

Public Exhibition

Transport Scotland A9/A96 Connections Study

The Highland Council Inshes and Raigmore Development Brief Inshes Junction Improvements – Phase 2



Welcome to this joint public exhibition being held by Transport Scotland and The Highland Council. The Highland Council and Transport Scotland are working together to ensure that a co-ordinated approach is taken to transport and land use proposals in the Inverness area. Your views are being sought on the following three topics.

Transport Scotland's A9/A96 Connections Study

As the Scottish Government's national transport agency, Transport Scotland has responsibility for the trunk road network including the A9, A96 and A82. At this exhibition, Transport Scotland is presenting options for junction improvements and a new link road from the A9 at Inshes to the A96 at Smithton arising from the A9/A96 Connections Study.

The Highland Council's Inshes and Raigmore Development Brief

The Highland Council has a responsibility to prepare development plans. The Council's development plan identifies parts of the Inshes and Raigmore areas of Inverness as having potential for future development. This exhibition presents the issues and options that the Council have identified to help them prepare a Development Brief for these areas.

The Highland Council's Inshes Junction Improvements – Phase 2

The Highland Council also has responsibility for improving and maintaining the local road network. The Council has prepared solutions designed to relieve traffic congestion along the Culloden Road and Old Perth Road corridor which were developed in conjunction with Transport Scotland's Connections Study options.

Comments and Queries

Both parties look forward to receiving your comments by **31 July 2014**. Please ask members of staff from The Highland Council and Transport Scotland and their consultants if you have any questions.



A9/A96 Connections Study



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Welcome

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

The purpose of this exhibition is to seek your views 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.

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

Please feel free to speak to the staff from Transport Scotland and their consultants, if you have any questions.

All the information presented on these boards is available in a leaflet and online at:
www.transportscotland.gov.uk/A9A96connections



Project background and update



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Scottish Government's Strategic Transport Projects Review 2008

This set out the transport investment priorities for the trunk road and rail networks to 2032.

Public Exhibitions 2012

Transport Scotland presented proposals for a dual carriageway Trunk Link Road between Inshes and Smithton.

A9/A96 Connections Study

We took a wider look at issues on the A9, A96 and A82 in Inverness, using updated transport and land use information.

Public Exhibitions 2014

Transport Scotland is here today to seek your feedback on the potential proposals.

Dual carriageway Trunk Link Road connecting the A96 and A9 south of Inverness.

We listened to your feedback and decided to undertake further work.

We worked with The Highland Council to co-ordinate with their plans and to consider local road impacts.

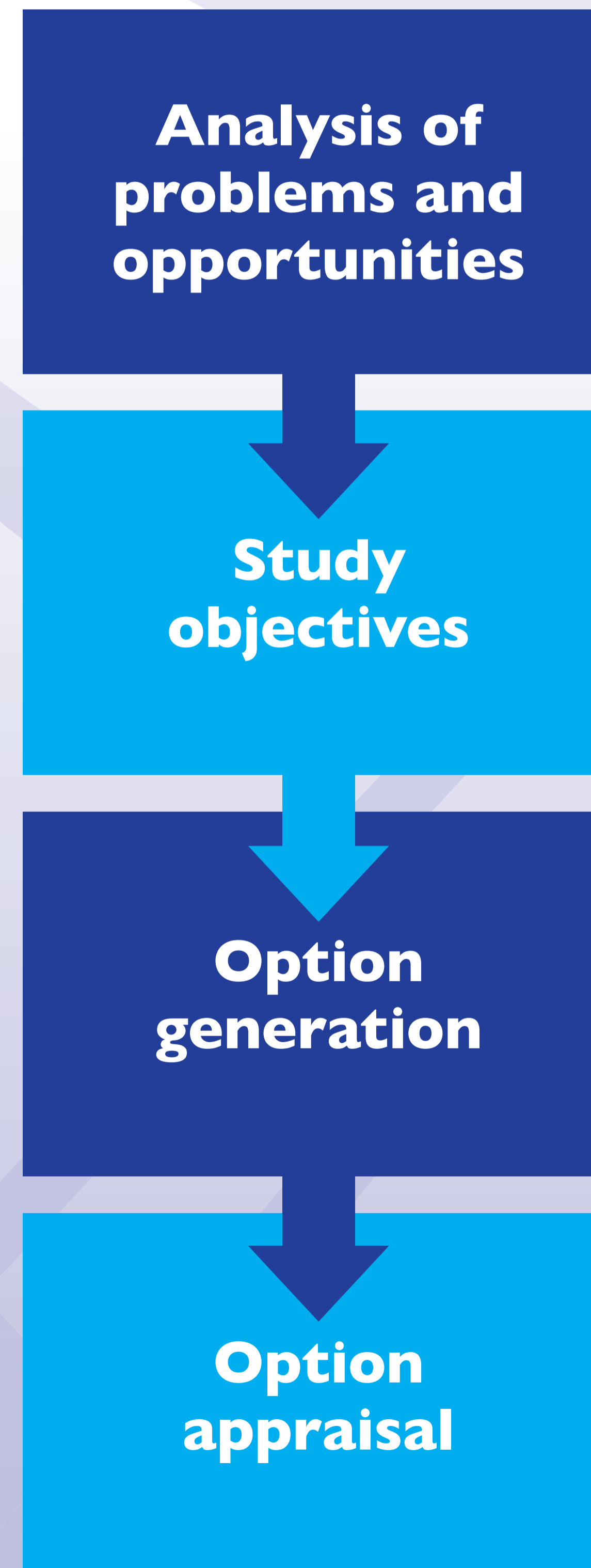
We will consider your comments before we complete this stage of the transport appraisal

Scottish Transport Appraisal Guidance

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 appraisal considers all modes of transport, including walking, cycling and public transport. Study objectives are determined to address the problems and opportunities. Options are then generated which have the potential to meet the study objectives. These options are then assessed against what the study wants to achieve and the appraisal criteria which are:

- **environment**
- **safety**
- **economy**
- **integration**
- **accessibility and social inclusion.**



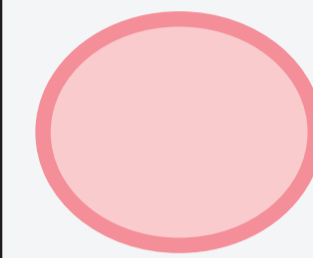
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Summary of problems and opportunities



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Key



Queuing at key junctions. Issues include:

- lack of capacity at junctions
- junction layouts
- local traffic competing with trunk road through traffic
- future development will exacerbate existing issues.

Longman Roundabout

Smithton Junction

Raigmore Interchange

Inverness Retail Park Junction

Pressure on local roads leading to local traffic using the A9 between Longman, Raigmore and Inshes

Access to development planned at Inverness East

There are also a number of environmental constraints in the study area to consider in the overall assessment

