



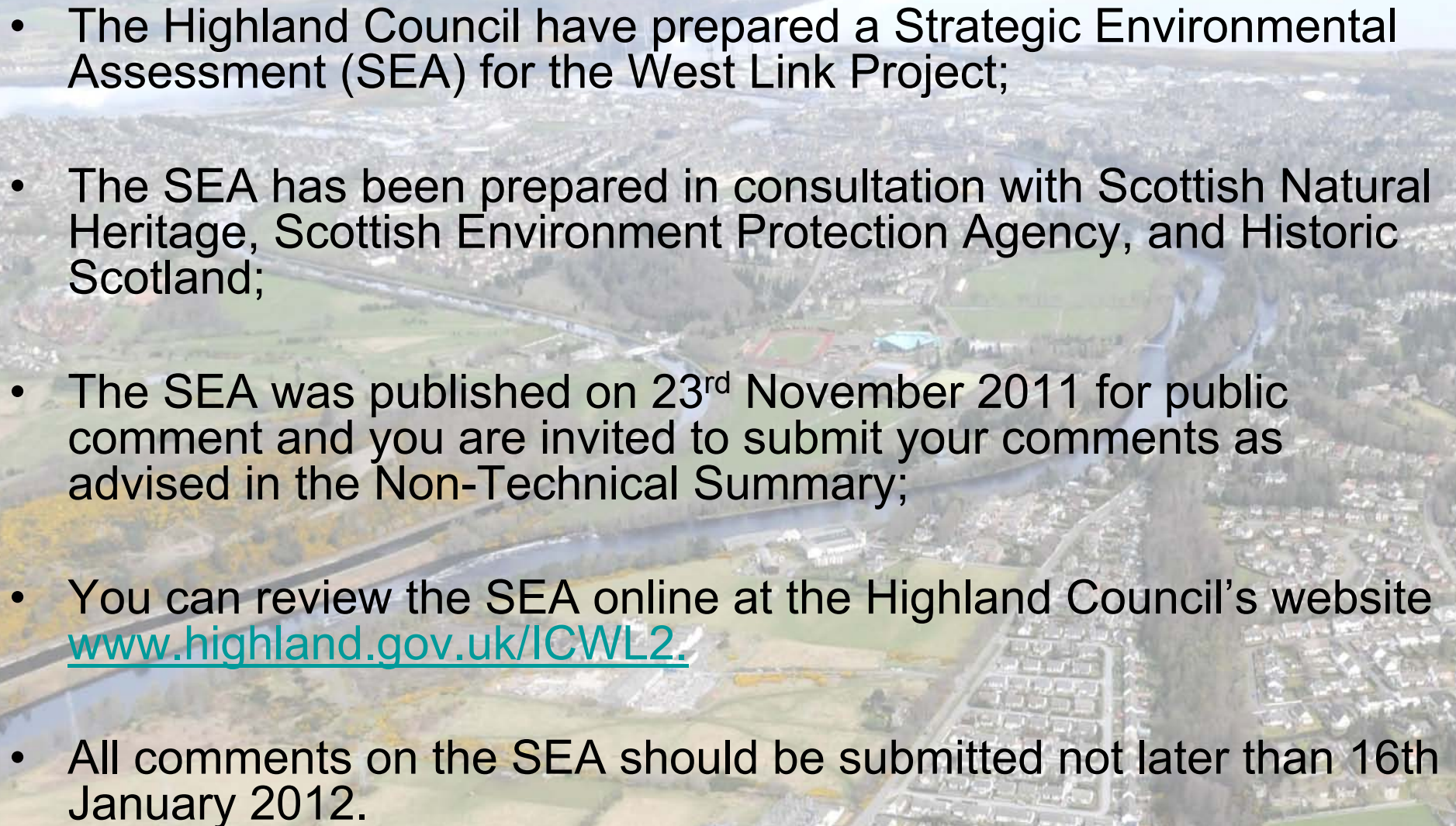
INVERNESS CITY TRUNK LINK ROAD – WEST LINK OPTIONS APPRAISAL

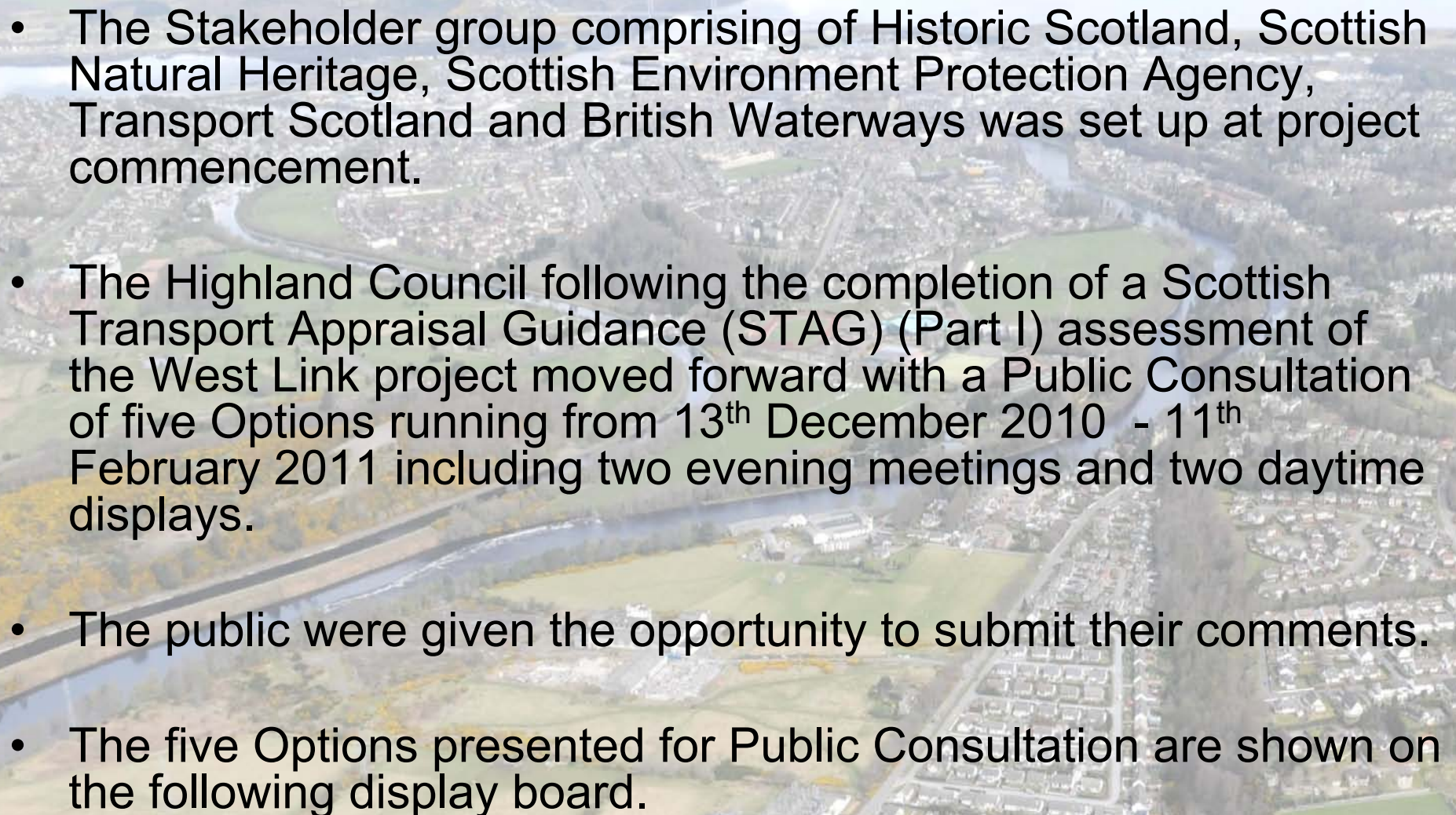
The Highland Council welcomes you to this second exhibition of the proposals for the Inverness City West Link

