INVERNESS CITY TRUNK LINK ROAD – WEST LINK OPTIONS APPRAISAL

Sam MacNaughton & Tim Stott

Public Meeting
Thursday 1 December 2011

The Highland Council
Comhairle na Gàidhealtachd

British Waterways Scotland

SEPA
Scottish Environment Protection Agency

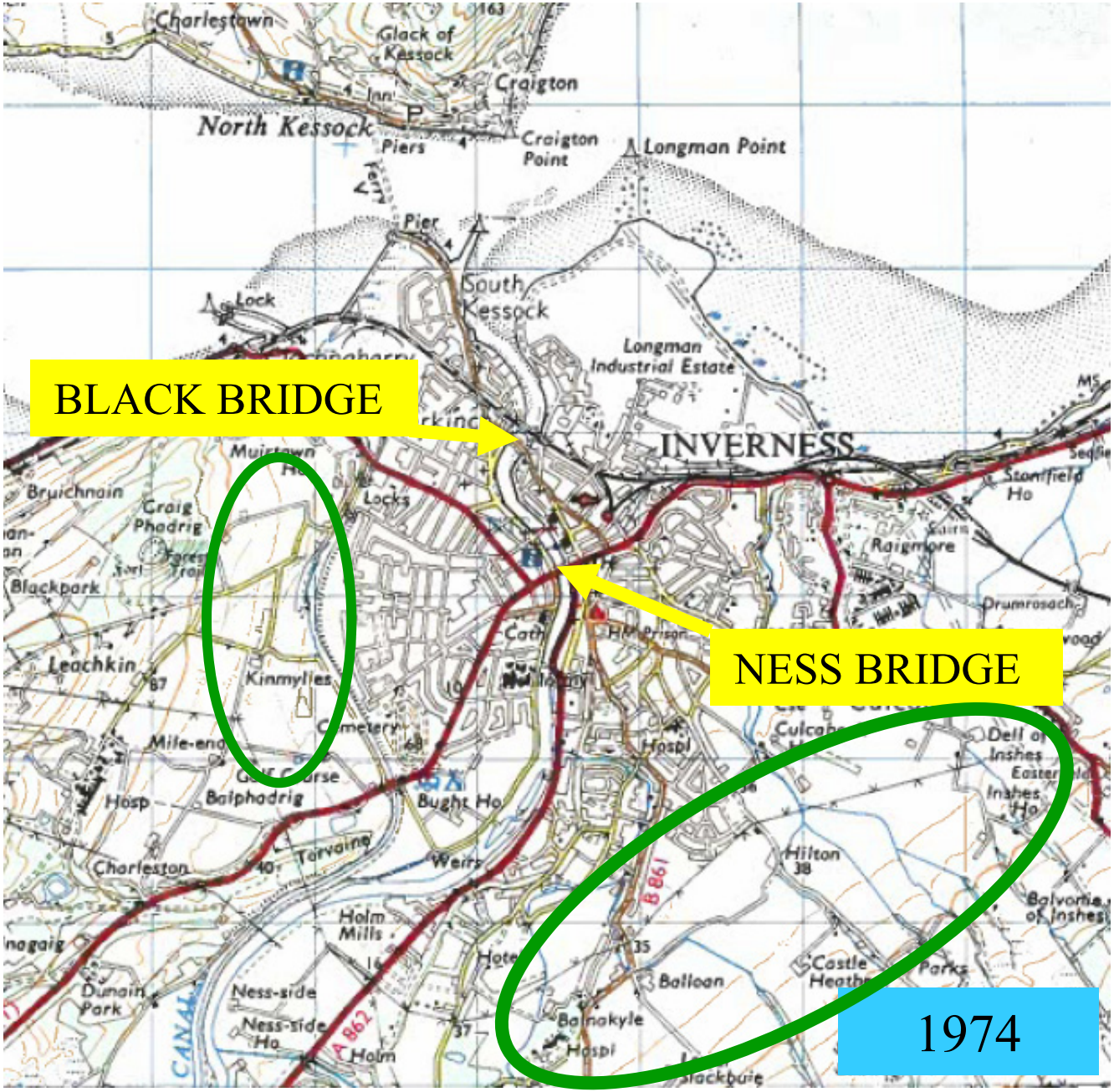
HISTORIC SCOTLAND
ALBA AOSMHOR

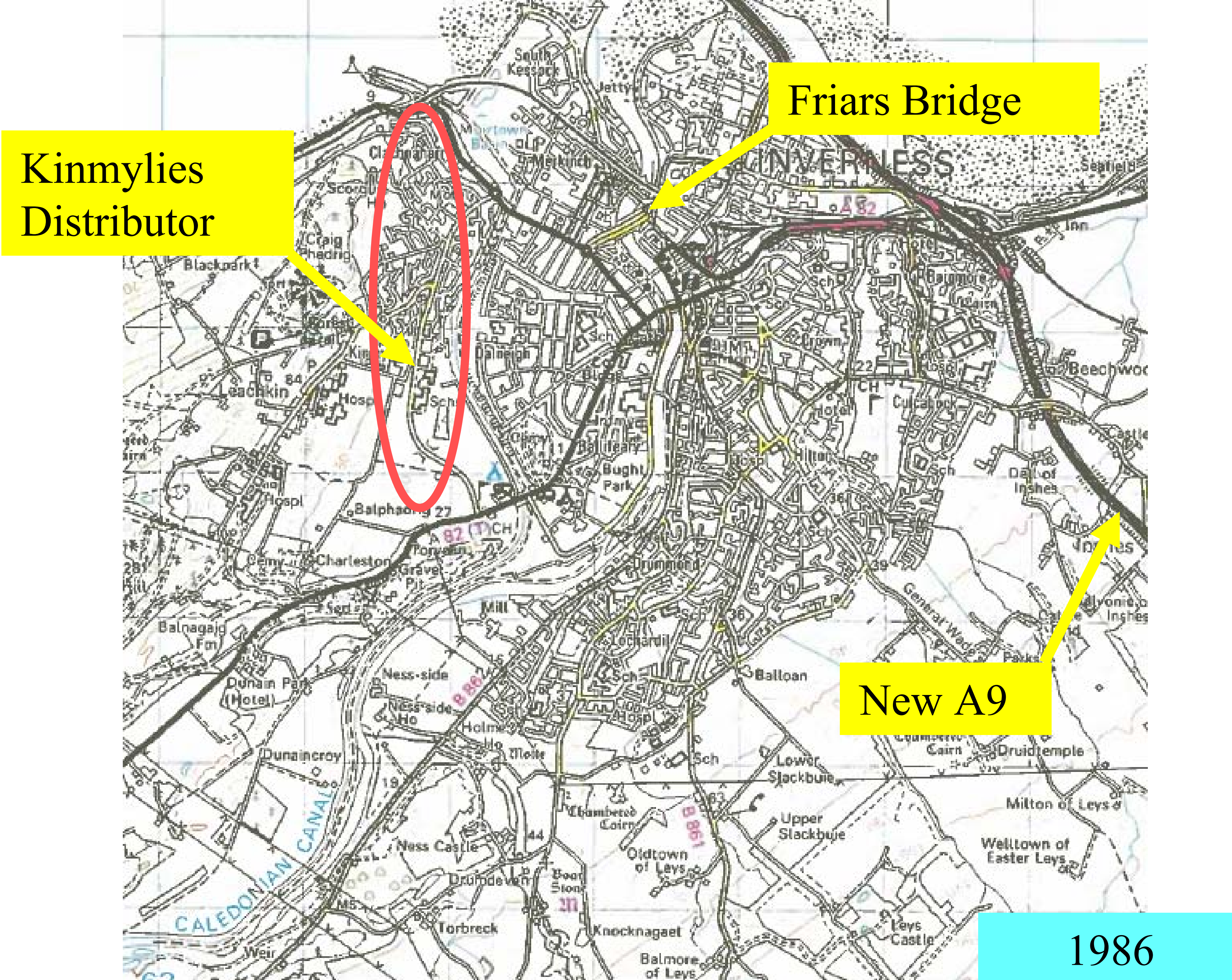
Scottish Natural Heritage
All of nature for all of Scotland

