, allow public transport to access these areas more easily and offer possible links with both new and existing walking and cycling routes.

LONGMAN JUNCTION



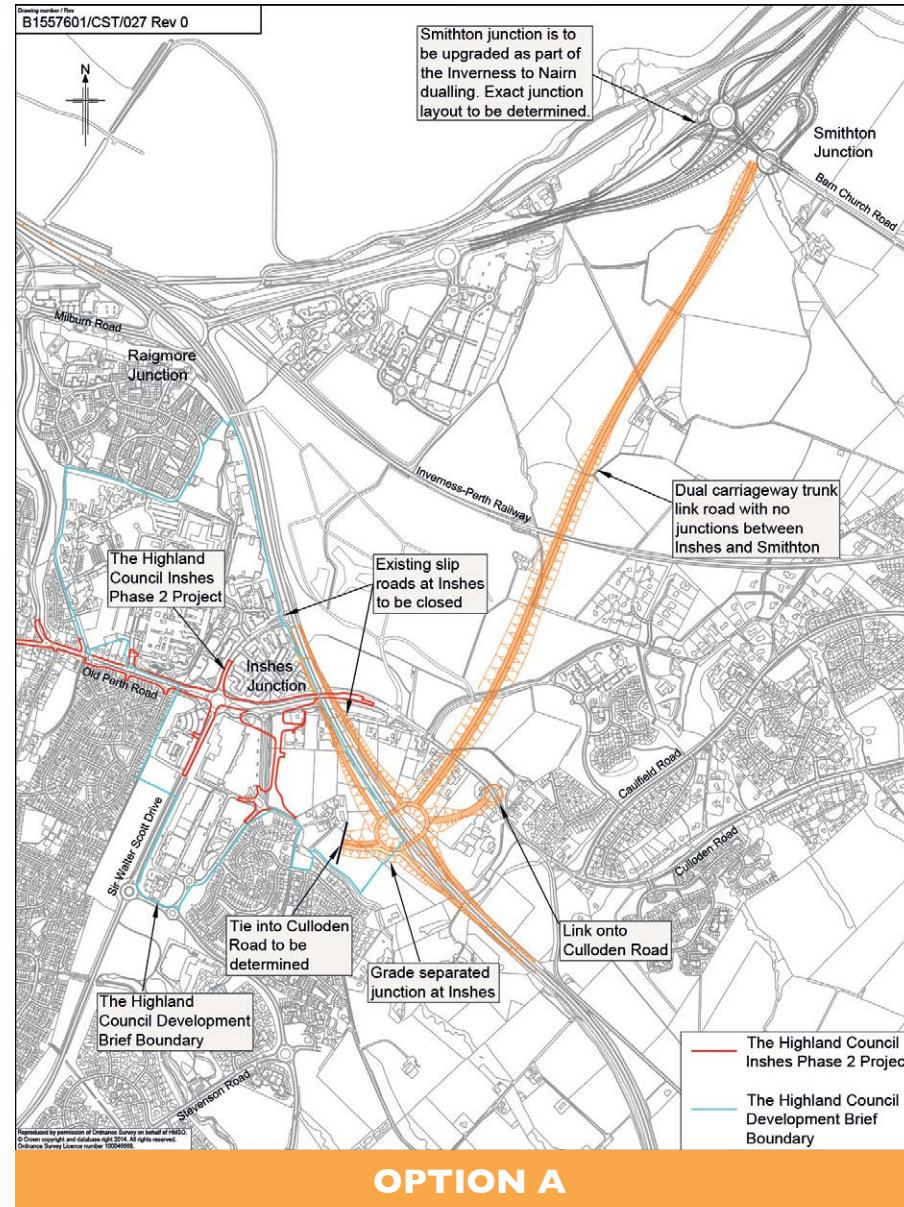
This is an indicative design which will be confirmed through further design work.

## Longman Junction upgrade

The upgrade of the Longman junction is common to all of the study options.

A new grade separated junction will replace the existing roundabout.

