

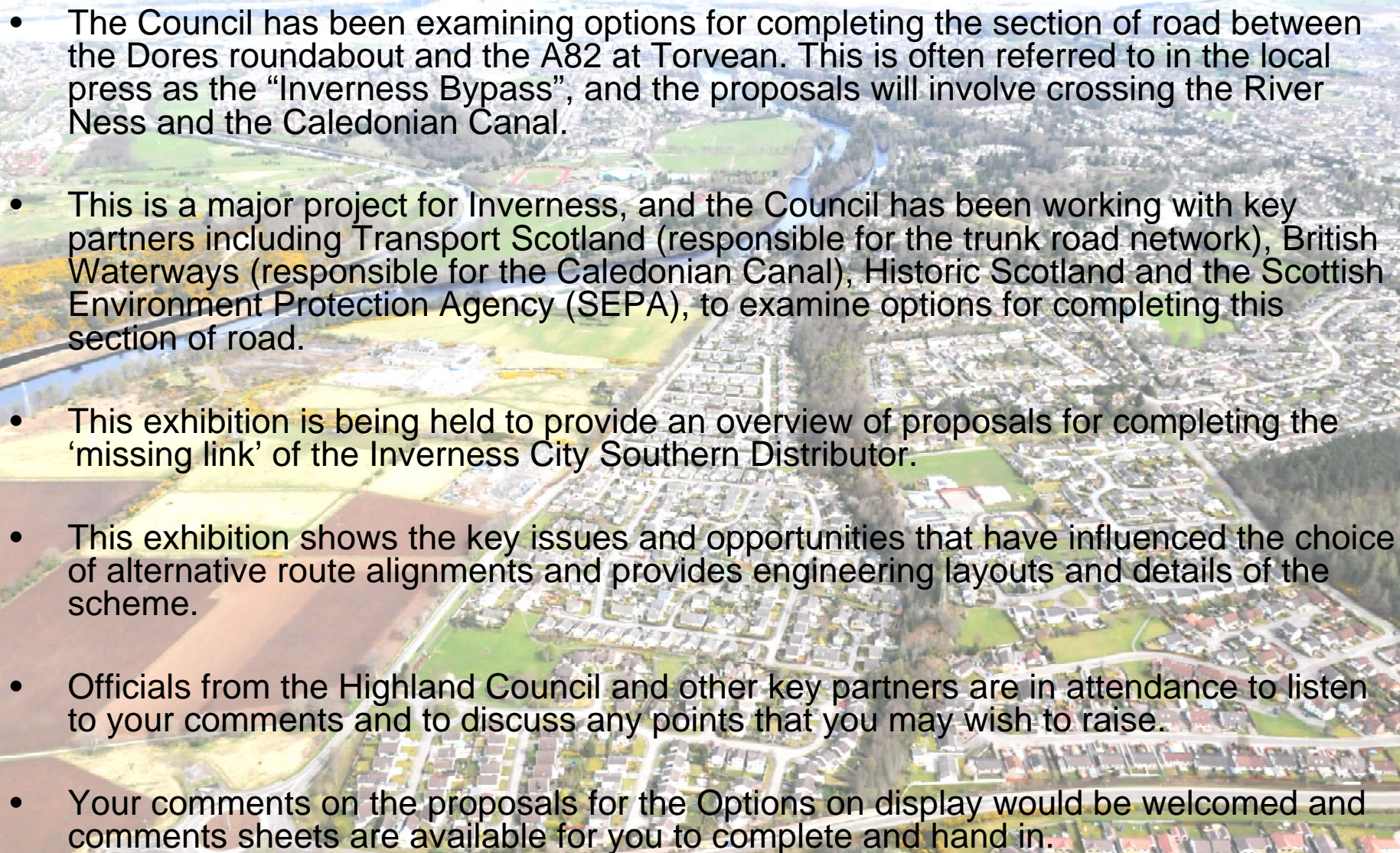


INVERNESS CITY - WEST LINK PUBLIC CONSULTATION

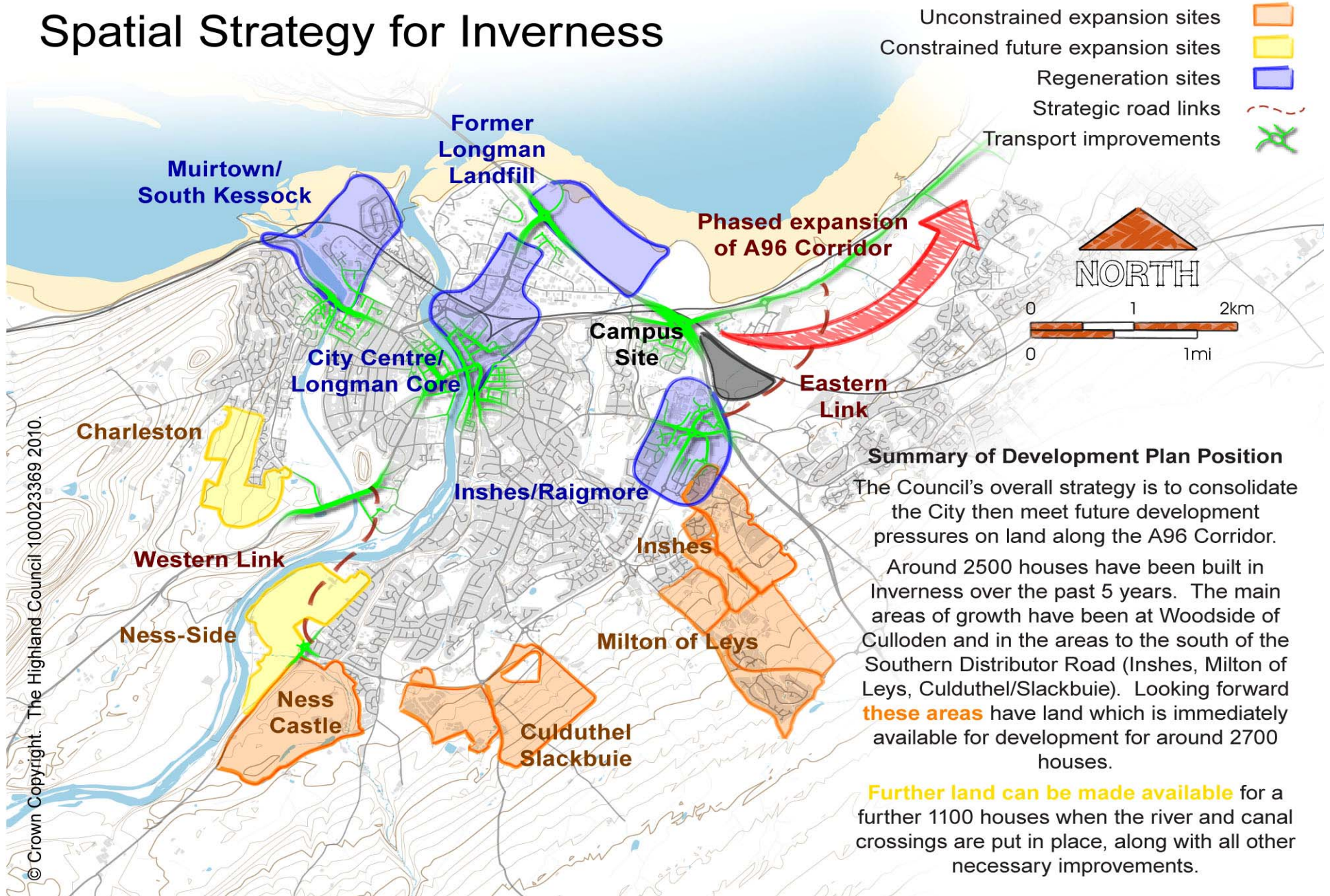
The Highland Council welcomes you to this exhibition of
the proposals for the Inverness City West Link

Updated 25th January 2011



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- The Council has been examining options for completing the section of road between the Dores roundabout and the A82 at Torvean. This is often referred to in the local press as the “Inverness Bypass”, and the proposals will involve crossing the River Ness and the Caledonian Canal.
 - This is a major project for Inverness, and the Council has been working with key partners including Transport Scotland (responsible for the trunk road network), British Waterways (responsible for the Caledonian Canal), Historic Scotland and the Scottish Environment Protection Agency (SEPA), to examine options for completing this section of road.
 - This exhibition is being held to provide an overview of proposals for completing the ‘missing link’ of the Inverness City Southern Distributor.