Few opportunities to cross A9

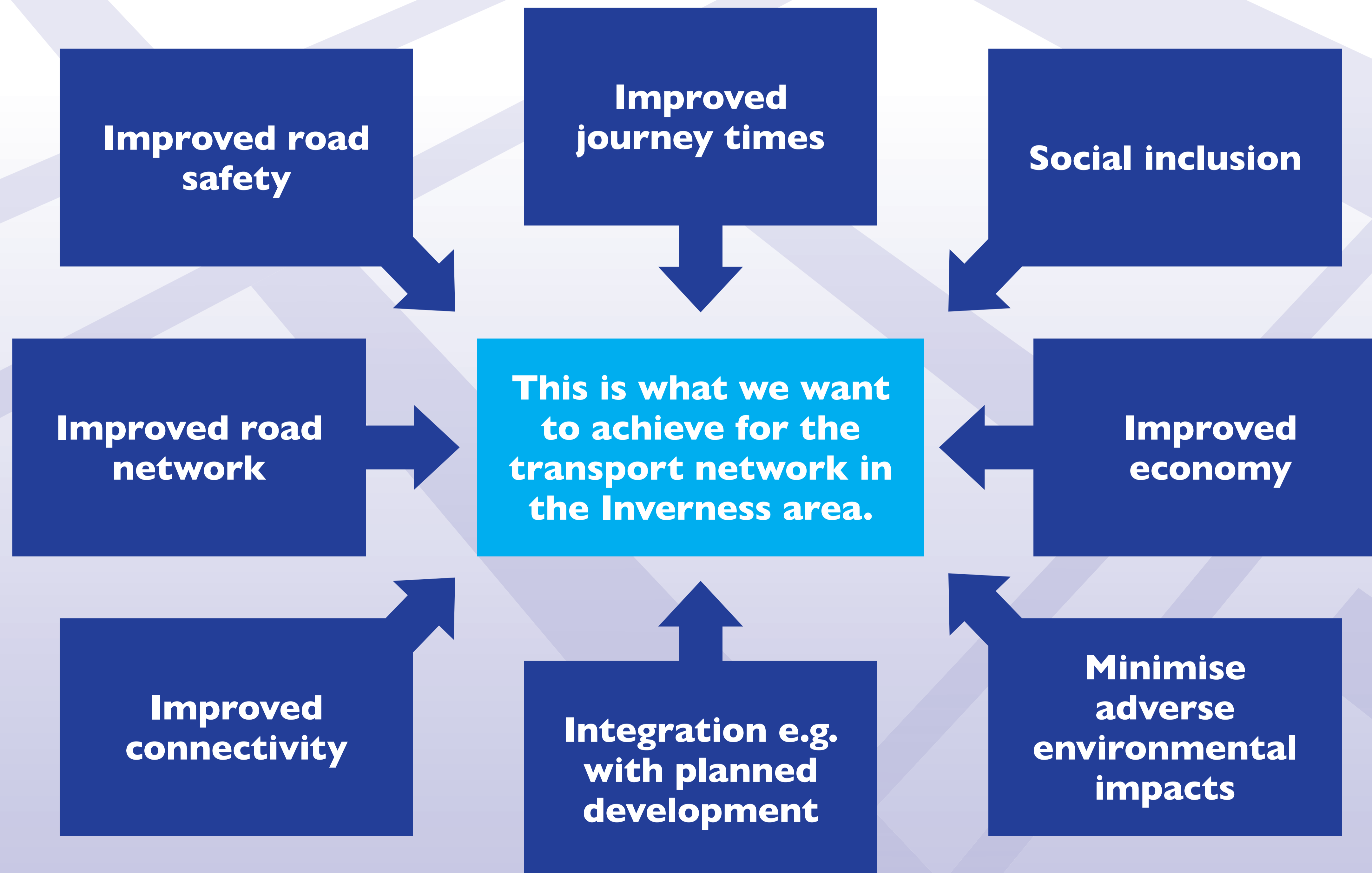
Few opportunities to cross rail line

Inshes Junctions

How are the options assessed?



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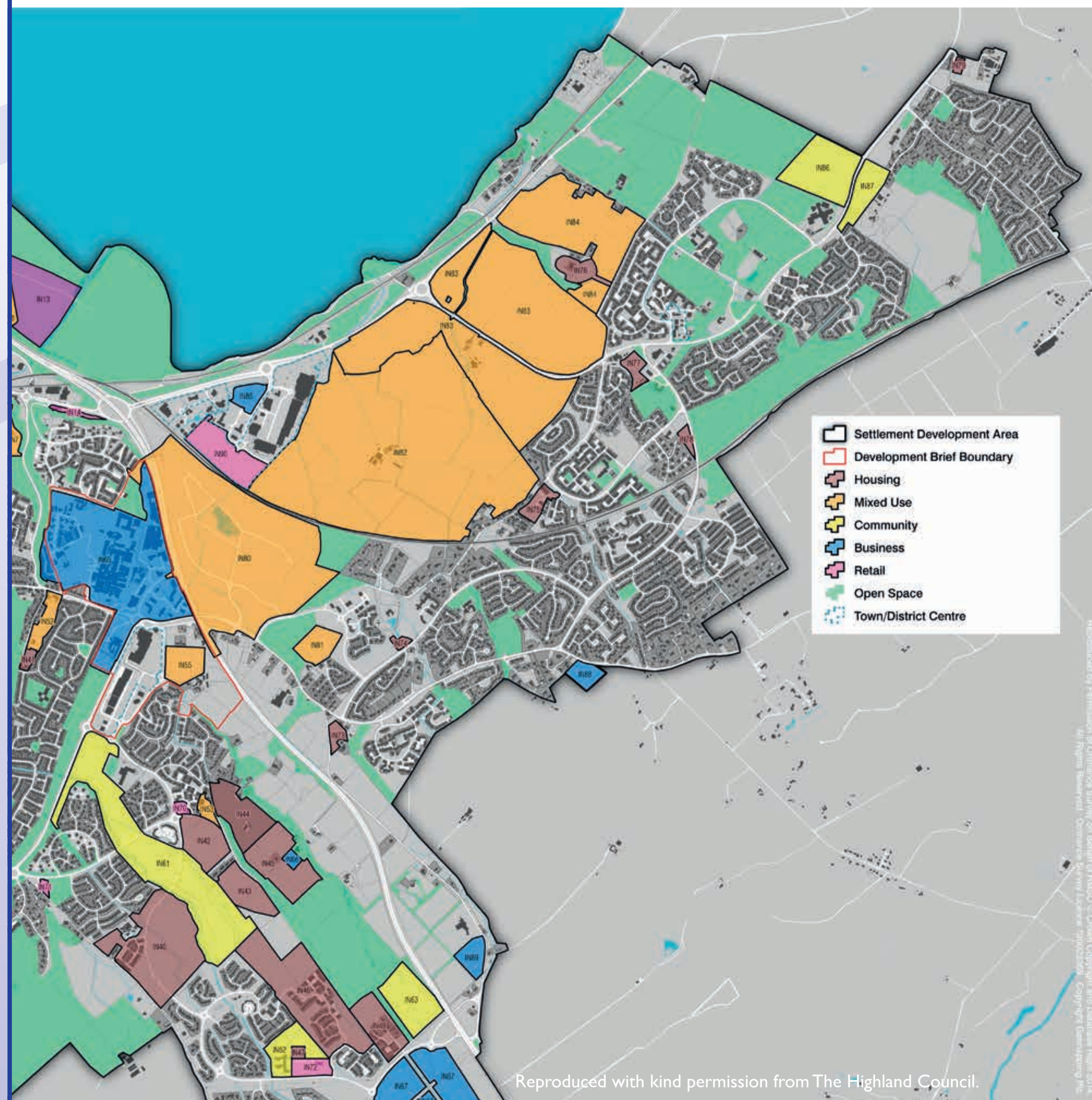
We have developed possible options that aim to achieve these outcomes.
These options are presented on the following boards.

East Inverness – planned development



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Extract from The Highland Council's Proposed Inner Moray Firth Local Development Plan 2013



The Highland Council's Local Development Plan supports major expansion of East Inverness. Key developments are the Inverness Campus at Beechwood and large housing and mixed use allocations east of the A9.

Continued careful masterplanning will make this area a successful place which will look different from what we see today.