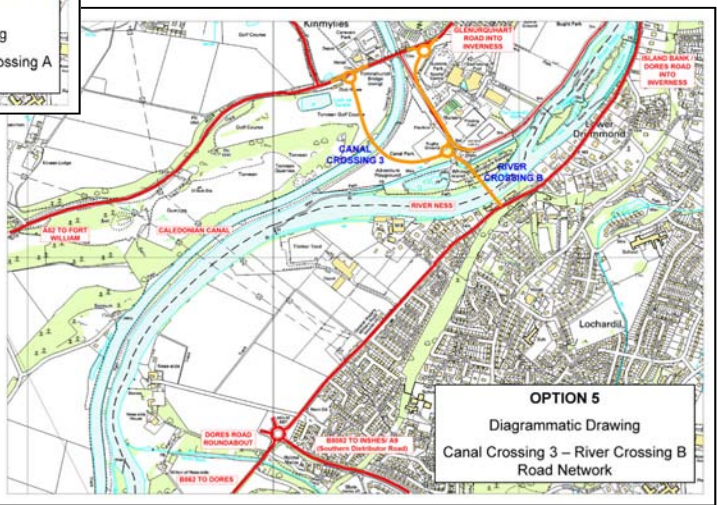
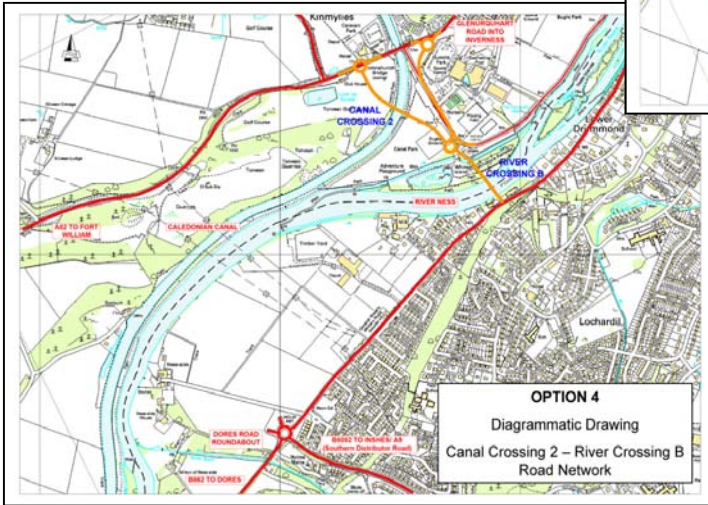
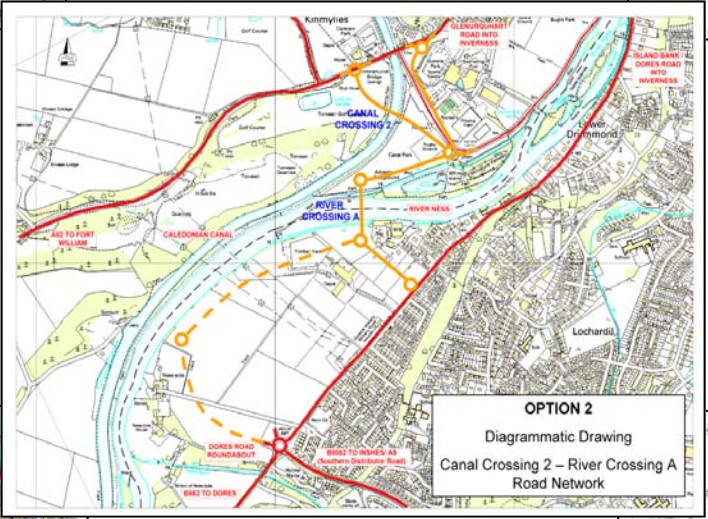
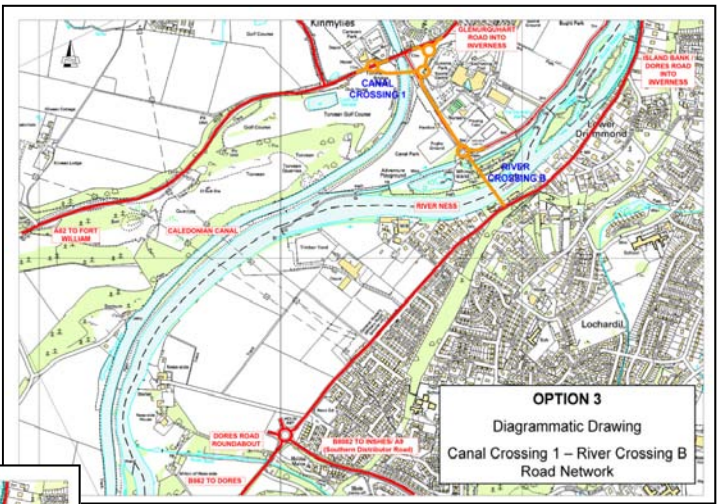
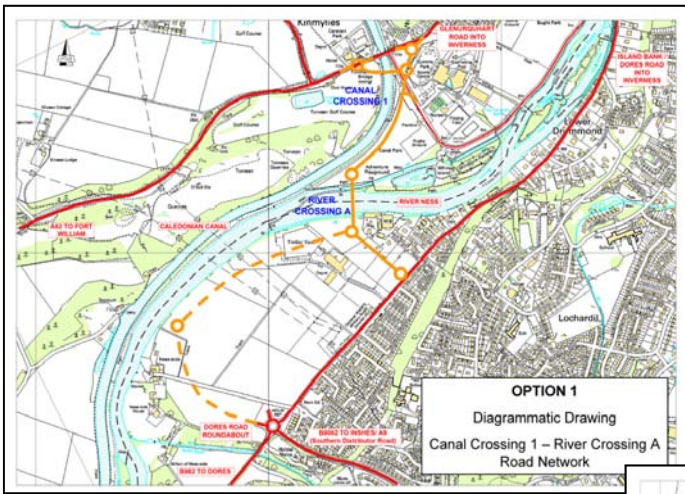
An aerial photograph showing a city and a river valley. In the background, a large dam spans across a wide river. The city below is densely packed with buildings and roads. A river flows through the center of the city, surrounded by green fields and trees. The overall scene is a mix of urban development and natural landscape.

The Display includes information developed following the first Public Consultation in December 2010. You are invited to review the following:-

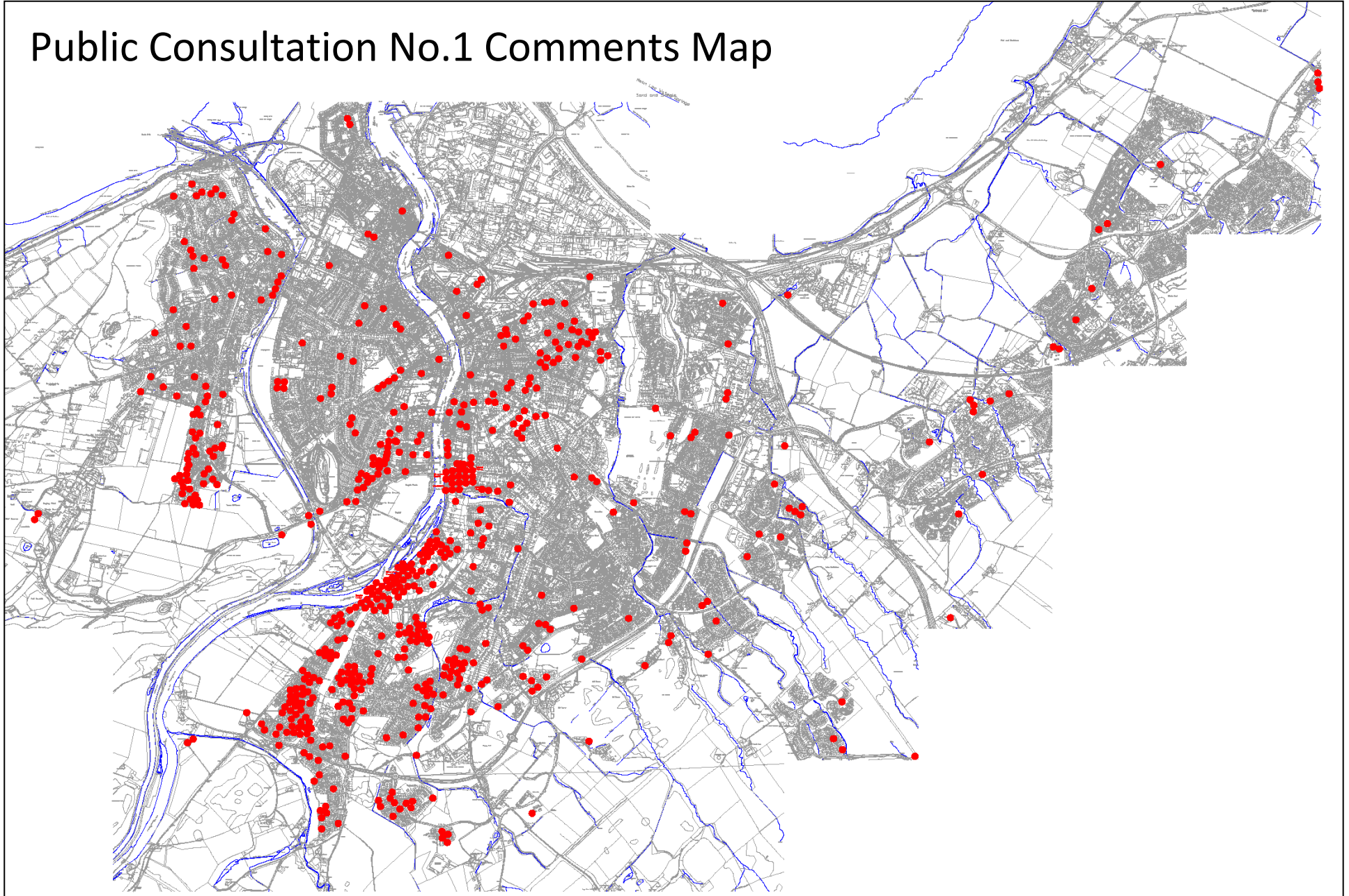
- The Project Strategic Environmental Assessment (SEA);
- Information from the first Public Consultation;
- The Options Appraisal undertaken on eight Options.