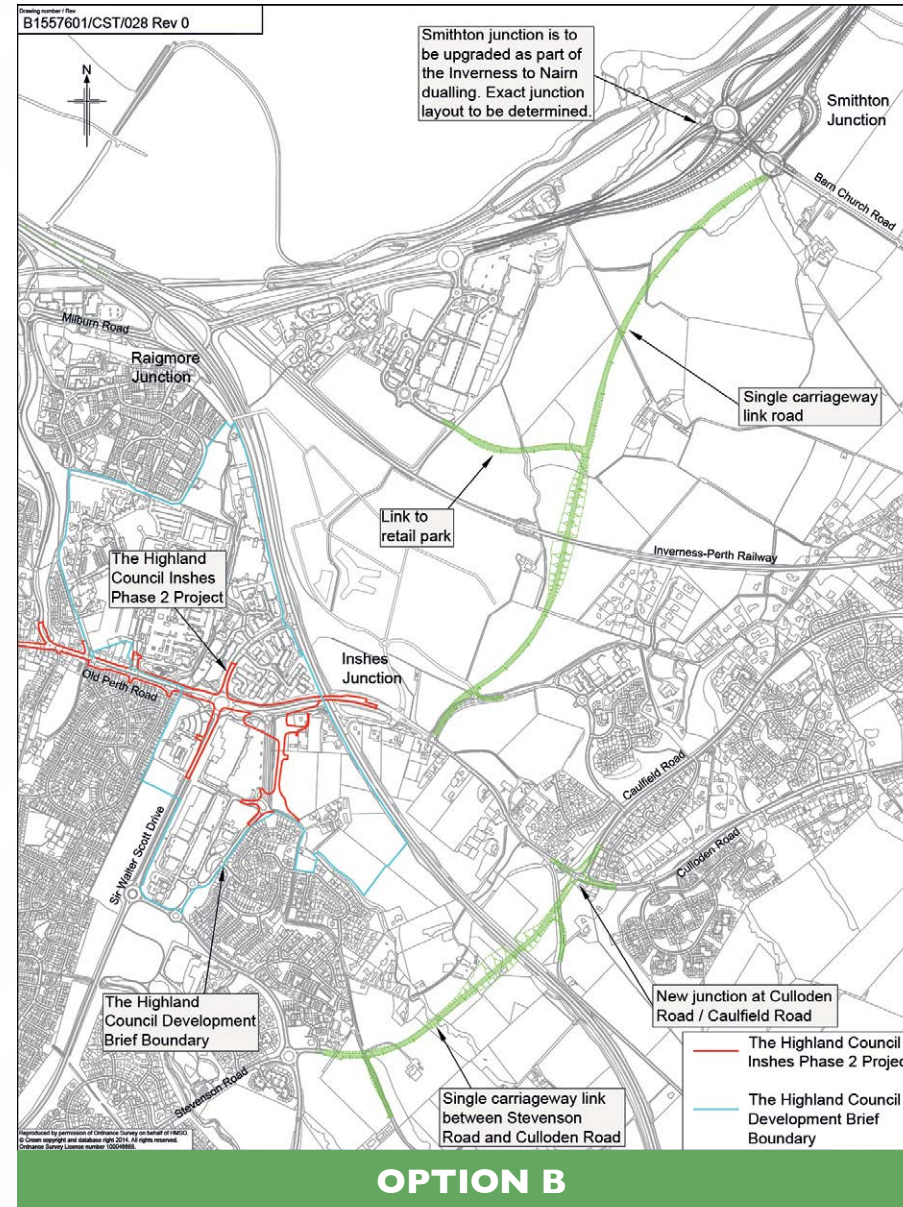
The proposed grade separated junction will be a similar design to the Raigmore Interchange, where the A9 continues through the junction and traffic joins and exits using slip roads.