 - This exhibition shows the key issues and opportunities that have influenced the choice of alternative route alignments and provides engineering layouts and details of the scheme.
 - Officials from the Highland Council and other key partners are in attendance to listen to your comments and to discuss any points that you may wish to raise.
 - Your comments on the proposals for the Options on display would be welcomed and comments sheets are available for you to complete and hand in.

Spatial Strategy for Inverness



Summary of Development Plan Position

The Council's overall strategy is to consolidate the City then meet future development pressures on land along the A96 Corridor.

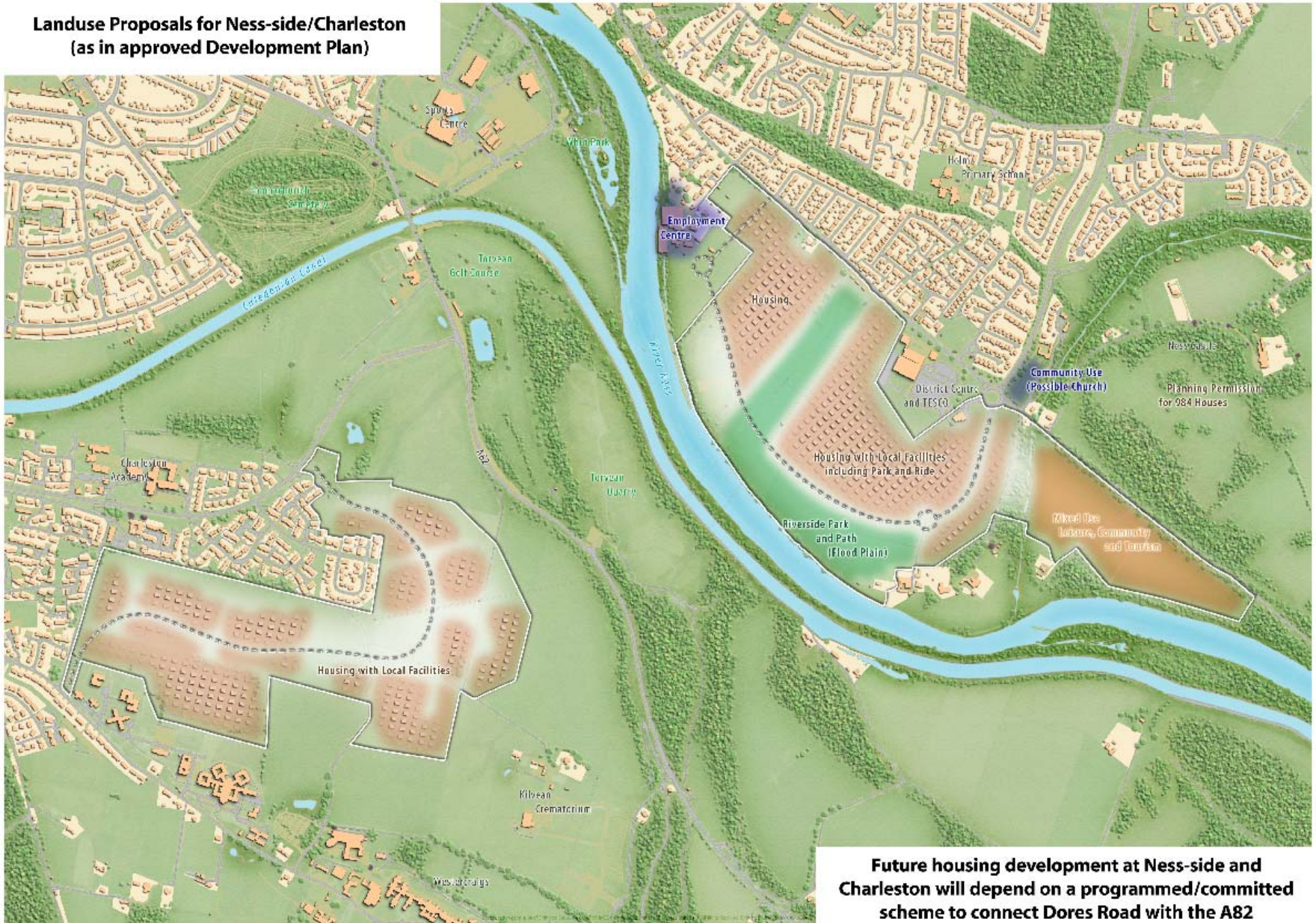
Around 2500 houses have been built in Inverness over the past 5 years. The main areas of growth have been at Woodside of Culloden and in the areas to the south of the Southern Distributor Road (Inshes, Milton of Leys, Culduthel/Slackbuie). Looking forward **these areas** have land which is immediately available for development for around 2700 houses.