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- An aerial photograph of a coastal town, likely Inverness, Scotland. The town is built on a peninsula or near a large bay, with a river flowing through it. The background shows rolling hills and a large body of water. The image is semi-transparent, allowing the text to be overlaid clearly.
- The Highland Council have prepared a Strategic Environmental Assessment (SEA) for the West Link Project;
 - The SEA has been prepared in consultation with Scottish Natural Heritage, Scottish Environment Protection Agency, and Historic Scotland;
 - The SEA was published on 23rd November 2011 for public comment and you are invited to submit your comments as advised in the Non-Technical Summary;
 - You can review the SEA online at the Highland Council's website www.highland.gov.uk/ICWL2;
 - All comments on the SEA should be submitted not later than 16th January 2012.

- 
- An aerial photograph of a coastal town, likely Aberdeen, Scotland. The town is built on a hillside overlooking a large body of water, possibly the harbor. A river or canal winds through the town. The image is semi-transparent, allowing the text of the list to be overlaid on it.
- The Stakeholder group comprising of Historic Scotland, Scottish Natural Heritage, Scottish Environment Protection Agency, Transport Scotland and British Waterways was set up at project commencement.
 - The Highland Council following the completion of a Scottish Transport Appraisal Guidance (STAG) (Part I) assessment of the West Link project moved forward with a Public Consultation of five Options running from 13th December 2010 - 11th February 2011 including two evening meetings and two daytime displays.
 - The public were given the opportunity to submit their comments.
 - The five Options presented for Public Consultation are shown on the following display board.



Public Consultation No.1 Comments Map



Public Consultation No.1 Responses

779 written and email responses were received.

The main concerns raised at Public Consultation Number 1 were as follows:

- Impact on Whin Park;

A web based petition 'Save Whin Park' was formed and at the close of the Public Consultation the petition contained 540 signatures.

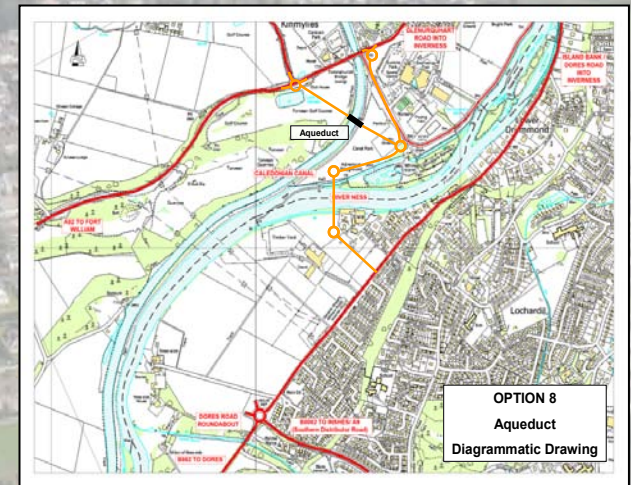
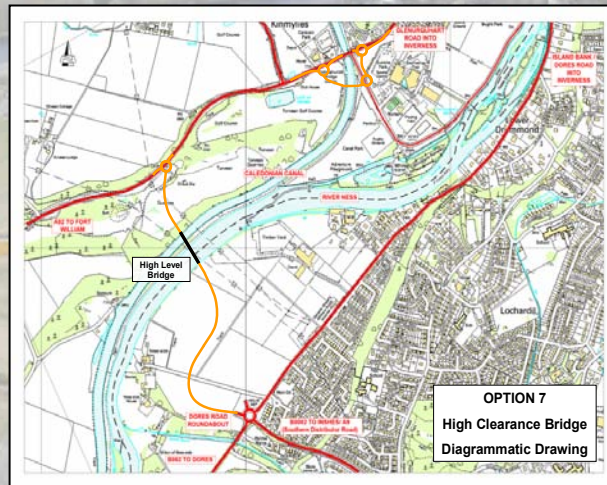
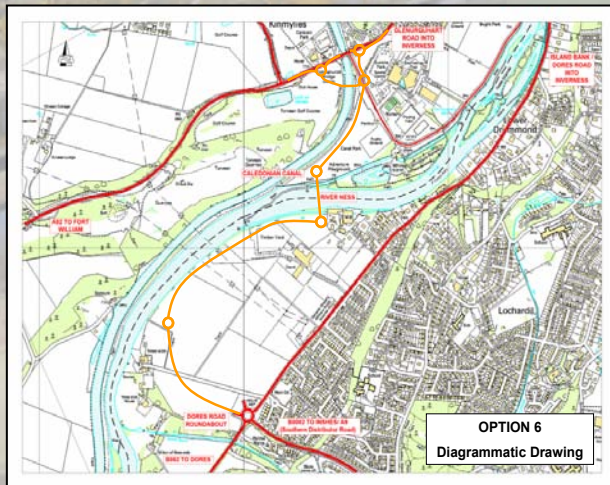
- Impact on green space and environmental areas;
- Conflict with the leisure, recreational and sporting facilities to the north of the River Ness;
- Proposed distributor road does not link up with existing one;
- Loss of sporting / recreational areas;
- Increase in traffic along Dores Road / Island Bank Road (Dores Road unsuitable as a distributor road);
- Concerns regarding how long it has taken to deliver this project.

428 No. Standard letters from the West Link Protest Group were received.

16 No. Standard letters from the Island Court Owners Association were received.

Options 6 to 8

- Following a review of the responses received from the Public Consultation the decision was taken to include an additional three Options.
- The Options to be assessed included the original five and three additional options which emerged from the Public Consultation. The three additional Options 6, 7 & 8 are shown below.



STAG Options Appraisal

The next stage of the STAG assessment (Part II) involved all eight Options being assessed through the options appraisal methodology. The options appraisal included an assessment under the following main headings:

- Environmental Impact
- Accessibility
- Integration
- Safety
- Economy
- Risk & Uncertainty

Each heading included details against various sub criteria.

The following organisations were involved in undertaking the Options Appraisal:-

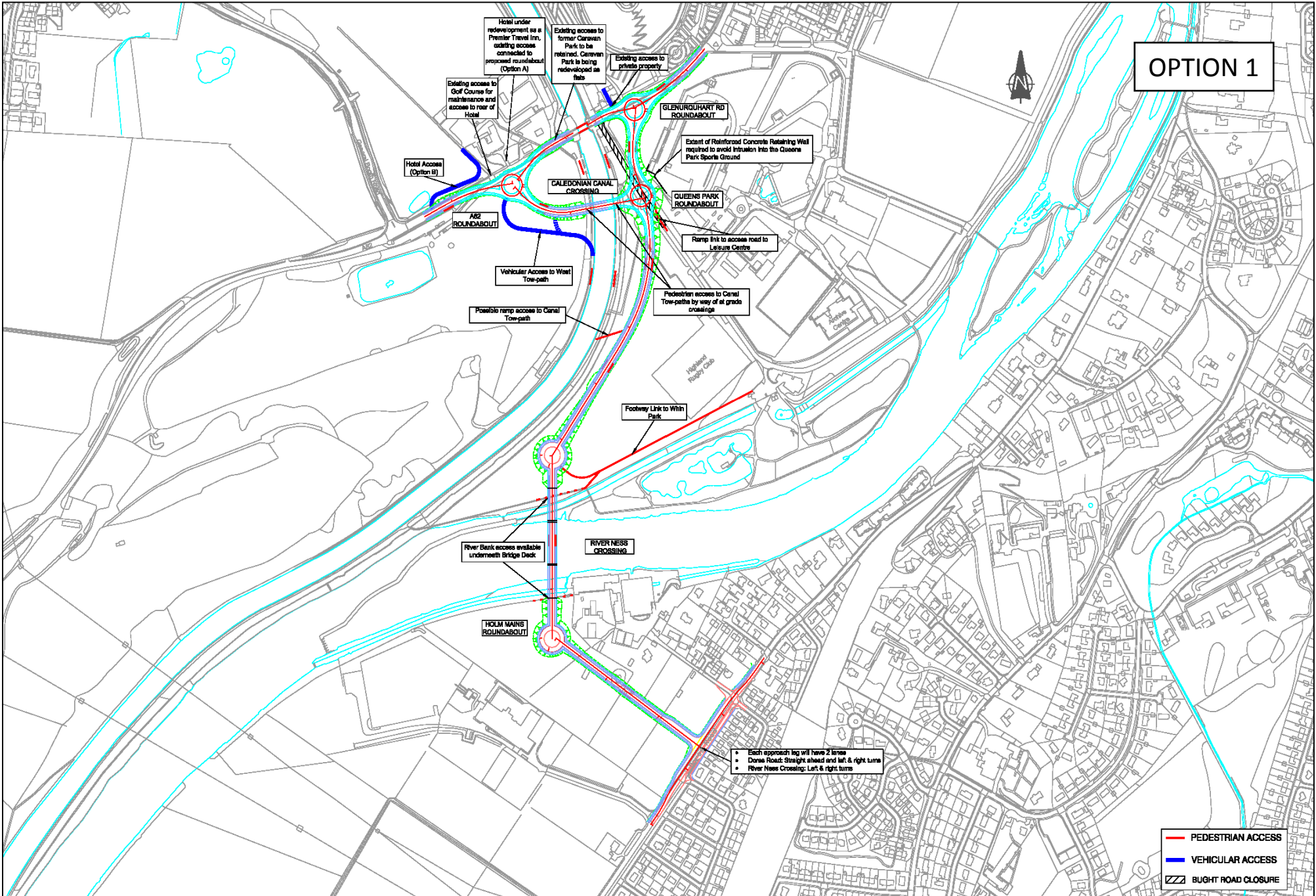
ORGANISATION	ACTIVITY
The Highland Council	<ul style="list-style-type: none">• Development of Outline Vertical and Horizontal Geometry Designs, Roadworks Cost Estimates Preparation, Planning Issues
URS Scott Wilson	<ul style="list-style-type: none">• Environment, Flood Risk Assessment, Structures Outline Design Concepts, Structures Cost Estimates Preparation
AECOM Ltd.	<ul style="list-style-type: none">• Traffic Modelling using the Moray Firth Transport Model, TUBA Economic Assessment
District Valuer's Office	<ul style="list-style-type: none">• Guidance and provision of estimated land purchase and disturbance costs

