

**INVERNESS CITY
TRUNK LINK ROAD - WEST LINK
OPTIONS APPRAISAL SUMMARY TABLE**

CONSULTATION DRAFT



Inverness City Trunk Link Road - West Link - Options Appraisal Summary Table

All the Options have been assessed against the Do Nothing Scenario.

The following comments apply to Do Nothing: -

Policies and Plans: - Do nothing means aspiration of Local Plan for river and canal crossing is not achieved and resultant potential impact on housing land release where dependent on crossing.

Land Use (including impacts on properties): - No land use impacts. However, potential remains for planning applications / other development to occur in the vicinity of the proposed options and alter land use baseline.

Vehicle Travellers: - Driver stress in city centre is likely to increase as traffic increases.

Noise and Vibration & Air: - Adverse impacts limited to noise from the gradual increase in traffic flows over time.

Adverse impacts limited to increase in pollution concentrations from the gradual increase in traffic flows over time. Though maybe off set by reduction in emissions per vehicle over time.

Maintain access to local facilities: - Fails to address existing constraints and demand for direct trips across river Ness.

Land Use Integration (Fit with Land Use Development plans): - Poor fit because it prevents delivery of at least 1,000 allocated house sites.

Efficiency of the Road Network: - Fails to address the current road traffic disruption caused by the operation of the existing Tomnahurich Swing Bridge.

Maintenance Efficiency: - Fails to give the flexibility of approach to maintenance works on the other River Ness Bridges which will be achieved with the introduction of a new crossing of the River Ness.

Principal Criteria	Sub Criteria	Option Number 1 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 2 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 3 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 4 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 5 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 6 (Former 1A) (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 7 (Dores R/about to A82 through SSSI) (Includes a high level (34m clearance) bridge over the Caledonian Canal and the River Ness)	Option Number 8 (Aqueduct Option) (Includes an aqueduct at the Caledonian Canal)
Environment	Policies and Plans	Broadly compliant with Local Plan alignment but impacts on Holm Mills District Employment Centre allocation Moderate Beneficial Impact	Broadly compliant with Local Plan alignment but impacts on Holm Mills District Employment Centre allocation Moderate Beneficial Impact	Not compliant with Local Plan alignment and impacts on land at Bught. Minor Adverse Impact	Not compliant with Local Plan alignment and impacts on land at Bught. Minor Adverse Impact	Not compliant with Local Plan alignment and impacts on land at Bught. Minor Adverse Impact	Most closely aligned to Local Plan alignment, however, impacts on land designated for New District Park. Major Beneficial Impact	River Crossing contrary to Local Plan Alignment, severs land land at Ness Side, dissects the Torvean Esker Ridge, and severs land designated for public access as Green Wedge/ Landscape Feature. Major Adverse Impact	Compliant with Local Plan alignment north of River crossing but impacts on land at Bught. Minor Adverse Impact
	Land Use (including impacts on properties)	Moderate adverse impact on Golf Club. Minor adverse impact on Rugby Club. Major adverse impact on American Football Training Ground. Moderate adverse impact on productive agricultural land south of River Ness. Moderate Adverse Impact	Major adverse impact on Golf Club and Rugby Club. Major adverse impact on American Football Training Ground. Moderate adverse impact on productive agricultural land south of River Ness. Major Adverse Impact	Moderate adverse impact on Golf Club. Minor adverse impact on Rugby Club. Major adverse impact on American Football Training Ground. Minor adverse impact on Whin Park. Adverse impact on residential car parking. Moderate Adverse Impact	Major adverse impact on Golf Club and Rugby Club. Major adverse impact on American Football Training Ground. Minor adverse impact on Whin Park. Adverse impact on residential car parking. Major Adverse Impact	Major adverse impact on Golf Club and Rugby Club. Major adverse impact on American Football Training Ground. Minor adverse impact on Whin Park. Adverse impact on residential car parking. Major Adverse Impact	Major adverse impact on Golf Club and Rugby Club. Major adverse impact on American Football Training Ground. Major adverse impact on Inverness Rowing Club facilities. Adverse impact on Whin Park. Minor adverse impact on residential car parking. Major Adverse Impact	Moderate adverse impact on Golf Club. Minor adverse impact on Rugby Club. Major adverse impact on American Football Training Ground. Moderate adverse impact on productive agricultural land south of River Ness. Moderate Adverse Impact	Moderate adverse impact on Golf Club. Major adverse impact on American Football Training Ground. Moderate adverse impact on productive agricultural land south of River Ness. Moderate adverse impact on woodland at Torvean Quarry. Moderate Adverse Impact