Further land can be made available for a further 1100 houses when the river and canal crossings are put in place, along with all other necessary improvements.

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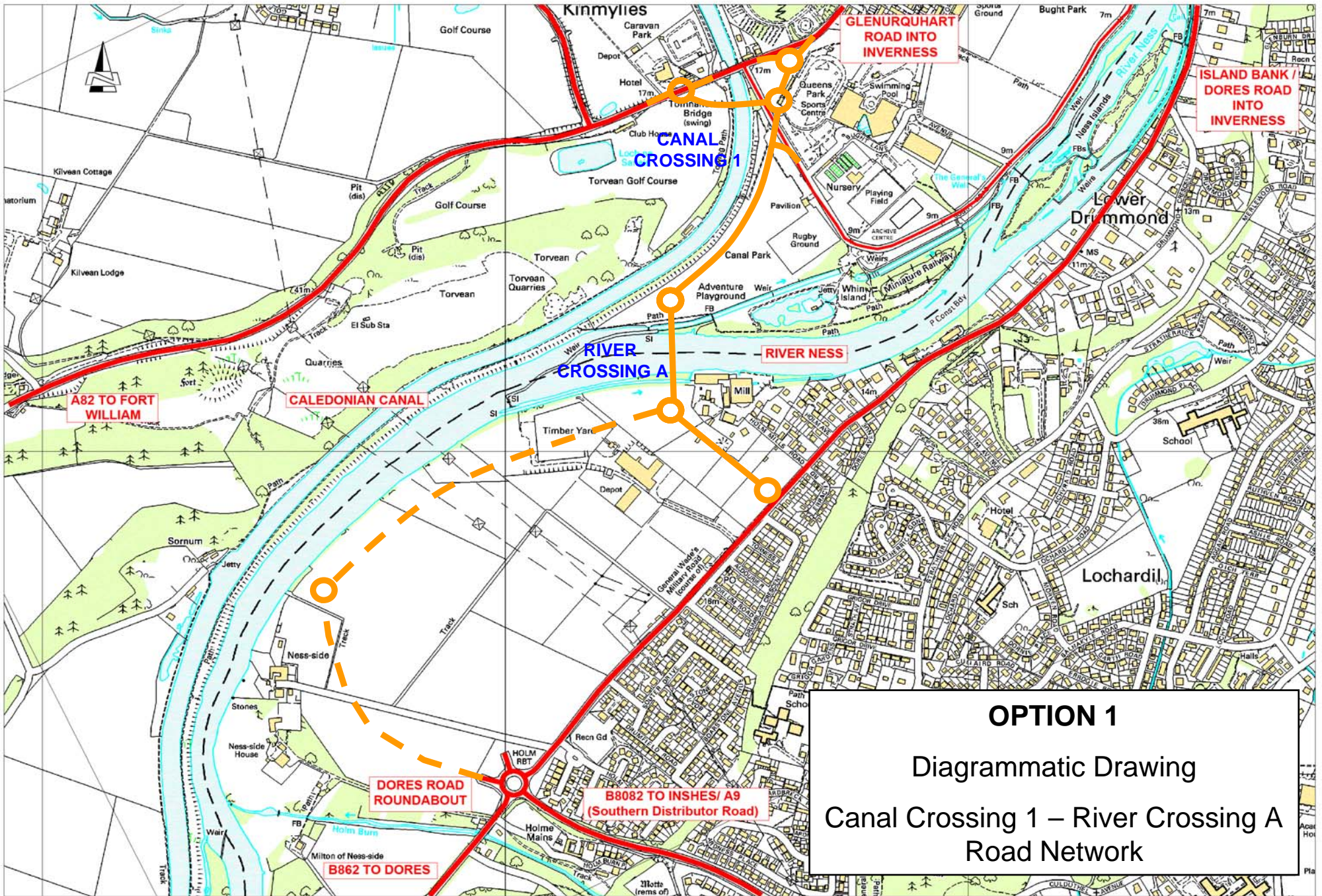
**Landuse Proposals for Ness-side/Charleston
(as in approved Development Plan)**