Historic Scotland, Scottish Natural Heritage, Scottish Environment Protection Agency, Transport Scotland and British Waterways contributed to the Appraisal process.

The Eight Options

- OPTION 1 - Short direct link from Dores Road to Precast Yard / Weir crossing of the River Ness. Link road to follow the tow path of the Caledonian Canal embankment to a tandem Canal Bridge arrangement at Tomnahurich.
- OPTION 2 - Short direct link from Dores Road to Precast Yard / Weir crossing of the River Ness. Follow the north side of Whin Park to a roundabout at the corner of Bught Road. Follow a rising embankment across the middle of the Canal Park Rugby Ground to a new opening bridge over the Canal. Thereafter follow a falling embankment through the Golf Club to join the A82 Trunk Road to the east of the General Booth Road junction.
- OPTION 3 - Short direct crossing of the River Ness at Heraghty Lodge Flats. Follow Bught Road to a tandem Canal Bridge arrangement at Tomnahurich.
- OPTION 4 - Short direct crossing of the River Ness at Heraghty Lodge Flats. From a roundabout at the corner of Bught Road follow a rising embankment across the Canal Parks Rugby Ground to a new opening bridge over the Canal. Thereafter follow a falling embankment through the Golf Club to join the A82 Trunk Road to the east of General Booth Road junction.
- OPTION 5 - Short direct crossing of the River Ness at Heraghty Lodge Flats. From a roundabout of the corner of Bught Road cross the west side of the Canal Parks Rugby Ground on a rising embankment to an opening Canal Bridge and thereafter link to the A82 Trunk Road via a falling embankment to the west of the Golf Club.
- OPTION 6 - Follow a sweeping alignment along the river bank from Dores Road roundabout to cross the River Ness at the Precast Yard / Weir. Thereafter link road to follow the tow of the Caledonian Canal embankment to a tandem Canal Bridge arrangement at Tomnahurich.
- OPTION 7 - Follow a rising embankment from the Dores Road roundabout to a high level bridge across the River Ness and Caledonian Canal. Thereafter pass through the Torvean Quarry to join the A82 Trunk Road near the old quarry access. Includes a tandem Canal Bridge arrangement at Tomnahurich.
- OPTION 8 - Short direct link from Dores Road to Precast Yard / Weir crossing of the River Ness. Follow the north side of Whin Park to a roundabout at the corner of Bught Road. Thereafter follow an alignment in cutting through the Canal Parks Rugby Ground underneath the Canal via an aqueduct. Then follow a rising gradient in cutting through the Golf Club to link with the A82 Trunk Road and the General Booth Road junction.

OPTION 1



Hotel under redevelopment as a Premier Travel Inn, existing access connected to proposed roundabout (Option A)

Existing access to former Caravan Park to be retained, Caravan Park to be being redeveloped as flats

Existing access to private property

Existing access to Scaff Course for maintenance and access to roof of Hotel

Hotel Access (Option B)

GLENNURGHART RD ROUNDABOUT

Extent of Reinforced Concrete Retaining Wall required to avoid intrusion into the Queens Park Sports Ground

CALEDONIAN CANAL CROSSING

QUEENS PARK ROUNDABOUT

Ramp link to access road to Leisure Centre

AR2 ROUNDABOUT

Vehicular Access to West Tow-path

Pedestrian access to Canal Tow-paths by way of all grade crossings

Possible ramp access to Canal Tow-path

Footway Link to Whin Park

RIVER NESS CROSSING

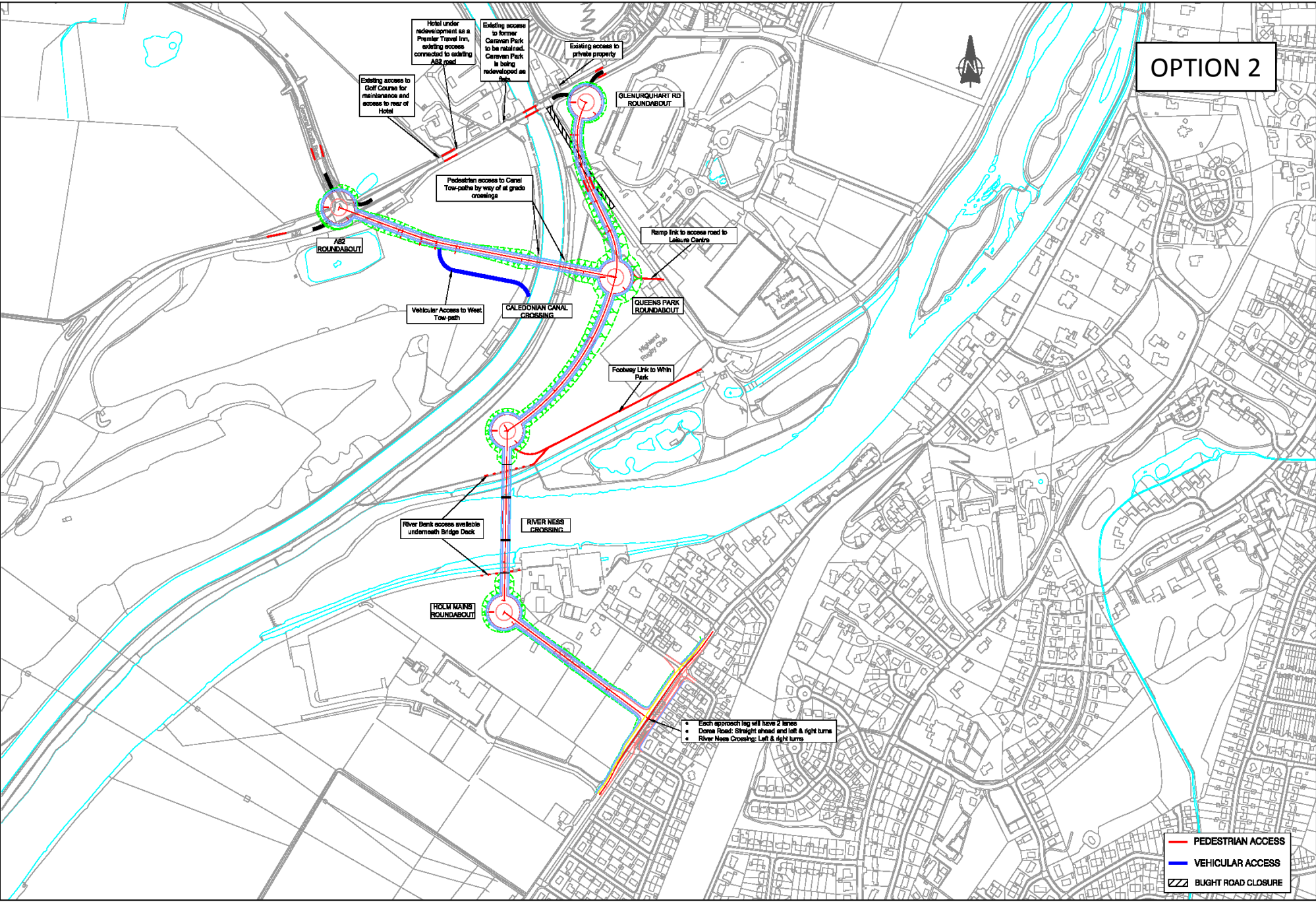
River Bank access available underneath Bridge Deck