Principal Criteria	Sub Criteria	Option Number 1 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 2 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 3 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 4 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 5 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 6 (Former 1A) (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 7 (Dores R/about to A82 through SSSI) (Includes a high level (34m clearance) bridge over the Caledonian Canal and the River Ness)	Option Number 8 (Aqueduct Option) (Includes an aqueduct at the Caledonian Canal)
	Cultural Heritage	Moderate adverse impact on setting of Caledonian Canal Scheduled Monument. Potential minor to moderate direct adverse impact on Canal. Moderate impact on boundary of Inverness Riverside Conservation Area Moderate Adverse Impact	Moderate adverse impact on setting of Caledonian Canal Scheduled Monument. Potential minor to moderate direct adverse impact on Canal. Moderate impact on boundary of Inverness Riverside Conservation Area Moderate Adverse Impact	Moderate adverse impact on setting of Caledonian Canal Scheduled Monument. Potential minor to moderate direct adverse impact on Canal. Moderate indirect impact on setting of listed buildings Major direct impact on Inverness Riverside Conservation Area Moderate / Major Adverse Impact	Moderate adverse impact on setting of Caledonian Canal Scheduled Monument. Potential minor to moderate direct adverse impact on Canal. Moderate indirect impact on setting of listed buildings Major direct impact on Inverness Riverside Conservation Area Moderate / Major Adverse Impact	Moderate adverse impact on setting of Caledonian Canal Scheduled Monument. Potential minor to moderate direct adverse impact on Canal. Moderate indirect impact on setting of listed buildings Major direct impact on Inverness Riverside Conservation Area Moderate / Major Adverse Impact	Moderate adverse impact on setting of Caledonian Canal Scheduled Monument. Potential minor to moderate direct adverse impact on Canal. Moderate impact on boundary of Inverness Riverside Conservation Area Moderate Adverse Impact	Major adverse impact on setting of Caledonian Canal Scheduled Monument. Potential minor to moderate direct adverse impact on Canal. Moderate indirect impact on setting of Torvean Motte Scheduled Monument Major Adverse Impact	Major adverse direct physical impact on Caledonian Canal Scheduled Monument and moderate to major impact on setting. Moderate impact on boundary of Inverness Riverside Conservation Area Major Adverse Impact
	Landscape and Visual Effects	Landscape – Major/Moderate Adverse Visual - Major Adverse Major Adverse Impact	Landscape - Major Adverse Visual - Major Adverse Major Adverse Impact	Landscape -Moderate to Minor Adverse Visual - Moderate to Minor Adverse Moderate Adverse Impact	Landscape - Moderate Adverse Visual - Moderate Adverse Moderate Adverse Impact	Landscape - Moderate Adverse Visual - Moderate Adverse Moderate Adverse Impact	Landscape - Major Adverse Visual - Major Adverse Major Adverse Impact	Landscape - Major Adverse Visual - Major Adverse Major Adverse Impact	Landscape - Major Adverse Visual - Moderate Adverse Moderate to Major Adverse Impact
	Vehicle Travellers	Driver stress will be reduced by the introduction of a new route to avoid current congestion within the city centre. Low level views from the road will be created from the river and canal crossings. Moderate Beneficial Impact	Driver stress will be reduced by the introduction of a new route to avoid current congestion within the city centre. Low level views from the road will be created from the river and canal crossings. Moderate Beneficial Impact	Driver stress will be reduced by the introduction of a new route to avoid current congestion within the city centre. Low level views from the road will be created from the river and canal crossings. Moderate Beneficial Impact	Driver stress will be reduced by the introduction of a new route to avoid current congestion within the city centre. Low level views from the road will be created from the river and canal crossings. Moderate Beneficial Impact	Driver stress will be reduced by the introduction of a new route to avoid current congestion within the city centre. Low level views from the road will be created from the river and canal crossings. Moderate Beneficial Impact	Driver stress will be reduced by the introduction of a new route to avoid current congestion within the city centre. Low level views from the road will be created from the river and canal crossings. Moderate Beneficial Impact	Driver stress will be reduced by the introduction of a new route to avoid current congestion within the city centre. High level views from the road will also be created from the river crossing. Major Beneficial Impact	Driver stress will be reduced by the introduction of a new route to avoid current congestion within the city centre. Low level views from the road will also be created from the river crossing however the road will also pass through a cutting with views obscured. Minor Beneficial Impact
	Geology and Soils	Minor to moderate impact on geomorphologic landscape from earthworks. Moderate impact on productive agricultural soils south of the River Ness. Moderate Adverse Impact	Minor to moderate impact on geomorphologic landscape from earthworks. Moderate impact on productive agricultural soils south of the River Ness Moderate Adverse Impact	Minor to moderate impact on geomorphologic landscape from earthworks. Minor Adverse Impact	Minor to moderate impact on geomorphologic landscape from earthworks. Minor Adverse Impact	Minor to moderate impact on geomorphologic landscape from earthworks and avoids Torvean Landforms SSSI Minor Adverse Impact	Minor to moderate impact on geomorphologic landscape from earthworks. Moderate impact on productive agricultural soils south of the River Ness Moderate Adverse Impact	Major impact on Torvean Landforms SSSI from required embankments. Moderate (outwith SSSI) to major (within SSSI) impact on geomorphologic landscape from earthworks. Moderate impact on productive agricultural soils south of the River Ness Major Adverse Impact	Moderate to major impact on geomorphologic landscape from earthworks and significant new cutting under the canal. Major Adverse Impact

Principal Criteria	Sub Criteria	Option Number 1 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 2 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 3 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 4 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 5 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 6 (Former 1A) (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 7 (Dores R/about to A82 through SSSI) (Includes a high level (34m clearance) bridge over the Caledonian Canal and the River Ness)	Option Number 8 (Aqueduct Option) (Includes an aqueduct at the Caledonian Canal)
	Ecology and Nature Conservation	Moderate habitat loss incl. mature woodland, trees & riparian. Potential impacts on European Protected Species, aquatic habitats and fish migration <i>(including the internationally important Atlantic salmon population)</i> . Moderate Adverse Impact	Moderate habitat loss incl. mature woodland, trees & riparian. Potential impacts on European Protected Species, aquatic habitats and fish migration <i>(including the internationally important Atlantic salmon population)</i> . Possible minor damage to golf course ponds incl. amphibians. Moderate Adverse Impact	Moderate habitat loss incl. mature woodland, trees & riparian. Potential impacts on European Protected Species, aquatic habitats and fish migration <i>(including the internationally important Atlantic salmon population)</i> . Moderate Adverse Impact	Moderate habitat loss incl. mature woodland, trees & riparian. Potential impacts on European Protected Species, aquatic habitats and fish migration <i>(including the internationally important Atlantic salmon population)</i> . Possible minor damage to golf course ponds incl. amphibians Moderate Adverse Impact	Moderate habitat loss incl. mature woodland, trees & riparian. Potential impacts on European Protected Species, aquatic habitats and fish migration <i>(including the internationally important Atlantic salmon population)</i> . Possible minor damage to golf course ponds incl. amphibians Moderate Adverse Impact	Moderate habitat loss incl. mature woodland, trees & riparian. Potential impacts on European Protected Species, aquatic habitats and fish migration <i>(including the internationally important Atlantic salmon population)</i> . Greater operational and construction disturbance (incl. badger/otter road casualties), as road is longer and much is adjacent to woodland along south side of River Ness. Moderate to Major Adverse Impact	Moderate to Major habitat loss incl. mature woodland, trees & riparian. Potential impacts on European Protected Species, aquatic habitats and fish migration <i>(including the internationally important Atlantic salmon population)</i> . Moderate to Major impacts on ancient woodland sites in Torvean area Moderate to Major Adverse Impact	Moderate habitat loss incl. mature woodland, trees & riparian. Potential impacts on European Protected Species, aquatic habitats and fish migration <i>(including the internationally important Atlantic salmon population)</i> . Possible minor damage to golf course ponds incl. amphibians Moderate Adverse Impact
	Noise and Vibration & Air	Minor adverse impacts on residential properties (114 no. within 200m) and sporting/recreation facilities (10 no. within 200m) Minor Adverse Impact	Minor adverse impacts on residential properties (114 no. within 200m) and sporting/recreation facilities (10 no. within 200m) Minor Adverse Impact	Moderate adverse impacts on residential properties particularly at Dores Road (65 no. within 200m) and sporting/recreation facilities (11 no. within 200m) Moderate Adverse Impact	Moderate adverse impacts on residential properties particularly at Dores Road (65 no. within 200m) and sporting/recreation facilities (11 no. within 200m) Moderate Adverse Impact	Moderate adverse impacts on residential properties particularly at Dores Road (65 no. within 200m) and sporting/recreation facilities (11 no. within 200m) Moderate Adverse Impact	Minor adverse impacts on residential properties (67 no. within 200m) and sporting/recreation facilities (2 no. within 200m) Minor Adverse Impact	Minor adverse impacts on residential properties (22 no. within 200m) and sporting/recreation facilities (9 no. within 200m) Minor Adverse Impact	Minor adverse impacts on residential properties (114 no. within 200m) and sporting/recreation facilities (10no. within 200m) Minor Adverse Impact

