

**Inner Moray Firth
Proposed Local Development Plan**



Transport Appraisal

November 2013

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Measadh Còmhdhalach

**Linne Mhoireibh A-staigh
Plana Leasachadh Ionadail air a Mholadh airson**

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1. Introduction

1.1. This transport appraisal supports the Inner Moray Firth Local Development Plan (IMFLDP) by addressing the close interrelationship between land use and transport planning. The purpose of this appraisal is to: assess the implications of the IMFLDP vision and spatial strategy for the transport network; examine the capacity of transport network to accommodate future development; and to outline the transport interventions required to ensure that development is supported by a comprehensive transport network that is fit for purpose. It aims to help achieve sustainable patterns of travel for current and future residents, businesses and visitors in the Inner Moray Firth area. It is consistent with the requirements of Transport Scotland's Development Planning and Management Transport Appraisal Guidance¹. The extent of the area covered by the plan is shown in the map below.

1.2. Scottish Planning Policy² requires the planning system to support a pattern of development which reduces travel, facilitates travel by public transport and freight movement by rail or water, and provides safe and convenient opportunities for walking and cycling. The IMFLDP takes account of this along with National, Regional and Local Transport strategies and prioritises more efficient forms of travel through the vision and spatial strategy for the IMF taken from the Highland-wide Local Development Plan (HwLDP).



Figure 1: Inner Moray Firth Area

1.3. Over the past 20 years there has been high population growth in Inverness, its surrounding area and in particular along the Inverness to Nairn corridor. Although there has been a period of reduced economic activity the IMFLDP provides a framework for growth which reflects a high migration scenario. These population projections predict the population to increase 9% between 2011 and 2021 with the greatest percentage of growth in Inverness and the lowest in Easter Ross. The plan area contains the most densely populated parts of Highland where the demand for growth is greatest. Its comprehensive transport network, including its trunk roads and rail corridors, present great potential for modal shift. A basic diagram of the Inner Moray Firth road and rail network is shown in the figure below.

¹ Transport Scotland (2009) Development Planning and Management Transport Appraisal Guidance

² Scottish Government (2010) Scottish Planning Policy

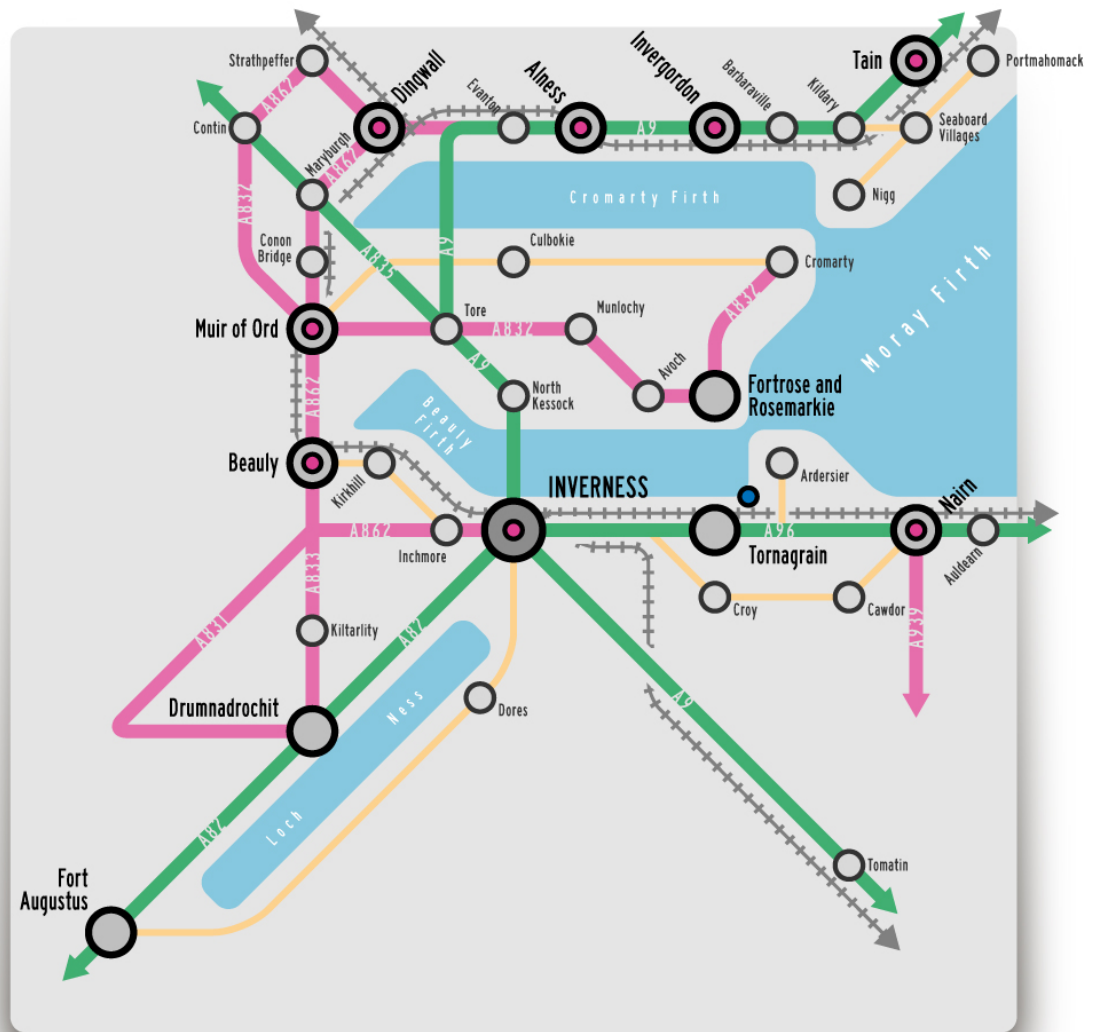


Figure 2: Inner Moray Firth Transport Network

1.4. Historically in the Highland area the growth of housing and jobs has been matched by a corresponding growth in car use. The car has had a major influence on the design and location of new development with car access made much easier than public transport and walking and cycling. Consistent with meeting the objectives of local, regional and national policy the IMFLDP aims to mark a step change in the integration of transport and landuse planning by supporting a pattern of development which:

- Optimise the use of existing infrastructure;
- Reduces the need to travel;
- Facilitates travel by public transport and freight movement by rail or water;
- Provides safe and convenient opportunities for walking and cycling; and
- Enables the integration of transport modes.

1.5. The ability to influence people’s travel patterns and choices can not happen overnight and is dependent on optimising the use of existing infrastructure and the development of new infrastructure coinciding with the growth of communities that encourages people to use more sustainable modes of travel. Government and local policy is geared towards achieving a shift in travel patterns and the Development Plan will play its part in this by guiding the location and form of development. The role of this Transport Appraisal is to try to ensure that this can happen by supporting these patterns of development that will help achieve the aspirations of the Scottish Government for sustainable economic growth and contribute to the transition to a low carbon economy.

2. Preparation of the Inner Moray Firth Local Development Plan

- 2.1. Preparation of the Inner Moray Firth Local Development Plan formally began in January 2011 when the Council carried out ‘Call for Sites’ exercise which involved asking landowners, developers and communities to inform the Council of sites they would like to see developed and sites that should be protected from development. Following this the Main Issues Report was published for consultation in April 2012 which presented the Council’s preferred and non-preferred sites for development.
- 2.2. In considering preferences for sites in the Main Issues Report the Council took account of a number of transport issues such as the relative accessibility of sites by a range of transport modes and the likely capacity of existing transport infrastructure to accommodate additional development. Having identified the preferred and non-preferred locations for development the Council sought to understand the implications of this level of development for the local and strategic transport network.

Vision and Spatial Strategy for Inner Moray Firth

- 2.3. The Highland-wide Local Development Plan contains a vision for the entire Highland area and also sets a tailored vision for the Inner Moray Firth Area. The spatial strategy shown in figure 3 below focuses on two growth areas – the Nairn to Inverness and Ross-shire Corridors. It aspires to increase the number of jobs, people and facilities in the area as well as the promotion of more efficient forms of travel and overcoming infrastructure constraints, particularly those on the transport network.

2.4. The Highland-wide Local Development Plan set key forecasts for the population and housing requirements for the Inner Moray Firth. Over the next ten years these total around 12,000 people and land for an extra 15,000 houses. The housing land requirement is based on these figures (plus 25% for flexibility/market choice). The housing land requirement is shown in the diagram below. Please note figures have been adjusted to take into account windfall development; this is the development of housing on that is not allocated in development plans.