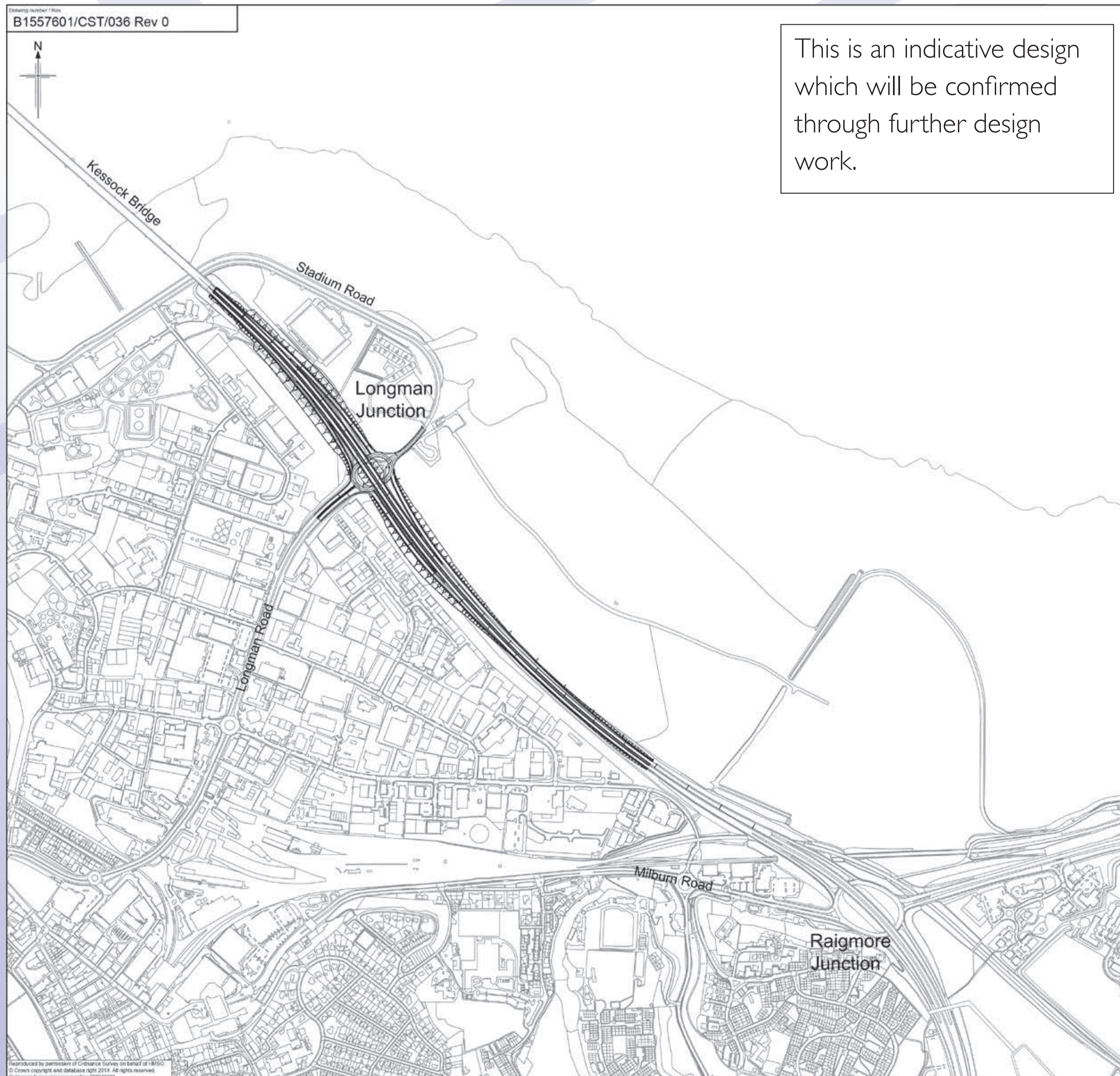
The planned development presents many opportunities as well as challenges for the transport network, including:

- limited access to the area – this will involve crossing or joining the trunk road at junctions which are already congested
- few connections over the railway bridge between the north and south of the area
- limited linkages across the A9 to Inshes, Raigmore and the city centre.

Longman Junction upgrade



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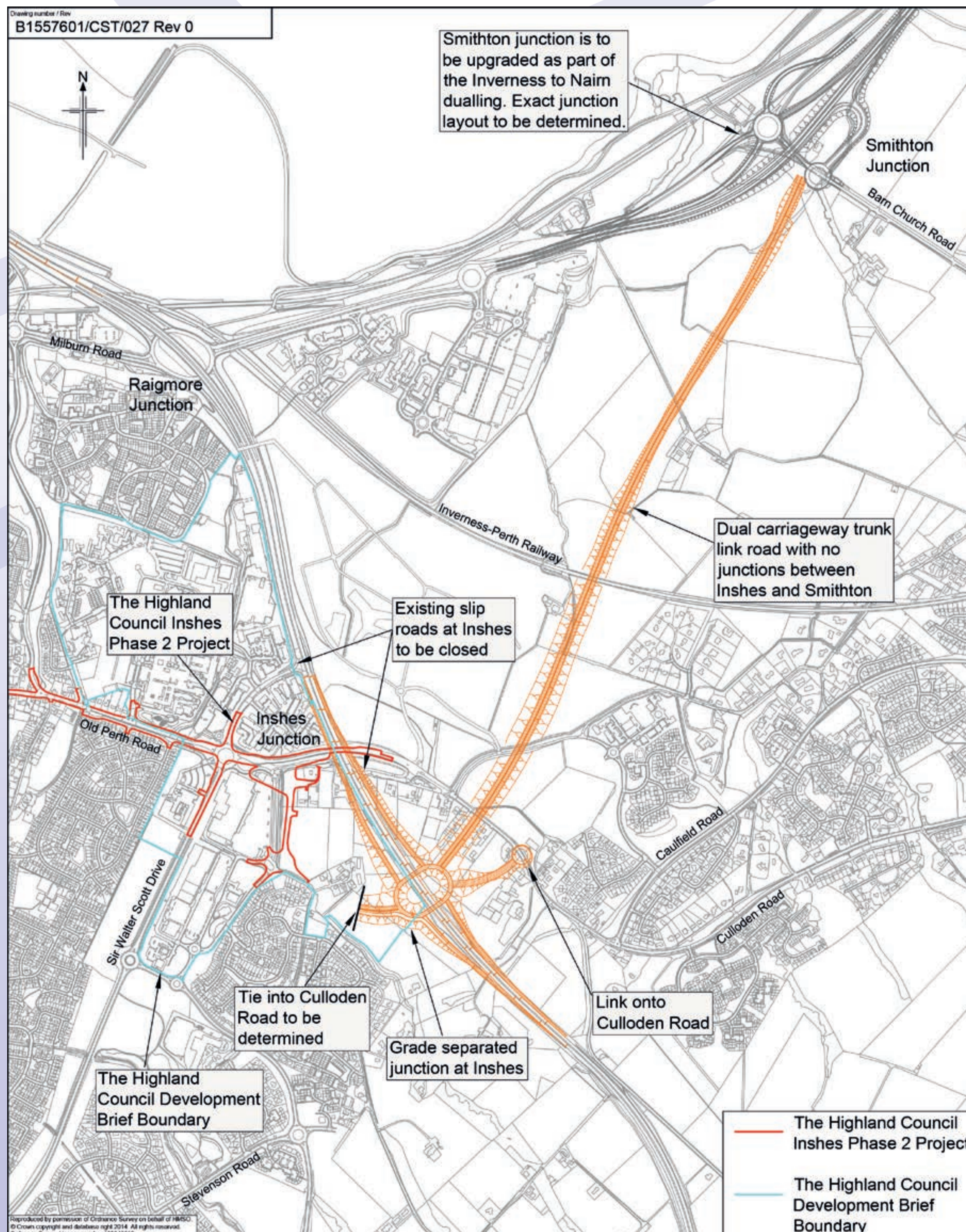
The upgrade of the Longman junction is common to all of the study options. A new grade separated junction will replace the existing roundabout.

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.

Option A



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Advantages

- highest combined journey time savings on key routes compared to other options
- largest reduction in traffic flows on the trunk roads (A96 and A9), and Inshes Overbridge
- additional road link across the A9 helps to reduce traffic at Inshes via Inshes Overbridge.