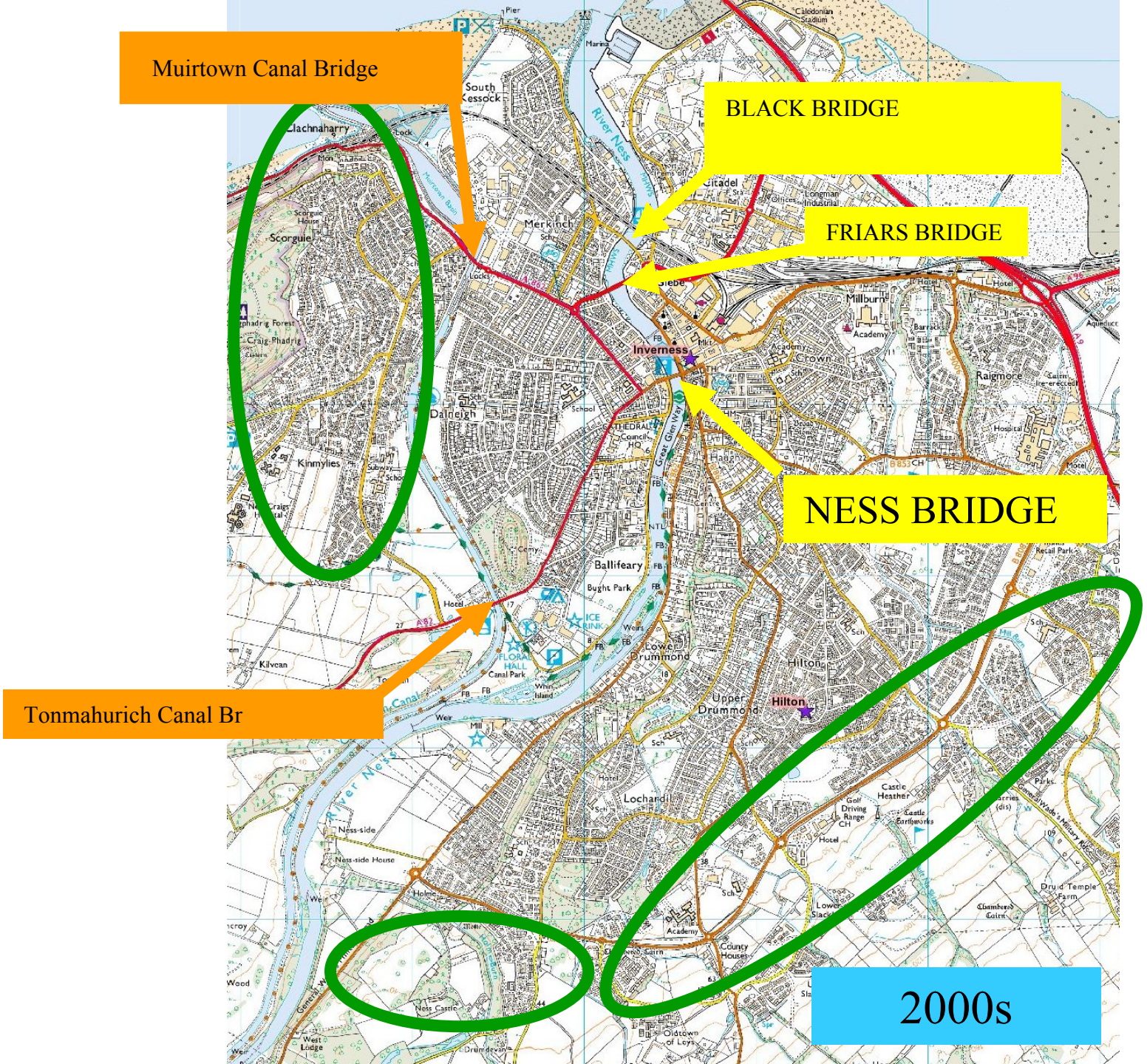
TRANSPORT SCOTLAND

Drivers for West Link

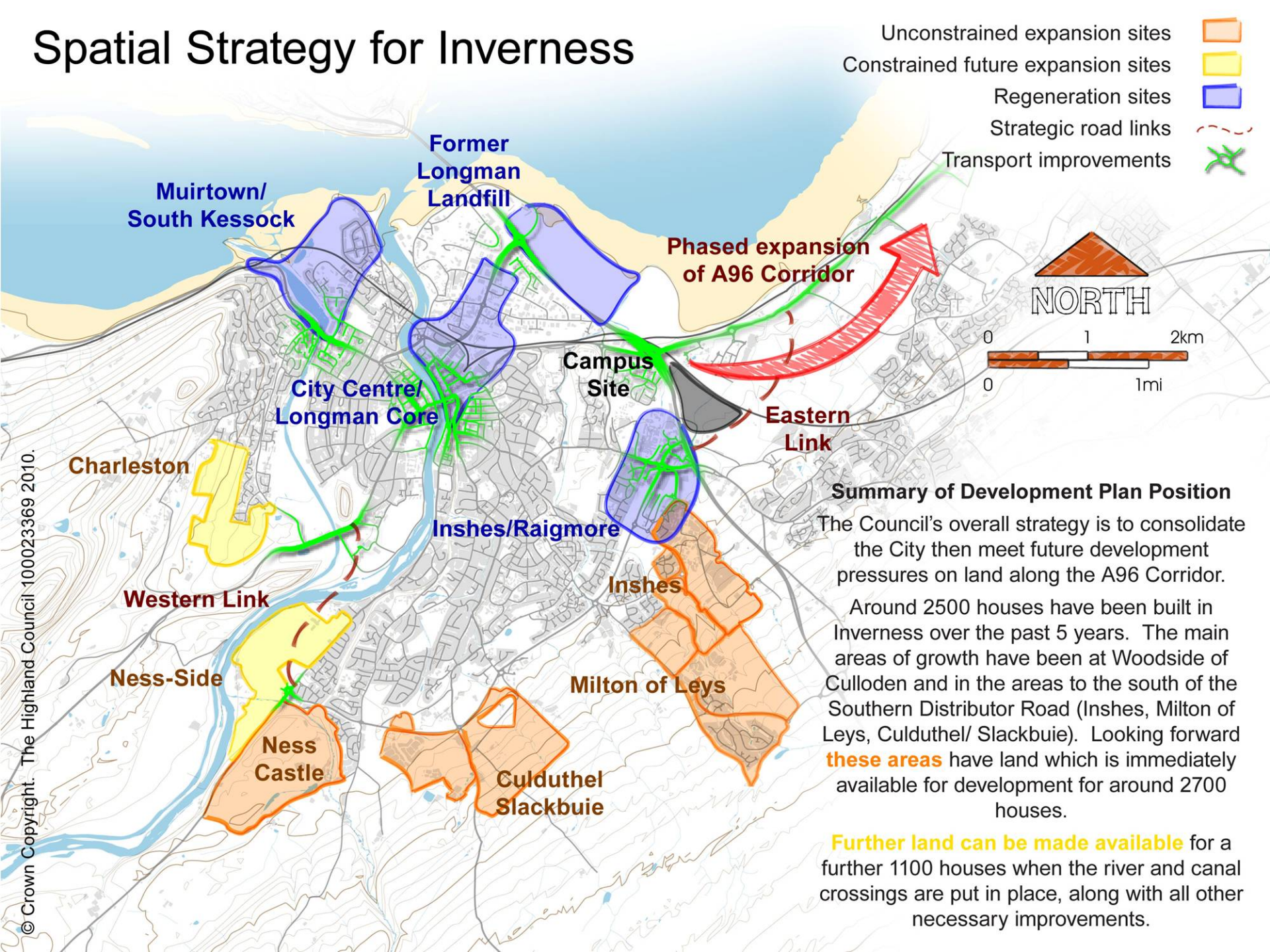
- Traffic Capacity across River Ness and Canal
- Congestion in City Centre
- Land Use Development