HOLM MAINS ROUNDABOUT

- Each approach leg will have 2 lanes
- Dorse Road: Straight ahead and left & right turns
- River Ness Crossing: Left & right turns

— PEDESTRIAN ACCESS
 — VEHICULAR ACCESS
 ▨ BUGHT ROAD CLOSURE

OPTION 2



Hotel under redevelopment as a Premier Travel Inn, existing access connected to existing ASB road

Existing access to Golf Course for maintenance and access to rear of Hotel

Existing access to former Caravan Park to be retained. Caravan Park is being redeveloped as flats

Existing access to private property

Pedestrian access to Canal Tow-path by way of all grade crossings

Ramp link to access road to Leisure Centre

Vehicular Access to West Tow-path

GALEDONIAN CANAL CROSSING

QUEENS PARK ROUNDABOUT

Footway Link to Whin Park

River Bank access available underneath Bridge Deck

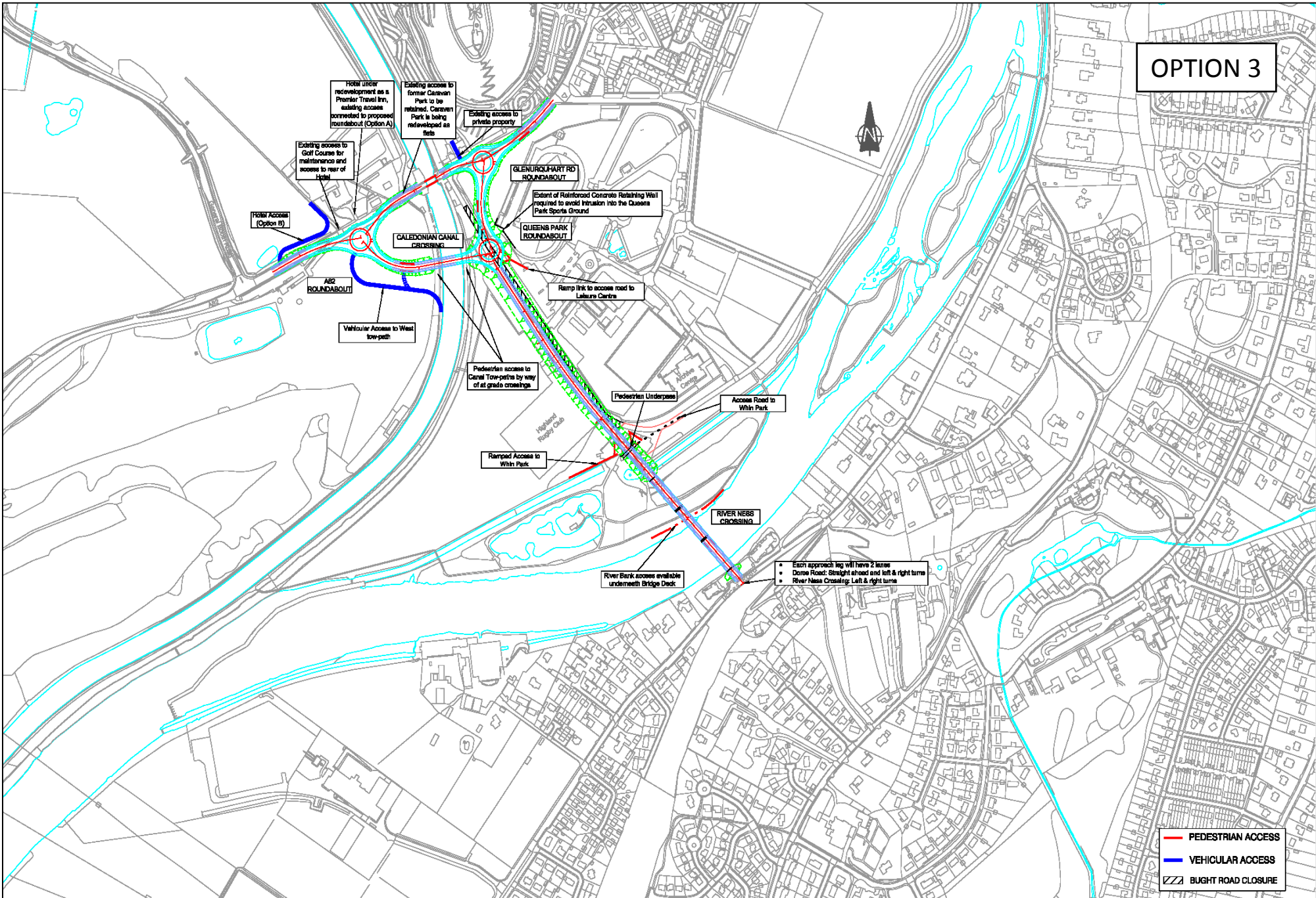
RIVER NESS CROSSING

FROM MAINS ROUNDABOUT

- Each approach leg will have 2 lanes
- Donee Road: Straight ahead and left & right turns
- River Ness Crossing: Left & right turns

- PEDESTRIAN ACCESS
- VEHICULAR ACCESS
- ▨ BUGHT ROAD CLOSURE

OPTION 3



Hotel under redevelopment as a Premier Travel Inn, existing accesses permitted to proposed roundabout (Option A)

Existing accesses to Golf Course for maintenance and access to rear of hotel

Existing accesses to former Caravan Park to be retained. Caravan Park is being redeveloped as flats

Existing accesses to private property

GLENUQUHART RD ROUNDABOUT

Extent of Reinforced Concrete Retaining Wall required to avoid intrusion into the Queens Park Sports Ground

QUEENS PARK ROUNDABOUT

Hotel Access (Option B)