Advantages	Disadvantages
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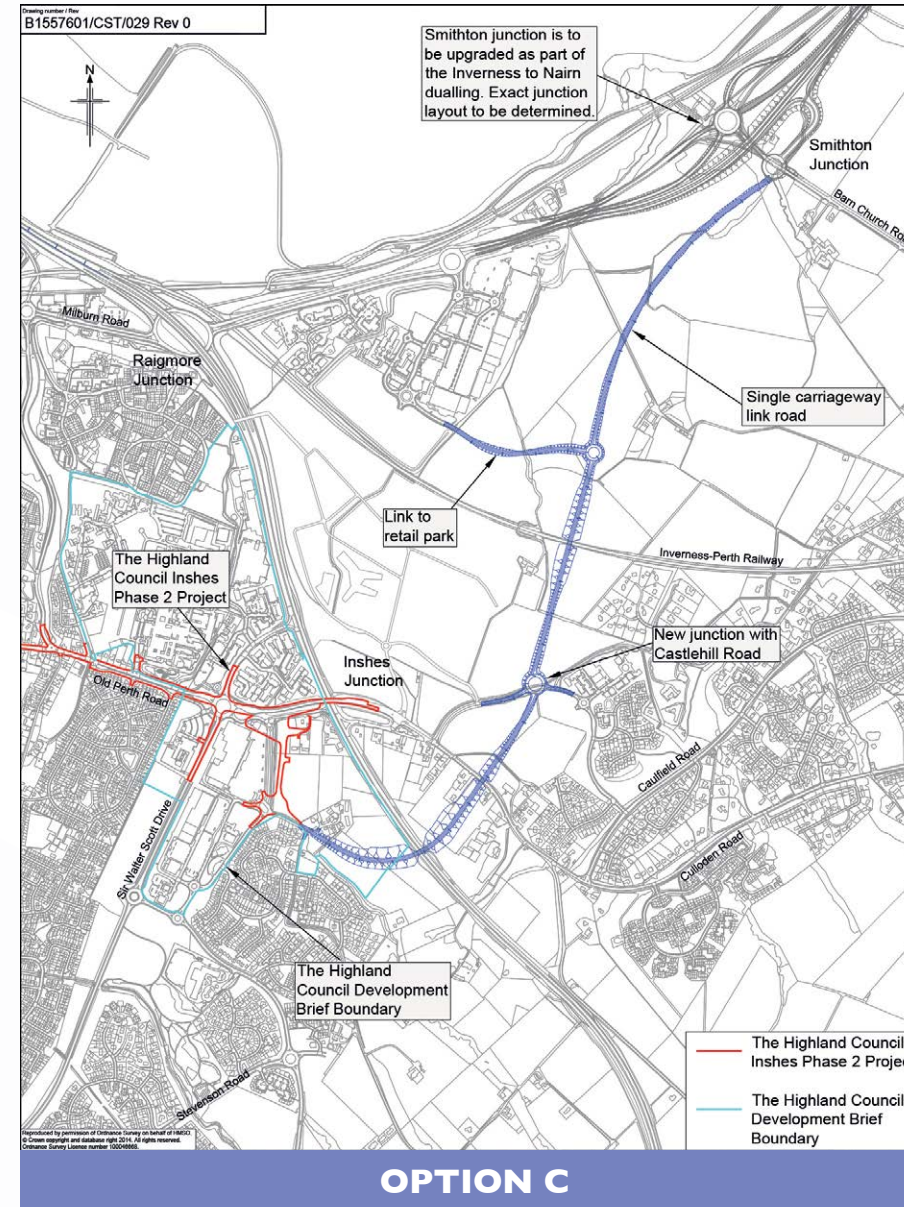
- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>• highest combined journey time savings on key routes compared to other options</li> <li>• largest reduction in traffic flows on the trunk roads (A96 and A9), and Inshes Overbridge</li> <li>• additional road link across the A9 helps to reduce traffic at Inshes via Inshes Overbridge.</li> </ul> | <ul style="list-style-type: none"> <li>• highest cost</li> <li>• comparative reduction in air quality and increased noise levels</li> <li>• significant impacts from scale of embankment between Inshes and Smithton</li> <li>• no opportunity for vehicles, and limited opportunities for walking and cycling connections into adjacent planned development</li> <li>• limited opportunity to improve public transport links.</li> </ul> |
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OPTION A WAS DISPLAYED AT THE EXHIBITIONS HELD IN 2012. WE PROPOSE NOT TO CONSIDER THIS OPTION ANY FURTHER.



