

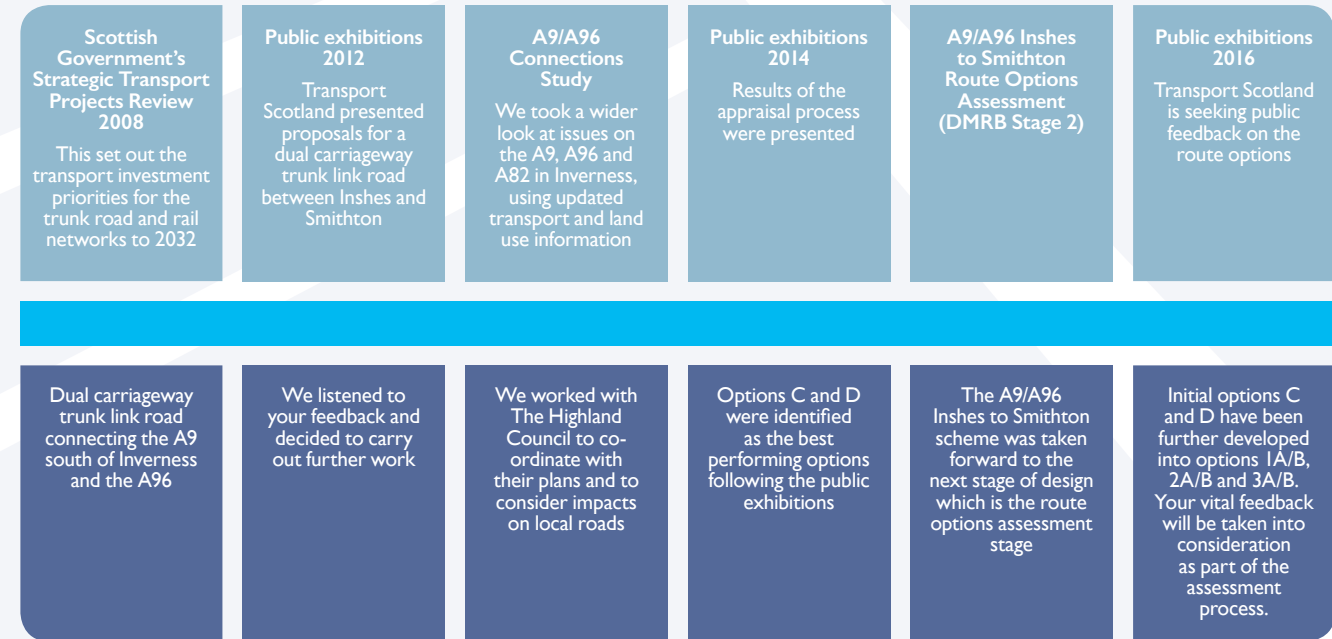
## Introduction

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 single carriageway road connecting Inshes to Smithton in Inverness.

In 2014, Transport Scotland held public exhibitions to present the results of the A9/A96 Connections Study. Options C and D were identified as the best performing options. Since then, Transport Scotland has appointed Jacobs to take forward the next stage of

assessment work. This is the route options assessment process on the A9/A96 road connection between Inshes and Smithton. Nine sub-options were developed from Options C and D identified in the Connections Study. Following a sifting process, we now present the options we are progressing for further assessment. We are seeking public feedback regarding the options under consideration for the A9/A96 Inshes to Smithton scheme so we can take your views into account during the route options assessment process.

## Project background and update



## Scheme objectives

The route options assessment process takes into account the scheme objectives and the Scottish Government's five appraisal criteria, which are:

- Environment
- Safety
- Economy
- Integration
- Accessibility and social inclusion.