Disadvantages

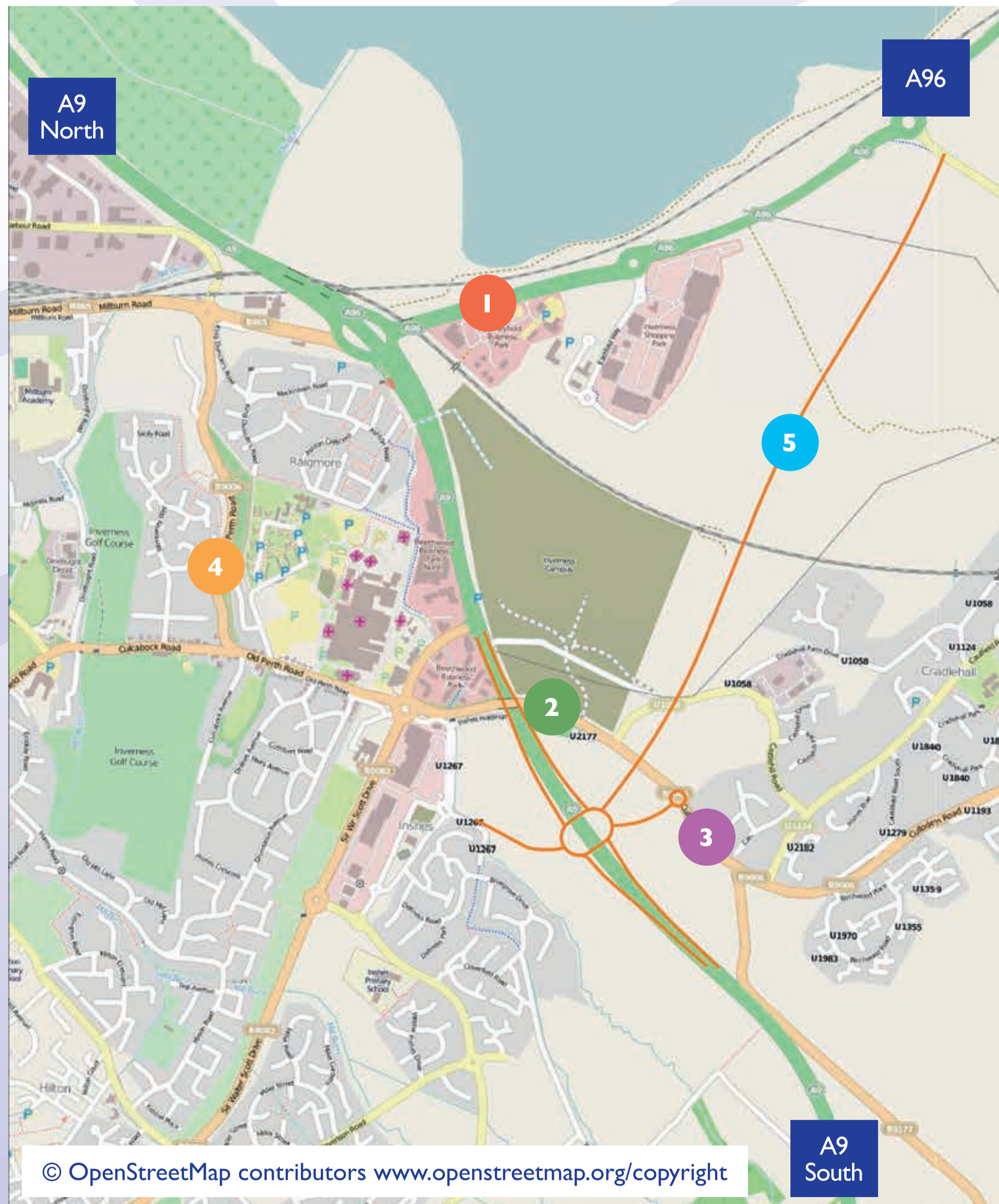
- highest cost
- comparative reduction in air quality and increased noise levels
- significant impacts from scale of embankment between Inshes and Smithton
- no opportunity for vehicles, and limited opportunities for walking and cycling connections into adjacent planned development
- limited opportunity to improve public transport links.

OPTION A WAS DISPLAYED AT THE EXHIBITIONS HELD IN 2012. WE PROPOSE NOT TO CONSIDER THIS OPTION ANY FURTHER.

Option A – traffic flow changes and journey time savings



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Traffic flow (vehicles)

1	A96	Two Way	
		AM Peak	PM Peak
	Do Minimum	3850	3950
	Option A	3250	2950
	% Difference	-16%	-25%

4	Old Perth Road	Two Way	
		AM Peak	PM Peak
	Do Minimum	1050	1150
	Option A	900	1100
	% Difference	-14%	-4%

2	Inshes Overbridge	Two Way	
		AM Peak	PM Peak
	Do Minimum	1900	1600
	Option A	1200	350
	% Difference	-37%	-78%

5	New links	Two Way	
		AM Peak	PM Peak
	Option A	1450	1600

3	Culloden Rd	Two Way	
		AM Peak	PM Peak
	Do Minimum	650	900
	Option A	600	800
	% Difference	-8%	-11%

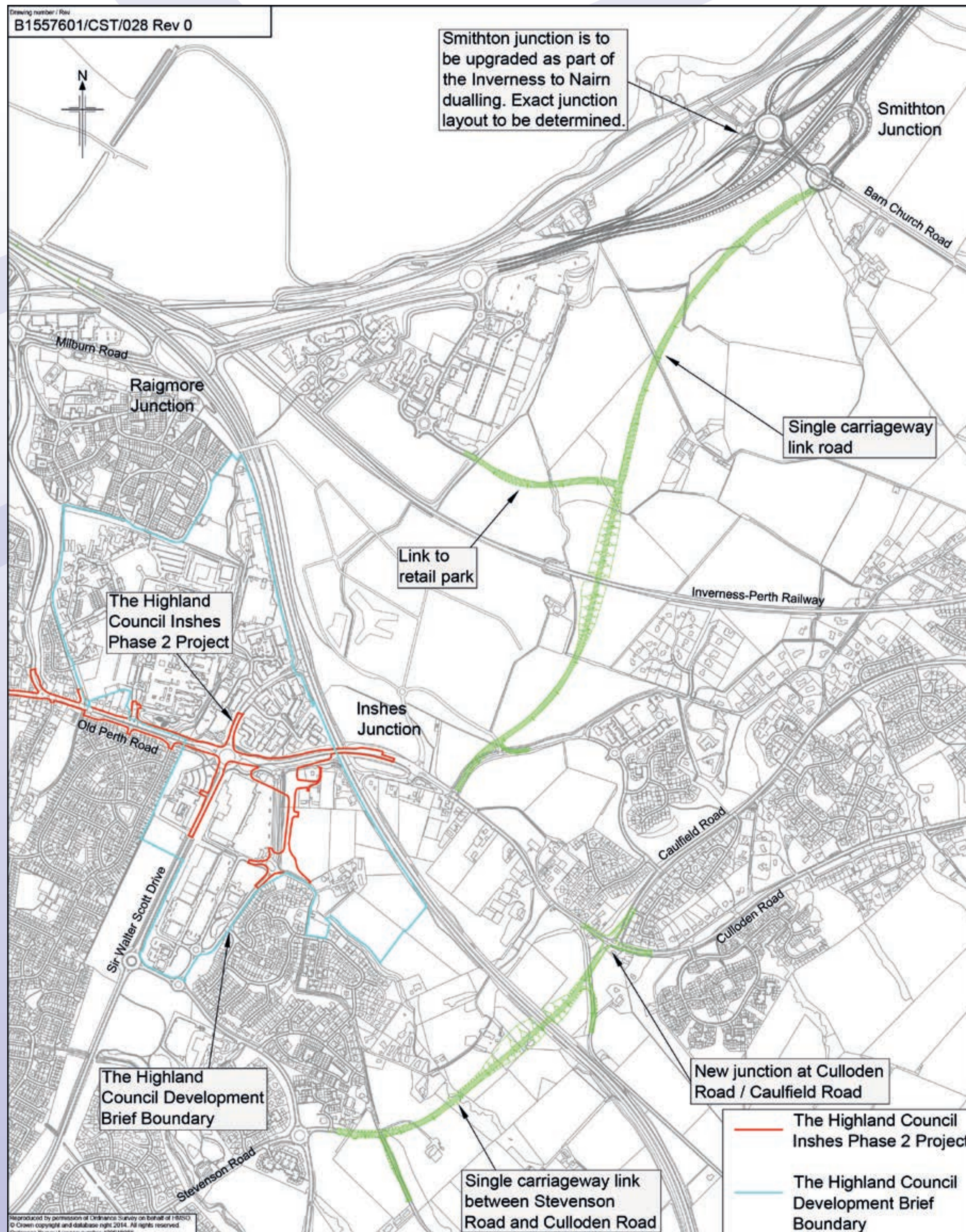
The Do Minimum predicts what will happen on the current road network with traffic growth from proposed development in the Inverness area. The tables show the changes that occur as a result of the introduction of the option, again with traffic growth from proposed development in the Inverness area.

Travel Time Savings between Option A and Do Minimum (minutes)						
Peak period	A9 North-A96	A96-A9 North	A96-A9 South	A9 South-A96	A9 North-A9 South	A9 South-A9 North
AM Peak	03:40	06:50	03:40	00:40	04:10	03:50
PM Peak	00:50	03:10	00:40	01:50	00:30	02:10

Option B



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Advantages

- opportunities to connect with and facilitate
 - planned development
 - walking and cycling routes
 - public transport links
- lowest embankment between Inshes and Smithton
- lowest cost.