Principal Criteria	Sub Criteria	Option Number 1 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 2 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 3 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 4 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 5 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 6 (Former 1A) (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 7 (Dores R/about to A82 through SSSI) (Includes a high level (34m clearance) bridge over the Caledonian Canal and the River Ness)	Option Number 8 (Aqueduct Option) (Includes an aqueduct at the Caledonian Canal)
	Water Environment	<p><i>Surface Water Quality</i> - Minor to Moderate during construction Negligible during operation</p> <p><i>Sustainable Urban Drainage Systems (SUDS)</i> – Sufficient areas of land identified to address this requirement.</p> <p><i>Geomorphology & Hydrology</i> – Minor to Moderate during construction</p> <p>Minor during operation due to bridge piers (River Ness and banks).</p> <p><i>Groundwater</i> - Minor adverse for both construction and operation</p> <p>Moderate Adverse Impact</p>	<p><i>Surface Water Quality</i> - Minor to Moderate during construction Negligible during operation</p> <p><i>Sustainable Urban Drainage Systems (SUDS)</i> – Sufficient areas of land identified to address this requirement.</p> <p><i>Geomorphology & Hydrology</i> – Minor to Moderate during construction</p> <p>Minor during operation due to bridge piers (River Ness and banks) and potential minor alteration to geomorphology of ponds.</p> <p><i>Groundwater</i> - Minor adverse for both construction and operation</p> <p>Moderate Adverse Impact</p>	<p><i>Surface Water Quality</i> - Minor to Moderate during construction Negligible during operation</p> <p><i>Sustainable Urban Drainage Systems (SUDS)</i> – An area at Whin Park would have to be made available to address this requirement.</p> <p><i>Geomorphology & Hydrology</i> – Minor to Moderate during construction</p> <p>Minor during operation due to bridge piers (River Ness and banks).</p> <p><i>Groundwater</i> - Minor adverse for both construction and operation</p> <p>Moderate Adverse Impact</p>	<p><i>Surface Water Quality</i> - Minor to Moderate during construction Negligible during operation</p> <p><i>Sustainable Urban Drainage Systems (SUDS)</i> – An area at Whin Park would have to be made available to address this requirement.</p> <p><i>Geomorphology & Hydrology</i> – Minor to Moderate during construction</p> <p>Minor during operation due to bridge piers (River Ness and banks) and potential minor alteration to geomorphology of ponds.</p> <p><i>Groundwater</i> - Minor adverse for both construction and operation</p> <p>Moderate Adverse Impact</p>	<p><i>Surface Water Quality</i> - Minor to Moderate during construction Negligible during operation</p> <p><i>Sustainable Urban Drainage Systems (SUDS)</i> – Sufficient areas of land identified to address this requirement.</p> <p><i>Geomorphology & Hydrology</i> – Minor to Moderate during construction</p> <p>Minor during operation due to bridge piers (River Ness and banks) and potential minor alteration to geomorphology of ponds. .</p> <p><i>Groundwater</i> - Minor adverse for both construction and operation</p> <p>Moderate Adverse Impact</p>	<p><i>Surface Water Quality</i> - Minor to Moderate during construction Negligible during operation</p> <p><i>Sustainable Urban Drainage Systems (SUDS)</i> – Sufficient areas of land identified to address this requirement.</p> <p><i>Geomorphology & Hydrology</i> – Minor to Moderate during construction</p> <p>Minor during operation due to bridge piers (River Ness and banks).</p> <p><i>Groundwater</i> - Minor adverse for both construction and operation</p> <p>Moderate Adverse Impact</p>	<p><i>Surface Water Quality</i> - Minor to Moderate during construction Negligible during operation</p> <p><i>Sustainable Urban Drainage Systems (SUDS)</i> – Identifying an area on the north side of the River Ness clear of the SSSI is likely to be problematical.</p> <p><i>Geomorphology & Hydrology</i> – Minor to Moderate during construction</p> <p>Minor during operation due to bridge piers (but not in River Ness and only on banks).</p> <p><i>Groundwater</i> - Minor adverse for both construction and operation</p> <p>Negligible Adverse Impact</p>	<p><i>Surface Water Quality</i> - Minor to Moderate during construction Negligible during operation</p> <p><i>Sustainable Urban Drainage Systems (SUDS)</i> – Sufficient areas of land identified to address this requirement, however at this stage in design development difficult to fully assess given the operational pumping that is envisaged.</p> <p><i>Geomorphology & Hydrology</i> – Minor to Moderate during construction</p> <p>Minor during operation due to bridge piers (River Ness and banks) and potential minor alteration to geomorphology of ponds.</p> <p><i>Groundwater</i> - Moderate to Major adverse for both construction and operation</p> <p>Major Adverse Impact</p>
	Flood Risk	<p>Minimal increase in flood levels and flood risk - any increase in flood levels limited to the area between the bridge and the upstream weir.</p> <p>Minor / Moderate Adverse Impact</p>	<p>Minimal increase in flood levels and flood risk - any increase in flood levels limited to the area between the bridge and the upstream weir.</p> <p>Minor / Moderate Adverse Impact</p>	<p>Minimal increase in flood levels and flood risk but potential effects over length of Whin Park i.e. between the bridge location and the upstream weir.</p> <p>Moderate Adverse Impact</p>	<p>Minimal increase in flood levels and flood risk but potential effects over length of Whin Park i.e. between the bridge location and the upstream weir.</p> <p>Moderate Adverse Impact</p>	<p>Minimal increase in flood levels and flood risk but potential effects over length of Whin Park i.e. between the bridge location and the upstream weir.</p> <p>Moderate Adverse Impact</p>	<p>Minimal increase in flood levels and flood risk - any increase in flood levels limited to the area between the bridge and the upstream weir.</p> <p>The final design of the length of road between Ness-side Roundabout and Holm Mains Roundabout would be designed to lie outwith the flood plain limits.</p> <p>Minor / Moderate Adverse Impact</p>	<p>Negligible impact on flood levels and flood risk.</p> <p>Negligible Adverse Impact</p>	<p>Minimal increase in flood levels and flood risk but section of road between Weir Roundabout and Queens Park Roundabout is within the predicted flood plain area. Risk of flooding to aqueduct and approach road.</p> <p>Major Adverse Impacts</p>