The scheme objectives are:

- To encourage more effective use of the road network hierarchy and thereby improve the operation of the network for longer distance and local journeys
- To contribute to The Highland Council's Development Plan aims for development east of the A9, and to complement the benefits arising from the dualling of the A96

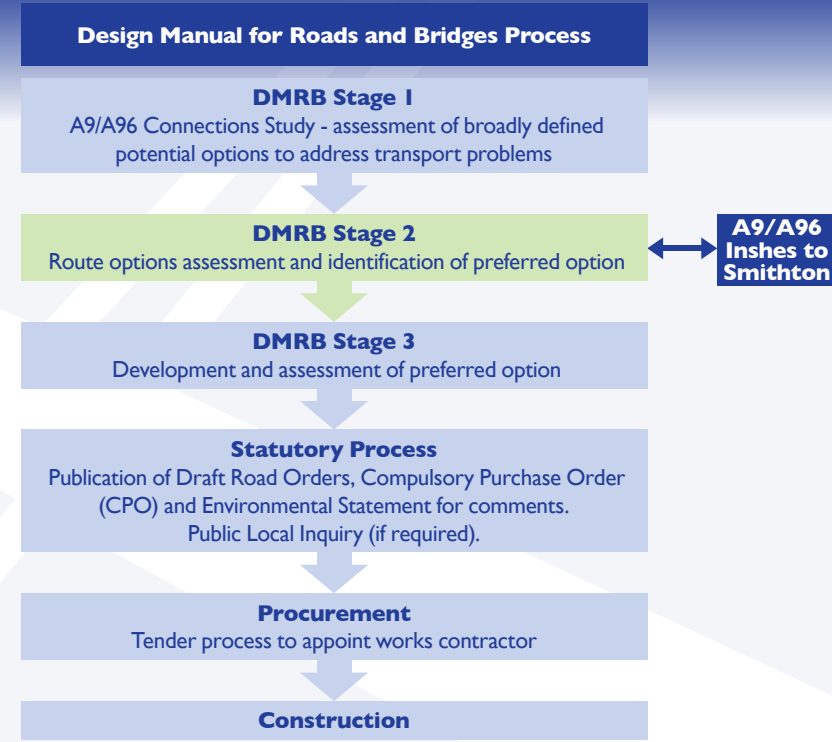


- To improve safety for motorised and non-motorised users where the trunk and local road network interact
- To maximise opportunities for active travel and public transport connections arising from the road infrastructure improvements.

## 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, environment, traffic and economic considerations. Throughout this process Transport Scotland consults local communities, landowners, stakeholders and other interested parties. The DMRB Stage 2 Assessment process for the A9/A96 Inshes to Smithton scheme is ongoing, with the route options under consideration presented at this exhibition.



## What happens next?

Transport Scotland welcomes your comments on the route options presented at this exhibition. Your feedback will be taken into account during the route options assessment process.

The options presented at this exhibition may be subject to further development. Your feedback will be taken into account as part of the DMRB Stage 2 Assessment process which considers the advantages, disadvantages and constraints associated with the route options, in relation to environmental, engineering, traffic and economic issues. This will inform the decision about which option will be progressed to the next stage of assessment.

Transport Scotland is seeking to confirm a preferred option for the A9/A96 Inshes to Smithton scheme in 2017. You can provide your comments to us by:

- using the relevant feedback form and leaving it in the Feedback Box at the exhibition
- emailing or posting the feedback form to us.

Email to: [a9a96-inshes-smithton@transport.gov.scot](mailto:a9a96-inshes-smithton@transport.gov.scot)

Post to:  
**A9/A96 Inshes to Smithton Team**  
 Transport Scotland  
 Buchanan House  
 58 Port Dundas Road  
 Glasgow  
 G4 0HF

Please submit your comments to us by **7 October 2016**.

## Non-Motorised User (NMU) provision

NMUs include pedestrians, cyclists and equestrians and may be recreational users or, near larger communities, active travellers and daily commuters.

An emerging NMU strategy is being developed to provide a consistent approach to NMU provision. The main principles of the strategy are as follows:

- enhance NMU facilities within A9/A96 Inshes to Smithton route corridor
- integrate with existing NMU facilities such as core paths and the National Cycle Network.

The NMU provision will integrate with public transport facilities where possible.