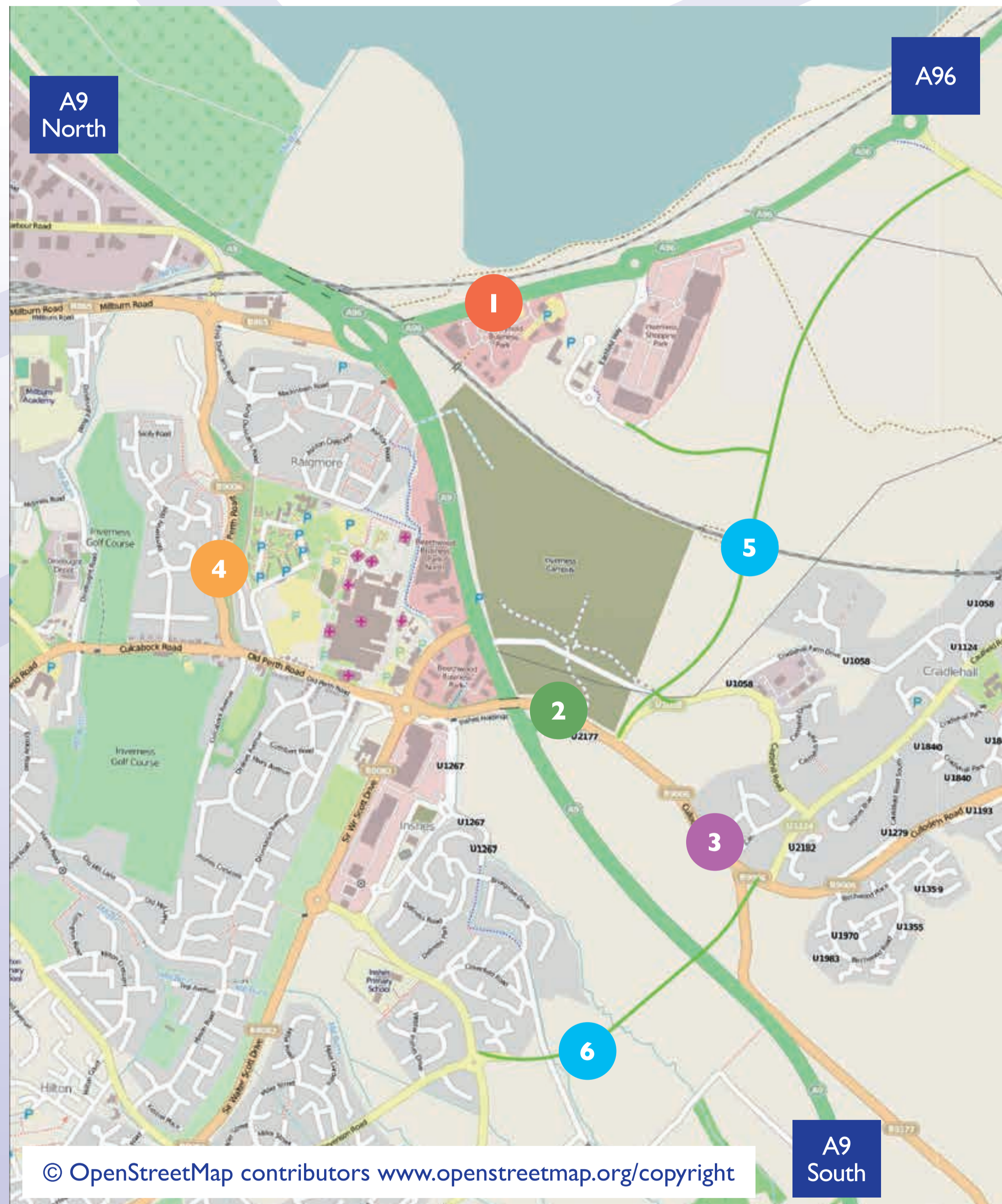
Disadvantages

- lowest combined journey time savings on key routes
- smallest reduction in traffic flows on the trunk roads (A96 and A9)
- increased traffic on Inshes Overbridge leading to poorer operation of Inshes junction
- additional A9 crossing less attractive to traffic than other options due to distance from Inshes junction
- significant impact on listed buildings from new crossing of A9
- increased traffic near Inshes Primary School needs to be carefully managed.

Option B – traffic flow change and journey time savings



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Traffic flow (vehicles)

1	A96	Two Way	
		AM Peak	PM Peak
	Do Minimum	3850	3950
	Option B	3500	3350
	% Difference	-9%	-15%

2	Inshes Overbridge	Two Way	
		AM Peak	PM Peak
	Do Minimum	1900	1600
	Option B	2000	1900
	% Difference	5%	19%

3	Culloden Rd	Two Way	
		AM Peak	PM Peak
	Do Minimum	650	900
	Option B	800	850
	% Difference	23%	-6%

4	Old Perth Road	Two Way	
		AM Peak	PM Peak
	Do Minimum	1050	1150
	Option B	800	900
	% Difference	-24%	-22%

5	New links	Two Way	
		AM Peak	PM Peak
	Option B	1100	550
	Option B	550	900

The Do Minimum predicts what will happen on the current road network with traffic growth from proposed development in the Inverness area. The tables show the changes that occur as a result of the introduction of the option, again with traffic growth from proposed development in the Inverness area.

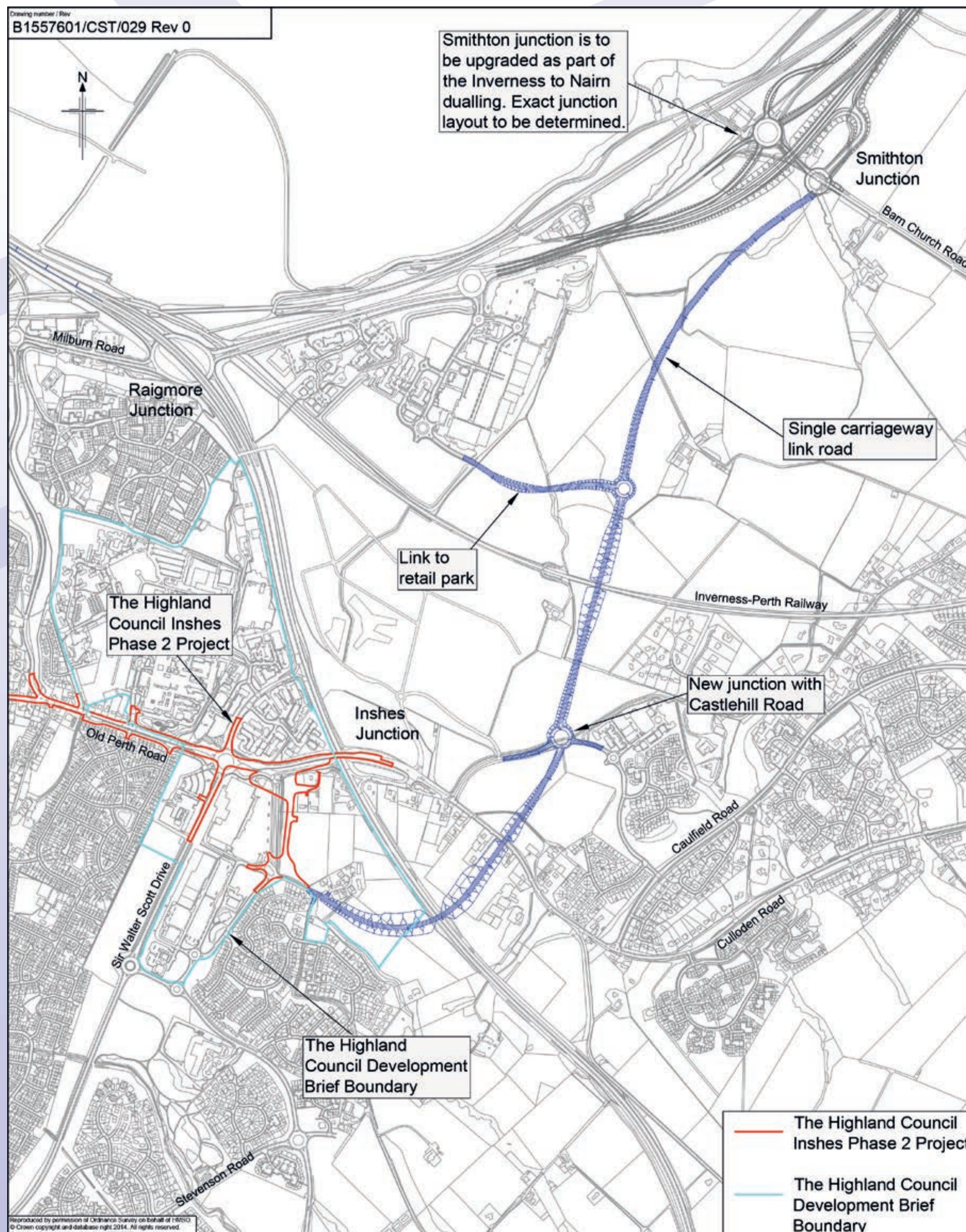
Travel Time Savings between Option B and Do Minimum (minutes)