CALEDONIAN CANAL CROSSING

A82 ROUNDABOUT

Vehicle Access to West low-path

Ramp link to access road to Labura Cairns

Pedestrian accesses to Canal Ties-off by way of at grade crossings

Pedestrian Underpass

Access Road to Whin Park

Ramped Access to Whin Park

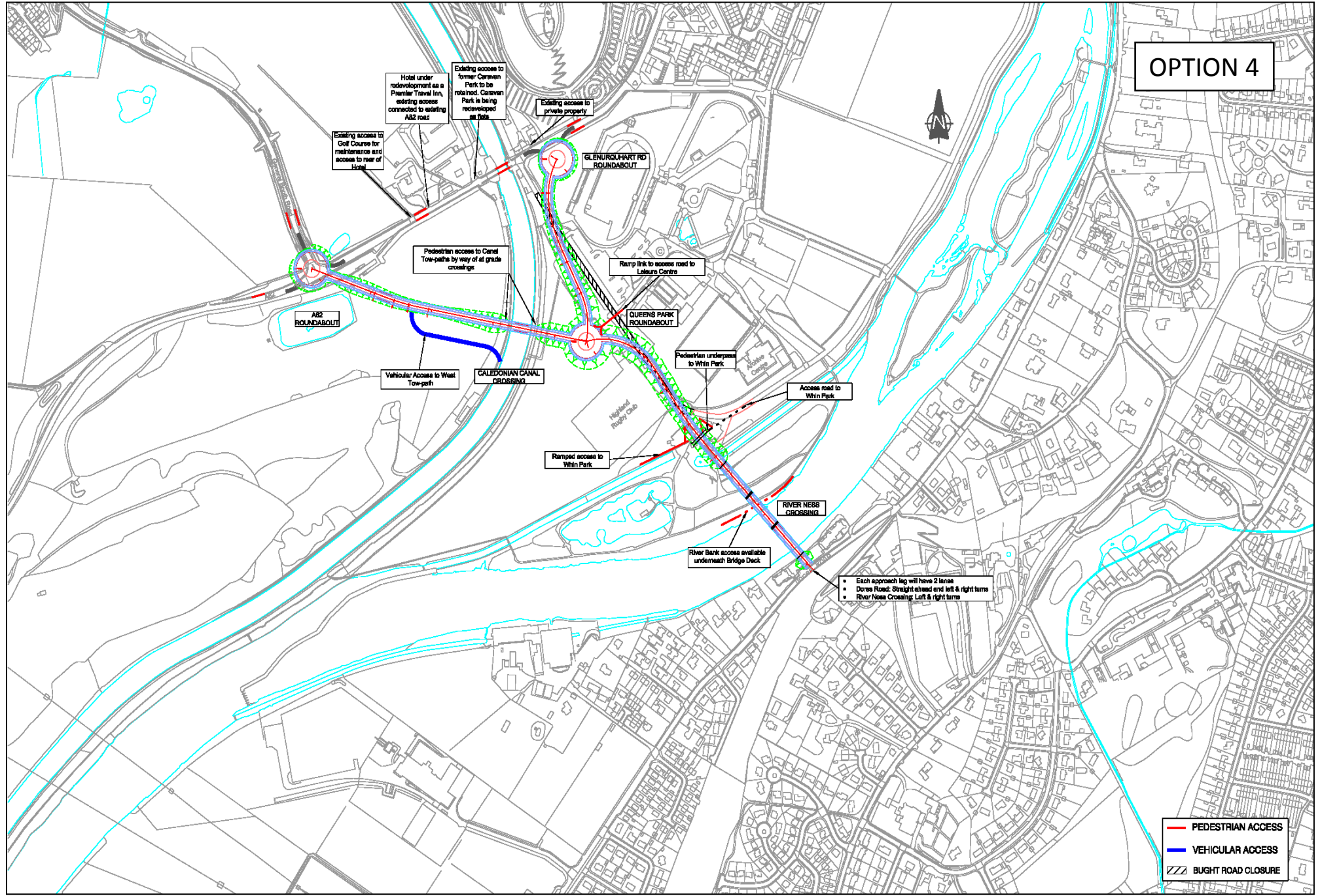
RIVER NESS CROSSING

River Bank access available underneath Bridge Decks

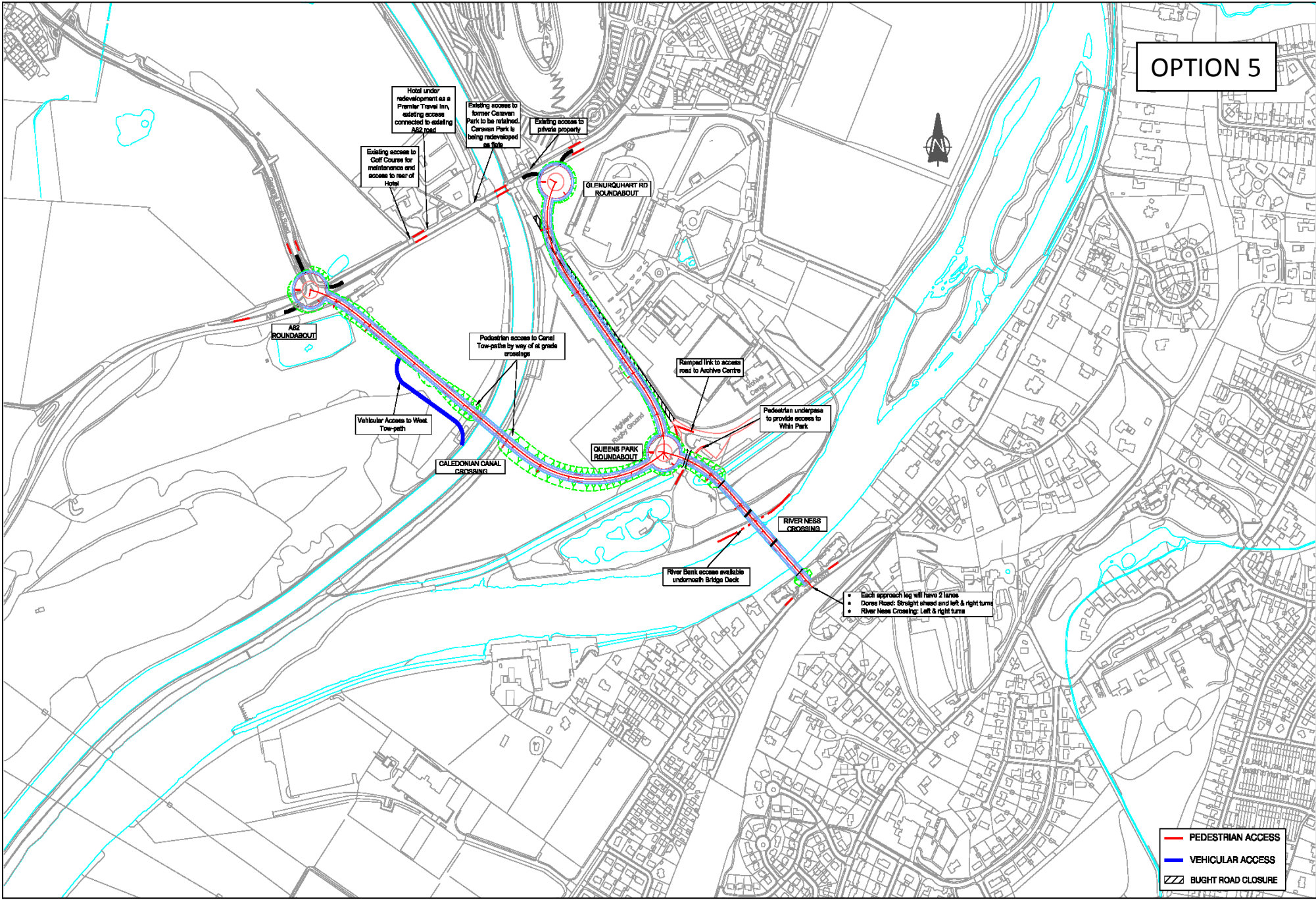
- Each approach leg will have 2 lanes
- Dorse Road: Straight ahead and left & right turns
- River Ness Crossing: Left & right turns