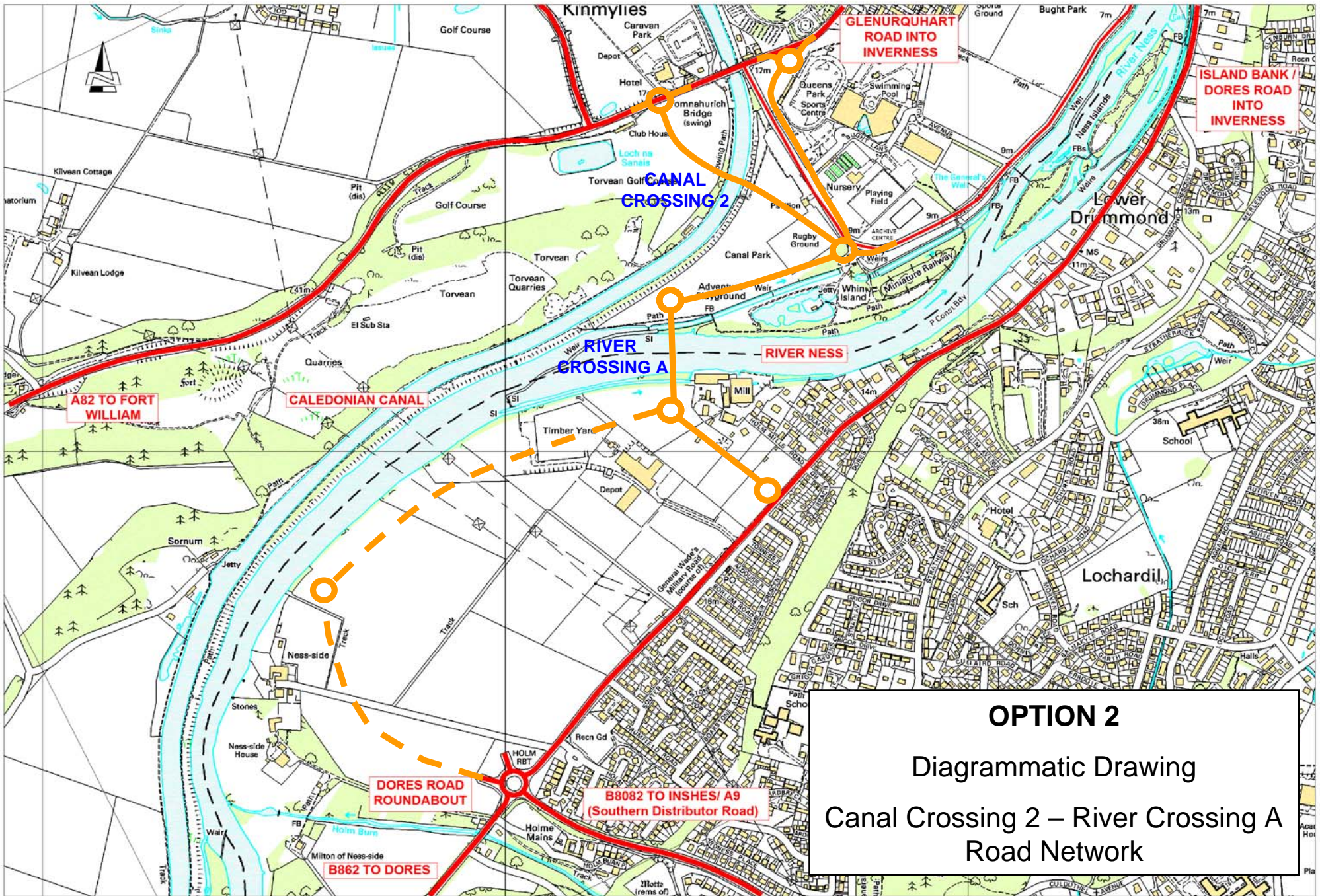
Future housing development at Ness-side and Charleston will depend on a programmed/committed scheme to connect Dores Road with the A82

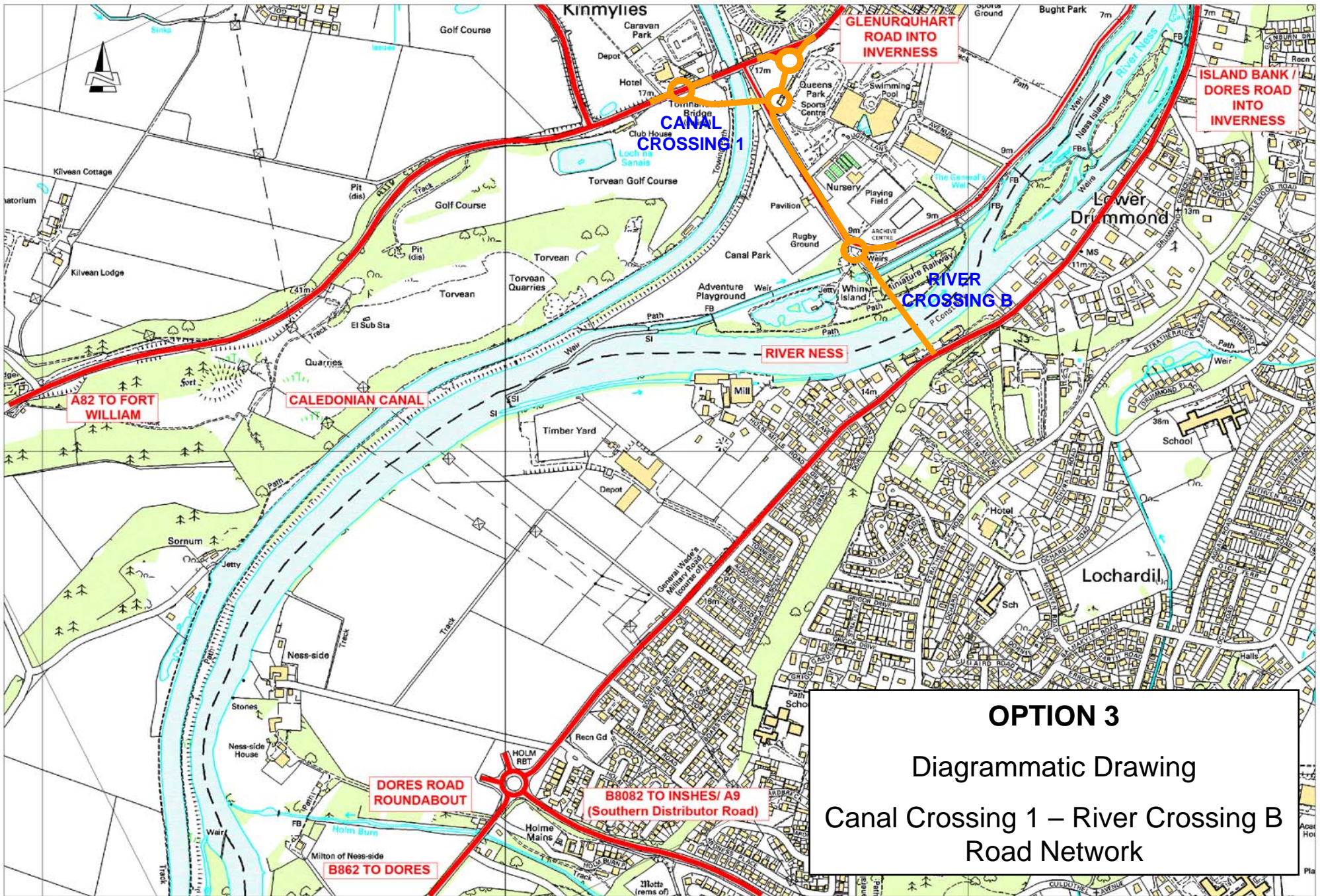
ROAD NETWORK FOR WEST LINK: FIVE OPTIONS