Peak period	A9 North-A96	A96-A9 North	A96-A9 South	A9 South-A96	A9 North-A9 South	A9 South-A9 North
AM Peak	03:50	05:40	02:40	00:50	04:00	03:30
PM Peak	01:00	02:50	00:20	00:40	00:30	02:00

Option C



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Advantages

- opportunities to connect with and facilitate:
 - planned development
 - walking and cycling routes
 - public transport links
- smaller embankment between Inshes and Smithton than Option A
- similar journey time savings on key routes as Options A and D
- offers best value for money.

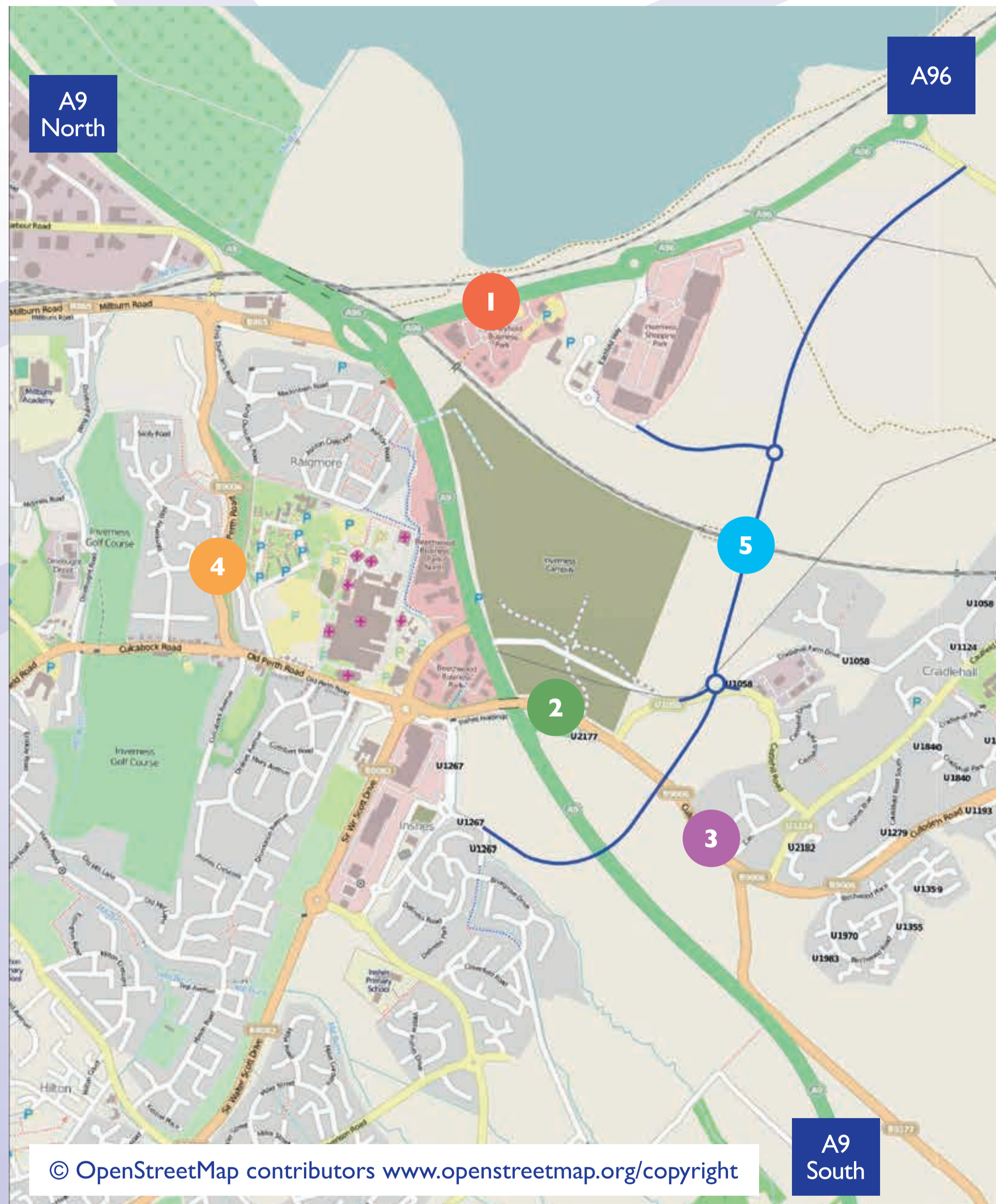
Disadvantages

- smaller reduction in traffic flows on the trunk roads (A96 and A9), and Inshes Overbridge than Options A and D
- retains current A9 southbound slip roads at Inshes.

Option C – traffic flow change and journey time savings



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Traffic flow (vehicles)

1	A96	Two Way	
		AM Peak	PM Peak
	Do Minimum	3850	3950
	Option C	3300	3150
	% Difference	-14%	-20%

2	Inshes Overbridge	Two Way	
		AM Peak	PM Peak
	Do Minimum	1900	1600
	Option C	1800	1350
	% Difference	-5%	-16%

3	Culloden Rd	Two Way	
		AM Peak	PM Peak
	Do Minimum	650	900
	Option C	450	600
	% Difference	-31%	-33%

4	Old Perth Road	Two Way	
		AM Peak	PM Peak
	Do Minimum	1050	1150
	Option C	750	850
	% Difference	-29%	-26%

5	New links	Two Way	
		AM Peak	PM Peak
	Option C	1350	1400

The Do Minimum predicts what will happen on the current road network with traffic growth from proposed development in the Inverness area. The tables show the changes that occur as a result of the introduction of the option, again with traffic growth from proposed development in the Inverness area.

