9. Appendices

1. Development growth
2. Traffic Flow Percentage Change on Links compared to the ‘Do Nothing’ scenarios;
3. Queues at the end of the period;
4. Journey times;
5. Links Volume of Capacity;
6. Select Link Analysis;
Increase in Housing
between 2011 to 2021
Increase in Employment between 2011 to 2021
AM Peak
Link Volume over Actual Capacity
AM 2009

The majority of the network operates well within the practical capacity ($v/c = 90\%$).
Increased capacity problems on the approach to the Raigmore Roundabout.

Approaches to the Inshes Roundabout are approaching capacity.

The approach to the Longman Roundabout has ample capacity, queues are due to cutting movements to traffic on the Kessock Bridge.
AM 2021

Culloden Road approaches capacity in 2021.

Approaches to the Inshes Roundabout are approaching capacity.
PM Peak
Link Volume over Actual Capacity
PM 2009

The A96 and the city centre exhibit capacity problems with several roads exceeding the practical capacity.
PM 2016

The A96 and the city centre exhibit capacity problems with several roads exceeding the practical capacity.

The B851 has such a low capacity that any increases in flow result in the V/C exceeding 90%.

The rural roads around Nairn start to approach practical capacity.
Both the access routes into Inverness from the East (A96/Culloden Road) are approaching practical capacity.

The v/c on the rural roads around Nairn has increased when compared to 2016.

Roads within Inverness city centre have exceeded the practical capacity.
Performance Indicators – Interventions Models
Performance Indicators

The following indicators were used to analyse model performance for each of the base as well as future models.

- Traffic Flow Percentage Change on Links compared to the ‘Do Nothing’ scenarios;
- Level Of Service (LOS);
- Queues at the end of the period;
- Journey times;
- Links Volume over Actual Capacity; and
- Select Link Analysis (for vehicles inbound to Inverness city centre in the AM and outbound from the city centre in the PM).
AM PEAK – Changes in flow from ‘Do Nothing’ scenarios
AM 2016 (interventions) against 2009

A96 and Culloden Road sees an increase in traffic by around 300 to 400 vehicles with the 2016 mitigation measures in place. We also see a general increase on the majority of the network, due to the release of traffic from the Kessock bridge.
AM 2021 with 2016 Interventions

In 2021 with the 2016 mitigation measures in place we see an increase in traffic on the A96 of 100-400 vehicles.

Parts of the Culloden Road exhibit increases of 1200-1400 vehicles.
With the 2021 Nos. 1, 2 & 3A mitigation measures in place we see an increase of 600-1000 vehicles on the A96.

Parts of the Culloden Road revert back to 2009 levels.
With the 2021 Nos. 1, 2 & 3B mitigation measures in place we see an increase of 600-800 vehicles on the A96.

Traffic on Culloden Road increases by 200 vehicles.
PM PEAK – Changes in flow from ‘Do Nothing’ scenarios
PM 2016 (interventions) against 2009

Similar picture to the AM peak, however there is a larger flow increase Culloden Road.
PM 2021 with 2016 Interventions

In 2021 with the 2016 mitigation measures in place we see an increase in traffic on the A96 of 100-400 vehicles.

Parts of the Culloden Road exhibit increases of 600-1000 vehicles.
PM 2021 Nos. 1, 2 & 3A

With the Nos. 1, 2 & 3A interventions in place traffic has been attracted to the A96 (increase of 800-1000 vehicles).

Large sections of Culloden Road have increased by only 100 vehicles or reverted back to 2009 levels.
With the Nos. 1, 2 & 3B interventions in place traffic has been attracted to the A96 (increase of 800-1000 vehicles).

Large sections of Culloden Road have increased by only 100 vehicles or reverted back to 2009 levels.
AM PEAK – Queues
AM 2016 with Interventions

Model shows negligible queuing.
AM 2021 with 2016 Interventions

Queuing on A96 east of
Raigmore Roundabout, A9 north
of Longman Roundabout, and
Caulfield Road North.
AM 2021 with 2021 Interventions Nos. 1, 2 & 3B

Reduction in queuing at Longman and Raigmore Roundabouts, as well as Caulfield Road North, compared to 2016 interventions.
AM 2021 with 2021 Interventions Nos. 1, 2 & 3A

Reduction in queuing at Longman and Raigmore Roundabouts, as well as Caulfield Road North, compared to 2016 interventions.
PM PEAK – Queues
PM 2016 with Interventions

Queuing on A96 eastbound at Retail Park.