Figure 3: Inner Moray Firth Spatial Strategy

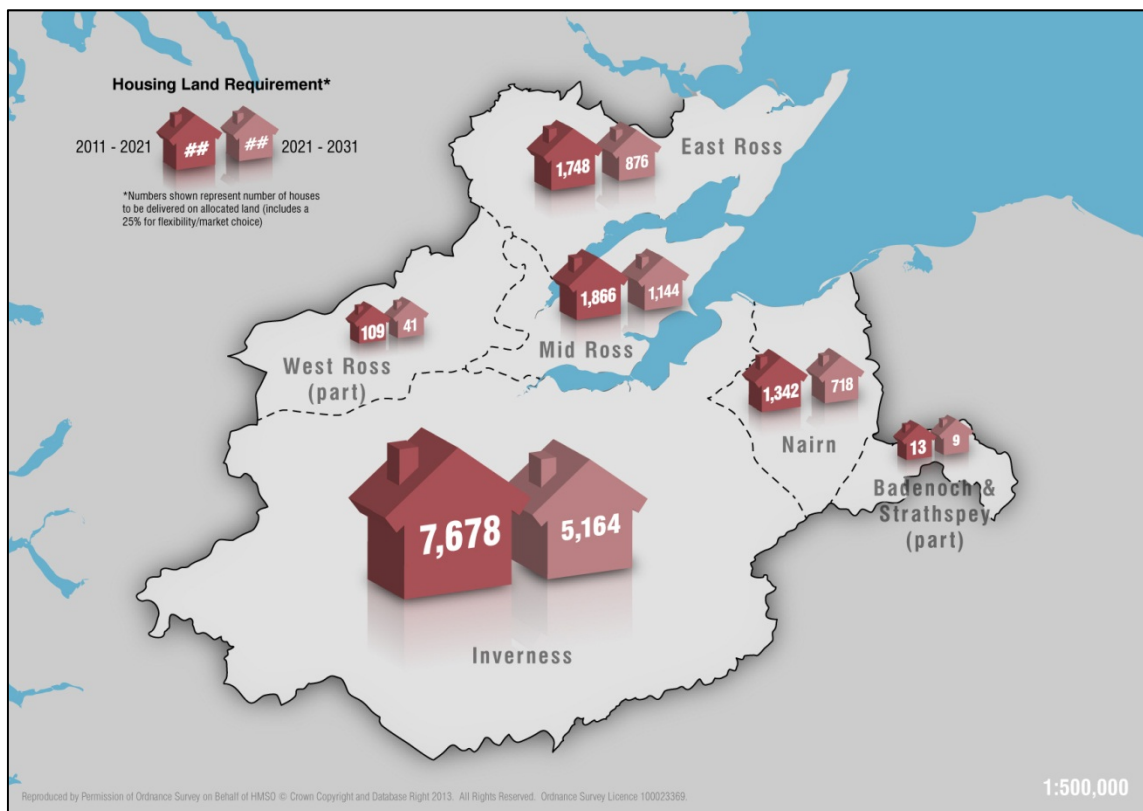


Figure 4: Housing Land Requirement

Highland Council Local Transport Strategy

2.5. The Council's Local Transport Strategy was published in 2010. It draws out key themes relevant to Highland from the higher tier Scotland's National Transport Strategy and the Regional Transport Strategy for the Highlands and Islands, in particular the importance to the plan area and wider Highland economy of the strategic road and rail corridors that link Inverness to the major centres in the central belt and also Aberdeen and to the air links which provide connectivity to the wider UK and beyond. The Council's Strategy sets the direction for transport in the Highlands at a local level until 2013/14 though the objectives and proposals also aim to guide decision making beyond this period. The Strategy is intended to guide policy and investment on transport within Highland Council and also partner bodies involved with the delivery of transport infrastructure and transport services throughout the Highland area. The Transport Strategy Objectives are outlined below, they are set within the context of the regional and local transport strategy.



- Economy: Provide a transport network to enable sustainable economic growth, noting the very different conditions between urban and rural locations and addressing the remoteness factor facing Highland trips to the rest of the UK.
- Social Inclusion: Facilitate travel to enable economic/social involvement and improve access/travel choices to essential services for those without access to a private car
- Environment: Manage/reduce the impacts of transport on the natural and built environment;
- Health: Increase levels of cycling and walking to promote health improvement and modal shift;
- Road Safety: Continue to improve road safety, addressing locations where road accidents are above average levels;
- Personal Safety: Address issues of perceived safety and personal security particularly where they are a barrier to walking, cycling and public transport
- Policy Integration: Identify policy overlap across Council services, and with other public bodies, maximise benefits and minimise contradiction;
- Investment integration: Identify benefits and opportunities of combined transport procurement for all Council services
- Traffic reduction: Where appropriate consider targets for reducing traffic, although noting the variation in conditions and requirements between rural and urban areas

3. Analysis of Transport Issues and Trends in the Inner Moray Firth Area

Transport Issues

3.1. The Moray Firth journey to work catchment is fairly typical of urban areas throughout the UK with high volumes of local and strategic traffic along with delays and congestion during commuter periods. The majority of employment opportunities have in recent years been in Inverness with people travelling from surrounding towns such as Tain, Dingwall and Nairn

to work in Inverness. Consequently Inverness has been subject to significant peak time congestion affecting routes in to Inverness and areas around the City Centre.

- 3.2. Inverness is divided by three longitudinal barriers namely the River Ness, the Caledonian Canal and the A9 corridor all running in a north/south direction. The majority of transport issues and resulting congestion arise from the severance created by these barriers and the limited number of crossing points providing east/west connectivity. In addition the development areas of east Inverness are divided from the city to the west by the Highland Main Line railway. The significance of these barriers has increased over the years as a result of increasing population of the city and increased car use.
- 3.3. The key congestion points taken from the base transport model are illustrated in the map below. The text that follows explains the issues surrounding these and other areas of congestion in the plan area.

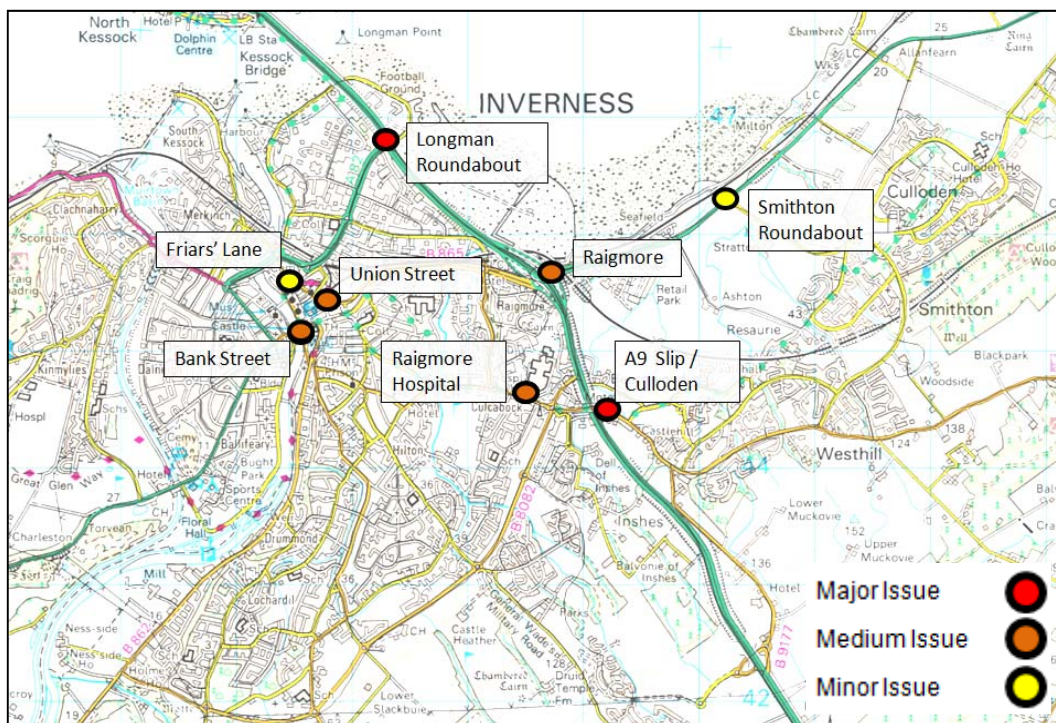


Figure 5: Key congestion points in Inverness

- 3.4. There are two road crossings of the Caledonian Canal with swing bridges at Tomnahurich carrying the A82 and at Muirtown carrying the A862. The canal bridges are subject to opening to allow the passage of canal traffic and this increases during the summer months. An agreed protocol with Scottish Canals is in place to limit the openings during the peak periods in order to reduce the build up of road traffic. Nevertheless the requirement for opening of the canal bridges has a significant impact on road traffic and leads to congestion and currently limits the accessibility of development areas to the west of the canal and the free flow of traffic on the A82 trunk road and the A862.
- 3.5. There are two main road crossings of the river at Ness Bridge and Friars Bridge with a secondary weight restricted crossing at Waterloo Bridge. Significant congestion arises

during the afternoon peak period at the approaches to Ness Bridge and Friars Bridge with limited junction capacity on the surrounding network. This becomes particularly acute during periods of the year when tourist traffic adds to the commuter flows. The A82 runs through the City and is subject to delays associated both with the canal and river crossings and City Centre junctions.