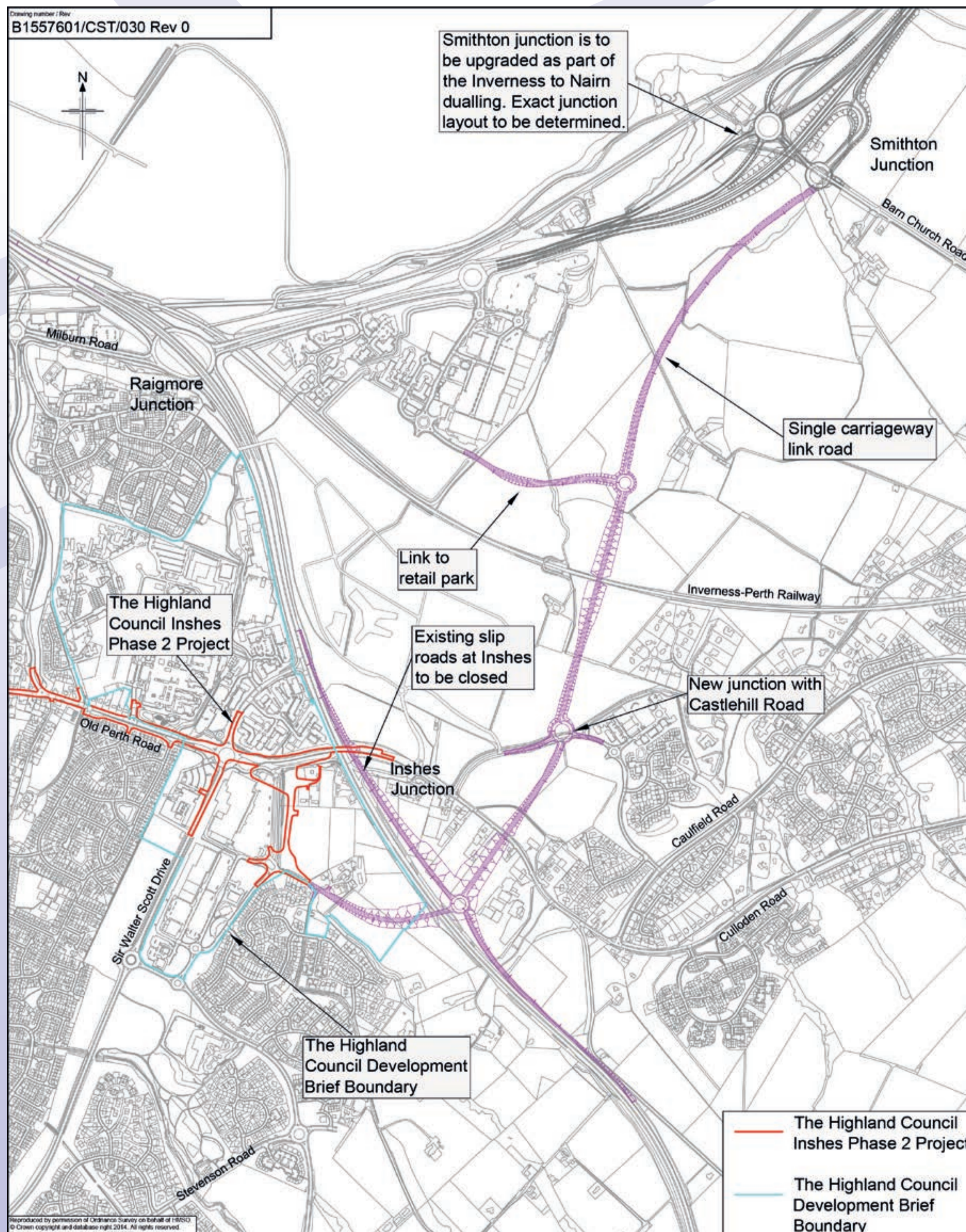
Travel Time Savings between Option C and Do Minimum (minutes)

Peak period	A9 North-A96	A96-A9 North	A96-A9 South	A9 South-A96	A9 North-A9 South	A9 South-A9 North
AM Peak	04:00	06:20	03:00	00:10	04:10	03:40
PM Peak	01:40	03:00	00:20	00:50	00:40	02:10

Option D



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Advantages

- opportunities to connect with and facilitate
 - planned development
 - walking and cycling routes
 - public transport links
- smaller embankment between Inshes and Smithton than Option A
- similar journey time savings on key routes as Option A and Option C
- larger reduction in traffic flows on the trunk roads (A96 and A9), and Inshes Overbridge than Options B and C
- improved A9 southbound on and off-slips.

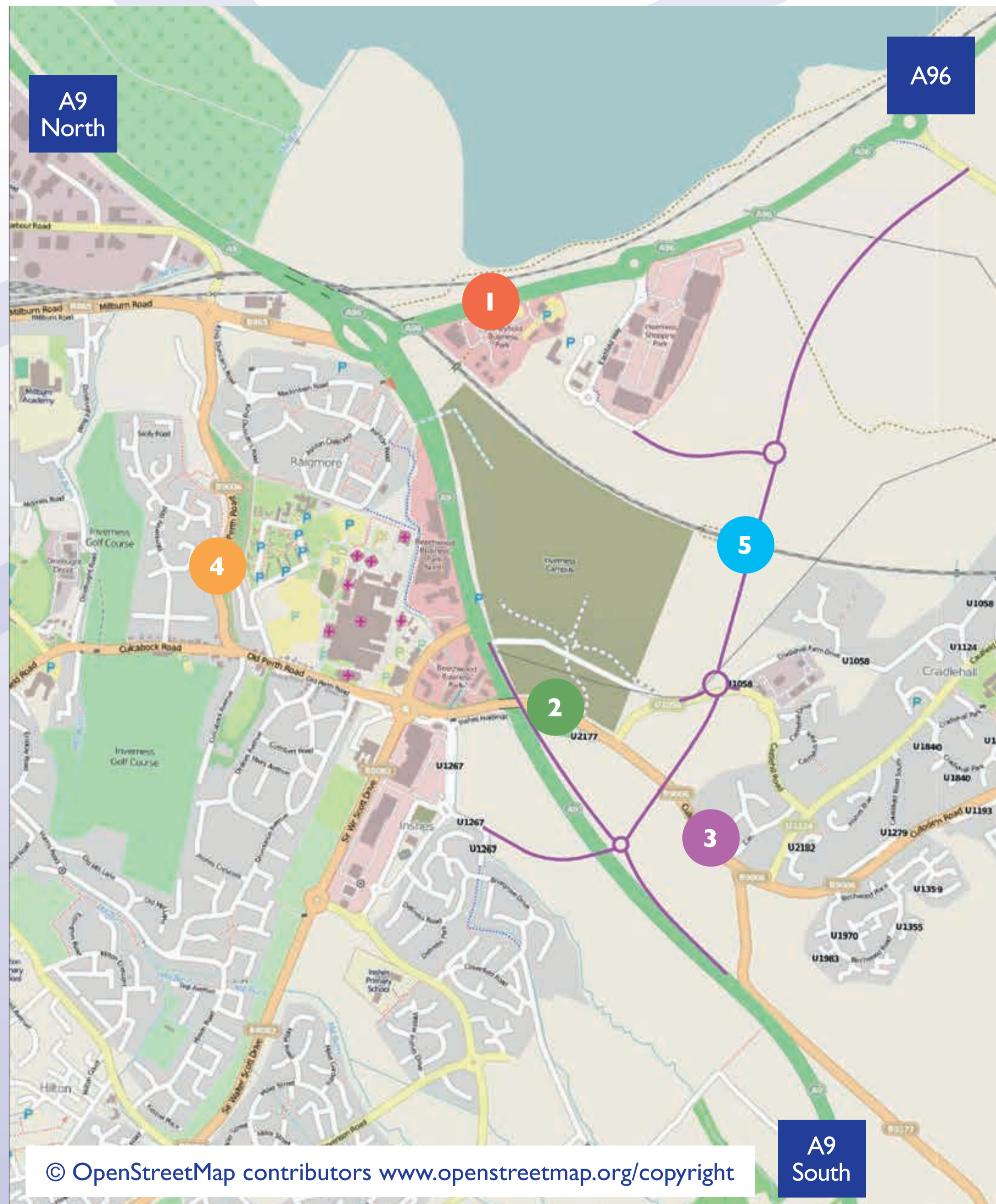
Disadvantages

- significant disruption from demolition of Inshes Overbridge to accommodate new A9 southbound off-slip
- offers less value for money than Option C.

Option D – traffic flow change and journey time savings



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Traffic flow (vehicles)

1	A96	
	Two Way	
	AM Peak	PM Peak
Do Minimum	3850	3950
Option D	3350	3100
% Difference	-13%	-22%

4	Old Perth Road	
	Two Way	
	AM Peak	PM Peak
Do Minimum	1050	1150
Option D	800	850
% Difference	-24%	-26%

2	Inshes Overbridge	
	Two Way	
	AM Peak	PM Peak
Do Minimum	1900	1600
Option D	1250	650
% Difference	-34%	-59%

5	New links	
	Two Way	
	AM Peak	PM Peak
Option D	1300	1400

3	Culloden Rd	
	Two Way	
	AM Peak	PM Peak
Do Minimum	650	900
Option D	500	450
% Difference	-23%	-50%

The Do Minimum predicts what will happen on the current road network with traffic growth from proposed development in the Inverness area. The tables show the changes that occur as a result of the introduction of the option, again with traffic growth from proposed development in the Inverness area.

