

INVERNESS CITY – WEST LINK - PUBLIC CONSULTATION NO. 2
PUBLIC QUESTIONS

- Question No. 1:- In Option 7 why is it also necessary to have another canal crossing of the canal through Torvean Golf Club. The costings for option 7 look to be excessive in relation to other options. Why is a tandem canal crossing included in this option? Is the bridge cost inflated mainly to accommodate tall ships?
- Question No. 2:- In Option 7 is there any reason why the combined river / canal crossing to the quarry cannot have a lower span with a cantilever opening over the canal which would only be required when very tall masted boats pass through, which is not a very frequent event?
- Question No.3:- If the cost of Option 7 can't be justified on grounds of cost benefit, then what can be afforded should be used for better traffic management / signage / road improvements of the King Brude / Telford Street / Longman Road route to alleviate traffic congestion in peak visitor months? Have there been any consultation exercises on the cost of this?
- Question No.4:- Given that the Highland Council is planning on a major capital expenditure in this project, and given that the population of Inverness only represents about one third of the population of the Highland Council area, do you not think that the Council should at least give the appearance of caring what the wider population of the Council area thinks about the proposal?
- Could you perhaps take the exhibition / presentation to other major population centres around the region to explain what benefits will accrue to the more far flung areas from the large capital expenditure being planned for Inverness?
- Perhaps at the same time the Council could explain how they plan to provide / facilitate the much needed upgrades to the A82 / A9 / A96 and other major link roads within the area to allow all of the population of the Highlands to get to Inverness to take advantage of this wonderful new link road.
- Question No. 5:- Suggested that the most direct and natural route should be taken from Dores Roundabout through beside Ness-side farm steading and bridge or tunnel into Torvean Quarry. All the sands and gravel sits in the quarry for tunnel construction so why has the option of a tunnel been neglected once again when it seems such a natural choice.
- Question No. 6:- Have I misunderstood the meaning of the word Bypass. My understanding is that a bypass is a road enabling motorists to avoid a city not to go partly around it then drive back into the city and create additional choke points in the traffic system. Options 3, 4 & 5 do exactly that. Options 1, 2, 6 and 8 do this to a lesser extent however Option 7 is the only option to completely bypass the city and improve traffic flow by providing a direct route to the A82.

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- Question No. 7:- Why would consideration even be given to placing swing bridges, already a major cause of congestion and contention, so close to the existing Tomnahurich Canal bridge.
- Question No. 8:- Why does the Highland Council believe that it is acceptable to propose the use of land from the Bught Estate, which was gifted to the people of Inverness for the use as recreational land? Just because this information does not appear on the Common Good Register does not mean that it is not Common Good Land and therefore the proposed options could be contested on legal grounds.
- Question No. 9:- As Council Officials appear to have already made up their minds as to the exclusion of Option 7, what point is there in even consulting the people of Inverness. It is a waste of our time and money to be consulted over something that has already been decided behind closed doors and it is an insult to be asked your preference and be told well your opinion does not matter anyway because you don't have the last word on the selection.
- It is disappointing that after more than 30 years of trying to create a bypass around Inverness this project has not been fully completed and that the opinions of the people of Inverness, the interests of whom the Highland Council is supposed to serve, appear to be irrelevant to those who are tasked with making a decision which will have a significant and long lasting effect on this City.
- Question No. 10:- The Option 6 scheme would require some advance warning to motorists of which swing bridge will be shut and the likely delay. Has agreement been reached with British Waterways?
- Question No. 11:- Why does the high level bridge for Option 7 need to be so high? The yachts that require this amount of clearance are quite able to use the Pentland Firth.
- Question No. 12:- How about a bridge going from Dores to the Lochend area?
- Question No. 13:- Where is the option to just leave the area alone - do we really need this project.
- Question No. 14:- What about a tunnel and the cost of what it would be?
- Question No. 15:- I would like to know if the existing Tomnahurich swing bridge has been surveyed to see how long it could remain operational and what remedial work it will need. Are replacement /repair costs all factored into the costing or who will be responsible for these costs?

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- Question No. 16:- Have you considered an underground tunnel sloping from Dores roundabout under the river and canal and emerging before the Option 7 roundabout on the A82?
- Question No. 17:- What alternatives are there to Whin Park, the rugby ground and American football ground if these are to be turned into roads?
- Question No. 18:- Have you actually priced for a tunnel?
Have you actually priced for anything?
- Question No. 19:- How many people will vote on these proposals? I would like to know whether they all attended the two presentations in December 2011 to hear the views and worries of the residents.
- Question No. 20:- Why not upgrade the road between Holm Roundabout and Aldourie and cross the canal at Bona? It would only be a small swing or lifting bridge, with very little time or inconvenience to commuters.
- Question No. 21:- What is to happen to the golf course?
- Question No. 22:- The case for not developing a crossing is supported by the following sections of the Local Plan as quoted in the EA;
- "BP2 The Council will permit development unless this would be likely to have a significantly adverse effect on, or be significantly adversely affected by, the features for which the area has been designated. Where it is concluded that any such adverse effects are likely to arise, development will only be permitted where it is considered that these would be outweighed by social or economic benefits. BP3 The Council will presume against development particularly where there would be significant damage to heritage, amenity or public health. BP4 The Council will not approve development unless there is an over-riding social, economic, public health or safety reason, or for benefits of primary importance to the environment."
- I am willing to make my response public and would welcome a response to my question on the evidence for need of the proposed crossing.
- Question No. 23:- In all of the plans the Inverness Blitz (and highland rugby) will have a roundabout or the road will thought in the middle of the field are you going to provide another place where that these teams can practice and play games if so where. Each team has expensive kit stored in the buildings, are you going to provide a secure place where this kit can be stored?

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Question No. 24:- I was wondering what the likely timescale is for Highland Council to decide on a preferred option of the route and the nature of the crossing.

Question No. 25:- I'm also concerned (for Option 1) about the roundabout on Canal Park (North side of river crossing) - what purpose does that roundabout serve? Wouldn't a lay-by better serve as a dropping off point for access to the footpath to Whin Park?

Question No.26:- I strongly object to Options 1-8 of the proposed West Link routes. I do not believe there is demonstrated evidence of need for a West Link crossing - the EA refers to a Local Transport Strategy written in 2000 (now 12 years old) and to a 6 year old Local Plan.

Nowhere in the EA or associated documents does the case and the evidence to substantiate the requirement of a link crossing appear- indeed in the EA it is stated that (pg 145) "no traffic data is available for the Inverness West Link". I therefore question the reasoning behind the proposals and ask for further clarification of the congestion that has predicated the need for the crossing (given there is no traffic data)