- 3.6. The A9 corridor is crossed at the A9/A96 junction at the Raigmore interchange and at the B9006 (Culloden Road) over bridge at Inshes. A further crossing is located to the south at Milton of Leys. With the growth of residential areas to the east of the A9 over recent years there has been increasing pressures on the two main crossings with particular issues at the Inshes roundabout. These pressures will increase with development proposed for the east of Inverness and the Inverness to Nairn corridor, therefore suitable mitigation must be provided.
- 3.7. The approach to Inverness from the north is via the Kessock Bridge and Longman roundabout which acts as both an interchange for the A9 and A82 and as the main gateway to the City. Significant congestion arises at peak periods on the Longman roundabout and this presents a constraint on both future development and on strategic traffic movements. Transport Scotland and the Council are working closely to identify a solution to these issues.
- 3.8. Within the city centre itself the limited road network and the use of city centre roads as through routes presents particular challenges with Bank Street and Academy Street providing vital north/south connectivity while also being integral parts of the city centre and river side environment. The limited road space is a barrier to the development of bus priority schemes and there are competing aspirations for pedestrianisation and traffic reduction measures. In addition a number of radial distributor routes have seen traffic growth as development areas have been built out and this results in congestion particularly where these routes enter the city centre.
- 3.9. Congestion leads to delay for public transport and a reduction in air quality. These factors make it more difficult to encourage greater use of public transport and active travel.
- 3.10. Within Dingwall there are serious constraints on the A834 Strathpeffer road through Mill Street and Burn Place and at the county Buildings junction with the A862. Congestion occurs during the afternoon peak with Commuter flows entering Dingwall from the south. Development proposed at Dingwall North will increase pressure on these junctions.
- 3.11. Nairn is subject to congestion associated with the A96 running through the town and incremental development in the town resulting in an increase in local traffic. The railway severs the centre of Nairn from areas to the south and this has contributed to the development of Nairn in an east/west direction along the trunk road.
- 3.12. Within urban areas parking strategy has a significant part to play in influencing travel behaviour but measures to discourage commuter parking have to be carefully balanced

against maintaining economic vibrancy in retail and business areas and accommodating the important tourist industry.

Transport Trends

Active Travel

- 3.13. Data from the most recent census shows that levels of cycling in Inverness (6%) and some of the other main settlements within the IMF area including Nairn (7%) are well above the national average (1%). Inverness also benefits from higher levels of walking than both the Highland and national averages. Car usage is significantly higher in outlying areas, for example 61% and 74% in Culloden and Balloch respectively, whilst car usage in Inverness is 51%. The same data shows that walking levels are also relatively high in the IMF area and represent an excellent base on which build. For this to be realised new development needs to cater for the needs of active travel as a priority and contributions will be sought towards the establishment of a comprehensive active travel network.
- 3.14. HITRANS series of [Active Travel Audits](#) for Inverness, Nairn, Dingwall, Tain, Alness and Invergordon have been adopted as part of the Local Transport Strategy and set out the priorities for investment in each settlement. The Active Travel Audit's highlight projects that could be delivered alongside future development. The potential for developments to contribute towards the delivery of the priority actions identified in plan text for relevant settlements.
- 3.15. There is a strong case here for enabling further increases in walking and cycling levels by ensuring new development is accessible by these modes and that routes provide comprehensive and continuous connections.

Rail

- 3.16. Rail services across the area have increased significantly since 2005, with one additional Inverness to Aberdeen service and two extra Inverness-Central Belt services each way. Stations north of Inverness have benefitted greatly from Invernet train service improvements introduced between 2005 and 2008. This, in combination with a recast of other services, has created a commuter railway, with three arrivals in Inverness in the morning peak, now matched by three morning peak arrivals from Elgin.
- 3.17. As a result of the above improvements rail passenger numbers have grown significantly at stations throughout the Inner Moray Firth area in recent years. For example passengers at Inverness Station grew 49% between 2004/05 and 2012/13 to over 1.2 million. Other stations have seen the following passenger increases over the past five years: Beauly 92%, Muir of Ord 137%, Dingwall 127%, Alness 110% and Invergordon 152%. A new station at Conon Bridge opened in early 2013; early indications report a high uptake in terms of passenger numbers.

- 3.18. Demand forecasting suggests an increase of up to 168% on the Highland Main Line. Future service enhancements are planned for Inverness-Aberdeen and the Highland Main Line as part of the Government's Infrastructure Investment Plan (IIP) and Strategic Transport Projects Review (STPR) and funded through the Network Rail High Level Output Specification (HLOS) process although the timescales for these improvements are yet to be committed.
- 3.19. Whilst the popularity of rail has grown significantly in the area in recent years there remains potential for further growth in passenger numbers. The plan can do this by directing significant levels of developments to those settlements with train stations and ensuring active travel connections to these stations. Infrastructure and services providers must also work together to deliver further enhancements to services and deliver new infrastructure.

Bus

- 3.20. The mode share for bus in Inverness is similar to the national average of 14%, however the levels in many of the surrounding towns where a high percentage of residents work in Inverness is very low, for example in Tain (4%) and Alness (5%). A frequent reason quoted for limited bus uptake in many parts of the plan area is the lack of peak hour services to and from Inverness. The Council needs to make public transport a more attractive alternative by considering access to public transport from the outset of new developments and ensuring the availability of regular services. One option may be for developers to provide new high quality public transport infrastructure and/or provide contributions towards bus priority measures, park and ride and new/improved services in the wider area where new residents and/or employees are likely to travel to.

4. Planned Transport Improvements

- 4.1. A number of major infrastructure improvements are planned in the Inner Moray Firth Area; these present significant opportunities to improve the efficiency of the transport network and promote more sustainable forms of travel.

- 4.2. Key committed projects include:

- **Dualling of the A96 and A9** including the Nairn bypass is being led by Transport Scotland. At the Inverness end work is also underway to consider additional 'Eastlink' connectivity between the A96 at the Smithton junction and the A9 in the Inshes area increasing east/ west connectivity across the Highland main Line and the A9 and supporting development areas to the east of the A9;
- **Inverness West Link Road** which will provide a further connection across both the River Ness and the Caledonian Canal and complete the Southern Distributor Road around Inverness. The new canal crossing will provide a permanent link by working in tandem with the existing Tomnahurich Bridge. In addition to providing much needed further crossing points of the river and the canal the Westlink will relieve

traffic pressures in the City Centre and will enable an improved environment to be provided for public transport and active travel;

- **Improvements to the Highland Main Line and Aberdeen to Inverness Rail Line** will result in more frequent and faster journeys between Inverness and Aberdeen/Central Belt;
- **Rail Station at Dalcross Airport** to serve growth areas at Inverness Airport Business Park and the new town at Tornagrain in addition to the airport;
- **Park and Ride in East Inverness** in conjunction with permitted future retail development at Stratton;
- **Improvements at key strategic sites in Inverness** including:
 - Improvements at signalised junctions in **Culloden Road** in conjunction with the development of the Campus and as part of the wider Inshes Network Upgrade
 - Widening of **Barn Church Road** to support East Inverness development proposals
 - **Inshes Network Upgrade** including work at the Inshes roundabout and connectivity with 'Eastlink' proposals to the east of the A9
 - **Signalisation of Raigmore Interchange** is being promoted by Transport Scotland in conjunction with development proposals.
- **Dingwall Kinnairdie Link Road** to address issues of existing congestion and support development in Dingwall north;
- **Public transport bridge across the Highland Main Line** is conditional on further development of the Campus;
- **National Cycle Network 78 Inverness – Fort William Cycle Route** has funding committed for the route through the Great Glen including a new off road section between Inverness and Dores. It is estimated to be completed by 2015 and will attract more cycle tourists to the area and link rural communities along the route; and
- **Inverness city centre to East Inverness walking/cycling route** utilising the new A9 pedestrian/cycle overbridge.

Transport Priorities for Inner Moray Firth

4.3. Our desktop study of the Inner Moray Firth area has shown that whilst there are areas of congestion a number of major projects are proposed that are intended to contribute towards addressing congestion issues. Despite this, taking into account the level of development proposed in the area additional transport infrastructure will be required to mitigate its impact. Furthermore a genuine changing of travel patterns and choices is as much about changing travel behaviour as it is about providing infrastructure and designing new development effectively. Government and local policy is geared towards achieving a shift in travel patterns and the Development Plan will play its part in this by guiding the location and form of development.

4.4. The preceding section of this report explains the work undertaken to assess the impact of development on the transport network, what the impacts were and provides a range of identified mitigation measures to overcome these issues.

5. Objectives

5.1. The Highland-wide Local Development Plan has set the vision and spatial strategy for the Inner Moray Firth area. The transport planning objectives outlined below are set within this framework, the review of issues, trends and proposed improvements to the transport network and the context of the national, regional and local transport strategy. Previous sections of this report have reviewed the existing network and proposed infrastructure in assessing the likely future transport network. It is clear that as well as new roads to support vehicle movements new infrastructure will be required to support a modal shift away from the car and onto more sustainable modes. The objectives below are based on enabling this shift in travel behaviour by outlining the transport outcomes sought for the plan and describing how potential problems could be alleviated.

- **Promote sustainable economic growth** – the population and economy will grow and prosper along the Inverness to Nairn and Ross-shire Growth Corridors as a result of significantly improved road, rail, sea and air connections;
- **Overcome constraints on the transport network** - Implementation of the West Link Road and improvements other key junctions in Inverness, dualling of A96 including a Nairn bypass and Kinnairdie Link Road in Dingwall will remove constraints to growth;
- **Tackle congestion in the city** – solutions will be implemented to overcome congestion hot spots in the city at the Raigmore Interchange and B9006 Culloden Road, Longman Roundabout, Bank Street, Academy Street, Friars Bridge, Ness Bridge and the Canal Swing Bridges;
- **Efficient public transport network** – bus and rail will be genuine travel alternatives as a result of faster and more frequent integrated services; new development designed to accommodate public transport as well as a new rail station at Dalcross and park and rides in East Inverness and Tore;
- **Pedestrian and cycle friendly environment** – air quality will be improved in the city centre as a result of fewer vehicles entering the city; the pedestrian environment will be improved in the city centre and other town centres to give greater priority to pedestrians and cyclists;
- **Healthy, active population** – increased levels of walking and cycling as a result of supporting development in the most sustainable locations and the creation of higher density, mixed use walkable neighbourhoods; and
- **Accessible and inclusive communities** – all communities have genuine travel choices to get to the jobs, services and facilities they use on a daily basis.