BLACK BRIDGE
NESS BRIDGE
1974
Charlestown
Glack of Kessock
Craigton
North Kessock
Piers
Craigton Point
Longman Point
Pier
South Kessock
Lock
Longman Industrial Estate
INVERNESS
Muirtown
Bruichnain
Craig Phadrig
Locks
Blackpark
Leachkin
Kinmylies
Cemetery
Mile-end
Golf Course
Balphadrig
Hosp
Bught Ho
Charleston
Tarvaing
Weirs
Holm Mills
Dunain Park
Ness-side
Ness-side Ho
Holm
A 862
B 861
Hilton
Balloan
Balnakyle
Hospl
Castle Heath
Parks
Raigmore
Stanfield Ho
Drumrosach
Dell of Inshes
Inshes Ho
Balvonie of Inshes
Culcabock
Prison


Kinmylies Distributor
Friars Bridge
New A9
1986


Muirtown Canal Bridge
BLACK BRIDGE
FRIARS BRIDGE
NESS BRIDGE
Tonmahurich Canal Br
2000s

Spatial Strategy for Inverness



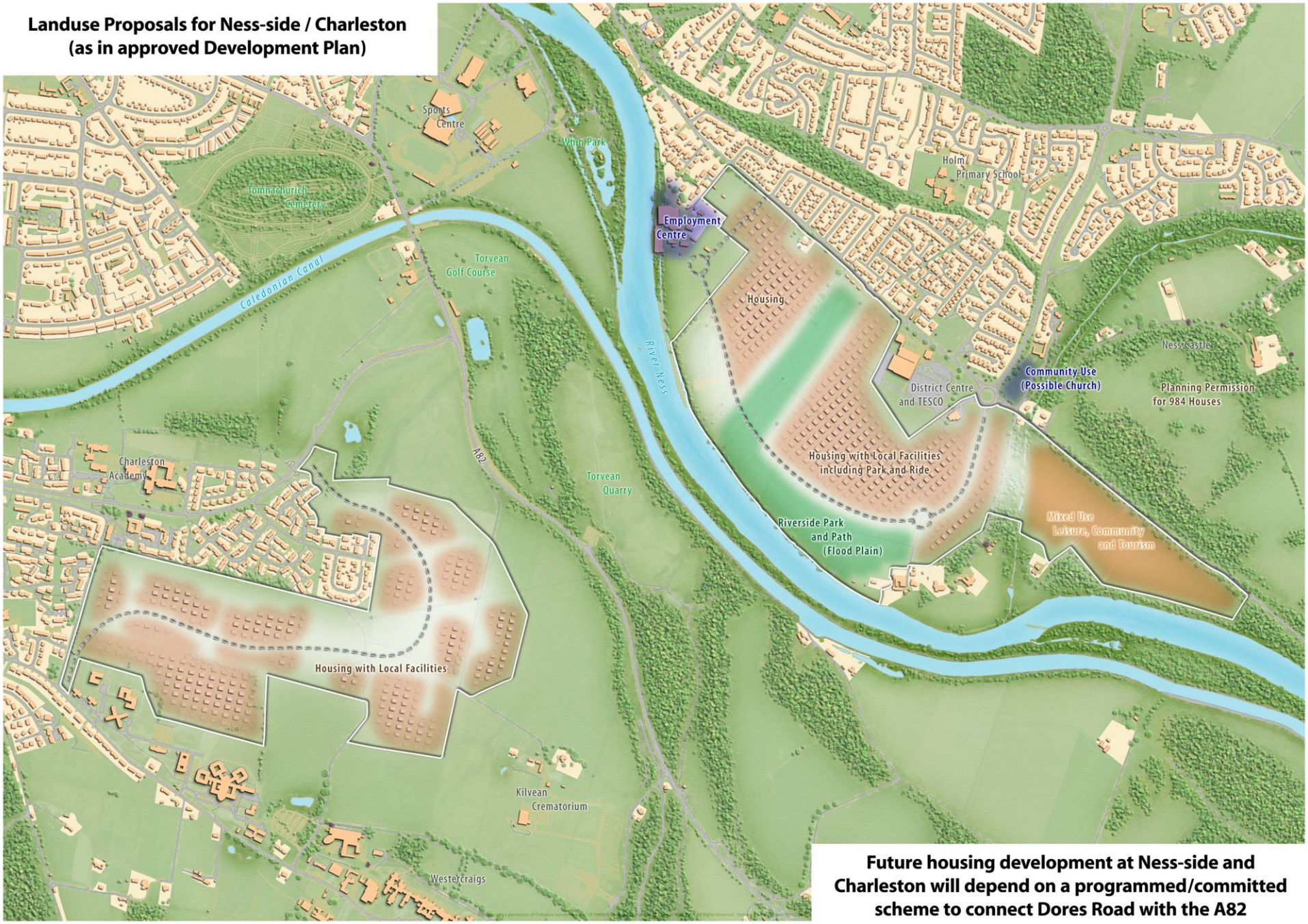
Summary of Development Plan Position

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

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

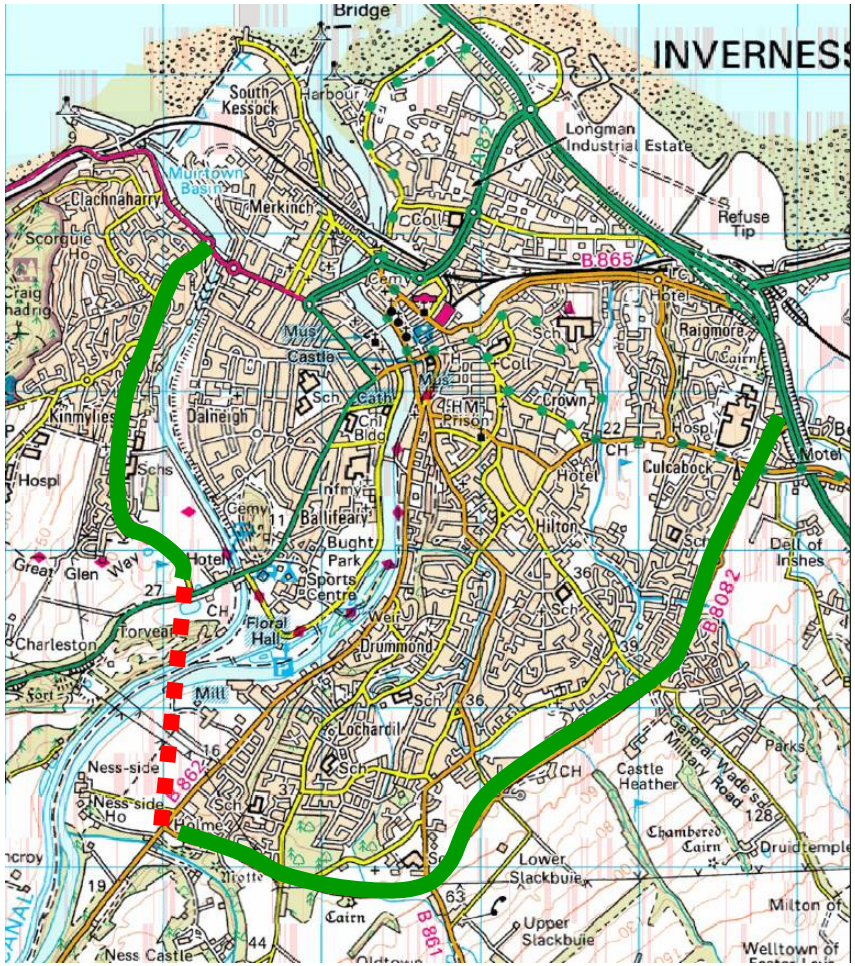
Further land can be made available for a further 1100 houses when the river and canal crossings are put in place, along with all other necessary improvements.