A9 slip indicates queues from Culloden Road.

Queues on Longman Road and in the city centre.
PM 2021 with 2016 Interventions

Increased queuing on A96 east of Raigmore compared to 2016 model.

Culloden Road and Old Perth Road also show queuing.
PM 2021 with 2021 Interventions Nos. 1, 2 & 3B

Queues have been dispersed by the interventions.
PM 2021 with 2021 Interventions Nos. 1, 2 & 3A

Major queuing on A9, the eastern link roundabout, and around Inshes Roundabout.

Major queuing on A96 eastbound at the Barn Church Road junction.
AM Journey Times 2009 Base
2009 AM Peak Journey Times

2009 AM Nairn To Inverness Via Raigmore

Journey Time (s)

Distance (km)

0 2 4 6 8 10 12 14 16 18

0 500 1000 1500 2000 2500

2009
2009 AM Peak Journey Times

2009 AM Inverness to Nairn Via Raigmore AM

Journey Time (s) vs Distance (km) for 2009
2009 AM Peak Journey Times
2009 AM Peak Journey Times

2009 AM EB Kenneth St to Inv Retail Via Longman

Distance (km) vs. Journey Time (s)
2009 AM Peak Journey Times

2009 AM Smithton to Inverness Via Raigmore

Journey Time (s)

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2009 AM Peak Journey Times

2009 AM Inverness to Smithton Via Raigmore

Distance (km) vs. Journey Time (s)
2009 AM Peak Journey Times

2009 AM Smithton to Inverness Via Inshes

Distance (km)

Journey Time (s)

0 200 400 600 800 1000 1200 1400

0.000 1.000 2.000 3.000 4.000 5.000 6.000

2009
2009 AM Peak Journey Times

2009 AM Inverness to Smithton Via Inshes

Journey Time (s) vs. Distance (km)
2009 AM Peak Time Summary

Nairn To Inverness Via Raigmore

Journey Time (s)

Distance (mi)

- 2016 Base
- 2016 + int
- 2021 + 2016 int
- 2021 + HC int
- 2021 + TS int
- 2009 Base
2009 AM Peak Time Summary

Inverness to Nairn Via Raigmore AM

![Graph showing journey time vs distance for different scenarios including 2016 Base, 2016 + int, 2021 + 2016 int, 2021 + HC int, 2021 + TS int, and 2009 Base. The graph highlights the change in journey time across various distances.]
2009 AM Peak Time Summary
2009 AM Peak Time Summary

![Graph showing journey time vs. distance for EB Kenneth St to Inv Retail Via Longman for different scenarios and years.]
2009 AM Peak Time Summary
2009 AM Peak Time Summary

Inverness to Smithton Via Raigmore

Journey Time (s)

Distance (mi)

- 2016 Base
- 2016 + int
- 2021 + 2016 int
- 2021 + HC int
- 2021 + TS int
- 2009 Base
2009 AM Peak Time Summary

Smithton to Inverness Via Inshes

Journey Time (s)

Distance (mi)

- 2016 Base
- 2016 + int
- 2021 + 2016 int
- 2021 + HC int
- 2021 + TS int
- 2009 Base
2009 AM Peak Time Summary

Inverness to Smithton Via Inshes

- Journey Time (s)
- Distance (mi)

Legend:
- 2016 Base
- 2016 + int
- 2021 + 2016 int
- 2021 + HC int
- 2021 + TS int
- 2009 Base
AM Journey Times
Interventions improve the journey time in both 2016 and 2021 (for both the 3A and 3B schemes). The Eastern Link results in less traffic travelling through Raigmore therefore the junction operates better. Journey times through Nairn are unchanged due to no interventions being put in place but also no real change in traffic demand/profile in the area.
Interventions improve the journey time in both 2016 and 2021 scenarios. The interventions improve the operation of the Raigmore junction and as a result the journey times through this area improve. Again journey times through Nairn are unchanged due to no interventions/little change in traffic demand/profile.
Marginal variation in the 2021 scenarios due to increased traffic movements in the city centre. The improvements to the operation of the Raigmore junction result in a major reduction in the journey time when interventions are in place.