- OPTION 1 – Crosses the River Ness at the open ground between Pringles Woollen Mill and the Precast Yard to a roundabout at the western end on the Canal fields then follows the embankment of the canal along the edge of the fields to reach Bught Road adjacent to the Queens Park Athletics Track and thereafter crosses the canal with a low level canal bridge which will operate in tandem with the existing A82 Tomnahurich canal bridge ensuring that one of these bridges will remain open to traffic at all times.
- OPTION 2 – Crosses the River Ness at the open ground between Pringles Woollen Mill and the Precast Yard to a roundabout at the western end on the Canal fields then follows the southern edge of the canal fields adjacent to the Weir along the edge of Whin Park to a roundabout on the bend of Bught Road and thereafter traverses the Rugby Ground to a new low level canal swing bridge mid way between the Tomnahurich Canal bridge and the edge of Torvean Quarry which is a Special Area of Scientific Interest then traverses the Golf course to a new roundabout on the A82 trunk road at General Booth Road
- OPTION 3 – Crosses the River Ness at its narrowest point between Rossie and Heraghty lodges on Dores Road to land on Whin Park and a new roundabout on Bught Road and thereafter follows Bught Road to a new roundabout adjacent to the Queens Park Athletics Track and thereafter crosses the canal with a low level canal bridge which will operate in tandem with the existing A82 Tomnahurich canal bridge ensuring that one of these bridges will remain open to traffic at all times.
- OPTION 4 – Crosses the River Ness at its narrowest point between Rossie and Heraghty lodges on Dores Road to land on Whin Park and a new roundabout on the bend of Bught Road and thereafter traverses the Rugby Ground to a new low level canal swing bridge mid way between the Tomnahurich Canal bridge and the edge of Torvean Quarry which is a Special Area of Scientific Interest then traverses the Golf course to a new roundabout on the A82 trunk road at General Booth Road
- OPTION 5 – Crosses the River Ness at its narrowest point between Rossie and Heraghty lodges on Dores Road to land on Whin Park and a new roundabout on the bend of Bught Road and thereafter passes through the Canal parks between the Rugby ground and Whin Park and passes through the middle of the Canal parks to cross the Canal with a low level Canal Bridge close to the edge of the Torvean Quarry which is a Special Area of Scientific Interest then traverses the Golf course to a new roundabout on the A82 trunk road at General Booth Road.