## Further information

All the information presented at the exhibition is available at: [www.transport.gov.scot/project/a9a96-inshes-smithton](http://www.transport.gov.scot/project/a9a96-inshes-smithton)



# A9/A96 Inshes to Smithton Exhibition overview leaflet

August 2016



# A9/A96 Inshes to Smithton

## Sifted options to be progressed

Options C and D from the Connections Study were identified as the best performing options. As part of the route options assessment process, Options C and D were further developed and refined into a number of sub-options. These are shown on pages 2, 3 and 4. The sub-options have been developed to take account of:

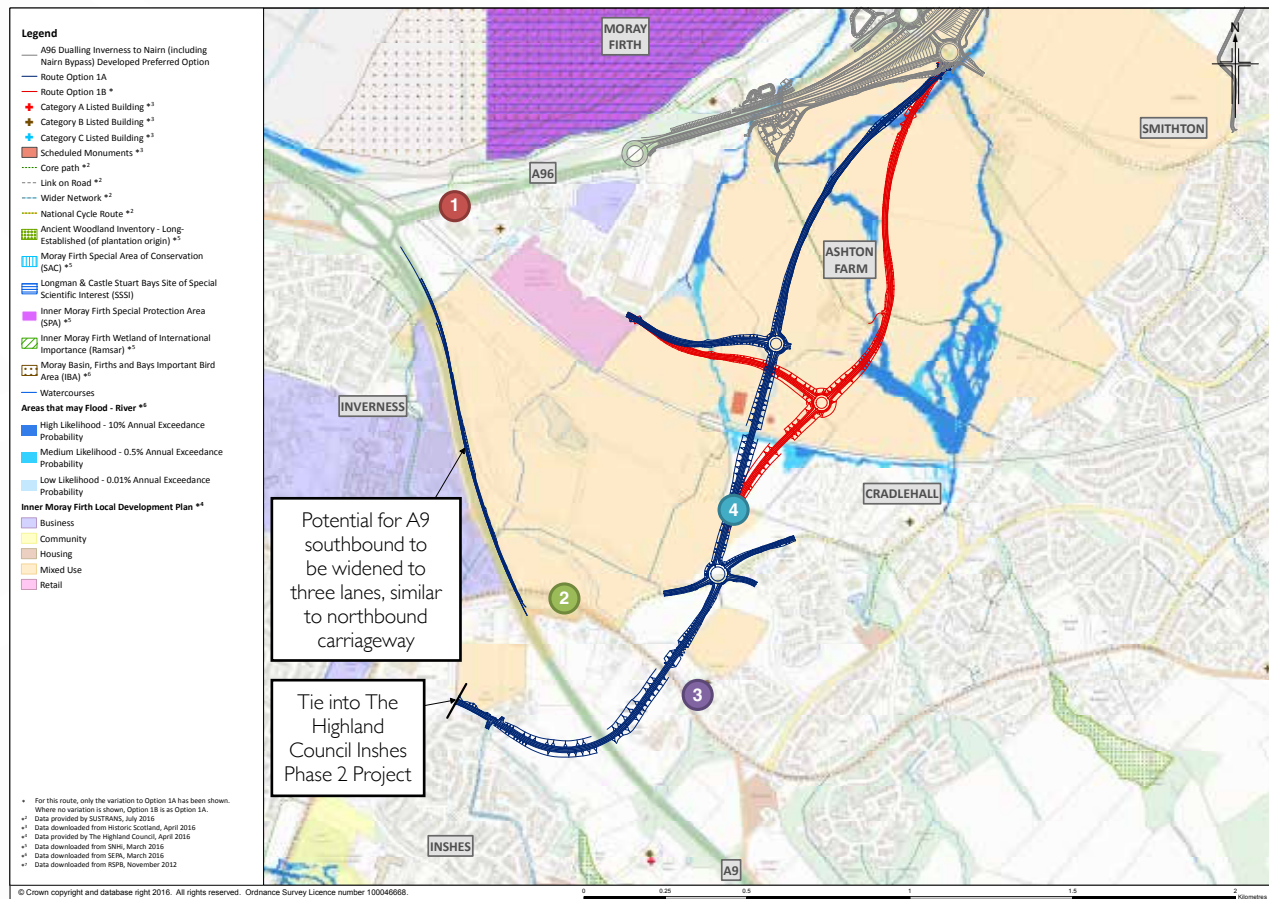
- environmental constraints
- engineering constraints
- traffic operational performance.