From Inverness Retail Park to Kenneth Street Via Longman

AM PEAK
Journey Times Performance Summary

Interventions improve the journey time in the 2021 scenarios. In 2016 the signals along Longman Road have resulted in an increase in the journey time, however a more detailed signal plan could eradicate this delay.

From Kenneth Street to Inverness Retail Park Via Longman

AM PEAK
Interventions improve the journey time in the 2016 and 2021 scenarios. In 2016 the reduction in delay for vehicles turning left from Barn Church Road onto the A96 improves the journey time. The intervention measures in 2021 remove the queues on the A96, as a result the journey times greatly improve.
Interventions improve the journey time in the 2016 and 2021 scenarios. The journey times are marginally improved throughout the route, improvements at Raigmore especially reduce the journey times.
Interventions have little effect on the 2016 journey times. The Highland Council interventions show a major reduction in the journey time for 2021 whereas the TS interventions show less of an improvement.
Marginal difference in the 2016 journey times whereas both the 3A and 3B schemes improve on the 2021 base times. The improvements to the Inshes junction operation contribute to the reduction in journey times.
## Journey Times Performance Summary

### AM PEAK Summary

<table>
<thead>
<tr>
<th>Journey Route</th>
<th>2016</th>
<th>2021 incl 3B</th>
<th>2021 incl 3A</th>
</tr>
</thead>
<tbody>
<tr>
<td>From Nairn to Inverness Via Raigmore</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>From Inverness to Nairn Via Raigmore</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>From Inverness Retail Park to Kenneth Street Via Longman</td>
<td>✓</td>
<td>✗</td>
<td>✗</td>
</tr>
<tr>
<td>From Kenneth Street to Inverness Retail Park Via Longman</td>
<td>✗</td>
<td>✓</td>
<td>✓</td>
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<tr>
<td>From Smithton to Inverness Via Raigmore</td>
<td>✓</td>
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<tr>
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<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>From Smithton to Inverness Via Inshes</td>
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<td>✓</td>
</tr>
<tr>
<td>From Inverness to Smithton Via Inshes</td>
<td>✗</td>
<td>✓</td>
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</tr>
</tbody>
</table>
PM Journey Times 2009 Base
2009 PM Peak Journey Times

2009 PM Nairn To Inverness Via Raigmore

Journey Time (s)

Distance (km)
2009 PM Peak Journey Times

2009 PM Inverness to Nairn Via Raigmore AM

Journey Time (s)

Distance (km)
2009 PM Peak Journey Times

2009 PM WB Inv Retail to Kenneth St Via Longman
2009 PM Peak Journey Times

2009 PM EB Kenneth St to Inv Retail Via Longman
2009 PM Peak Journey Times

2009 PM Smithton to Inverness Via Raigmore

- Journey Time (s)
- Distance (km)

Graph showing journey times vs distance for 2009.
2009 PM Peak Journey Times
2009 PM Peak Journey Times

2009 PM Smithton to Inverness Via Inshes

Journey Time (s)

Distance (km)

0.000 1.000 2.000 3.000 4.000 5.000 6.000

0 200 400 600 800 1000 1200

2009
2009 PM Peak Journey Times

2009 PM Inverness to Smithton Via Inshes

Journey Time (s) vs. Distance (km)

- 2009
2009 PM Journey Time Summary

Nairn To Inverness Via Raigmore

Journey Time (s) vs. Distance (mi)

- 2016 Base
- 2016 + Int
- 2021 + 2016 int
- 2021 + HC int
- 2021 + TS int
- 2009 Base
2009 PM Journey Time Summary

Inverness to Nairn Via Raigmore

- Journey Time (s)
- Distance (mi)

Lines represent different scenarios:
- 2016 Base
- 2016 + int
- 2021 + 2016 int
- 2021 + HC int
- 2021 + TS int
- 2009 Base
2009 PM Journey Time Summary
2009 PM Journey Time Summary

EB Kenneth St to Inv Retail Via Longman

Journey Time (s) vs. Distance (mi)

- 2016 Base
- 2016 + int
- 2021 + 2016 int
- 2021 + HC int
- 2021 + TS int
- 2009 Base
2009 PM Journey Time Summary

Smithton to Inverness Via Raigmore

Journey Time (s) vs. Distance (mi)