Principal Criteria	Sub Criteria	Option Number 1 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 2 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 3 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 4 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 5 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 6 (Former 1A) (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 7 (Dores R/about to A82 through SSSI) (Includes a high level (34m clearance) bridge over the Caledonian Canal and the River Ness)	Option Number 8 (Aqueduct Option) (Includes an aqueduct at the Caledonian Canal)
	Disruption due to Construction	Minor localised noise and air impacts. Moderate movements of material during construction Moderate Adverse Impact	Minor localised noise and air impacts. Moderate movements of material during construction Moderate Adverse Impact	Moderate to major localised noise and air impacts. Moderate movements of material during construction Moderate to Major Adverse Impact	Moderate to major localised noise and air impacts. Moderate movements of material during construction Moderate to Major Adverse Impact	Moderate to major localised noise and air impacts. Moderate movements of material during construction Moderate to Major Adverse Impact	Minor localised noise and air impacts. Moderate to major movements of material during construction Moderate to Major Adverse Impact	Minor localised noise and air impacts. Major movements of material during construction Major Adverse Impact	Minor localised noise and air impacts. Major movements of material during construction with excavated material from approach cuttings to and including the aqueduct having to be taken off site. Temporary closure to Caledonian Canal required for construction of aqueduct and minor possibility of flood event from canal due to unforeseen circumstances. Major Adverse Impact
Accessibility	Maintain access to local facilities (Whin Park, Canal Tow Path, Archive Centre, Sports Centre, Rowing Club, Fishing, Rugby Club, Jacobite Cruises)	Provides improved access to local facilities across river and canal Major Benefit	Provides improved access to local facilities across river and canal Major Benefit	Provides improved access to local facilities except those affected by approach roads inc. Whin Park and Rugby pitches Moderate Benefit	Provides improved access to local facilities except those affected by approach roads inc. Whin Park and Rugby pitches Moderate Benefit	Provides improved access to local facilities except those affected by approach roads inc. Whin Park and Rugby pitches Moderate Benefit	Provides improved access to local facilities. Would be enhanced by direct shared use link from Holm Rdbt to Dores Road Major Benefit	Improvements to access of local facilities very limited compared to Options 1-6 and 8 Moderate Benefit	Provides improved access to local facilities across river Major Benefit
	Maintain or improve access for non motorised users (integrated walking and cycling facilities)	Provides improved access across River Ness and permanently available link across Canal in this area that will facilitate & encourage more journeys by most sustainable modes Major Benefit	Provides improved access across River Ness and permanently available link across Canal in this area that will facilitate & encourage more journeys by most sustainable modes Major Benefit	Provides improved access across River Ness and permanently available link across Canal in this area but less attractive improvements to access than Options 1 & 2 Moderate Benefit	Provides improved access across River Ness and permanently available link across Canal in this area but less attractive improvements to access than Options 1 & 2 Moderate Benefit	Provides improved access across River Ness and permanently available link across Canal in this area but less attractive improvements to access than Options 1 & 2 Moderate Benefit	Provides improved access across River Ness and permanently available link across Canal in this area that will facilitate & encourage more journeys by most sustainable modes but would benefit greatly from direct link to Dores Rd Major Benefit	Would not provide more attractive direct link for the majority of walking and cycling trips Negligible Benefit	Provides improved access across River Ness. However new link under Canal is unattractive for walking and cycling Moderate Benefit