Following a sifting process, the options adjacent were identified to be progressed to the next stage of the assessment process. These are Option C1/C2, D1/D2 and D4. Going forward the options have been renamed to Options 1, 2 and 3 respectively with variants 'A' and 'B' to reflect the alternative alignments close to Ashton Farm.



## Sifted options not progressed

Options D3, D5, D6 and D7 were identified during the sifting process and are not being progressed to DMRB Stage 2 Assessment. For full details please see the exhibition panels which are also available online at: [www.transport.gov.scot/project/a9a96-inshes-smithton](http://www.transport.gov.scot/project/a9a96-inshes-smithton)



**OPTION 1A/B**

### Key early considerations:

- potential land take from residential/commercial properties
- severs the grounds of a Category B listed building
- there are watercourse crossings and floodplain crossings
- Option 1B would require greater land take from flood plain than Option 1A
- Option 1A passes between elements of the Ring Ditch and Pit Circles (Scheduled Monument)
- Option 1B is in closer proximity to residential properties at Cradlehall
- the scheme is in close proximity to residential properties at Dell of Inshes
- reduces traffic on the A96, Culloden Road and Inshes overbridge
- intermediate cost
- The Highland Council Inshes Phase 2 Project.

### Traffic flow (vehicles) for design year 2036

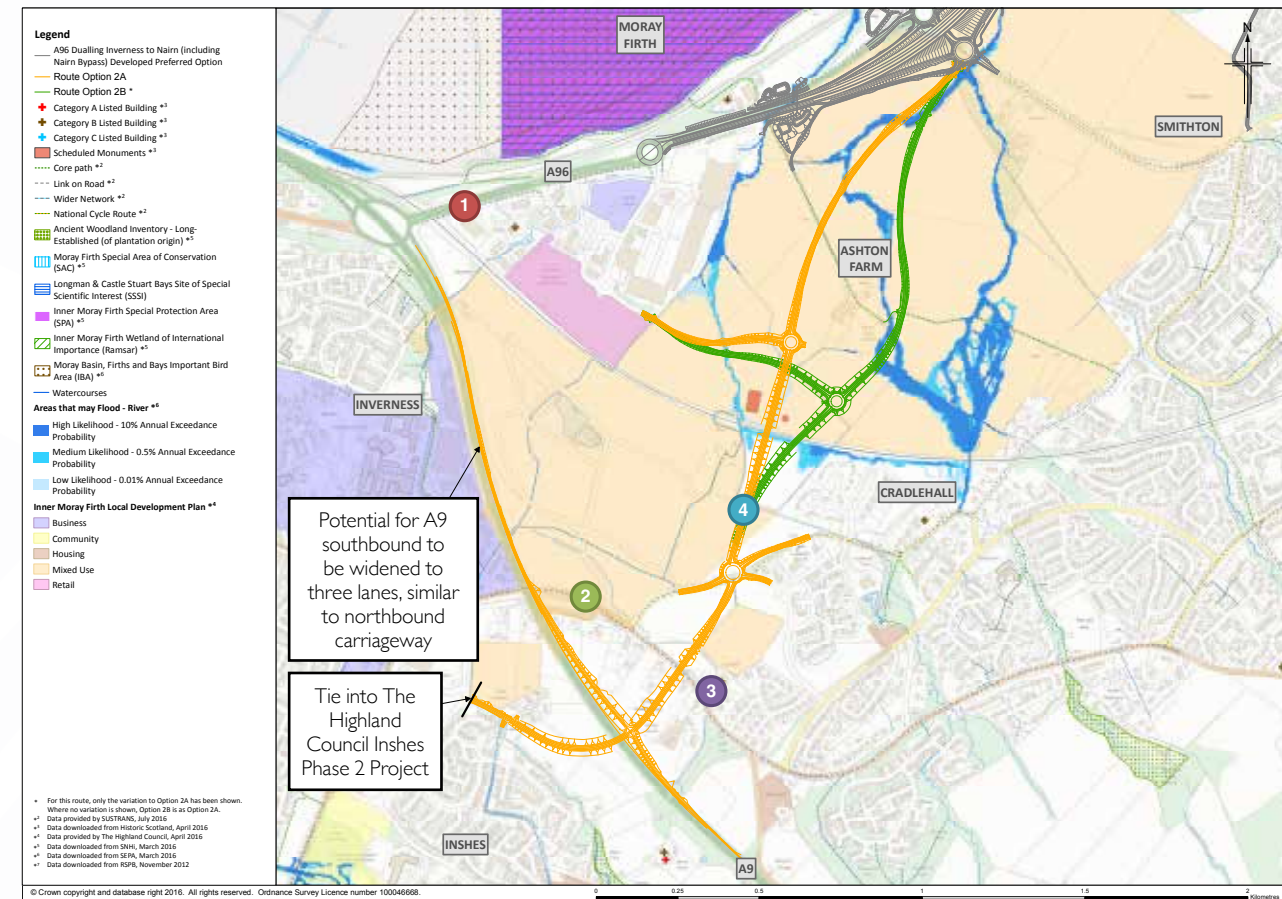
A96	Two way	
	AM Peak	PM Peak
Do minimum	4150	4950
Option 1	3350	3850
% difference	-19%	-22%