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



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

Solution



- Multi modal solution
- Completion of Distributor Ring Road
- Southern Distributor to General Booth Road Link
- Distributor
- 2.5m + 7.3m + 2.5m
- Trunk Link Road
- Cycling and Walking and Public Transport

Design Process

Stage I – Option generation and sifting

StageII – Options appraisal

Stage III – Preferred Option detailed design and layouts

Design Process

Stage I – Option generation and sifting

Public consultation No 1

StageII – Options appraisal

Public Consultation No 2

Stage III – Preferred Option detailed design and layouts

Public Consultation No 3

Stakeholder Group

- Historic Scotland
- British Waterways
- SNH
- SEPA
- Transport Scotland
- Highland Council

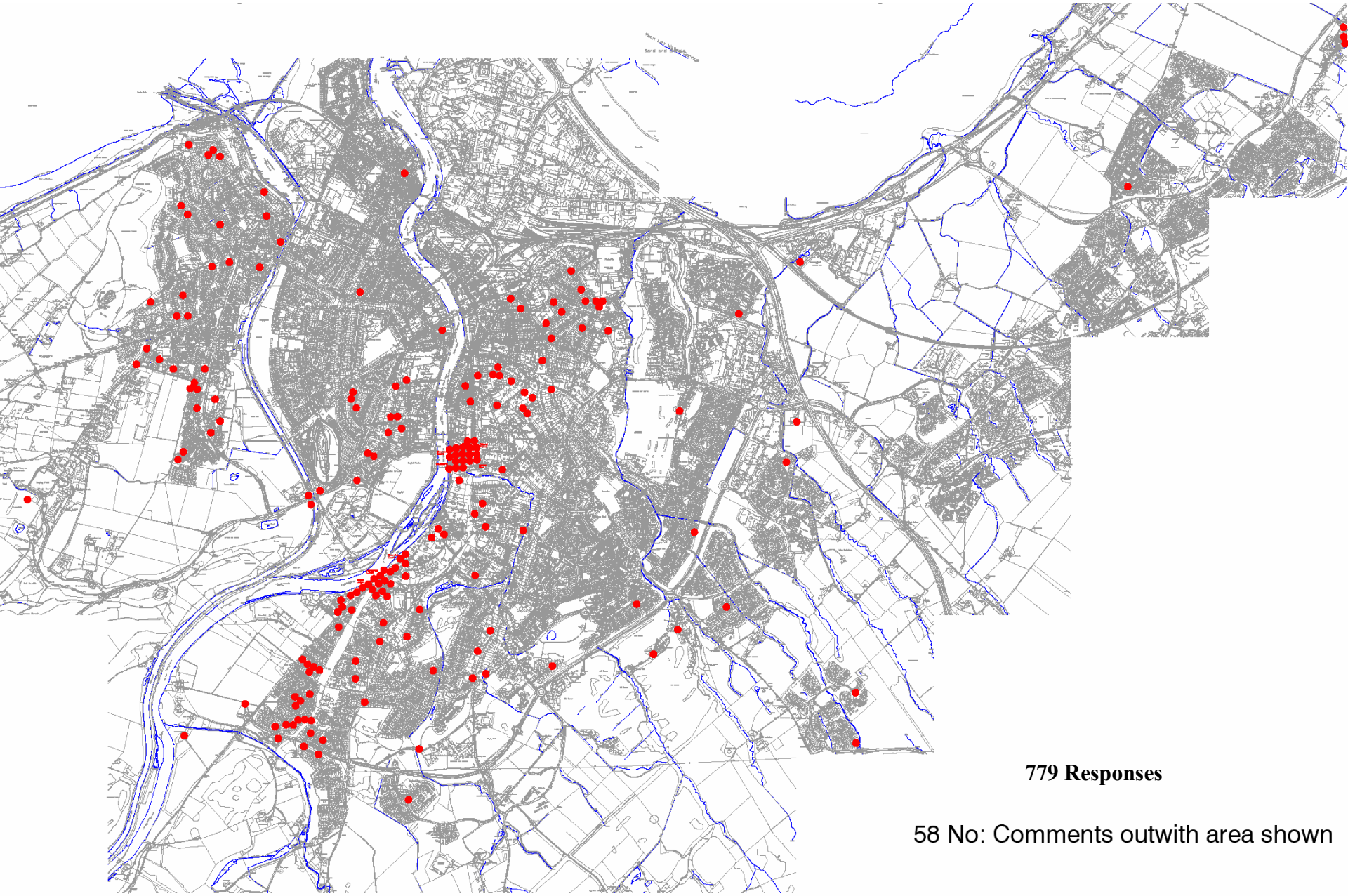
Strategic Environmental Assessment

- Biodiversity, flora and Fauna
- Human Health
- Soil
- Water
- Air
- Climatic Factors
- Material Asset
- Cultural Heritage
- Landscape