Principal Criteria	Sub Criteria	Option Number 1 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 2 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 3 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 4 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 5 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 6 (Former 1A) (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 7 (Dores R/about to A82 through SSSI) (Includes a high level (34m clearance) bridge over the Caledonian Canal and the River Ness)	Option Number 8 (Aqueduct Option) (Includes an aqueduct at the Caledonian Canal)
Integration	Land Use Integration (Fit with Land Use Development plans)	Very Good fit - severs the Holm Mills district employment centre allocation and large developable land take there - small developable land take at Torvean allocation Major Beneficial Impact	Good fit - severs the Holm Mills district employment centre and Torvean Action Area allocations - large developable land take there Moderate Beneficial Impact	Poor fit - doesn't (directly) open up allocated land at Ness-side plus severance and adverse amenity impact upon local plan safeguarded areas Minor Beneficial Impact	Very Poor fit - doesn't (directly) open up allocated land at Ness-side plus severance and adverse amenity impact upon local plan safeguarded areas - large developable land take at Torvean Negligible Beneficial Impact	Very Poor fit - doesn't (directly) open up allocated land at Ness-side plus severance and adverse amenity impact upon local plan safeguarded areas - large developable land take at Torvean Negligible Beneficial Impact	Best fit with approved local plan and other policy albeit need for safe and attractive pedestrian access to riverside - potential for enhanced access to district centre Major Beneficial Impact	Moderate fit - negative allocated Ness-side neighbourhood grade separated severance, daylighting, lack of local access and developable land take issues compensated partly by positive of lack of impact on existing recreational facilities Moderate Beneficial Impact	Moderate fit - severs the Holm Mills district employment centre and grade separated severance of Torvean and Canal pitches Moderate Beneficial Impact
	Integration with Public Transport (Modal shift)	This option provides opportunities for providing a new bus loop service via Glenurquhart Road/ Island Bank Road to the City Centre linking in to a Park & Ride at Dores Road roundabout with lots of live time on route for picking up passengers. Major Benefit	This option provides opportunities for providing a new bus loop service via Glenurquhart Road/ Island Bank Road to the City Centre linking in to a Park & Ride at Dores Road roundabout with lots of live time on route for picking up passengers. Major Benefit	This option provides opportunities for providing a new bus loop service via Glenurquhart Road/ Island Bank Road to the City Centre linking in to a Park & Ride at Dores Road roundabout with lots of live time on route for picking up passengers. Major Benefit	This option provides opportunities for providing a new bus loop service via Glenurquhart Road/ Island Bank Road to the City Centre linking in to a Park & Ride at Dores Road roundabout with lots of live time on route for picking up passengers. Major Benefit	This option provides opportunities for providing a new bus loop service via Glenurquhart Road/ Island Bank Road to the City Centre linking in to a Park & Ride at Dores Road roundabout with lots of live time on route for picking up passengers. Major Benefit	This option provides opportunities for providing a new bus loop service via Glenurquhart Road/ Island Bank Road to the City Centre linking in to a Park & Ride at Dores Road roundabout with lots of live time on route for picking up passengers. Major Benefit	This option is less attractive for the bus service since it would have lots of dead time on route where it will not be picking up passengers. Moderate Benefit	This option provides opportunities for providing a new bus loop service via Glenurquhart Road/ Island Bank Road to the City Centre linking in to a Park & Ride at Dores Road roundabout with lots of live time on route for picking up passengers. Major Benefit
Safety	Improve Safety for Motorised Users	Improved safety on arterial routes into City centre from south and west due to lower traffic flows. Negligible injury cost benefits Moderate Benefit	Improved safety on arterial routes into City centre from south and west due to lower traffic flows. Negligible injury cost benefits Moderate Benefit	Slightly Improved safety on arterial routes into City centre from south and west due to lower traffic flows. Negligible injury cost benefits Minor Benefit	Slightly Improved safety on arterial routes into City centre from south and west due to lower traffic flows. Negligible injury cost benefits Minor Benefit	Slightly Improved safety on arterial routes into City centre from south and west due to lower traffic flows. Negligible injury cost benefits Minor Benefit	Improved safety on arterial routes into City centre from south and west due to lower traffic flows. Negligible injury cost benefits Moderate Benefit	Improved safety on arterial routes into City centre from south and west due to lower traffic flows. Negligible injury cost benefits Moderate Benefit	Improved safety on arterial routes into City centre from south and west due to lower traffic flows. Negligible injury cost benefits Moderate Benefit
	Improve Safety for Non Motorised Users (cyclists & pedestrians)	Delivery of the Active Travel Network to the south and west of Inverness will provide enhanced safety for pedestrians and cyclists through segregated infrastructure. Moderate Benefit	Delivery of the Active Travel Network to the south and west of Inverness will provide enhanced safety for pedestrians and cyclists through segregated infrastructure. Moderate Benefit	Delivery of the Active Travel Network to the south and west of Inverness will provide enhanced safety for pedestrians and cyclists through segregated infrastructure. Moderate Benefit	Delivery of the Active Travel Network to the south and west of Inverness will provide enhanced safety for pedestrians and cyclists through segregated infrastructure. Moderate Benefit	Delivery of the Active Travel Network to the south and west of Inverness will provide enhanced safety for pedestrians and cyclists through segregated infrastructure. Moderate Benefit	Delivery of the Active Travel Network to the south and west of Inverness will provide enhanced safety for pedestrians and cyclists through segregated infrastructure. Moderate Benefit	Delivery of the Active Travel Network to the south and west of Inverness will provide enhanced safety for pedestrians and cyclists through segregated infrastructure. Moderate Benefit	Delivery of the Active Travel Network to the south and west of Inverness will provide enhanced safety for pedestrians and cyclists through segregated infrastructure. Other than the route itself there are no additional new links. Minor Benefit