Culloden Rd overbridge	Two way	
	AM Peak	PM Peak
Do minimum	2250	2250
Option 1	1650	1550
% difference	-27%	-31%

Culloden Rd	Two way	
	AM Peak	PM Peak
Do minimum	900	1050
Option 1	550	800
% difference	-39%	-24%

New Link	Two way	
	AM Peak	PM Peak
Option 1	2050	2400

The 'Do minimum' is what will happen on the current road network with traffic growth from proposed development in the Inverness area.



**OPTION 2A/B**

### Key early considerations:

- potential land take from residential/commercial properties
- severs the grounds of a Category B listed building
- there are watercourse crossings and floodplain crossings
- Option 2B would require greater land take from flood plain than Option 2A
- the scheme requires demolition and replacement of existing Inshes overbridge
- Option 2A passes between elements of the Ring Ditch and Pit Circles (Scheduled Monument)
- Option 2B is in closer proximity to residential properties at Cradlehall
- the scheme is in close proximity to residential properties at Dell of Inshes
- reduces traffic on the A96, Culloden Road and Inshes overbridge
- this option has the largest reduction in A96 traffic
- higher cost than other options
- The Highland Council Inshes Phase 2 Project.

### Traffic flow (vehicles) for design year 2036

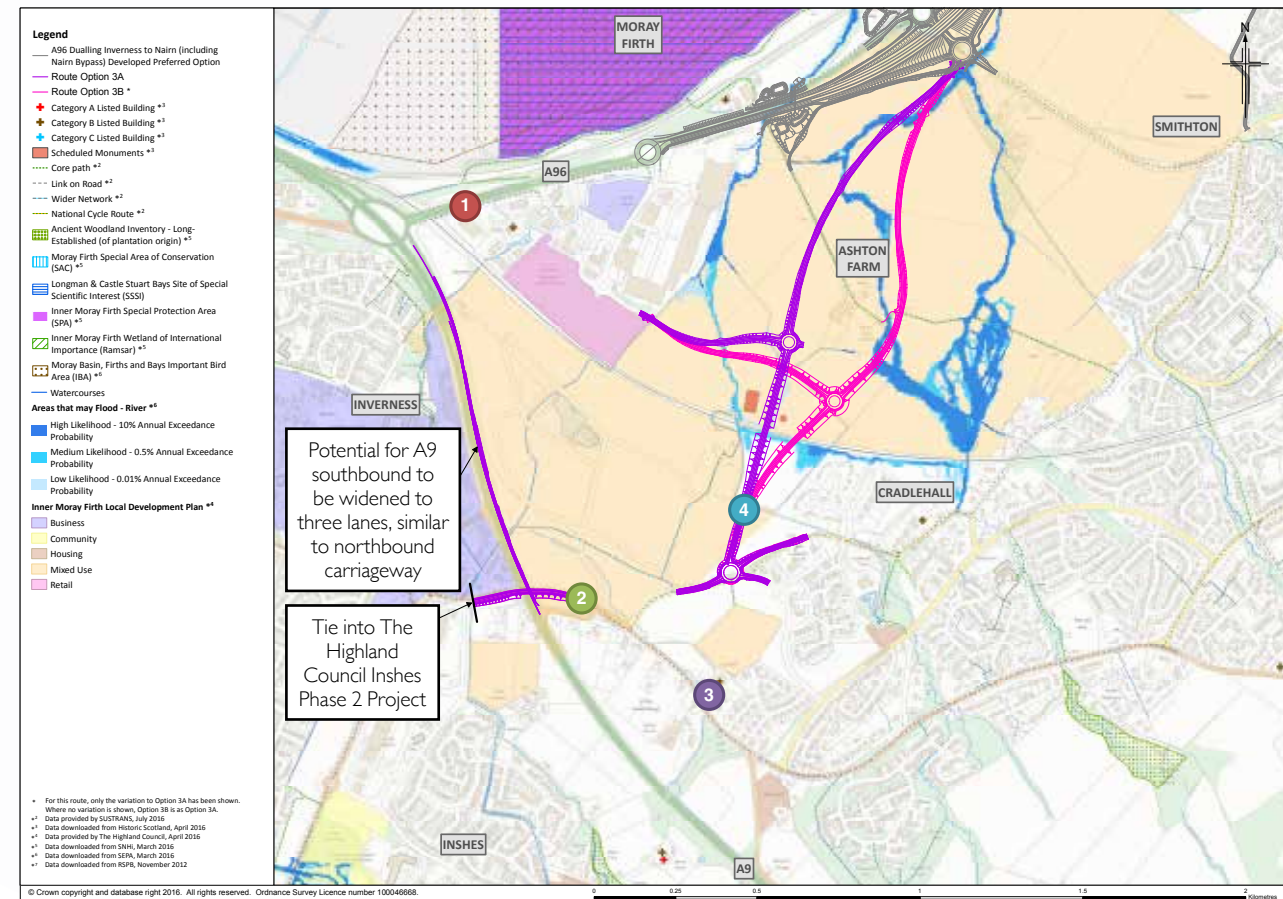
A96	Two way	
	AM Peak	PM Peak
Do minimum	4150	4950
Option 2	3200	3800
% difference	-23%	-23%

Culloden Rd overbridge	Two way	
	AM Peak	PM Peak
Do minimum	2250	2250
Option 2	1400	1200
% difference	-38%	-47%

Culloden Rd	Two way	
	AM Peak	PM Peak