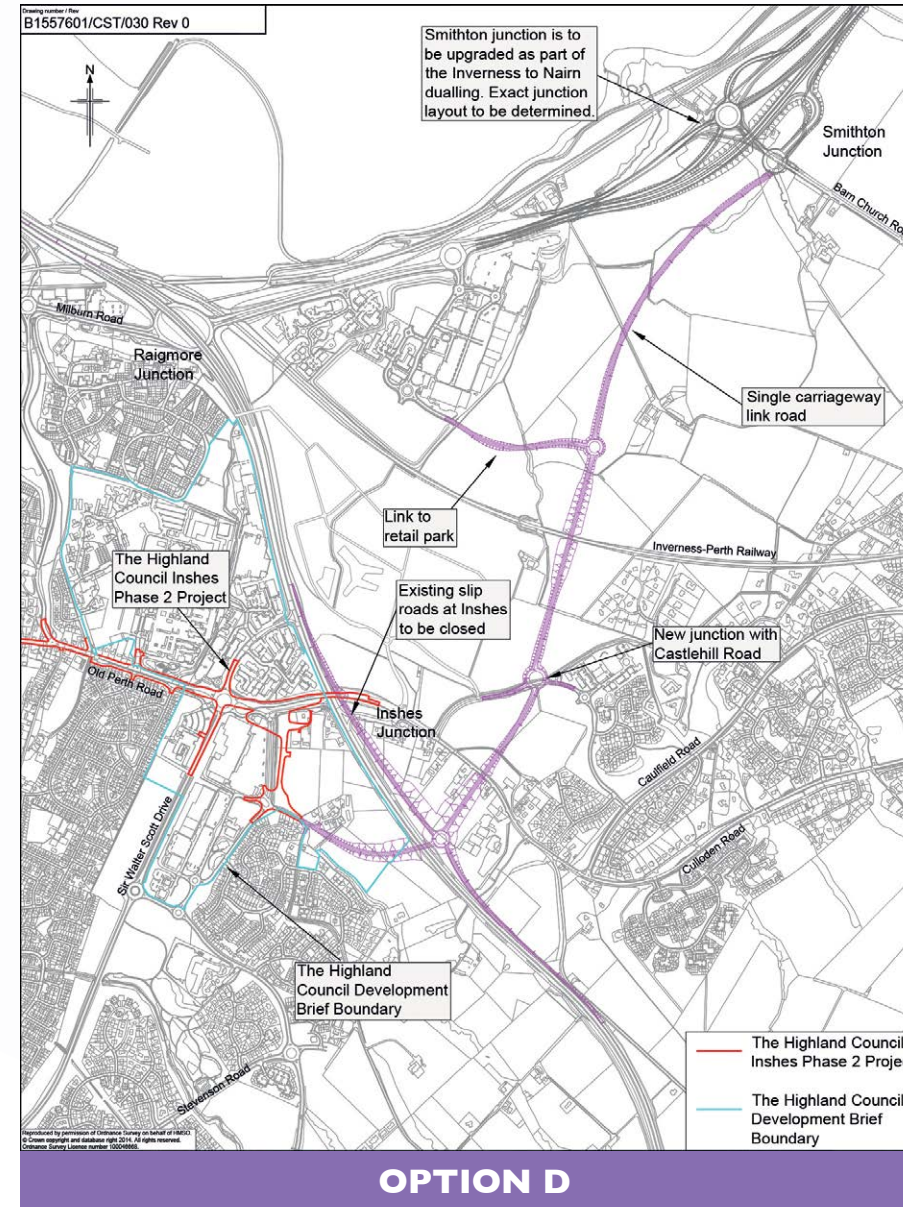
Advantages	Disadvantages
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- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>• opportunities to connect with and facilitate                     <ul style="list-style-type: none"> <li>• planned development</li> <li>• walking and cycling routes</li> <li>• public transport links</li> </ul> </li> <li>• lowest embankment between Inshes and Smithton</li> <li>• lowest cost.</li> </ul> | <ul style="list-style-type: none"> <li>• lowest combined journey time savings on key routes</li> <li>• smallest reduction in traffic flows on the trunk roads (A96 and A9)</li> <li>• increased traffic on Inshes Overbridge leading to poorer operation of Inshes junction</li> <li>• additional A9 crossing less attractive to traffic than other options due to distance from Inshes junction</li> <li>• significant impact on listed buildings from new crossing of A9</li> <li>• increased traffic near Inshes Primary School needs to be carefully managed.</li> </ul> |
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Advantages	Disadvantages
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- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>• opportunities to connect with and facilitate:                     <ul style="list-style-type: none"> <li>• planned development</li> <li>• walking and cycling routes</li> <li>• public transport links</li> </ul> </li> <li>• smaller embankment between Inshes and Smithton than Option A</li> <li>• similar journey time savings on key routes as Options A and D</li> <li>• offers best value for money.</li> </ul> | <ul style="list-style-type: none"> <li>• smaller reduction in traffic flows on the trunk roads (A96 and A9), and Inshes Overbridge than Options A and D</li> <li>• retains current A9 southbound slip roads at Inshes.</li> </ul> |
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Advantages	Disadvantages
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- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>• opportunities to connect with and facilitate                     <ul style="list-style-type: none"> <li>• planned development</li> <li>• walking and cycling routes</li> <li>• public transport links</li> </ul> </li> <li>• smaller embankment between Inshes and Smithton than Option A and Option C</li> <li>• similar journey time savings on key routes as Option A</li> <li>• larger reduction in traffic flows on the trunk roads (A96 and A9), and Inshes Overbridge than Options B and C</li> <li>• improved A9 southbound on and off-slips.</li> </ul> | <ul style="list-style-type: none"> <li>• significant disruption from demolition of Inshes Overbridge to accommodate new A9 southbound off-slip</li> <li>• offers less value for money than Option C.</li> </ul> |
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# A9/A96 Connections Study