6. Appraisal - Transport Infrastructure for Growth Project

- 6.1. In light of the above, the Transport Infrastructure for Growth (TIG) project aimed to ensure that the IMFLDP was promoting and enabling more efficient forms of travel by ensuring that future development allocated in the IMFLDP Proposed Plan is supported by appropriate transport infrastructure and that future communities are sustainable and accessible.
- 6.2. A partnership approach was taken to identify the most sustainable and effective forms of transport infrastructure to support new development and to identify these as early as possible in the plan process. A working group was formed early in the process that included Council Transportation Officers, Planning Officers, representatives from our regional transport partnership HITRANS and Transport Scotland. Regular meetings were held to discuss the strategy and process.
- 6.3. The TIG project involved both quantitative and qualitative assessment of impacts of the plan upon the transport network. A transport model examined the capacity of the existing transport network to accommodate new development and the impact of development proposed through the emerging development plan on the transport network. A series of options to mitigate impacts on the transport network were devised with input from a wide range of transport-related partners. These options were sifted against relevant transport objectives and once agreement was reached on optimum transport interventions these were identified as infrastructure requirements in the plan. These assessment methods along with a summary of the results are provided below.
- 6.4. As well as the quantitative and qualitative assessment of development supported in the IMFLDP on the strategic transport network it was also important to understand the impacts on the local transport network. This then allows for the identification of localised transport infrastructure in the Proposed Plan. To identify these requirements a series of meetings were held with local area Roads, Access and Public Transport Officers to discuss all scales of individual sites within settlements. Transport requirements for individual sites stipulated included such measures as junction improvements; footway/cycleway improvements; traffic calming features; pedestrian crossings and contributions towards public transport services. These requirements reflect the vision and spatial strategy of the plan and transport appraisal, whereby more sustainable patterns of movement are a priority. In addition developments with significant transport impacts will require Transport Assessment which will allow transport requirements to be further refined. The 'developer requirements' text against individual sites in the Proposed Plan lists any cross settlement and individual site requirements.

Transport Modelling

- 6.5. As part of the Transport Infrastructure for Growth Project the Council commissioned a transport consultant to assess the quantitative impact of the level of development supported in the IMFLDP on the local and strategic transport network using a transport

model. The model was an update to the previously developed Moray Firth Transport Model which as used for the preparation of A96 Development Framework and the Highland-wide Local Development Plan. This model is multi-modal transport model that covers the road and public transport network of Inner Moray Firth Area.

6.6. The purpose of the modelling was to:

- analyse the capacity of the existing transport system to accommodate additional development;
- assess the benefits likely to be gained from politically and/or financially ‘committed’ transport projects;
- forecast the implications of development allocated in the emerging Inner Moray Firth Local Development Plan for the transport network;
- Provide a clear rationale for any transport interventions required.

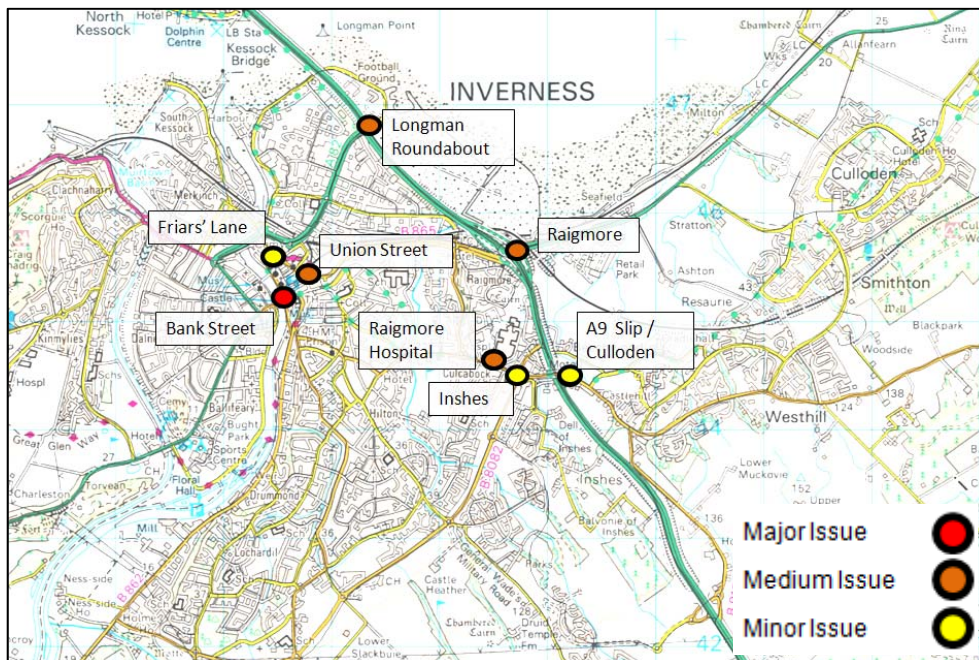
6.7. The model incorporated politically and/or financially ‘committed’ transport projects, however as there is currently no certainty regarding the timing of delivery of these improvements the model tested six different scenarios. The scenarios tested are shown in the table below.

Reference Date	Scenario 1	Scenario 2
2011	Existing road layout (base model) Milton of Leys Link Road	N/A
2016	Culloden road widening between Caulfield Road North and Inshes overbridge. Longman roundabout signalisation and signalised junctions at Rose Street and Henderson Road Conon Rail Halt	As scenario 1 plus:- A96 dualling west of Smithton Inshes/Old Perth road junction improvements Dingwall Kinnairdie Link Road and Country Junction improvements Widening of Barn Church Road and improvements to BCR/Tower Road junction. Smithton Park and Ride (A96) Signalisation of Raigmore roundabout
2021	As 2016 scenario 2	As scenario 1 plus:- Inverness West Link Road Dalcross Rail Halt Campus Pedestrian Bridges over the A9 and the Railway have not been modelled
2031	As 2021 scenario 2	As scenario 2 plus:- Inverness East Link Road Dualling of A96 between Inverness and Nairn Nairn and Tornagrain bypasses

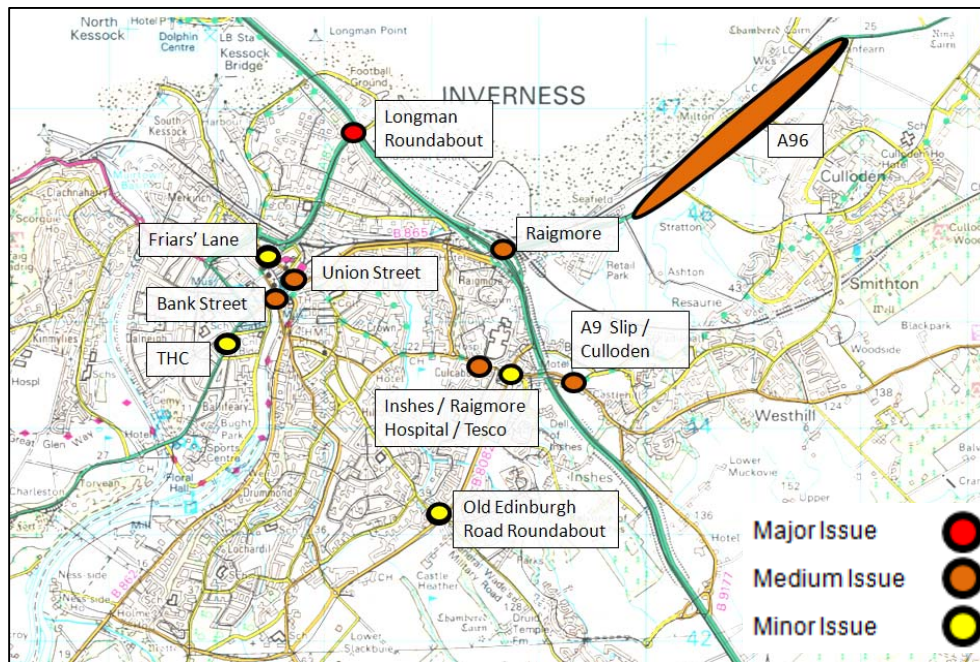
6.8. A summary of the model results are provided below. The key congestion maps illustrate the results of scenario 1; the results of scenario 2 tended to affect the same junctions but with differing severities. The full modelling report can be found on the Inner Moray Firth Local Development Plan pages of the Council's website.