- 2016 Base
- 2016 + int
- 2021 + 2016 int
- 2021 + HC int
- 2021 + TS int
- 2009 Base
2009 PM Journey Time Summary

Inverness to Smithton Via Raigmore

- Journey Time (s)
- Distance (mi)

Graph showing the journey time in relation to distance for different scenarios.
2009 PM Journey Time Summary

Smithton to Inverness Via Inshes

Journey Time (s)

Distance (mi)
2009 PM Journey Time Summary

Inverness to Smithton Via Inshes
PM Journey Times
Journey Times Performance Summary

The overall journey times are marginally different. Any reductions in the journey times are negated by a delay at Young Street / Bank Street. This is due to the signals remaining unchanged despite the demand and traffic distribution changing. Similar to the AM times there is very little change to journey times through Nairn, again due to no interventions /no change in traffic demand.
The journey times for 2016 show marginal differences. The interventions in 2021 improve the journey time with the 3B scheme showing the biggest reduction in journey time. Journey times through Nairn are unchanged due to no interventions being put in place but also no real change in traffic demand/profile in the area.
The 2016 intervention time is worse than the base due to increased delay resulting from the signalisation of the junctions on Longman Road. The interventions in 2021 improve the journey time with the both schemes showing a similar reduction in the journey time.
Journey Times Performance Summary

Marginal difference in the 2016 journey times with improvements to Raigmore in 2021 resulting in reductions in the journey time for both schemes.

From Kenneth Street to Inverness Retail Park Via Longman

PM PEAK
The journey times with the interventions in place increase. This is due to a major delay at Young Street / Bank Street due to the unmodified signal timings.

From Smithton to Inverness Via Raigmore

PM PEAK
The 2016 journey times illustrate marginal differences between base and intervention schemes. The 2021 intervention schemes both improve on the base scenario with the HC scheme showing the greatest improvement.
In 2016 there are marginal differences between the intervention and base times. The 3A scheme markedly improves the 2021 times whereas the 3B scheme shows only a slight improvement.
Journey Times Performance Summary

The interventions improve the journey time in both 2016 and 2021 schemes. The improvement to the operation of the Inshes junction leads to reduced journey times in each scenario.

From Inverness to Smithton Via Inshes

PM PEAK
## Journey Times Performance Summary

### PM PEAK Summary

<table>
<thead>
<tr>
<th>Journey Route</th>
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<th>2021 incl 3B</th>
<th>2021 incl 3A</th>
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<tr>
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<td>From Kenneth Street to Inverness Retail Park Via Longman</td>
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<td>From Smithton to Inverness Via Raigmore</td>
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<td>From Inverness to Smithton Via Raigmore</td>
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<td>From Smithton to Inverness Via Inshes</td>
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<tr>
<td>From Inverness to Smithton Via Inshes</td>
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</table>
AM Peak
Link Volume over Actual Capacity
The capacity issue on the A96 has now been fixed, however the Culloden Road remains a problem.
AM 2021 with 2016 Interventions

V/C on Culloden Road in particular increases significantly compared to 2016 model.
2021 interventions pull traffic off the Culloden Road approach which bring the V/C to less than 50%, however the A96 between Nairn and the Airport has increased to between 60-69%.
2021 interventions pull traffic off the Culloden Road approach which bring the V/C to less than 50%, however the A96 between Nairn and the Airport has increased to between 60-69%.
PM Peak
Link Volume over Actual Capacity
The Interventions have eased capacity problems on the A96, however Culloden Road has some sections at very close to practical capacity.
PM 2021 with 2016 Interventions

V/C on Culloden Road and A9 (north of Raigmore) significantly increases compared to 2016.

Several of the rural roads surrounding Nairn are now above 90%.
PM 2021 with Nos. 1, 2 & 3A Interventions

Interventions in 2021 free up Culloden Road. The A96 between the Airport and Nairn is above 60% V/C.

We also see capacity issues on the approach to Old Perth Road from the City centre, this is due to the availability of the eastern Link Road.
PM 2021 with Nos. 1, 2 & 3B Interventions

Interventions in 2021 free up Culloden Road. The A96 between the Airport and Nairn is above 60% V/C.

We also see capacity issues on the approach to Old Perth Road from the City centre, this is due to the availability of the eastern Link Road.