Stage I

- Problem identification
- Transport planning objectives
- Option Generation and sifting
- Options for consideration (5 options)
- Public consultation (+ 3 Options)
- Final Options for assessment. (8 Options)

Public Consultation No 1 - Public Comments



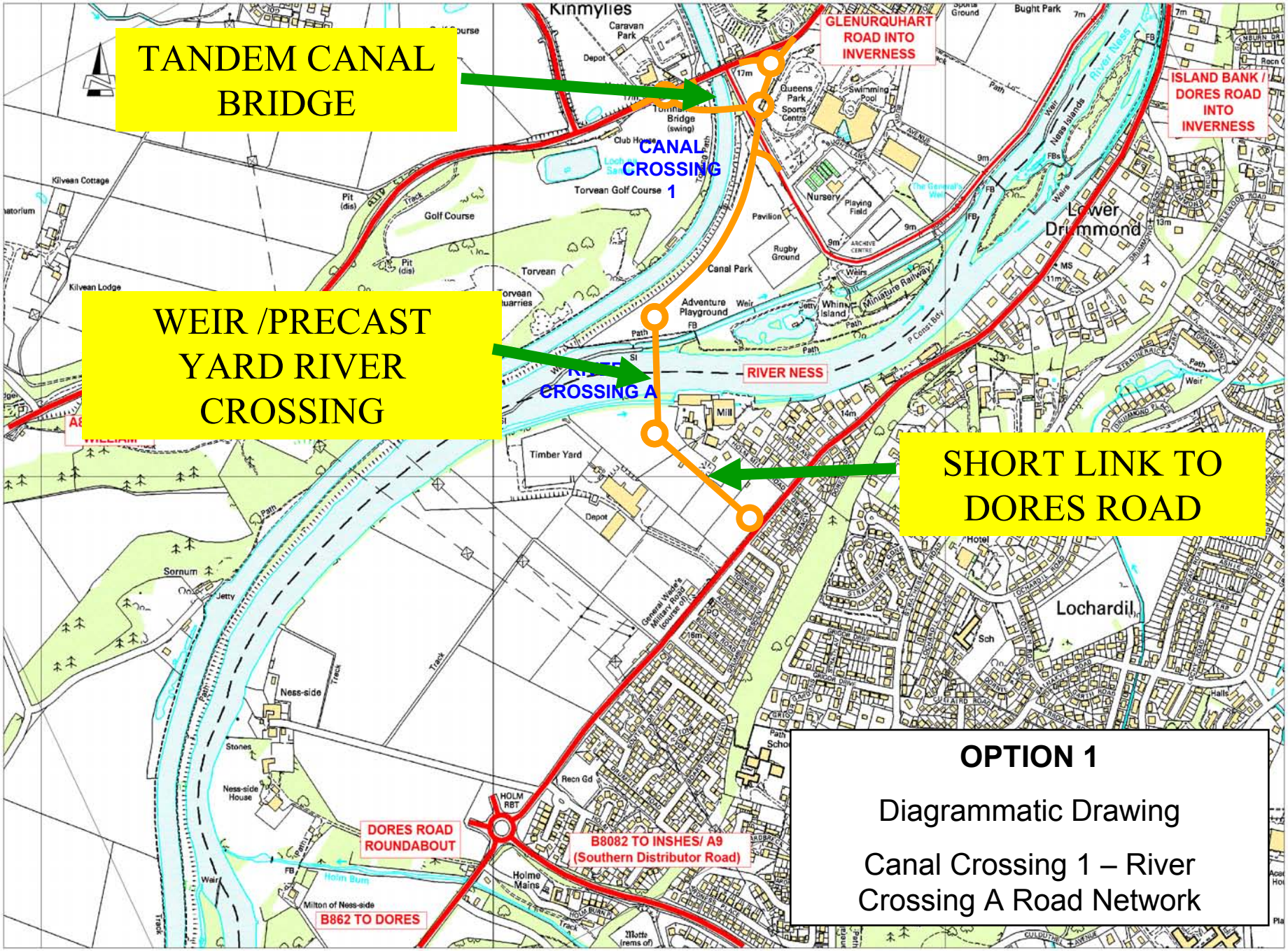
779 Responses

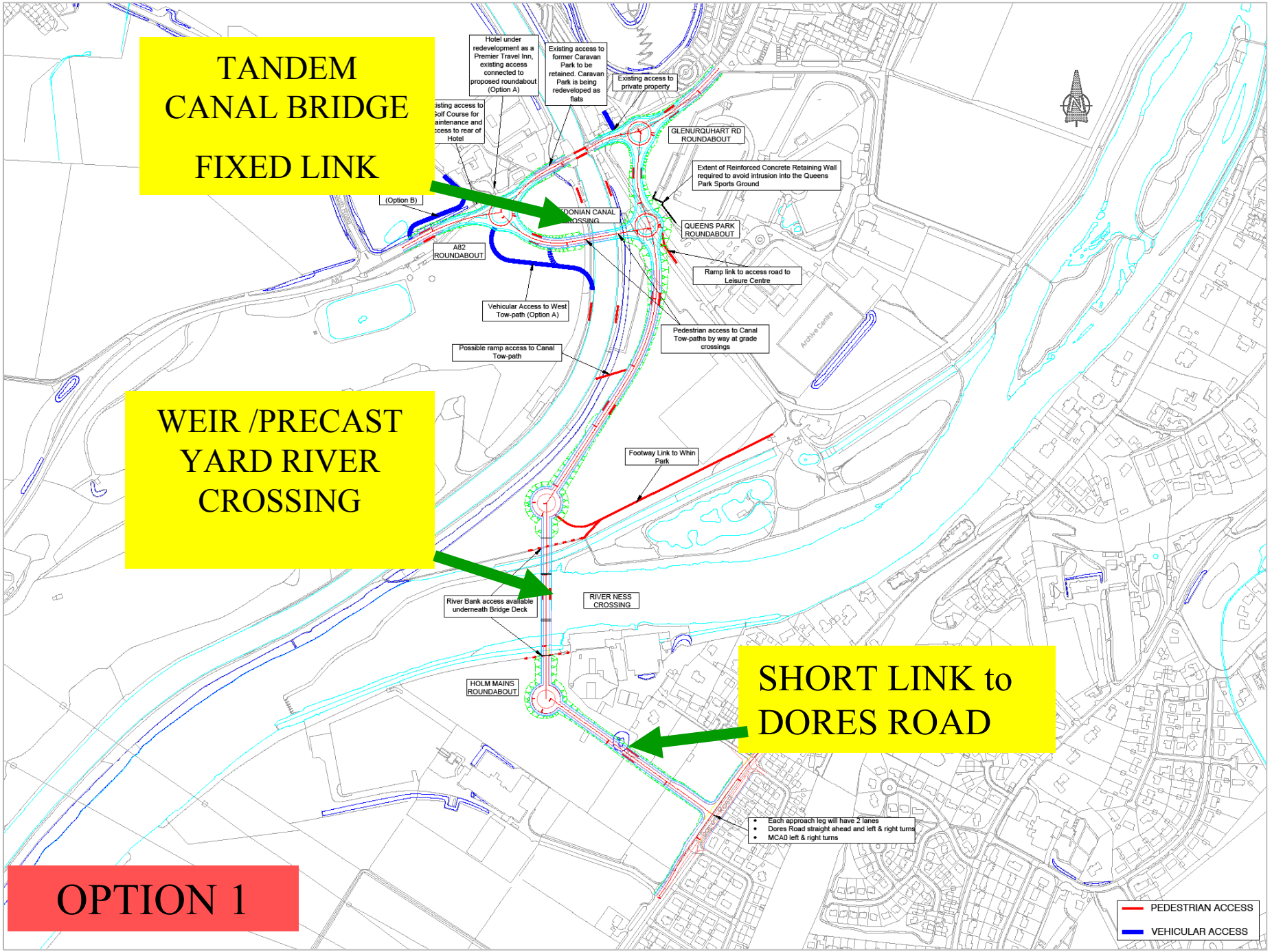