Model Results

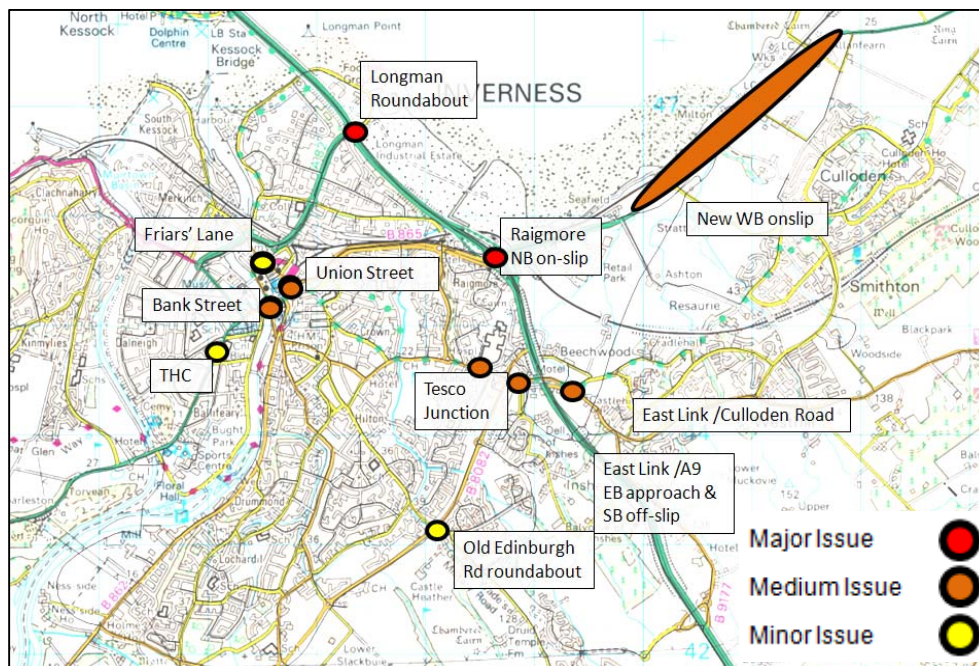
2016



- If signals were introduced at Longman Roundabout and improvements to the Inches area this would improve congestion and also contribute to a marginal improvement to traffic flow at the Culloden Road A9 junction. However there is still likely to be issues at the A9 Slip/Culloden Road Junction due to increased demand from the opening of the University of the Highlands and Islands.
- Pressure continues at the Raigmore junction on the A96 causing queues both into and out of the city. There is also increased pressure on the Smithton Roundabout due to lane capacity.
- There is the potential for further issues at Bridge Street and the circulating carriageway on the Raigmore junction due to limited link capacity.
- In central Inverness there is increased pressure at the Union Street/Academy Street junction due to limited capacity on the southbound Academy Street approach.
- The introduction of the Kinnairdie Link in Dingwall results in a shift in traffic from Bridgend Avenue to the new link road.



- If no further infrastructure improvements are implemented major delay would be experienced due to heavy demand on the A96 and limited capacity. The Inches and Raigmore area would remain a problem with particular delays at the Raigmore Hospital junction.
- Congestion continues to develop around the Longman roundabout and extends to the Kessock Bridge approach. Congestion would be particularly problematic in the city centre as Academy Street, Young Street/Bridge Street.
- The A9 slip/Culloden Road junction would experience increased pressure due to limited capacity.
- If the Inverness West Link Road is completed delays will be reduced at the King Brude Road junction to the west of the city centre and within the centre at Bank Street, Young Street and Bridge Street. However there would be little reduction in delay into the city especially in the Raigmore area.
- If Dalcross Rail Station is operational this is likely to result some relief for Raigmore junction and the A96.



- Hotspot areas previously relieved by infrastructure improvements such as Raigmore junction, the A96, Inshes and Longman roundabout all show long delays;
- Planned improvements including the a bypass for Nairn and the newly developed Tornagrain, full dualling along the A96 and the East Link Road provide a significant switch away from a number of key congestion locations such as Nairn, Raigmore junction, Inshes area and Culloden Road.
- Full duling of the A96 improves congestion on the whole. However, there would be some potential for congestion at the new A96 junction at Smithton and there would also be issues at the Longman Roundabout s there would not be enough capacity to facilitate traffic flows.

Option Generation Workshop

6.9. An option generation workshop was held in November 2012. It was attended by approximately 30 transport professionals including representatives from the Council, Hi-Trans, Transport Scotland, public and private transport providers and sustainable transport groups. Those attending the workshop were briefed on the vision and spatial strategy of the plan and the results of the transport model. It was emphasised at the workshop that solutions need not be primarily road based; rather the focus should be on multi-modal transport options, including walking and cycling. Participants were divided into several facilitated workshop discussions to focus on transport solutions for accommodating development in different parts of the plan area.

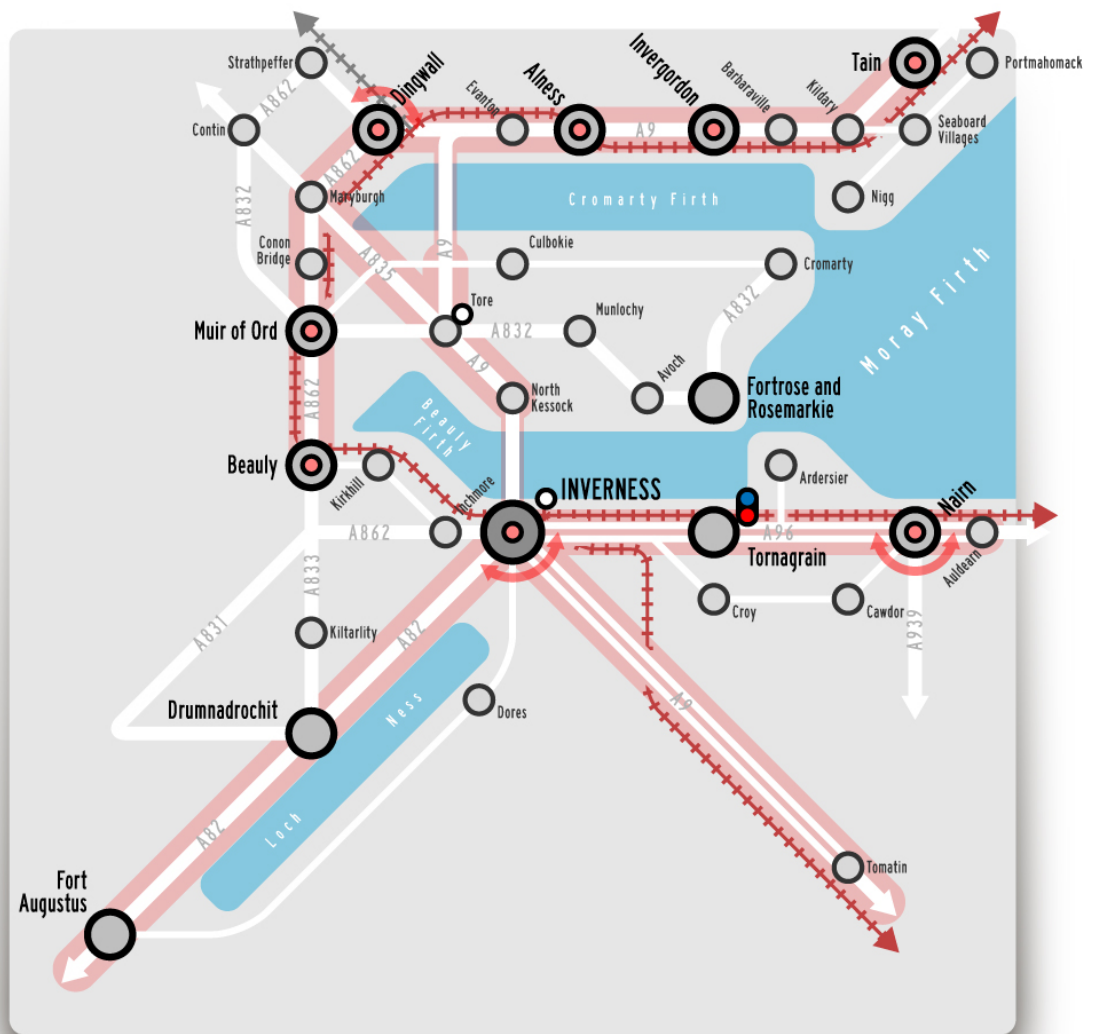
Option Sifting

6.10. A great variety and number of transport options were generated at the workshop, ranging from new roads and railways to more localised measures such as footpath and cycle path upgrades.

- 6.11. Following the workshop the TIG working group devised guidance for assessing transport interventions generated at the workshop. Officers reviewed the Council's Local Transport Strategy and concluded that the objectives and sub-objectives suitably reflect those from both the Regional and National Transport Strategies. They also reflect the desired outcomes of Scottish Planning Policy and other planning strategies for delivering sustainable economic growth. They therefore represented an appropriate assessment framework for creating a transport strategy and for identifying transport infrastructure related to the Local Development Plan. A copy of the guide is provided in appendix B.
- 6.12. Before scoring the options an initial sieve was undertaken to rule out options that were already complete or under construction. After scoring a second sieve was undertaken to rule out those projects that were deemed to be undeliverable due to implementation difficulties associated with feasibility, affordability or public acceptability or unacceptable in terms of safety, the environment, the economy, accessibility and social inclusion or integration. A list of projects that were sifted out during this process and reasoning is provided in appendix C.

7. Strategy for Delivering Growth

- 7.1. Those projects that were retained and considered necessary to deliver the plan strategy are detailed in the tables contained in appendix A. Key strategic improvements are also shown in the figure below. Three sets of tables are provided:
- Appendix A (i) Provides details of the General Strategy including Transport Standards
 - Appendix A (ii) Explains interventions required in the South plan area
 - Appendix A (iii) Explains intervention required in the North plan area
- 7.2. Within each table interventions have been categorised according to the type of scheme and method for delivering the intervention. The tables also explain where reference will be made to the intervention in the plan. Any local interventions are specified as a requirement for each settlement/site in the plan and therefore are not contained in the tables below. Major interventions are also shown in the action program that accompanies the plan.