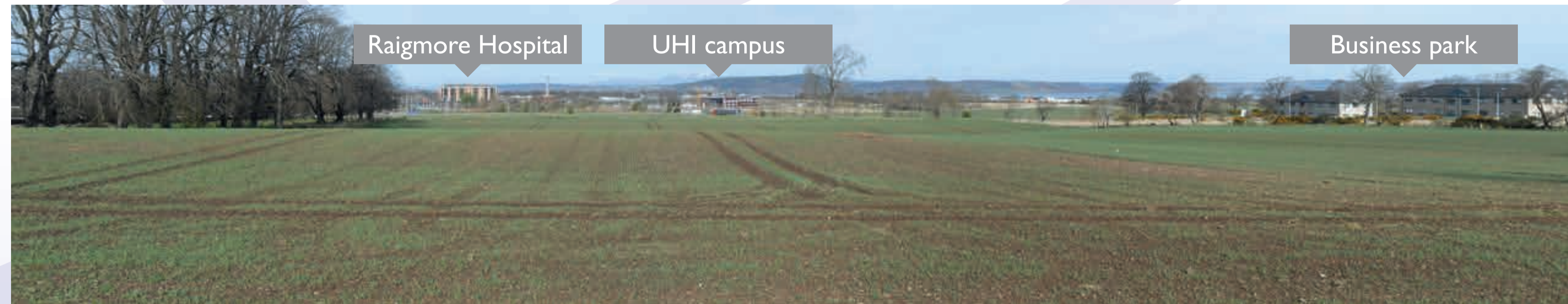
Travel Time Savings between Option D and Do Minimum (minutes)

Peak period	A9 North-A96	A96-A9 North	A96-A9 South	A9 South-A96	A9 North-A9 South	A9 South-A9 North
AM Peak	03:50	06:10	03:20	00:10	04:10	03:40
PM Peak	01:10	03:00	00:20	00:50	00:40	02:10

Views of road options



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Existing view from Castlehill Gardens.

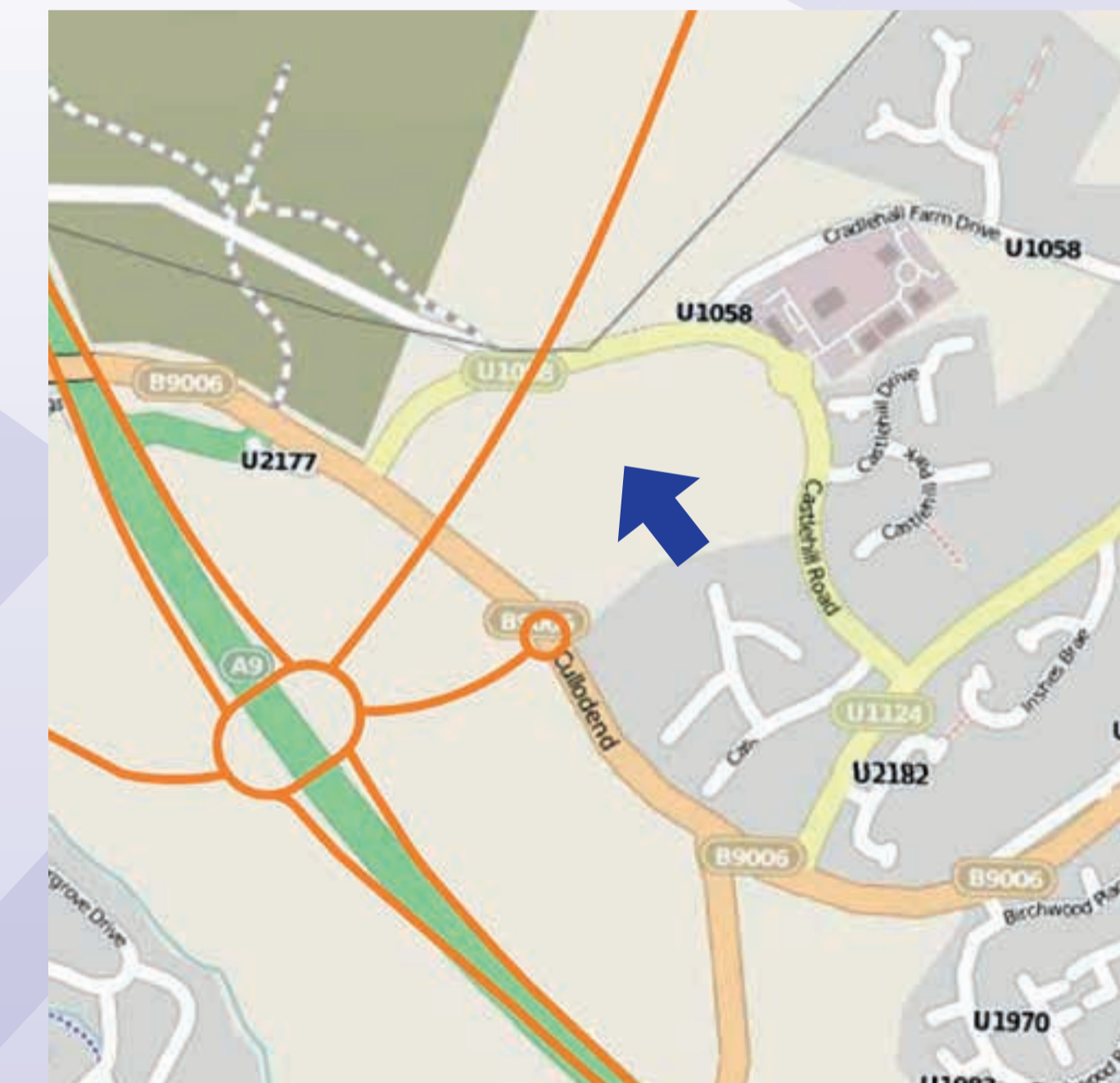


View of Option A from Castlehill Gardens – approximately 250m from embankment.



View of Option C and D from Castlehill Gardens – approximately 175m from embankment.

View from Castlehill Gardens looking north west (Option A only shown in map below)



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Improved connectivity



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Longman Junction – pedestrians, cyclists and vehicles will be able to cross the A9 more easily.

Option A – no opportunity to connect into development land, limited walking or cycle routes.

Options B, C and D – potential to connect into

- new development areas
- public transport opportunities
- walking and cycle routes (new and existing).

Environmental considerations



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The impact of all options on the environment is being assessed. Some of the emerging challenges that have been identified as part of the on-going assessment are described below.

Cultural heritage – all of the options have the potential to impact on the setting of scheduled monuments and listed buildings. All of the options 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 of the options have the 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 of SPA qualifying species.

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.

All the information presented today is available on the Transport Scotland website at:

www.transportscotland.gov.uk/A9A96connections



You can provide your comments to us by:

- **using the relevant feedback form and leaving it in the feedback box provided 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

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



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A96 Dualling



The Scottish Government is committed to dualling the A96 between Inverness and Aberdeen.

In May 2013 the Minister for Transport set out how the dualling programme would be taken forward over the next few years with the objective of completing the full dualling by 2030. This includes taking forward:

- preliminary engineering and strategic environmental assessment work along the A96 corridor
- on-going route option design work between Inverness and Nairn, including a Nairn Bypass
- following completion of the preliminary engineering work, assessment of possible options for bypasses of Forres, Elgin, Keith and Inverurie.

Work is continuing on the preliminary engineering and strategic environmental assessment work along with route option assessment work on the section of the A96 between Inverness and Nairn (including Nairn Bypass). It is the intention of the Scottish



Government to announce a preferred option for the Inverness to Nairn (including Nairn Bypass) project later this year.

Further information on the project can be found at:
www.transportscotland.gov.uk/a96dualling



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A9 Dualling



The Scottish Government is committed to dualling the A9 between Perth and Inverness by 2025. On 19 March 2014, the Minister for Transport and Veterans announced the following key milestones in the A9 Dualling Programme:

- the publication of the Design Manual for Roads and Bridges Stage 1 Assessment and the Strategic Environmental Assessment addendum both recommending that the study area for dualling be considered as a 200m wide corridor around the existing road.
- the division of the Programme into 12 projects aimed at making the design and development process most efficient.
- the publication of the Luncarty to Birnam draft orders building on the publication of the draft Kincriaig to Dalraddy Orders in November 2013.

A series of public exhibitions are currently taking place for the A9 Dualling programme in venues along the route.



Further information on the project can be found at:
www.transportscotland.gov.uk/a9dualling