- PEDESTRIAN ACCESS
- VEHICULAR ACCESS
- ▨ HIGHT ROAD CLOSURE

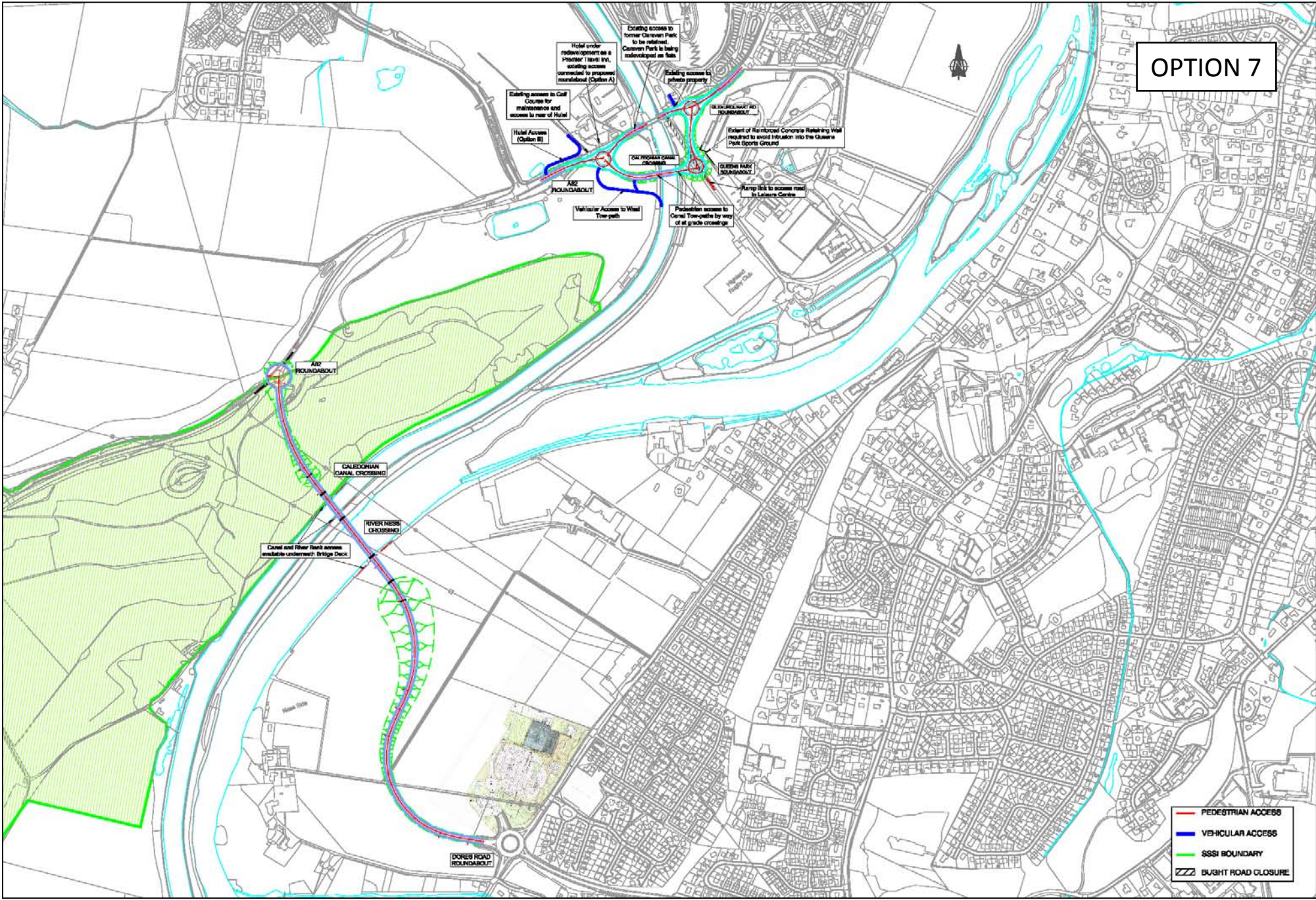
OPTION 4



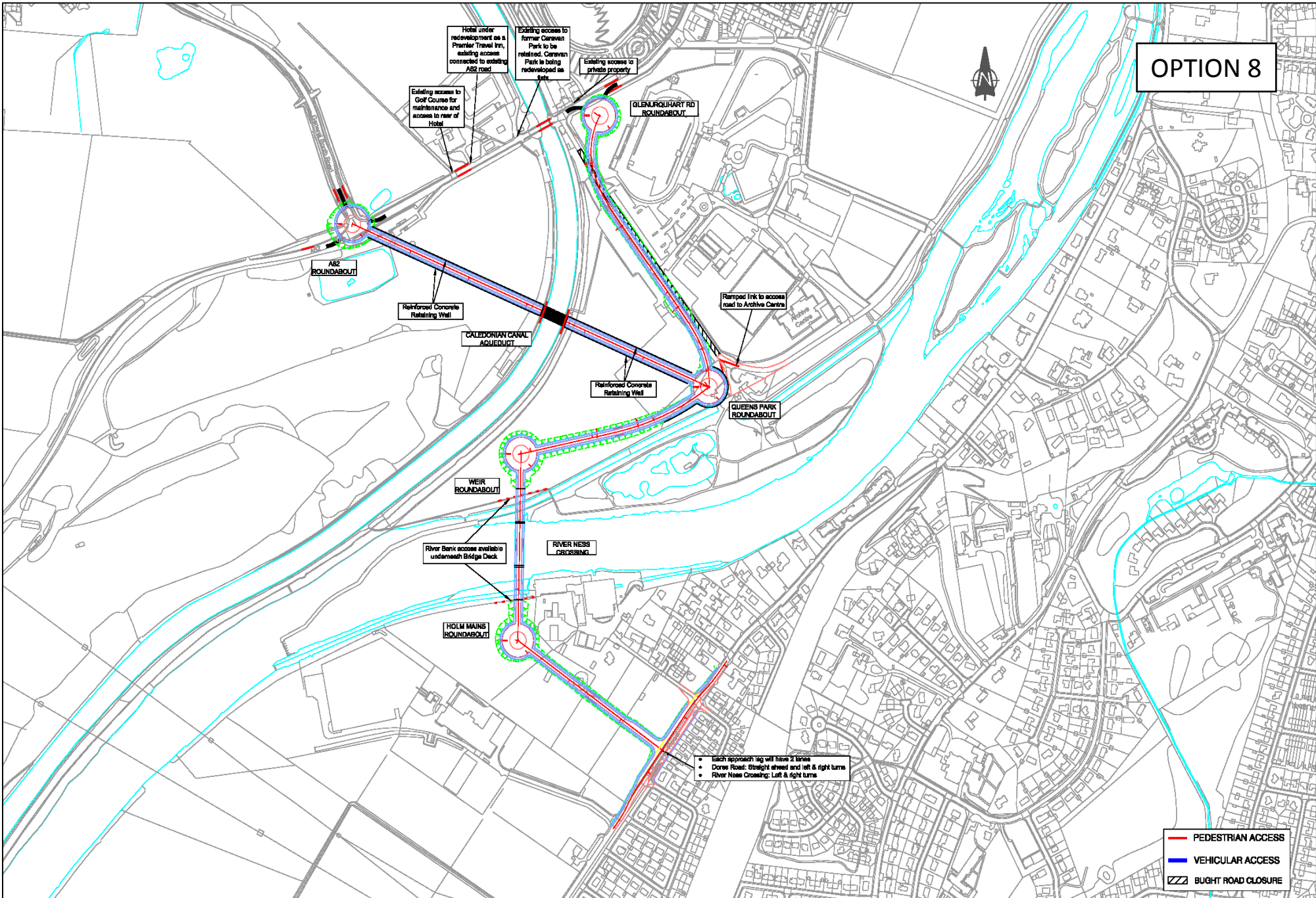
OPTION 5



OPTION 7



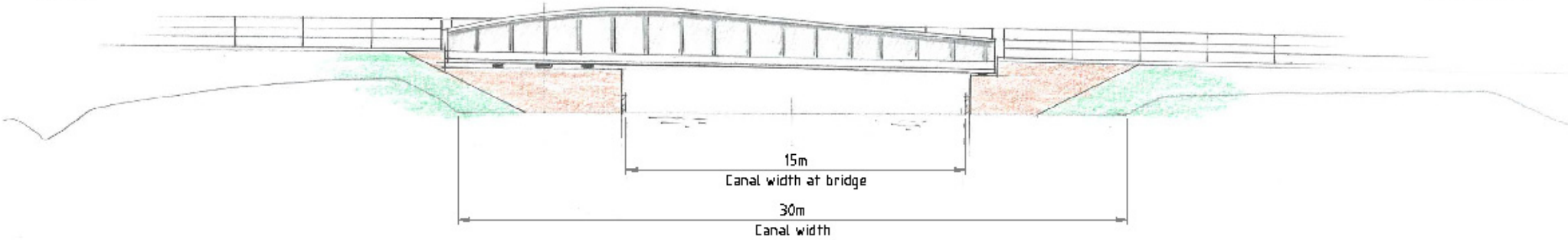
OPTION 8



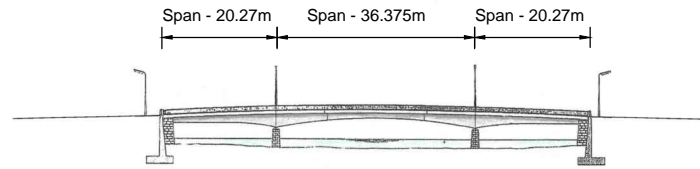
Canal Crossing for Options 1 to 6

A82 (T)