Settlement Hierarchy

- City Centre
- Town Centre
- Local Centre

Road Improvements

- Dualling
- General Improvements
- Important Link Road

Rail Improvements

- New Station
- General Improvements

Other

- Park and Ride
- Airport

Figure 6: Key Strategic Transport Improvements

Delivering the Strategy

- 7.3. Where appropriate developments will be required to contribute towards strategic projects listed in the tables in Appendix A. Contributions towards local infrastructure requirements will also be required where they are identified in the plan and/or where they arise as a result of a Transport Assessment and/or assessment of detailed proposals by Council Officers and other agencies. These will be secured by planning condition and/or legal agreement at the time of a planning application as per the Council's Developer Contributions Supplementary Guidance.

8. Transport Standards

- 8.1. A number of interventions contained in the General Strategy section will be delivered by means of implementing the following 'Transport Standards' for all development proposals. Further explanation of ways in which these standards should be achieved will be provided in the Council's forthcoming Supplementary Guidance on Residential Design and Layout.

Transport Standards
All development proposals must contribute to the delivery of the following transport standards where appropriate: <ol style="list-style-type: none">1. Increase number and frequency of express bus routes2. Integration of bus and rail services3. Public travel links to key destinations4. Development and promotion of active travel routes to rail stations and bus stops5. Safe and direct routes to key destinations that reflect desire lines6. Improved quality of the national cycle network

General Strategy

Category	Name of Intervention	Delivery Mechanism	Reference in Plan	Comments
Active Travel Infrastructure	Development and promotion of active travel routes to rail stations and bus stops	Public Sector/Developer	To be included as active travel standard for all development where there is potential to improve or create active travel routes rail stations and bus stops	Requirement of THC Roads and Transport Guidelines.
	Implementation of Core Path Plans and Active Travel Audits and Masterplans	Public Sector/Developer	Settlement text for those where Active Travel Audits and Masterplans have been prepared. Also to be included in plan where there is potential to create or improve routes identified in Core Path Plans and Active Travel Audits/Masterplans associated with development sites	
	Safe segregated cycle routes close to trunk roads	Public Sector/Developer	Within general references to improving active travel connections	On-going discussion between Highland Council and Transport Scotland regarding the potential improvements to cycle connections associated with routes close to the Trunk Road Network will be essential to understand, test and appraise any potential improvement prior to considering implementation at the appropriate time.
	Infrastructure to improve	Public Sector/Developer	Within general references to	Existing Council policy in 'Roads

	cycling environment		improving active travel conditions	and Transport Guidelines for New Developments'. Also Scottish Government Policy Document - 'Cycling by Design'
	Safe and direct routes to key destinations that reflect desire lines	Public Sector/Developer	Include as active travel standard in plan.	This includes reducing severance at major road junctions and the recognition that roundabouts can be more difficult than priority junction for pedestrians and cyclists to negotiate.
	Improve quality of national cycle network	Public Sector/Developer	Include in standards for active travel	Developer requirement when development will increase pressure on national cycle network where there is an opportunity to improve quality
Landuse Strategy	Apply policies of Designing Streets and Designing Places	Public Sector/Developer	National Policy Documents	These are policy documents that the Council is obliged to be consistent with. Their principles will be reflected in the plan and associated supplementary guidance on residential design and layout
	Insist on the provision of services and facilities within large expansion areas of Inverness	Public Sector/Developer	Mixed Use development allocations where appropriate	This will be reflected in the plan through 'mixed use' allocations in large expansion areas of Inverness rather than allocations solely for housing use. Mixed use allocations will insist on the provision of service and facilities, for example the creation of district centres
Public Transport Infrastructure	Smart ticketing	N/A	N/A	Outwith scope of local development plan to deliver

				however potential this is a measure the Scottish Government, HITRANS and the Council are currently investigating potential pilot schemes
	Innovative cycling programmes e.g. hiring bikes, communal bikes, secure storage	Public Sector/Developer	No direct reference – to be considered for those development that require the submission of a green travel plan	Potential to be included as a range of sustainable transport options in green travel plans
	Implementation and enforcement of Green Travel Plans	Developer	No direct reference – this is a matter for the Councils Planning Enforcement Team	
	Bike racks on buses	Public Sector/Developer	No direct reference – to be considered for those development that require the submission of a green travel plan	Requires further feasibility following Cromarty - Inverness pilot. Potential to be included as a range of sustainable transport options in green travel plans
	Public travel links to key destinations – hospitals, dentists etc.	Public Sector/Developer	Inclusion as public transport standard for services to be provided to key destinations	
	Provide new/improved bus shelters including clear and up to date public transport information displays and real time public transport information	Public Sector/Developer	No direct reference – any requirement to be considered during detailed pre-application discussions	To be linked to developments that require the creation of new bus shelters or will increase pressure on existing facilities
	Integration of bus and rail services	Public Sector/Developer	Inclusion as public transport standard	
Traffic Management	Increase number and frequency of express bus	Public Sector/Developer	This will be included as a public transport standard in plan and	

	routes		developer contributions sought where there is a demonstrable need.	
	Bus priority measures where required	Public Sector/Developer	Where relevant	Preferred locations for bus priority are identified in the Local Transport Strategy. Where appropriate these will be carried forward to the local development plan and discussion with key stakeholders will be progressed.

South Plan Area

Category	Name of Intervention	Delivery Mechanism	Reference in Plan	Comments
Committed				
Active Travel	City centre to UHI Inverness Campus cycle route	Public Sector	Inverness narrative and as a requirement for relevant development sites	Element of East Inverness Active Travel Corridor identified in Inverness Active Travel Audit. Phase 1 at design stage, funding committed, potential for a second phase for which developer contributions may be sought.
Public Transport Infrastructure	Shorten journey time and provide hourly service on Inverness – Aberdeen railway; provide half hourly service between Inverness and Elgin during peak periods	Public Sector	In Inverness to Nairn Growth Corridor section. Cross reference to the Government's Infrastructure Investment Plan and Strategic Transport Projects Review	Improvements to be delivered in partnership with the Council, HITRANS, NESTRANS and Transport Scotland
	Rail station at Dalcross incorporating park and ride, public transport interchange and active travel links	Public Sector/Developer	In Inverness to Nairn Growth Corridor section and Inverness Airport Business Park text	Project to be delivered in partnership with the Council, HITRANS and Transport Scotland.
Road Improvements	Dual A9 south of Inverness	Public Sector	In Inverness to Nairn Growth Corridor section	The Scottish Government has made a long term commitment to upgrading the A9 from Dunblane to Inverness (STPR Project 16).

				Transport Scotland will deliver the project in phases and various studies are underway with the intention to complete major works by 2025.
	Improve A82 between Inverness and Fort Augustus	Public Sector/Developer	In settlement wide text for Drumnadrochit and Fort Augustus	The Scottish Government has made a long term commitment to improving the A82 (STPR Project 3). On-going discussion between the Highland Council, Transport Scotland and other key stakeholders regarding the potential improvements will be essential to understand, test and appraise schemes prior to considering implementation at the appropriate time. Potential for local improvements and/or developer contributions is association with development at Fort Augustus and Drumnacrochit.
	A96 Inverness – Nairn Upgrade	Public Sector	In Inverness to Nairn Growth Corridor section, include reference to in settlements where relevant	The Scottish Government has made a commitment to upgrading the A96 from Inverness to Nairn including a bypass at Nairn (STPR Project 18). Transport Scotland is currently progressing consideration of the scheme and future consultation and engagement with Highland Council and local stakeholders will be undertaken.
	Nairn by-pass	Public Sector	In Inverness to Nairn Growth Corridor and Nairn settlement text	As part of the A96 improvement project Transport Scotland is undertaking work which will lead to

				the delivery of a bypass at Nairn. Engagement on the process and timescales going forward will be undertaken.
	Inverness West link road and river and canal crossing	Public Sector/Developer	In Inverness to Nairn Growth Corridor and Inverness text	Council commitment; in Highland-wide Local Development Plan; route chosen, progressing toward planning application being submitted late 2013. To be part funded by developer contributions. Strategic requirement for development of Torvean/Ness-side.
	Inshes Network Upgrade	Public Sector/Developer	In Inverness to Nairn Growth Corridor and Inverness text	Committed in Highland-wide Local Development Plan; developer contributions collected/committed as part of Inverness East, UHI Inverness Campus, Inshes and Milton of Leys housing and retail developments. Further developer contributions may be possible. In capital programme, dependent on East Link.
	East link connecting A96 and A9	Public Sector/Developer	In Inverness to Nairn Growth Corridor and Inverness text	As part of the A96 improvement project specific consideration is being given to the options for connecting the A9 and A96. Options development and assessment for potential routes and delivery mechanisms are being undertaken by Transport Scotland in discussion with Highland Council and local stakeholders.
Local Transport Requirements				

Active Travel	Pedestrian, cycle and public transport bridge linking Inverness Retail Park and UHI Beechwood Campus	Public Sector/Developer	As requirement against Beechwood Campus and Inverness Retail and Business Park developments	Conditioned against later phases of Beechwood Campus. Reserve of land to be conditioned through Inverness Retail and Business Park developments.
	Re-configuration of the B9090 in the interests of road safety, particular for pedestrians and cyclists	Developer	As requirement against Nairn South and Cawdor Expansion	Carry forward text from Highland-wide Local Development Plan
	Safe and effective active travel connections between Inverness Airport, Inverness Airport Business Park and Tornagrain	Developer	As requirement against Tornagrain and Inverness Airport Business Park.	Already committed in Highland-wide Local Development Plan and as planning conditions associated with permission at Tornagrain and Inverness Airport Business Park.
Road Improvements	Signalisation of Raigmore Interchange	Developer	As requirement against Inverness East	Committed in Highland-wide Local Development Plan; conditioned as part of planning permission at Inverness East
	Widening of Barn Church Road/Tower Road Junction including cycle and pedestrian facilities	Developer	As requirement against Tornagrain and Inverness Airport Business Park.	Already committed in Highland-wide Local Development Plan and as planning conditions associated with permission at Tornagrain and Inverness Airport Business Park.
	Major upgrading of Mid Coul Roundabout to access Dalcross	Developer	As requirement against Tornagrain and Croy expansion	Committed in Highland-wide Local Development Plan; required as part of Tornagrain and Croy Expansion
	Culduthel Rd – Junction upgrades on corridor to reduce delays and implement bus priority	Developer	In Inverness to Nairn Growth Corridor and Inverness text	Developer contributions to be sought from developments which generate additional trips along this route
Public Transport	Park and ride in east Inverness	Developer	In Inverness to Nairn	Committed in Highland-wide Local