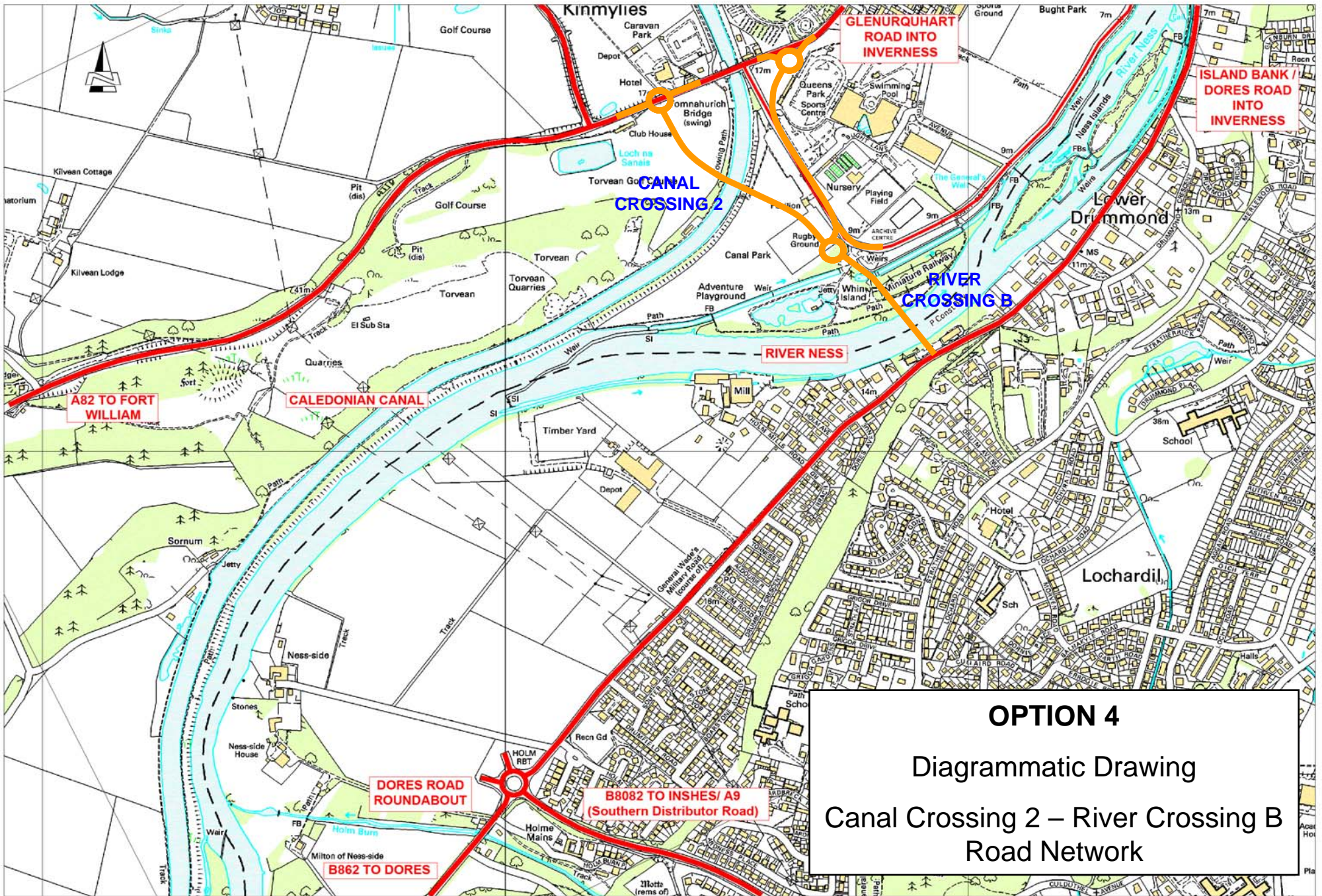


OPTION 1
 Diagrammatic Drawing
 Canal Crossing 1 – River Crossing A
 Road Network