Principal Criteria	Sub Criteria	Option Number 1 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 2 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 3 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 4 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 5 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 6 (Former 1A) (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 7 (Dores R/about to A82 through SSSI) (Includes a high level (34m clearance) bridge over the Caledonian Canal and the River Ness)	Option Number 8 (Aqueduct Option) (Includes an aqueduct at the Caledonian Canal)
Economy	Maintain / Improve Journey Time & Journey Time Reliability	Typically 1-2% JT improvement in 2016 AM peak; significantly improved JT on B862 SB and A82 EB in 2016 PM peak. Improved JT through Inshes from SDR in 2031 AM and further improved JT on A82 EB in 2031 PM. Minor Benefit for City / Major Benefit for local traffic	Typically 1-2% JT improvement in 2016 AM peak; significantly improved JT on B862 SB and A82 EB in 2016 PM peak. Improved JT through Inshes from SDR in 2031 AM and better reliability than Option 1 from King Brude Rd onto Telford St. Further improved JT on A82 EB in 2031 PM. Minor Benefit for City / Major Benefit for local traffic	Typically 1-2% JT improvement in 2016 AM peak; significantly improved JT on B862 SB and A82 EB in 2016 PM peak. Improved JT through Inshes from SDR in 2031 AM and better reliability on B862 SB relative to Options 1 and 2. Further improved JT on A82 EB in 2031 PM. Minor Benefit for City / Major Benefit for local traffic	Typically 1-2% JT improvement in 2016 AM peak; significantly improved JT on B862 SB and A82 EB in 2016 PM peak. Improved JT through Inshes from SDR in 2031 AM and reliability on B862 SB similar Option 3. Further improved JT on A82 EB in 2031 PM. Minor Benefit for City / Major Benefit for local traffic	Typically 1-2% JT improvement in 2016 AM peak; significantly improved JT on B862 SB and A82 EB in 2016 PM peak. Improved JT through Inshes from SDR in 2031 AM and better reliability than Option 1 from King Brude Rd onto Telford St. Further improved JT on A82 EB in 2031 PM. Minor Benefit for City / Major Benefit for local traffic	Typically 1-2% JT improvement in 2016 AM peak; significantly improved JT on B862 SB and A82 EB in 2016 PM peak. Improved JT through Inshes from SDR in 2031 AM and reliability on B862 SB similar Option 1. Further improved JT on A82 EB in 2031 PM. Minor Benefit for City / Major Benefit for local traffic	The location of the West Link significantly increases JT from King Brude Rd onto Telford St due to high flow using this route in both AM models. Elsewhere, typically 1-2% JT improvement in 2016 AM peak; significantly improved JT on A82 EB in 2016 PM, further improved in 2031 PM. JT on B862 SB much better than all other models in 2031 AM. Minor Benefit for City / Minor Benefit for local traffic	Typically 1-2% JT improvement in 2016 AM peak; significantly improved JT on B862 SB and A82 EB in 2016 PM peak. Improved JT through Inshes from SDR in 2031 AM and better reliability than Option 1 from King Brude Rd onto Telford St. Further improved JT on A82 EB in 2031 PM. Minor Benefit for City / Major Benefit for local traffic
	Maintain / Improve Journey Time & Journey Time Reliability in the area of south west Inverness	Significant improvement in all south west to north west (and vice-versa) journey times. AM and PM 2016 average improvement of 17% and 26% respectively over both directions. AM and PM 2031 average improvement of 19% and 31% respectively. The removal of the NW/SW traffic from the town centre enables improvements in the west to east (and vice-versa) journey times. There are some increases and some decreases. AM and PM 2016 average change of 2% and 4% improvement respectively over both directions. AM and PM 2031 average change of 1% and 2% improvement respectively. Major Benefit for local traffic	Significant improvement in all south west to north west (and vice-versa) journey times. AM and PM 2016 average improvement of 18% and 27% respectively over both directions. AM and PM 2031 average improvement of 21% and 31% respectively. The removal of the NW/SW traffic from the town centre enables improvements in the west to east (and vice-versa) journey times. There are some increases and some decreases. AM and PM 2016 average change of 2% and 4% improvement respectively over both directions. AM and PM 2031 average change of 3% improvement in both peaks. Major Benefit for local traffic	Significant improvement in all south west to north west (and vice-versa) journey times. AM and PM 2016 average improvement of 20% and 28% respectively over both directions. AM and PM 2031 average improvement of 22% and 33% respectively. The removal of the NW/SW traffic from the town centre enables improvements in the west to east (and vice-versa) journey times. There are some increases and some decreases. AM and PM 2016 average change of 2% and 4% improvement respectively over both directions. AM and PM 2031 average change of 1% and 4% improvement respectively. Major Benefit for local traffic	Significant improvement in all south west to north west (and vice-versa) journey times. AM and PM 2016 average improvement of 21% and 29% respectively over both directions. AM and PM 2031 average improvement of 24% and 34% respectively. The removal of the NW/SW traffic from the town centre enables improvements in the west to east (and vice-versa) journey times. There are some increases and some decreases. AM and PM 2016 average change of 2% and 5% improvement respectively over both directions. AM and PM 2031 average change of 3% and 5% improvement respectively. Major Benefit for local traffic	Significant improvement in all south west to north west (and vice-versa) journey times. AM and PM 2016 average improvement of 21% and 29% respectively over both directions. AM and PM 2031 average improvement of 24% and 34% respectively. The removal of the NW/SW traffic from the town centre enables improvements in the west to east (and vice-versa) journey times. There are some increases and some decreases. AM and PM 2016 average change of 2% and 5% improvement respectively over both directions. AM and PM 2031 average change of 3% and 5% improvement respectively. Major Benefit for local traffic	Significant improvement in all south west to north west (and vice-versa) journey times. AM and PM 2016 average improvement of 17% and 26% respectively over both directions. AM and PM 2031 average improvement of 18% and 30% respectively. The removal of the NW/SW traffic from the town centre enables improvements in the west to east (and vice-versa) journey times. There are some increases and some decreases. AM and PM 2016 average change of 1% and 4% improvement respectively over both directions. AM and PM 2031 average change of 1% and 3% improvement respectively. Major Benefit for local traffic	Significant improvement in all south west to north west (and vice-versa) journey times. AM and PM 2016 average improvement of 17% and 23% respectively over both directions. AM and PM 2031 average improvement of 18% and 26% respectively. The removal of the NW/SW traffic from the town centre enables improvements in the west to east (and vice-versa) journey times. There are some increases and some decreases. AM and PM 2016 average change of 2% and 4% improvement respectively over both directions. AM and PM 2031 average change of 2% and 3% improvement respectively. Major Benefit for local traffic	Significant improvement in all south west to north west (and vice-versa) journey times. AM and PM 2016 average improvement of 17% and 26% respectively over both directions. AM and PM 2031 average improvement of 20% and 31% respectively. The removal of the NW/SW traffic from the town centre enables improvements in the west to east (and vice-versa) journey times. There are some increases and some decreases. AM and PM 2016 average change of 2% and 4% improvement respectively over both directions. AM and PM 2031 average change of 3% improvement in both peaks. Major Benefit for local traffic