Infrastructure			Growth Corridor and as a requirement against Inverness East	Development plan and conditioned on Inverness East permission; carry text forward in plan
Strategic Transport Requirements				
Road Improvements	A862 Telford Street junctions and signalisation improvements to increase capacity, improve pedestrian facilities and bus priority	Developer	Against Inverness text and as a requirement against relevant development sites	Developer contributions to be sought from developments which generate additional trips on this road e.g. Charleston, Muirtown, west of Inverness etc.
	Distributor road connection between Leachkin and General Booth Roads at Charleston	Developer	Requirement for sites associated Torvean and Ness-side	Requirement of Torvean and Ness-side Development Brief
	Major upgrade at Longman roundabout	Public Sector	In Inverness to Nairn Growth Corridor	Some improvements delivered as part of Kessock Bridge repair works, Transport Scotland currently exploring options.
	Coastal path between Inverness, Ardersier/Whiteness and Nairn	Developer	In Inverness to Nairn Growth Corridor and against text for relevant settlements and individual sites	Committed in Highland-wide Local Development plan and Green Networks Supplementary Guidance where route is identified, committed developer contributions in legal agreements for Tornagrain, Inverness East and Delnies.
Objective/Standard				
Active Travel	Improve pedestrian environment and priority on the river side	Public Sector/Developer	City centre text	Identified as a priority L51 in the Inverness Active Travel Audit and City Centre Development Brief; potential for developer contributions to be sought from development sites in the area; potential for public sector lead regeneration scheme and as part of River Ness Flood Alleviation Scheme. Text in city

				centre sector to refer to.
	Improved active travel facilities on radial routes including junctions to/from the city centre	Public Sector/Developer	Implement as part of general standards in Transport Appraisal	As identified in the Inverness Active Travel Audit. Implement as part of general standards in Transport Appraisal
	Increased cycle parking in Inverness City Centre	Public Sector/Developer	City centre text	Implementation of cycle parking standards from the Council's 'Roads and Transport Guidelines for New Development'; cross reference in general standards section of Transport Appraisal; potential for increased cycle parking as part of regeneration of Academy Street/Station Square
Traffic Management	Bus priority measures in city centre	Public Sector/Developer		Identified in the Local Transport Strategy. Implement as part of general standards in Transport Appraisal
	A82 Glenurquhart Road/Tomnahurich Street – introduce parking restrictions to increase capacity and facilitate bus priority	Public Sector	Inverness text	On-going discussion between Highland Council and Transport Scotland regarding potential improvements will be essential to understand, test and appraise any potential improvement prior to considering implementation at the appropriate time.
	Increased parking provision west side of River Ness	Public Sector	Inverness text	Outline this requirement/aspiration in plan; a site to be identified and safeguarded, if possible.
	Improve vehicular and pedestrian accessibility at Millburn level crossing	Public Sector	Inverness text	Unlikely to be developer lead due to the level of development already supported in this area. Any changes will require partnership working

				between Highland Council, Transport Scotland and key stakeholders to determine the options and benefits prior to considering implementation.
	Bus priority measures on Kessock Bridge	Public Sector	Inverness text	On-going discussion between Highland Council and Transport Scotland regarding the potential improvements will be essential to understand, test and appraise any potential improvement prior to considering implementation at the appropriate time. Likely to be dependant on success of temporary bus priority during bridge works.
Aspirational				
Active Travel	Improve visibility and accessibility of entrances to Inverness Bus and Rail Stations	Public Sector	City centre text	Identified in the Inverness Active Travel Audit and the Council's City Centre Development Brief. Likely to be a public sector led project, possibly as part of proposed wider Academy Street/Station Square area regeneration scheme. Make reference in city centre section.
	Improve pedestrian environment and priority on Academy Street/Station Square	Public Sector/Developer	City centre text	Public Sector lead regeneration scheme, included in Inverness City Centre Development Brief. Potential for developer contributions to be sought from development sites in the area. Make reference in city centre section.
Public Transport Infrastructure	Relocate Inverness Bus Station closer to rail station	Public Sector	City centre text	Longer term aspiration, included in long term vision section of Inverness City Centre Development Brief.

	Create improved bus interchange in Nairn	Public Sector	Nairn settlement text	Identified in the Nairn Active Travel Masterplan. Improve facilities as part of any wider town centre regeneration; some improvements outlined in Nairn Town Centre Development Brief.
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North Plan Area

Category	Name of Intervention	Delivery Mechanism	Reference in Plan	Comments
Committed				
Road Improvements	Replacement of Muir of Ord Railway Bridge	Public Sector/Developer	Muir of Ord Settlement text	Existing bridge no longer fit for purpose due to age and limited capacity; detailed design work being undertaken by Council and funding committed in Capital Program. New bridge will be twin track, likely to be delivered by late 2014.
	Kinnairdie Link Road, Dingwall	Public Sector/Developer	In Ross-shire Growth Corridor and against text for Dingwall	Committed in Ross and Cromarty East Local Plan, detailed design work been undertaken, in Council Capital Program for delivery, Developer Contributions already being sought from developments in Dingwall, planning application currently under determination
Local Requirements				
Public Transport Service Improvements	Public transport links to Nigg, including link between Nigg and Fearn Station	Developer	Requirement against Nigg	Potential for delivery as Green Travel Plan measure for Nigg planning application
Strategic Requirements				
Road Improvements	Improve/upgrade A9 junctions in Ross-shire, in particular: Munlochy, Evanton (south), Skiach, Alness/Invergordon junctions including Dalmore, Rosskeen and Tomich and Delny Industrial Estate/Barbaraville	Developer	Include in Ross-shire Growth corridor Strategy text	Transport Assessment for individual developments and clusters if development will be required to determine the upgrades required. Early discussion between Highland Council, Transport Scotland regarding each of the junctions potentially impacted will be

				essential to plan, approve and implement improvement effectively to support development.
	Provide overtaking lane on A9 south of Cromarty Bridge	Public Sector	Include as general statement regarding upgrading A9 in Ross-shire Growth Corridor Section	On-going discussion between Highland Council and Transport Scotland regarding the potential improvements will be essential to understand, test and appraise any potential improvement prior to considering implementation at the appropriate time.
	Provide overtaking lane on A9 north of Tore	Public Sector	Include as general statement regarding upgrading A9 in Ross-shire Growth Corridor Section	On-going discussion between Highland Council and Transport Scotland regarding the potential improvements will be essential to understand, test and appraise any potential improvement prior to considering implementation at the appropriate time.
	Provide overtaking lane on A835 west of Tore	Public Sector	Include as general statement regarding upgrading roads in Ross-shire Growth Corridor Section	On-going discussion between Highland Council and Transport Scotland regarding potential improvements will be essential to plan, approve and implement effectively at the appropriate time.
	Improve B9163/A835 Conon Bridge to Corntown Junction	Developer	Conon Bridge settlement text	Recognised safety issues with junction. Developer contributions can be sought from developments in the area.
	Park and ride at Tore	Public Sector/Developer	Tore settlement text	Studies and design work been undertaken by the Council, Transport Scotland and HITRANS in the past. Tore was identified as most

				appropriate location for park and ride in the wider Easter Ross area. Funding and landownership has prevented implementation to date. Include in plan to promote delivery and safeguard land.
Public Transport Service Improvements	Improve public transport journey times and frequency between the Cromarty Firth and Inverness	Public Sector/Developer	Ross-shire Growth Corridor text	Potential for developer contributions towards improved services. Also relevant for public transport standards.
	Peak hour buses to Inverness from the Black Isle	Public Sector/Developer	Ross-shire Growth Corridor text	Potential for developer contributions towards improved services. Also relevant for public transport standards.
Aspirational				
Public Transport Service Improvements	Increased capacity and frequency of services on the Far North Line	Public Sector	Ross-shire Growth Corridor text	Huge growth in past decade at stations in the area north of Inverness as a result of improved services. Increased capacity will be required in the future if these trends continue and in conjunction with planned growth in the area. Some limited scope for developer requirements, however potential to be delivered in partnership with Council, HITRANS, Scottish Government, Transport Scotland and Network Rail.
Traffic Management	Bus priority measures on Kessock Bridge	Public Sector	Ross-shire Growth Corridor text	On-going discussion between Highland Council and Transport Scotland regarding the potential improvements will be essential to understand, test and appraise any

				potential improvement prior to considering implementation.
Public Transport Infrastructure	Evanton Rail Station	Public Sector	Evanton settlement text	Long term aspiration subject to funding, viability, and addressing technical issues

**Inner Moray Firth Local Development Plan
Transport Infrastructure for Growth**

Guide for Assessing Transport Interventions

This note sets out guidance on the process for assessing transport schemes through the Transport Infrastructure for Growth project. The aim of this work is to formulate a transport strategy and identify transport infrastructure requirements to support the Inner Moray Firth Local Development Plan.