58 No: Comments outwith area shown

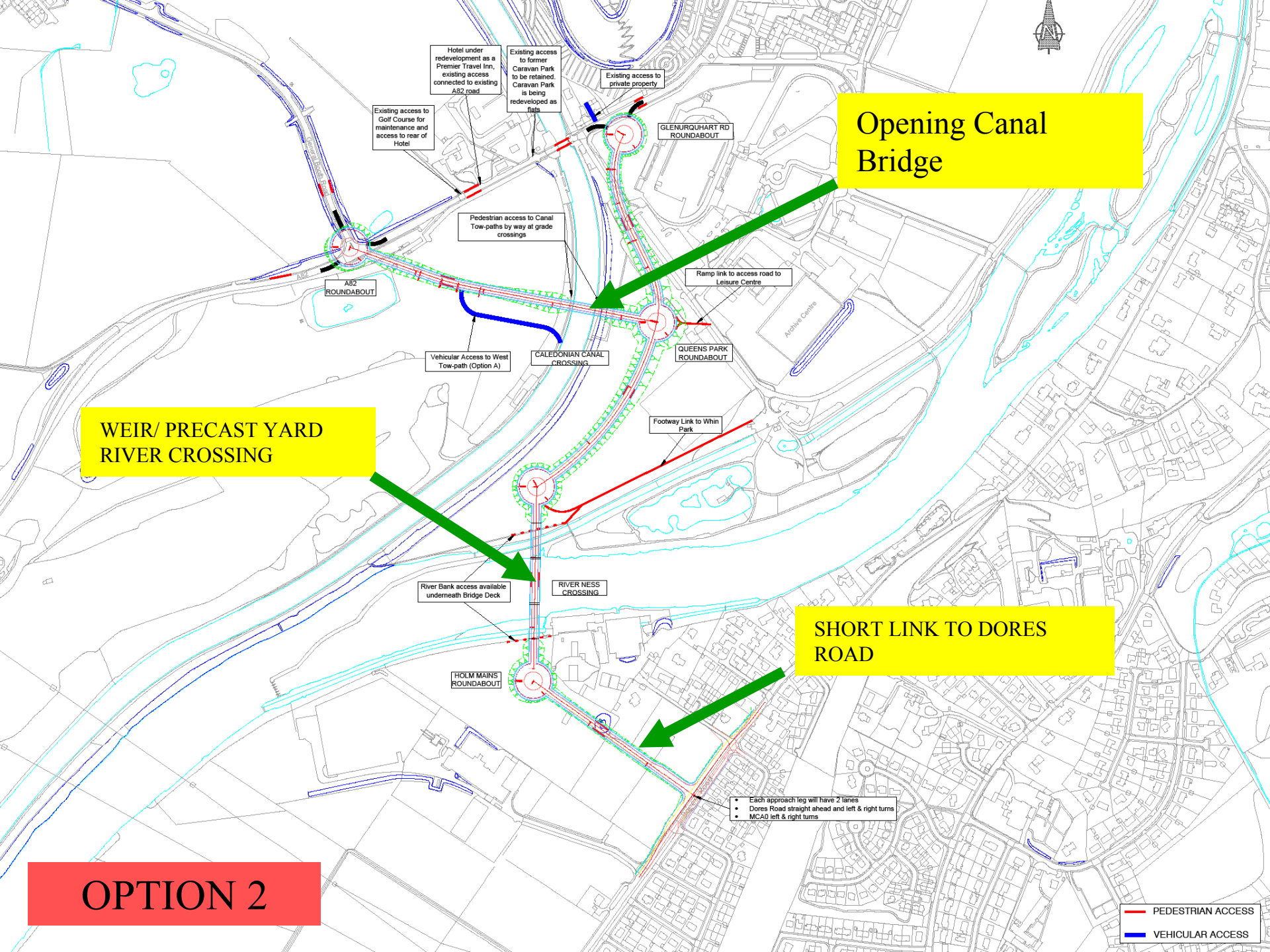
PRINCIPAL CONCERNS

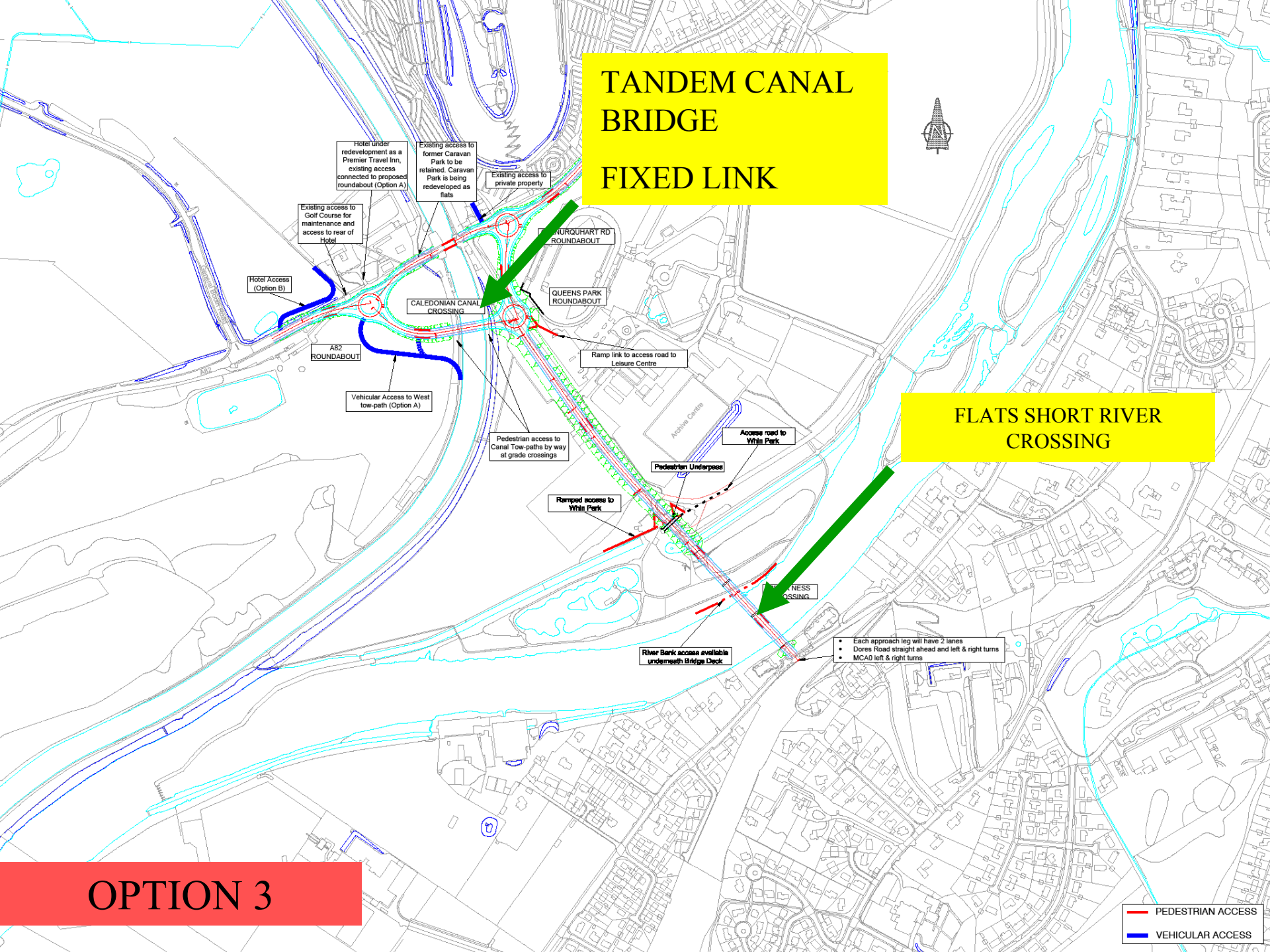
- Whin Park
- Green space and environmental areas
- Dores Road/ Island Bank Road
- Leisure areas
- Sporting and Recreational facilities
- Increase in traffic on Dores Road
- Timescale for project delivery