Principal Criteria	Sub Criteria	Option Number 1 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 2 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 3 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 4 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 5 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 6 (Former 1A) (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 7 (Dores R/about to A82 through SSSI) (Includes a high level (34m clearance) bridge over the Caledonian Canal and the River Ness)	Option Number 8 (Aqueduct Option) (Includes an aqueduct at the Caledonian Canal)
	Efficiency of the Network (Canal)	The introduction of an additional swing bridge will delay canal traffic however with the two bridges to be operated from a central control building British Waterways are content that the proposal does not introduce exceptional delays. Minor / Moderate Benefit	The introduction of an additional swing bridge will delay canal traffic however with the two bridges to be operated by the same operative or from a central control building British Waterways are content that the proposal does not introduce exceptional delays. Minor / Moderate Benefit	The introduction of an additional swing bridge will delay canal traffic however with the two bridges to be operated from a central control building British Waterways are content that the proposal does not introduce exceptional delays. Minor / Moderate Benefit	The introduction of an additional swing bridge will delay canal traffic however with the two bridges to be operated by the same operative or from a central control building British Waterways are content that the proposal does not introduce exceptional delays. Minor / Moderate Benefit	The introduction of an additional swing bridge will delay canal traffic however with the two bridges to be operated by the same operative or from a central control building British Waterways are content that the proposal does not introduce exceptional delays. Minor / Moderate Benefit	The introduction of an additional swing bridge will delay canal traffic however with the two bridges to be operated from a central control building British Waterways are content that the proposal does not introduce exceptional delays. Minor / Moderate Benefit	Apart from the construction period there will be no impact on canal operations. The clearance for the proposed high level bridge will not affect canal traffic. Minor Adverse Impact during Construction and Negligible Impact after.	Apart from the construction period there will be no impact on canal operations. Major Adverse Impact during Construction and Negligible Impact after.
	Efficiency of the Network (Trunk Road)	Two new junctions onto the A82 makes them less favourable from a network perspective. However, when the existing canal bridge is closed to traffic, a shorter diversion may be advantageous in terms of encouraging drivers to take the alternative route rather than wait in a queue. Also, the shorter distance between the bridges for this option may make the bridges easier to control in tandem. The proximity of the new A82 roundabouts for these options may create queuing/stacking problems. This option may result in a 5-arm roundabout, for which a design compliant with DMRB standards may be very difficult to achieve. Minor Benefit	Despite the longer diversion for this option it is likely to be preferable, as it includes one new and one amended junction rather than two new junctions on the A82. However, there is a concern that the greater distance between the two bridges for this option may make it difficult to effectively operate the two bridges in tandem. If the diversion distance is too long, drivers may prefer to wait on the existing bridge reopening to traffic, rather than detour, causing queues and delay. In free flow conditions, the journey time on the diversion route should be less than the time taken for the bridge to reopen to traffic. A robust signing strategy would be essential, which may need to adopt a proactive approach to diverting traffic during bridge closures. This option includes constructing a roundabout at the existing junction between General Booth Road and the A82. It is noted that, due to the angle of approach for the link road arm, it may be difficult to make the design and layout of this roundabout compliant with the DMRB. Moderate Benefit	Two new junctions onto the A82 makes them less favourable from a network perspective. However, when the existing canal bridge is closed to traffic, a shorter diversion may be advantageous in terms of encouraging drivers to take the alternative route rather than wait in a queue. Also, the shorter distance between the bridges for this option may make the bridges easier to control in tandem. The proximity of the new A82 roundabouts for these options may create queuing/stacking problems. This option may result in a 5-arm roundabout, for which a design compliant with DMRB standards may be very difficult to achieve. Minor Benefit	Despite the longer diversion for this option it is likely to be preferable, as it includes one new and one amended junction rather than two new junctions on the A82. However, there is a concern that the greater distance between the two bridges for this option may make it difficult to effectively operate the two bridges in tandem. If the diversion distance is too long, drivers may prefer to wait on the existing bridge reopening to traffic, rather than detour, causing queues and delay. In free flow conditions, the journey time on the diversion route should be less than the time taken for the bridge to reopen to traffic. A robust signing strategy would be essential, which may need to adopt a proactive approach to diverting traffic during bridge closures. This option includes constructing a roundabout at the existing junction between General Booth Road and the A82. It is noted that, due to the angle of approach for the link road arm, it may be difficult to make the design and layout of this roundabout compliant with the DMRB. Moderate Benefit	The longest diversion for this option makes it less preferable despite it including one new and one amended junction rather than two new junctions on the A82. The greatest distance between the two bridges for this option may make it difficult to effectively operate the two bridges in tandem. If the diversion distance is too long, drivers may prefer to wait on the existing bridge reopening to traffic, rather than detour, causing queues and delay. In free flow conditions, the journey time on the diversion route should be less than the time taken for the bridge to reopen to traffic. A robust signing strategy would be essential, which may need to adopt a proactive approach to diverting traffic during bridge closures. This option includes constructing a roundabout at the existing junction between General Booth Road and the A82. It is noted that, due to the angle of approach for the link road arm, it may be difficult to make the design and layout of this roundabout compliant with the DMRB. Negligible Benefit	Two new junctions onto the A82 makes them less favourable from a network perspective. However, when the existing canal bridge is closed to traffic, a shorter diversion may be advantageous in terms of encouraging drivers to take the alternative route rather than wait in a queue. Also, the shorter distance between the bridges for this option may make the bridges easier to control in tandem. The proximity of the new A82 roundabouts for these options may create queuing/stacking problems. This option may result in a 5-arm roundabout, for which a design compliant with DMRB standards may be very difficult to achieve. Minor Benefit	From a network perspective, this option includes creating a new roundabout on the A82, which is less favourable in principle compared to the other options. Also at the canal two new junctions onto the A82 makes them less favourable from a network perspective. Minor Benefit	The longest diversion for this option makes it less preferable despite it including one new and one amended junction rather than two new junctions on the A82. The greatest distance between the two bridges for this option may make it difficult to effectively operate the two bridges in tandem. If the diversion distance is too long, drivers may prefer to wait on the existing bridge reopening to traffic, rather than detour, causing queues and delay. In free flow conditions, the journey time on the diversion route should be less than the time taken for the bridge to reopen to traffic. A robust signing strategy would be essential, which may need to adopt a proactive approach to diverting traffic during bridge closures. This option includes constructing a roundabout at the existing junction between General Booth Road and the A82. It is noted that, due to the angle of approach for the link road arm, it may be difficult to make the design and layout of this roundabout compliant with the DMRB. Negligible Benefit