A workshop was held in November 2012 where transport stakeholders were asked to identify transport interventions to mitigate the impact of future development in the Inner Moray Firth area. Alongside, a number of other committed transport schemes have been added to this list of schemes. These have been grouped by area (A96 growth corridor, Easter Ross growth corridor and everywhere else) and then into the following categories:

- Traffic Management
- Public Transport Service Improvements
- Active Travel Infrastructure
- Public Transport Infrastructure
- Road Improvements
- Strategy / Other Interventions

The internal working group for the TIG project, comprising officers from Highland Council and HITRANS , will be assessing these transport interventions to help inform the development strategy and to identify the preferred package of transport infrastructure in the Proposed Plan. We have reviewed the Highland Council Local Transport Strategy (2010/11 – 2013/14) and concluded that the objectives and sub-objectives suitably reflect those from both the Regional and National Transport Strategies. They also reflect the desired outcomes of Scottish Planning Policy and other planning strategies for delivering sustainable economic growth. Therefore, they represent an appropriate assessment

framework for creating a transport strategy and for identifying transport infrastructure related to the Local Development Plan. The objectives and sub-objectives are shown below and will be used to assess the transport interventions identified:

Objective	Economy: provide a transport network to enable sustainable economic growth	Social Inclusion: facilitate travel to enable economic/social involvement and improve access/travel for those without a car	Environment: manage/reduce the impacts of transport on the natural and built environment	Health: increase levels of walking and cycling	Road and Personal Safety: Improve road safety for people and wildlife; address personal security issues	Policy Integration: consistency with wider policy objectives	Traffic Reduction: promote sustainable modes and manage networks more efficiently
Sub-Objectives	<ul style="list-style-type: none"> - Tackle congestion at key points - Tackle pinch points - Upgrade locally significant roads - Encourage a shift to more sustainable modes - Facilitate improvements to public transport 	<ul style="list-style-type: none"> - Improve and maintain road conditions - Improve/maintain connections to rural communities - Improve/maintain connections to remote areas of Highland (including the Islands) - Improve accessibility in larger/growing urban areas - Enable efficient public transport 	<ul style="list-style-type: none"> - Protect and enhance designated and non-designated natural and historic environment features - Promote use of brownfield sites - Minimise loss of prime agricultural land - Prevent deterioration of the water environment - Avoid development on flood plains - Protect and enhance air quality - Reduce green house gas emissions - Promote more sustainable transport - Minimise noise and vibration related to the transport network 	<ul style="list-style-type: none"> - Promote development of walkable neighbourhoods - Promote new development within existing settlements - Improve cycling infrastructure 	<ul style="list-style-type: none"> - Reduce fatalities - Reduce accidents - Remove barriers to active travel 	<ul style="list-style-type: none"> - Meets the objectives of Scottish Planning Policy and National Planning Framework - Meets the objectives of the development plan - Meets the objectives of the Council's Programme and Single Outcome Agreement 	<ul style="list-style-type: none"> - Improve strategic transport planning for new development and improve core networks for active public transport - Encourage the use of public transport and active travel - Encourage the implementation green travel plans

This guidance note is accompanied by a separate Assessment Matrix which will be used to assess each transport intervention against the objectives and sub-objectives listed above. The internal working group has been divided into 3 pairs (John & Lynn, Neil & Fred, Frank & Scott) and the list of interventions has been split equally amongst the group. Each intervention will need to be assessed by providing commentary and a 'grading' for the contribution it makes to each objective, using the sub-objectives as a guide. A total score should then be calculated to arrive at an overall grading for each intervention.

Grading of Transport Interventions	
3	Significant contribution towards delivery of objective
2	Moderate contribution towards delivery of objective
1	Minor contribution towards delivery of objective
0	No contribution towards delivery of objective
-1	Minor adverse effect on delivery of objective
- 2	Some adverse effect on delivery of objective
- 3	Significant adverse effect on delivery of objective

The initial scoring of transport interventions should be completed by Friday 1st February and the group will meet again on 6th Feb to review all the results.

Sifted Out Interventions

Name of Intervention	Reasons for Sifting Out
Provide fewer roundabouts as these can be difficult for pedestrians and cyclists to negotiate	Amalgamated with safe and direct routes to key destinations
Cycle parking at bus and rail stations	Merged with infrastructure to improve cycling environment
Cycle parking at park and ride sites	
Maintain existing level crossings for active travel purposes	Unacceptable in terms of safety
Improve public transport information displays	Amalgamated new/improved bus shelters
Extend real time public transport information	
Provide new/improved bus shelters including real time information displays	
Bus Quality Contracts	Measure under a Transport Act that local authorities can take if dissatisfied with commercial services. Allows local authorities to draw up timetables and put out to tender. Rarely used in practice and undeliverable as part of the development plan
Road User Charging	Outwith scope of local development plan. Political decision to be taken by the Scottish Government
New rail station between Beaulieu and Inverness	Unlikely to be deliverable during the plan period due to feasibility and affordability; short distance between Inverness and Beaulieu (12 miles) with no large settlements between
Increase cost of city centre parking to discourage commuters from taking their cars into the city centre and encourage use of park and ride	Outwith scope of local development plan. Potential for Council Parking Strategy to do this which would help achieve the objectives of the plan. Reference Paper taken to TECS Committee in March 2006.
Publicise bike routes to bus/rail stations	Amalgamated with active travel routes to rail/bus stations
Beaulieu Firth cycle route	Unlikely to be deliverable by means of developer contributions during the plan period due to feasibility and affordability
New Rail Station at East Inverness on Highland Mainline	Unlikely to be deliverable during the plan period due to feasibility and affordability; not required as part of UHI Inverness Campus permission which is currently under construction.

Park and ride facility west of Nairn	Unlikely to deliverable during the plan period due to affordability and feasibility - currently no major delays between Nairn and the east of Inverness
High speed light rail link between Inverness and Nairn on the Old Nairn Road	Unlikely to deliverable during the plan period due to affordability and feasibility; also likely to raise environmental issues given proximity to the Moray Firth
Upgrade sections of A887 to twin track road standard	Undeliverable as part of plan as no major development is supported east of Fort Augustus; may be potential for developer upgrades as part of wind farm permissions, to be determined on a case by case basis
Inverness Crossrail road scheme between Longman Road and Millburn Road	Unlikely to deliverable during the plan period due to affordability, feasibility and public/political acceptability
Bus priority on A96 between Inverness and Nairn	Perhaps between Smithton and city centre once Inverness East Park and Ride is developed; unlikely to be deliverable during plan period on entire route as dualling would be required and there may not be major congestion issues - therefore discounted due to feasibility and affordability.
New/improved cycle links between Muir of Ord and Tore	Already exists
New/improved cycle links between Tore and Munloch	
Localised Park and Ride facilities in Easter Ross settlements	Should only be supported where there is little public transport accessibility, likely to be undeliverable as part of the plan due to feasibility (i.e. site procurement) and affordability
Park and ride at North Kessock	Studies been undertaken by the Council, Transport Scotland and HITRANS in the past. Tore was identified as most appropriate location for park and ride in the wider Easter Ross area. Therefore discount on this basis, unlikely more than one park and ride would be feasible in the area
Park and share at Munloch junction	
Close Fearn rail station and open station at Milton/Kildary	Fearn Train Station is well used by residents in the area therefore closure of the station is likely to be undeliverable on the basis of public acceptability. Milton and Kildary are small settlement where limited additional development is supported in the plan. There are no road congestion issues in the area therefore train may not been seen as an attractive option for travel. Therefore a new train station at Kildary/Milton would be unlikely to be feasible or affordable.
Park and share facilities between Tore and Dingwall	Should only be supported where there is little public transport accessibility, likely to be undeliverable as part of the plan due to feasibility (i.e. site
Park and share facilities north of Cromarty Bridge	

	procurement) and affordability
Increased parking in Cromarty to allow increased number of passengers on the Cromarty ferry	Understood to be no existing parking issues associated with Ferry usage
Ferry connection between Invergordon and Nigg	Connection unlikely to be of benefit to the wider population, may be limited to commercial interests between ports at Invergordon and Nigg - if so this can be provided privately. Therefore sifted out on the basis of feasibility and affordability.
Improve frequency of rail services for those travelling north of Inverness	Project merged with increased capacity
Increase capacity, frequency and run all year round of Nigg – Cromarty ferry	Understood to be no existing issues with capacity, frequency and seasonality. Already partially subsidised by the Council. Therefore sieved out on the basis of feasibility and affordability.
Address issues associated with Delny level crossing	Current planning application 08/00253/OUTSU for 100 houses at Barbaraville pending due to network rail objection related to increased vehicular usage of the level crossing. Any future solution to this issue will be a matter for the Council's Development Management and Roads Officers and Network Rail to determine. No further development is supported in the plan that would be likely to increase pressure on the level crossing. Barbaraville is likely to be excluded as a settlement in the Proposed Plan.
Increased subsidy to public transport to reduce fares and improve frequency	Local development plan can only deliver in terms of developer contributions towards new or improved services rather than increased public subsidy. This will be included as a public transport standard in plan.
Flexible working	Potential to be included as a range of sustainable transport options in green travel plans