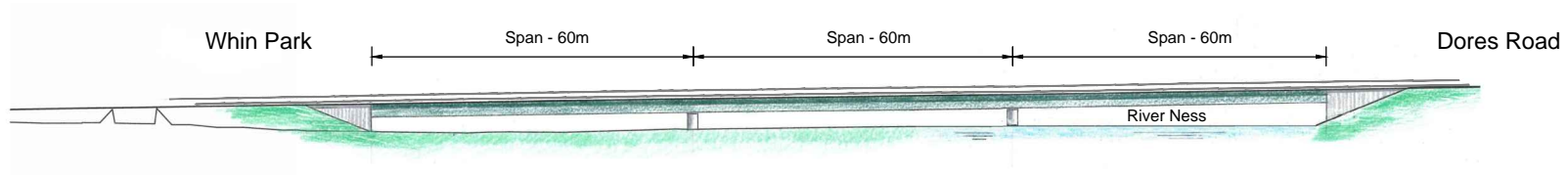
Canal Pitches



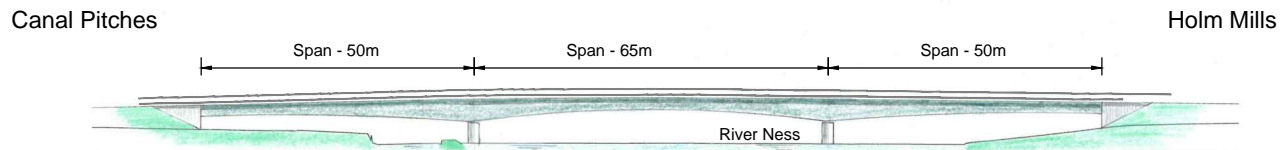
River Crossings



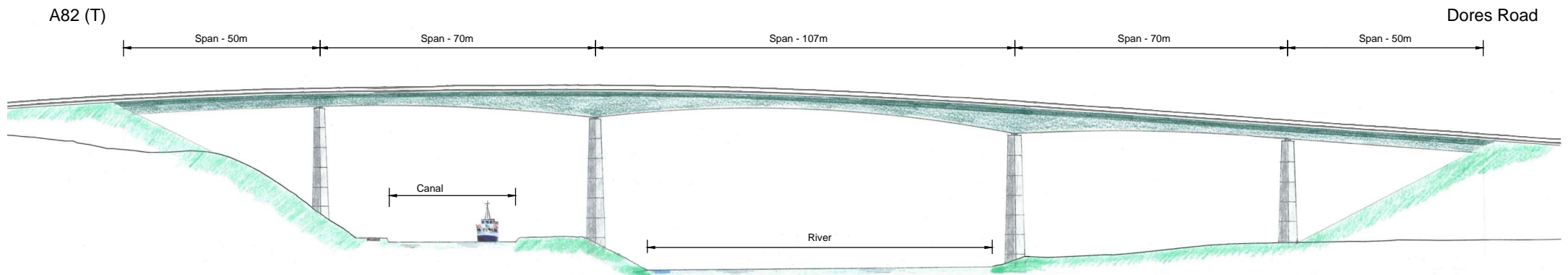
Existing Ness Bridge



Options 3, 4 & 5



Options 1, 2, 6 & 8



Option 7

Magnitude of Impact	Typical Criteria Descriptors
Major Benefit (✓✓✓✓)	Large scale or major improvement of resource quality; extensive restoration or enhancement; major improvement of attribute quality.
Moderate Benefit (✓✓✓)	Benefit to, or addition of, key characteristics, features or elements; improvement of attribute quality.
Minor Benefit (✓✓)	Minor benefit to, or addition of, one (maybe more) key characteristics, features or elements; some beneficial impact on attribute or a reduced risk of negative impact occurring.
Negligible Benefit (✓)	Very minor benefit to, or positive addition of, one or more characteristics, features or elements.
Neutral (0)	No loss or alteration of characteristics, features or elements; no observable impact in either direction.
Negligible Adverse (X)	Very minor loss or detrimental alteration to one or more characteristics, features or elements.
Minor Adverse (XX)	Some measurable change in attributes, quality or vulnerability; minor loss of, or alteration to, one (maybe more) key characteristics, features or elements.
Moderate Adverse (XXX)	Loss of resource, but not adversely affecting the integrity; partial loss of/damage to key characteristics, features or elements.
Major Adverse (XXXX)	Loss of resource and/or quality and integrity of resource; severe damage to key characteristics, features or elements.

Options Appraisal Summary	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	Option 8
Environment	X	X	XX	XX	XX	X	XXXX	XXXX
Accessibility	✓✓✓✓	✓✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓✓	✓✓	✓✓✓
Integration	✓✓✓✓	✓✓✓	✓✓	✓✓	✓✓	✓✓✓✓	✓✓	✓✓✓
Safety	✓✓✓	✓✓✓	✓✓	✓✓	✓✓	✓✓✓	✓✓	✓✓✓
Economy	✓✓✓✓	✓✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓✓	XXXX	XXXX
Risk and Uncertainty	X	X	XX	XX	XX	X	XXX	XXXX
Estimated Total Project Costs	£23.5M	£27.3M	£29.2M	£31.8M	£30.6M	£27.2M	£67.8M	£75.5M

An aerial photograph of a town and river valley. A river flows through the center, with a bridge visible in the distance. The town is densely packed with houses and buildings, surrounded by green fields and trees. The background shows rolling hills and a large body of water.

Copies of the following reports prepared for the Options Appraisal are available for review online at the Highland Council's website www.highland.gov.uk/ICWL2.

- STAG Report entitled Transport Appraisal
- Modelling Report including Economic Assessment
- Environmental Appraisal
- Flood Risk Assessment
- Cost Estimate Summary
- Options Appraisal Summary Tables

An aerial photograph of a city and a large body of water. The city is densely packed with buildings and roads, with a river winding through it. In the background, there are hills and a large body of water, possibly a bay or a large lake. The sky is clear and blue.

The Design process for a major project such as this comprises three stages:-

Stage 1 - This Stage has been completed;

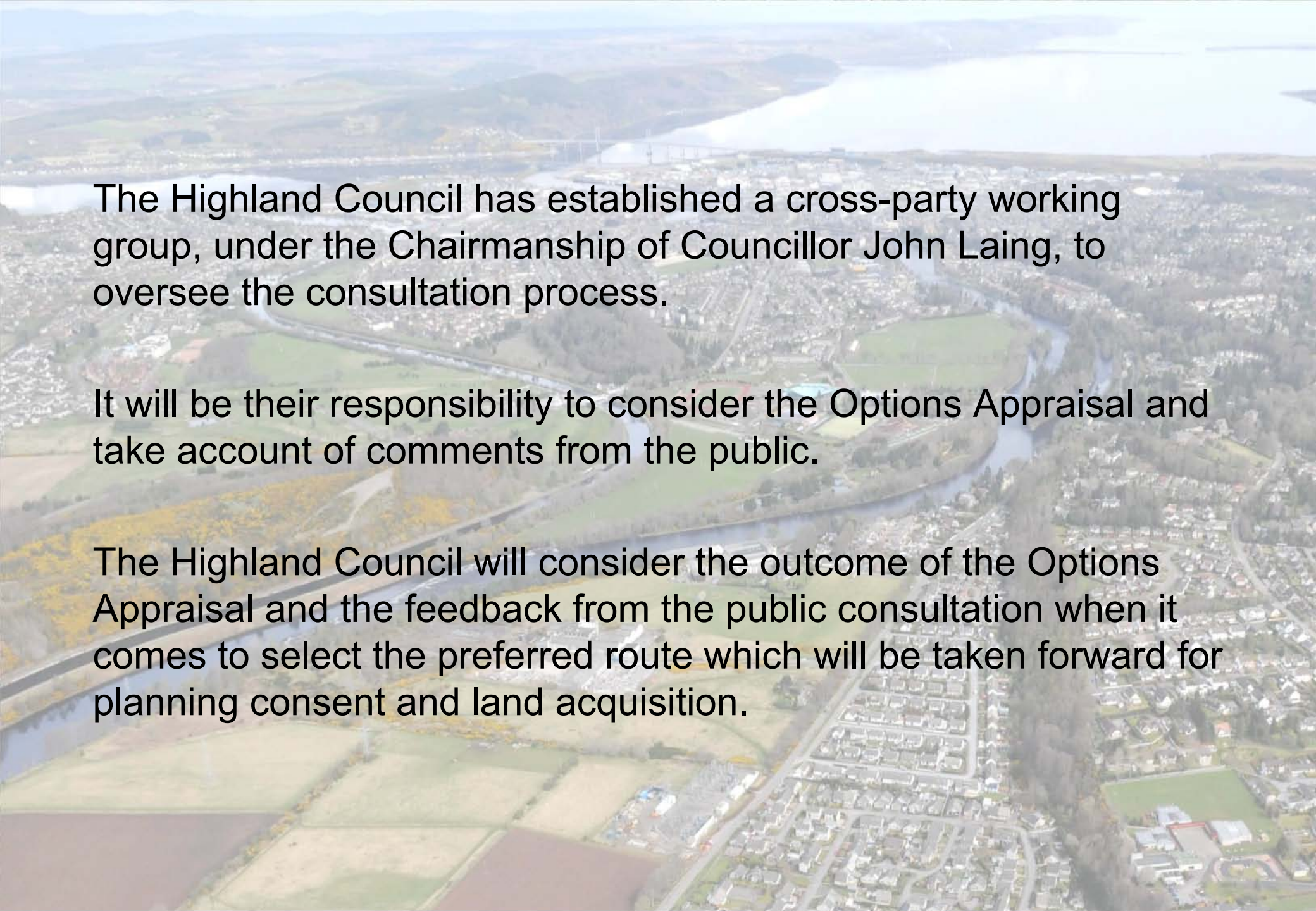
- Option generating and sifting.
- Public Consultation No.1.

Stage 2 - Current focus is on this stage;

- Options Appraisal.
- Public Consultation No.2.

Stage 3

- Preferred Option detailed development.

An aerial photograph showing a town with a river winding through it. In the background, a large reservoir is visible, surrounded by hills. The text is overlaid on the left side of the image.

The Highland Council has established a cross-party working group, under the Chairmanship of Councillor John Laing, to oversee the consultation process.

It will be their responsibility to consider the Options Appraisal and take account of comments from the public.

The Highland Council will consider the outcome of the Options Appraisal and the feedback from the public consultation when it comes to select the preferred route which will be taken forward for planning consent and land acquisition.

An aerial photograph of a coastal town, likely Inverclyde, Scotland. The town is built on a peninsula or near a large bay, with a river winding through it. The background shows rolling hills and a large body of water. The text is overlaid on this image.

Your comments on the proposals for the Options on display would be welcomed and comments sheets are available for you to complete and hand in today or send in later.

Alternatively you may submit your comments online at the Highland Council website at www.highland.gov.uk/ICWL2.

If you have comments on the Strategic Environmental Assessment (SEA) please submit them using the contact details in the Non-Technical Summary.

All comments on the Options and the Strategic Environmental Assessment (SEA) should be submitted not later than 16th January 2012.