Principal Criteria	Sub Criteria	Option Number 1 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 2 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 3 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 4 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 5 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 6 (Former 1A) (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 7 (Dores R/about to A82 through SSSI) (Includes a high level (34m clearance) bridge over the Caledonian Canal and the River Ness)	Option Number 8 (Aqueduct Option) (Includes an aqueduct at the Caledonian Canal)
	Efficiency of the Network (Local Roads)	Major Benefit for City by reducing traffic volumes in the City Centre and at Ness Bridge/ Major Benefit for local traffic	Major Benefit for City by reducing traffic volumes in the City Centre and at Ness Bridge/ Major Benefit for local traffic	Major Benefit for City by reducing traffic volumes in the City Centre and at Ness Bridge/ Major Benefit for local traffic	Major Benefit for City by reducing traffic volumes in the City Centre and at Ness Bridge/ Major Benefit for local traffic	Major Benefit for City by reducing traffic volumes in the City Centre and at Ness Bridge/ Major Benefit for local traffic	Major Benefit for City by reducing traffic volumes in the City Centre and at Ness Bridge/ Major Benefit for local traffic	Major Benefit for City by reducing traffic volumes in the City Centre and at Ness Bridge/ Major Benefit for local traffic	Major Benefit for City by reducing traffic volumes in the City Centre and at Ness Bridge/ Major Benefit for local traffic
	Maintenance efficiency	By providing an additional bridge over the River Ness this will enhance capacity of the network with diversionary routes, during major bridge maintenance with significant cost savings.	By providing an additional bridge over the River Ness this will enhance capacity of the network with diversionary routes, during major bridge maintenance with significant cost savings.	By providing an additional bridge over the River Ness this will enhance capacity of the network with diversionary routes, during major bridge maintenance with significant cost savings.	By providing an additional bridge over the River Ness this will enhance capacity of the network with diversionary routes, during major bridge maintenance with significant cost savings.	By providing an additional bridge over the River Ness this will enhance capacity of the network with diversionary routes, during major bridge maintenance with significant cost savings.	By providing an additional bridge over the River Ness this will enhance capacity of the network with diversionary routes, during major bridge maintenance with significant cost savings.	By providing an additional bridge over the River Ness this will enhance capacity of the network with diversionary routes, during major bridge maintenance with significant cost savings.	By providing an additional bridge over the River Ness this will enhance capacity of the network with diversionary routes, during major bridge maintenance with significant cost savings. Major maintenance costs associated with pumps required at the low point at the aqueduct.
	Scheme Costs as assessed at 2011	£23.46M	£27.28M	£29.21M	£31.82M	£30.55M	£27.22M	£67.75M	£75.48M
	Present Value of Costs (PVC) * (Scheme Costs base dated to 2002)	£14.4M	£16.7M	£18.1M	£19.7M	£18.9M	£16.2M	£44.3M	£47.8M
	Present Value of Benefits (PVB)*	£56.5M	£59.9M	£60.0M	£65.7M	£65.8m	£59.7M	£63.9M	£58.6M
	Net Present Value (NPV)* (* All in 2002 values and prices, which is standard practice for an Economic Assessment)	£42.1M	£43.2M	£41.9M	£46.1M	£46.9m	£43.5M	£19.7M	£10.8M
	Benefit to Cost Ratio (BCR)	3.931	3.587	3.323	3.341	3.483	3.686	1.444	1.227
Risk & Uncertainty	Public Response to December 2010 Public Meetings and Displays	Original Option displayed.	Original Option displayed.	Original Option displayed.	Original Option displayed.	Original Option displayed.	Additional Option included as suggested by the public.	Additional Option included as suggested by the public.	Additional Option included as suggested by the public.

Principal Criteria	Sub Criteria	Option Number 1 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 2 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 3 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 4 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 5 (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 6 (Former 1A) (Includes a swing bridge at the Caledonian Canal similar to Tomnahurich Bridge)	Option Number 7 (Dores R/about to A82 through SSSI) (Includes a high level (34m clearance) bridge over the Caledonian Canal and the River Ness)	Option Number 8 (Aqueduct Option) (Includes an aqueduct at the Caledonian Canal)
	Construction Risk	Moderate Risk on account of construction works on the River Ness Bridge with piers in the river in particular.	Moderate Risk on account of construction works on the River Ness Bridge with piers in the river in particular.	Moderate Risk on account of construction works on the River Ness Bridge with piers in the river in particular.	Moderate Risk on account of construction works on the River Ness Bridge with piers in the river in particular.	Moderate Risk on account of construction works on the River Ness Bridge with piers in the river in particular.	Moderate Risk on account of construction works on the River Ness Bridge with piers in the river in particular.	Major Risk on account of construction works on the River Ness Bridge with complexity of construction of very high piers and bridge deck.	Major Risk on account of potential unforeseen ground conditions that a Ground Investigation may not adequately identify for the aqueduct structure and approaches, difficulty of construction below high water table within porous gravels and potential Contract period overrunning an agreed period for the construction of the aqueduct structure.
	Statutory Consent Risk	Minor Risk Fewer issues associated with relocation of sports facilities.	Moderate Risk Several issues associated with relocation of sports facilities.	Major Risk Several issues associated with relocation of sports facilities and Whin Park. Impact on residential properties at proposed junction with Dores Road	Major Risk Several issues associated with relocation of sports facilities and Whin Park. Impact on residential properties at proposed junction with Dores Road.	Major Risk Several issues associated with relocation of sports facilities and Whin Park. Impact on residential properties at proposed junction with Dores Road.	Minor Risk Fewer issues associated with relocation of sports facilities.	Major Risk given that the route enters the Torvean SSSI, and loss of and impact on development land.	Major Risk Several issues associated with relocation of sports facilities and has greater impact on the Caledonian Canal Scheduled Monument.
	Land Acquisition Risk	Major Risk 5 No. landowners	Major Risk 4 No. landowners	Major Risk 5 No. landowners	Major Risk 4 No. landowners	Major Risk 4 No. landowners	Major Risk 10 No. landowners	Moderate Risk 8 No. landowners	Major Risk 4 No. landowners
	Opportunities for External / Developer Contributions	Provides for release of land for housing at Ness-side and accordingly more likely to deliver contributions	Provides for release of land for housing at Ness-side and accordingly more likely to deliver contributions	Provides for release of land for housing at Ness-side but less likely to deliver contributions	Provides for release of land for housing at Ness-side but less likely to deliver contributions	Provides for release of land for housing at Ness-side but less likely to deliver contributions	Provides for release of land for housing at Ness-side and accordingly more likely to deliver contributions	Provides for a restricted release of land for housing at Ness-side and less likely to deliver contributions	Provides for release of land for housing at Ness-side and accordingly more likely to deliver contributions
	Deliverability against the Council's Capital Programme with Developer Contributions	Construction costs exceed current Capital Programme allocation by £1.96M	Construction costs exceed current Capital Programme allocation by £5.78M	Construction costs exceed current Capital Programme allocation by £8.21M	Construction costs exceed current Capital Programme allocation by £10.82M	Construction costs exceed current Capital Programme allocation by £9.55M	Construction costs exceed current Capital Programme allocation by £4.72M	Construction costs exceed current Capital Programme allocation by £48.25M	Construction costs exceed current Capital Programme allocation by £53.98M
	Ease of Phasing (Canal / River separately) 1 st phase roadworks and river bridge linking Dores Road to A82. 2 nd phase canal crossing and link to A82	Can be phased however disturbance to the east canal towpath anticipated as part of the 1 st phase	Can be phased	Can be phased however disturbance to the east canal towpath anticipated as part of the 1 st phase	Can be phased	Can be phased	Can be phased however disturbance to the east canal towpath anticipated as part of the 1 st phase	Cannot be phased	Can be phased