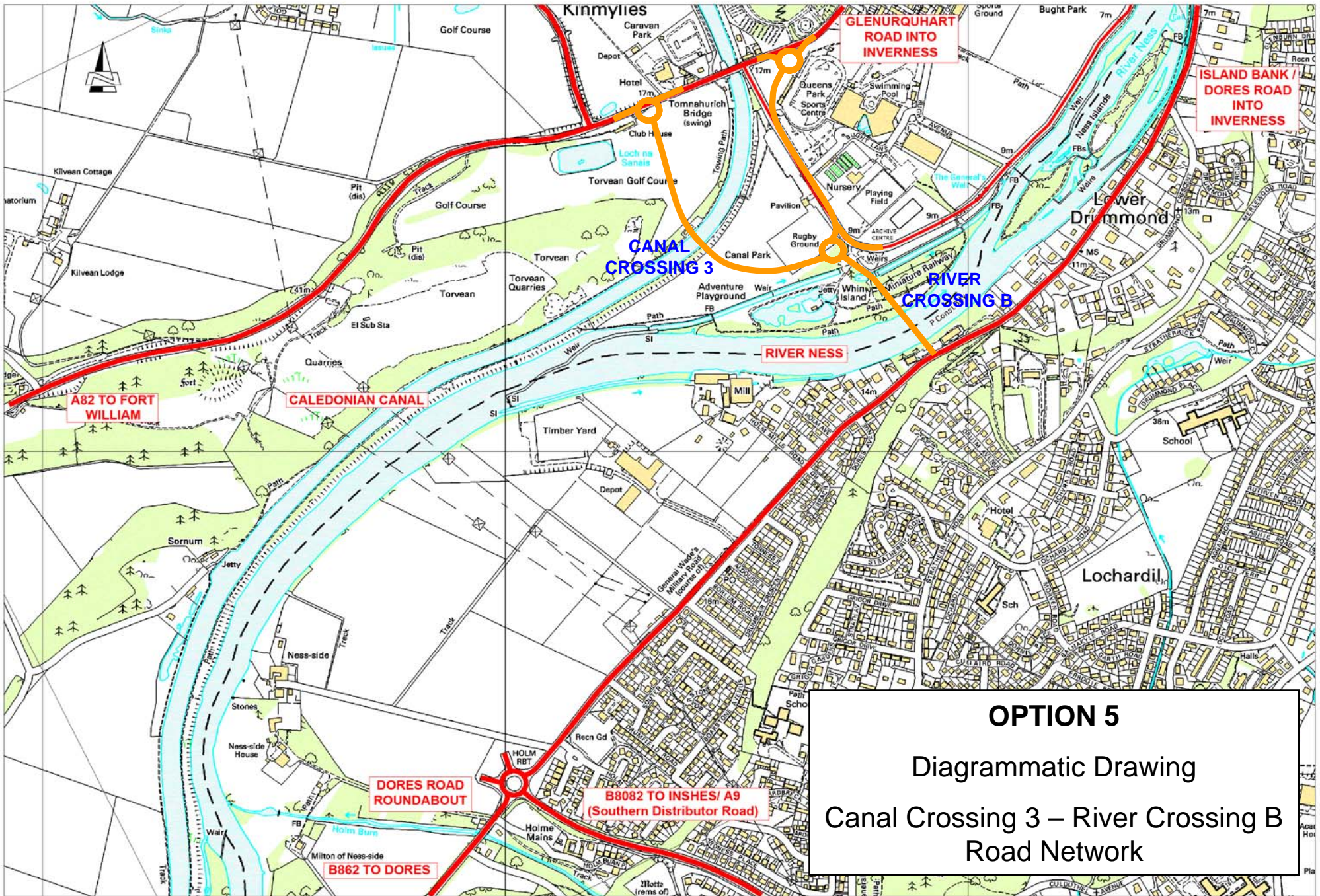




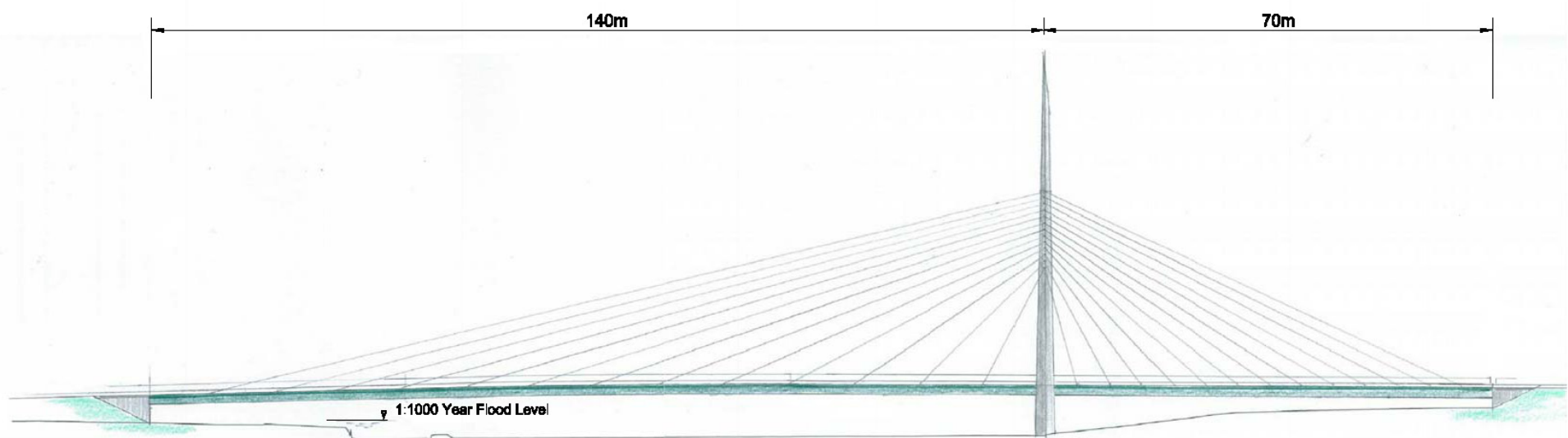
OPTION 3
 Diagrammatic Drawing
 Canal Crossing 1 – River Crossing B
 Road Network



OPTION 4
 Diagrammatic Drawing
 Canal Crossing 2 – River Crossing B
 Road Network

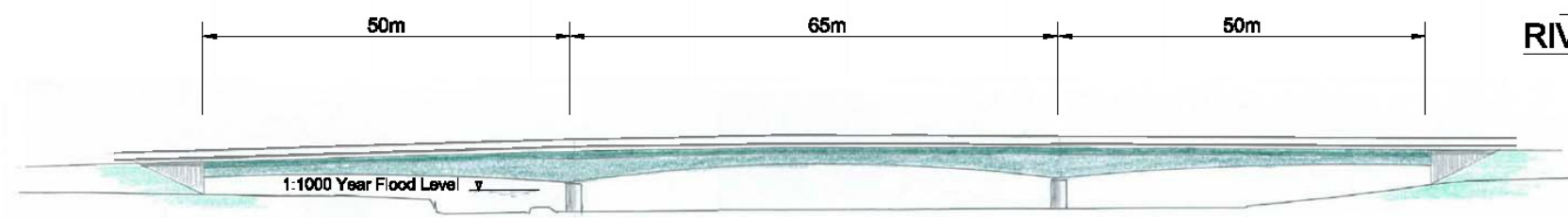


OPTION 5
 Diagrammatic Drawing
 Canal Crossing 3 – River Crossing B
 Road Network