## Introduction

**Transport Scotland is the Scottish Government's national transport agency and is responsible for the A9, A96 and A82 trunk roads.**

We are looking for public feedback on proposed options for junction improvements and a new link road from the A9 at Inshes to the A96 at Smithton. The options being presented have been developed in consultation with The Highland Council, who are responsible for the local roads and development planning in the Inverness area.

This leaflet provides a summary of the exhibition panels which are also available on the project website at **[www.transportscotland.gov.uk/A9A96connections](http://www.transportscotland.gov.uk/A9A96connections)**

We would like to hear your views so that we can take these into account before any decision is made on what option to progress.



## Project background and update



## Scottish Transport Appraisal Guidance (STAG)

**This study is being undertaken in line with the Scottish Transport Appraisal Guidance (STAG).**

The appraisal method ensures that potential options to address transport problems or opportunities are identified and assessed in a consistent manner. The criteria used are:

- **environment**
- **safety**
- **economy**
- **integration e.g. with planned development**
- **accessibility and social inclusion.**

# A9/A96 Connections Study



## Environmental considerations

**The impact of all options on the environment is being assessed. Some of the emerging challenges that have been identified as part of the ongoing assessment include:**

- **Cultural heritage** – all options have potential to impact on the setting of scheduled monuments and listed buildings and may potentially have an impact on the Ashton Farm Ring Ditch and Pit Circles adjacent to the Inverness to Perth railway line.
- **Habitat and biodiversity** – all options have potential to impact on the internationally important Inner Moray Firth Special Protection Area (SPA) and, the Longman and Castle Stuart Bays Sites of Special Scientific Interest through loss of foraging habitat and disruption to foraging patterns and flightlines
- **Landscape and visual** – Option A would have the greatest impact due to the height and width of the dual carriageway embankment between Culloden Road and Smithton junction.
- **Consultation** – as part of the study we will be consulting with Scottish Natural Heritage, Historic Scotland and Scottish Environmental Protection Agency.

We will undertake further environmental assessment and surveys during the next stages of the study as the preferred option is developed.

## What happens next...

**Your feedback will be taken into account as part of the appraisal. This will inform the decision about which option will be progressed to the next stage of assessment.**

You can provide your comments to us by:

- **using the relevant feedback form and leaving it in the feedback box at the exhibition.**
- **post or email the feedback form to us.**

Post to:

**A9/A96 Connections Study  
Technical Analysis Branch  
Transport Scotland  
Buchanan House  
58 Port Dundas Road  
Glasgow G4 0HF**

Email to:

**[A9A96Connections@transportscotland.gsi.gov.uk](mailto:A9A96Connections@transportscotland.gsi.gov.uk)**

Please submit your comments to us by **31 July 2014**.



## Further information

More information is available at the project website:

**[www.transportscotland.gov.uk/A9A96connections](http://www.transportscotland.gov.uk/A9A96connections)**

You can also contact the project team via the email and postal addresses above.