Do minimum	900	1050
Option 2	600	750
% difference	-33%	-29%

New Link	Two way	
	AM Peak	PM Peak
Option 2	2150	2400

The 'Do minimum' is what will happen on the current road network with traffic growth from proposed development in the Inverness area.



**OPTION 3A/B**

### Key early considerations:

- no land take from residential property
- this option requires existing Inshes overbridge to be widened to accommodate multiple lanes in each direction
- there are watercourse crossings and floodplain crossings
- Option 3B would require greater land take from flood plain than Option 3A
- Option 3A passes between elements of the Ring Ditch and Pit Circles (Scheduled Monument)
- Option 3B is in closer proximity to residential properties at Cradlehall
- this option gives the lowest reduction in traffic levels on the A96
- lowest traffic flow on new road
- lower cost than other options
- The Highland Council Inshes Phase 2 Project.

### Traffic flow (vehicles) for design year 2036

A96	Two way	
	AM Peak	PM Peak
Do minimum	4150	4950
Option 3	3600	4300
% difference	-13%	-13%

Culloden Rd overbridge	Two way	
	AM Peak	PM Peak
Do minimum	2250	2250
Option 3	2550	2500
% difference	13%	11%

Culloden Rd	Two way	
	AM Peak	PM Peak
Do minimum	900	1050
Option 3	900	900
% difference	0%	-14%

New Link	Two way	
	AM Peak	PM Peak
Option 3	1500	1700

The 'Do minimum' is what will happen on the current road network with traffic growth from proposed development in the Inverness area.

The OS mapping used in these drawings was obtained in July 2016 and is for illustration purposes only.