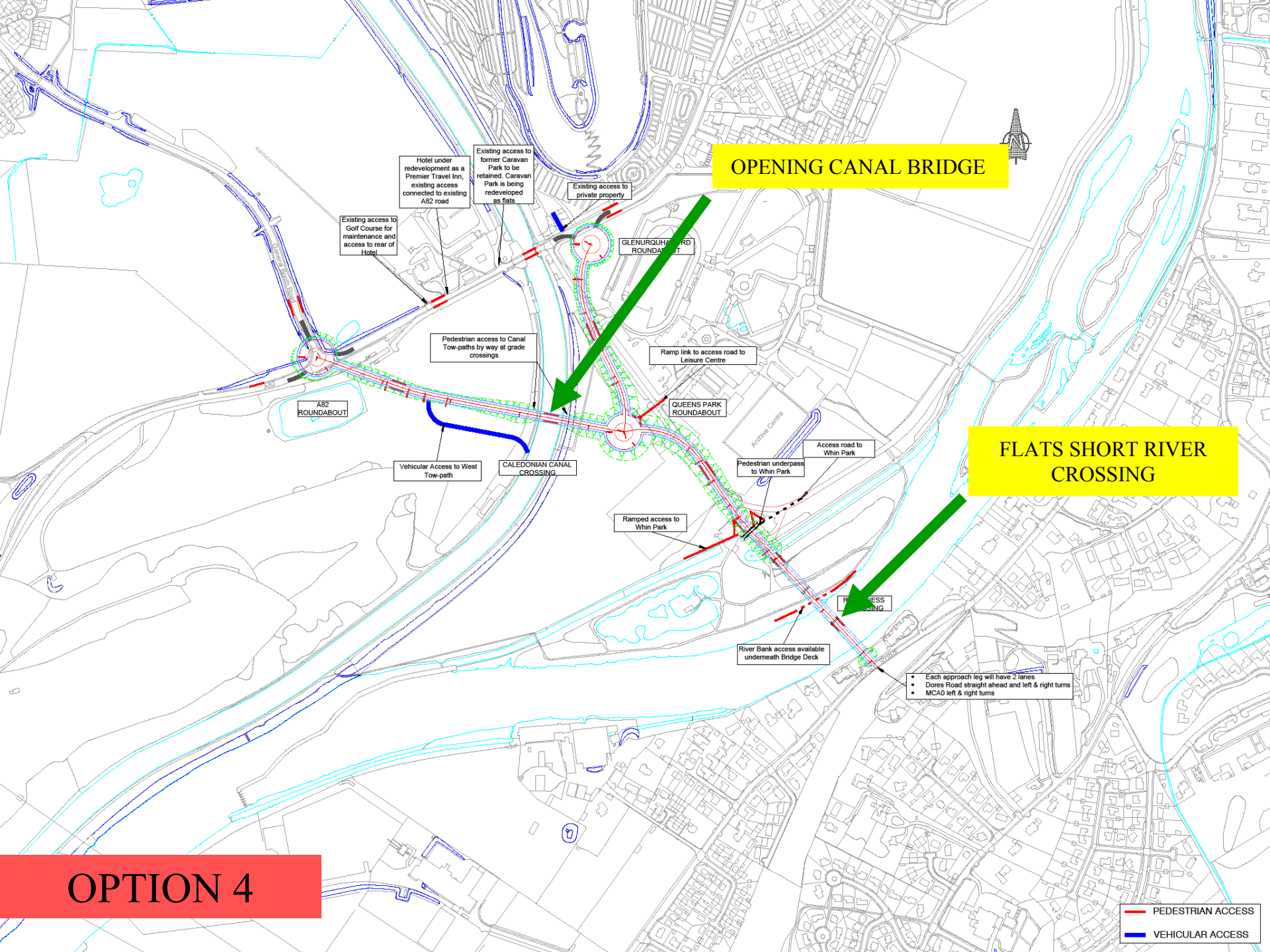
ORIGINAL 5 OPTIONS


TANDEM CANAL BRIDGE
WEIR /PRECAST YARD RIVER CROSSING
SHORT LINK TO DORES ROAD
GLENURQUHART ROAD INTO INVERNESS
ISLAND BANK / DORES ROAD INTO INVERNESS
CANAL CROSSING 1
RIVER NESS CROSSING A
DORES ROAD ROUNDABOUT
B8082 TO INSHES/ A9 (Southern Distributor Road)
B862 TO DORES
Kinmylies
Torvean Golf Course
Lower Drummond
Lochardil
Timber Yard
Ness-side
Holme Mains
Milton of Ness-side
OPTION 1
Diagrammatic Drawing
Canal Crossing 1 – River Crossing A Road Network