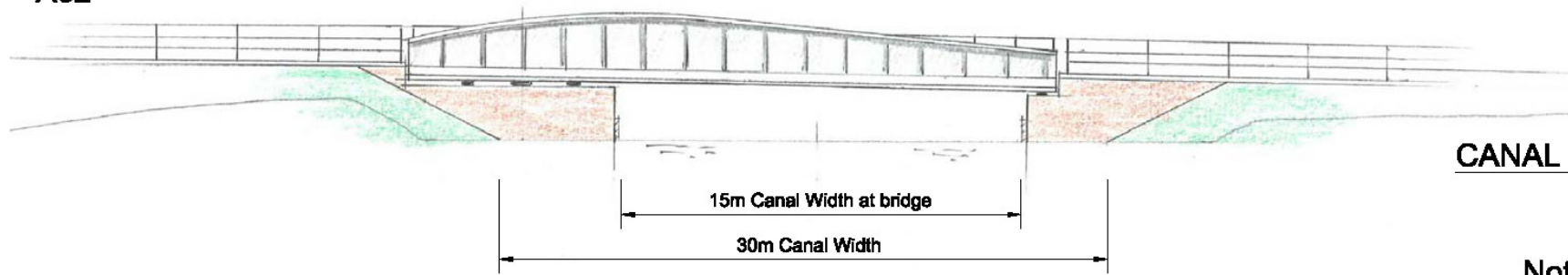
Cable Stayed Option

**ALTERNATIVE
TYPES OF
RIVER BRIDGE**



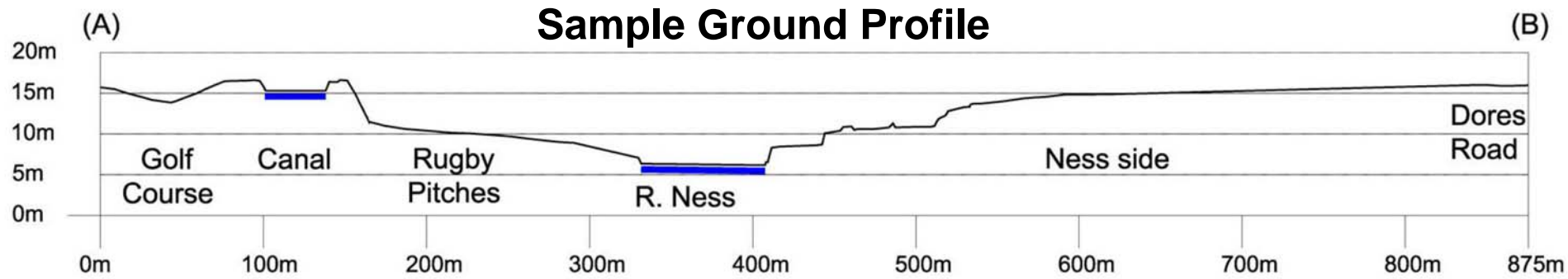
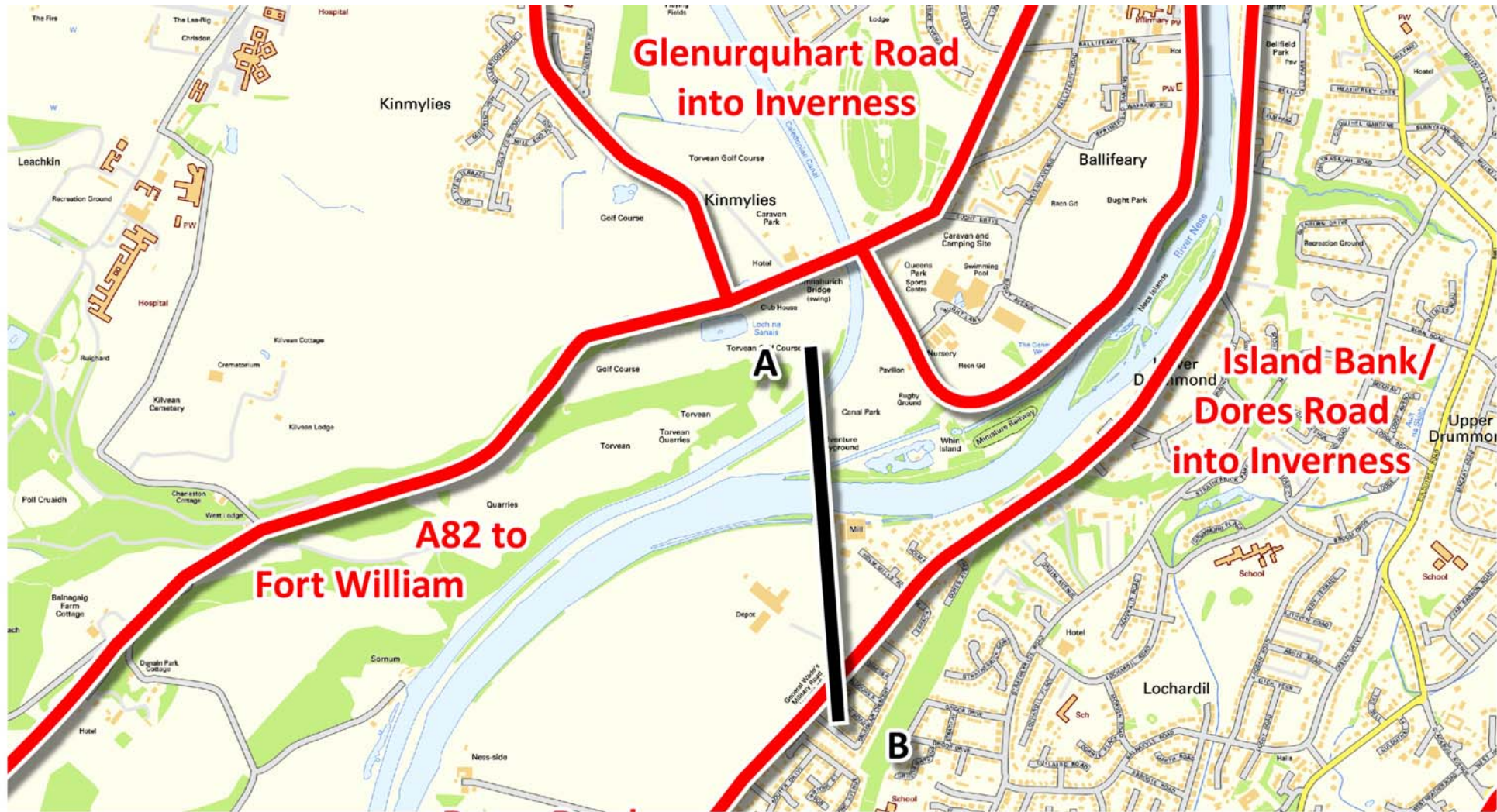
3 Span Option

A82



CANAL BRIDGE

Not to Scale



An aerial photograph of a town and surrounding areas. A river flows through the center, with residential areas on either side. There are green fields and some brown fields in the foreground. A road with a roundabout is visible in the lower left. The background shows more of the town and distant hills under a bright sky.

Your comments on the proposals for the Options shown here would be welcomed and comments sheets are available.

Alternatively you may submit your comments online at the Highland Council website at www.highland.gov.uk/ICWL.

All comments should be submitted not later than 11th February 2011.