TANDEM CANAL BRIDGE
FIXED LINK
WEIR /PRECAST YARD RIVER CROSSING
SHORT LINK to DORES ROAD
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 is being redeveloped as flats
Existing access to private property
GLENURQUHART RD ROUNDABOUT
Extent of Reinforced Concrete Retaining Wall required to avoid intrusion into the Queens Park Sports Ground
(Option B)
QUEENS PARK ROUNDABOUT
A82 ROUNDABOUT
Ramp link to access road to Leisure Centre
Vehicular Access to West Tow-path (Option A)
Pedestrian access to Canal Tow-paths by way at grade crossings
Possible ramp access to Canal Tow-path
Footway Link to Whin Park
River Bank access available underneath Bridge Deck
RIVER NESS CROSSING
HOLM MAINS ROUNDABOUT
Each approach leg will have 2 lanes
Dores Road straight ahead and left & right turns
MCA0 left & right turns
PEDESTRIAN ACCESS
VEHICULAR ACCESS


Opening Canal Bridge
WEIR/ PRECAST YARD RIVER CROSSING
SHORT LINK TO DORES ROAD
OPTION 2
Hotel under redevelopment as a Premier Travel Inn, existing access connected to existing A82 road
Existing access to former Caravan Park to be retained. Caravan Park is being redeveloped as flats
Existing access to private property
Existing access to Golf Course for maintenance and access to rear of Hotel
GLENURQUHART RD ROUNDABOUT
Pedestrian access to Canal Tow-paths by way at grade crossings
A82 ROUNDABOUT
Ramp link to access road to Leisure Centre
Archive Centre
Vehicular Access to West Tow-path (Option A)
CALEDONIAN CANAL CROSSING
QUEENS PARK ROUNDABOUT
Footway Link to Whin Park
River Bank access available underneath Bridge Deck
RIVER NESS CROSSING
HOLM MAINS ROUNDABOUT
Each approach leg will have 2 lanes
Dores Road straight ahead and left & right turns
MCA0 left & right turns
PEDESTRIAN ACCESS
VEHICULAR ACCESS


TANDEM CANAL BRIDGE
FIXED LINK
FLATS SHORT RIVER CROSSING
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 is being redeveloped as flats
Existing access to private property
Existing access to Golf Course for maintenance and access to rear of Hotel
NURQUHART RD ROUNDABOUT
Hotel Access (Option B)
CALEDONIAN CANAL CROSSING
QUEENS PARK ROUNDABOUT
A82 ROUNDABOUT
Ramp link to access road to Leisure Centre
Vehicular Access to West tow-path (Option A)
Pedestrian access to Canal Tow-paths by way at grade crossings
Access road to Whin Park
Pedestrian Underpass
Ramped access to Whin Park
River Bank access available underneath Bridge Deck
Each approach leg will have 2 lanes
Dores Road straight ahead and left & right turns
MCA0 left & right turns
OPTION 3
PEDESTRIAN ACCESS
VEHICULAR ACCESS


OPENING CANAL BRIDGE
FLATS SHORT RIVER CROSSING
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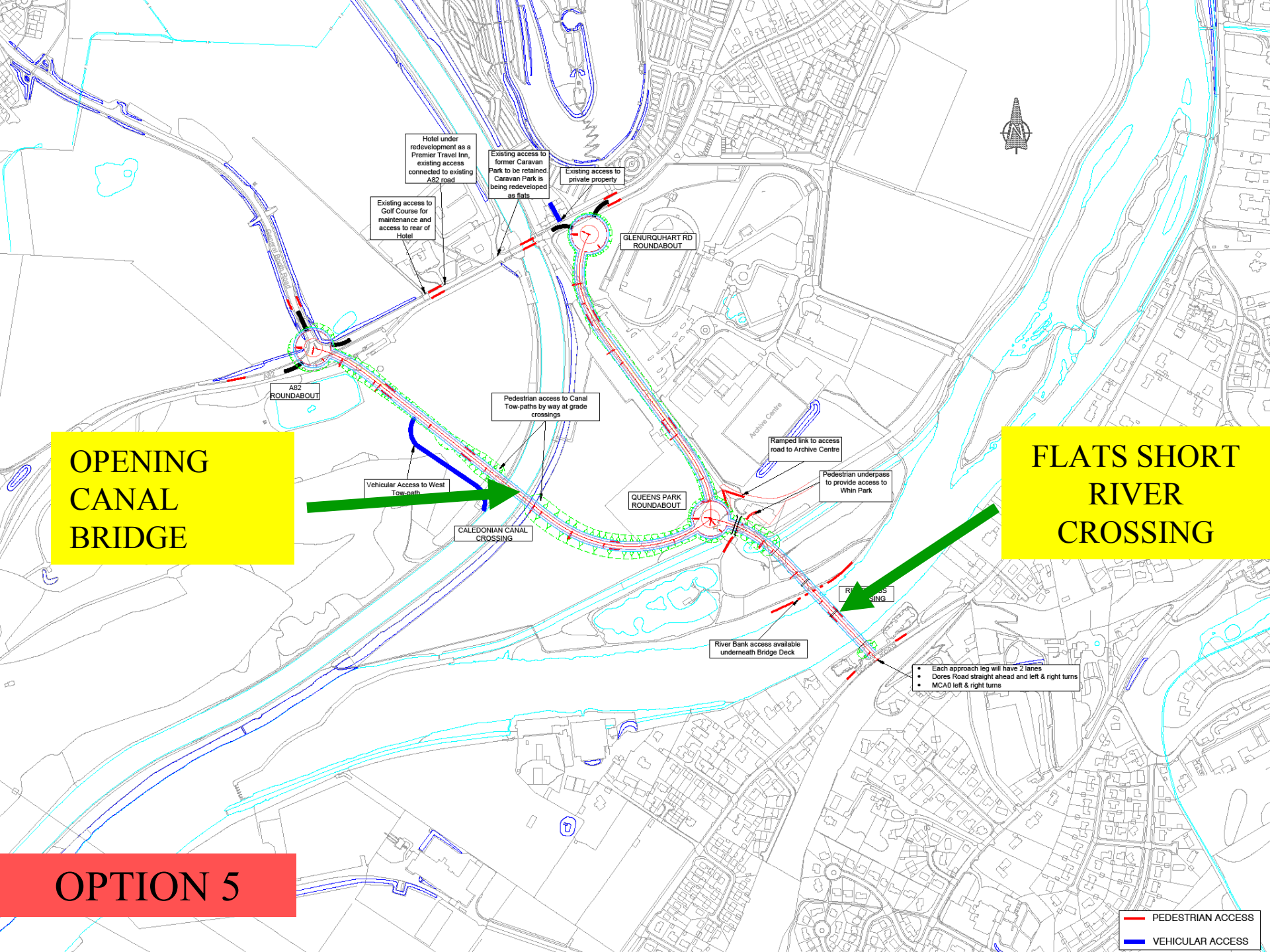
GLENURQUHART ROUNDABOUT
Pedestrian access to Canal Tow-paths by way at grade crossings
Ramp link to access road to Leisure Centre
A82 ROUNDABOUT
QUEENS PARK ROUNDABOUT
Vehicular Access to West Tow-path
CALEDONIAN CANAL CROSSING
Access road to Whin Park
Pedestrian underpass to Whin Park
Ramped access to Whin Park
River Bank access available underneath Bridge Deck
Each approach leg will have 2 lanes
Dores Road straight ahead and left & right turns
MCA0 left & right turns
PEDESTRIAN ACCESS
VEHICULAR ACCESS

OPTION 4

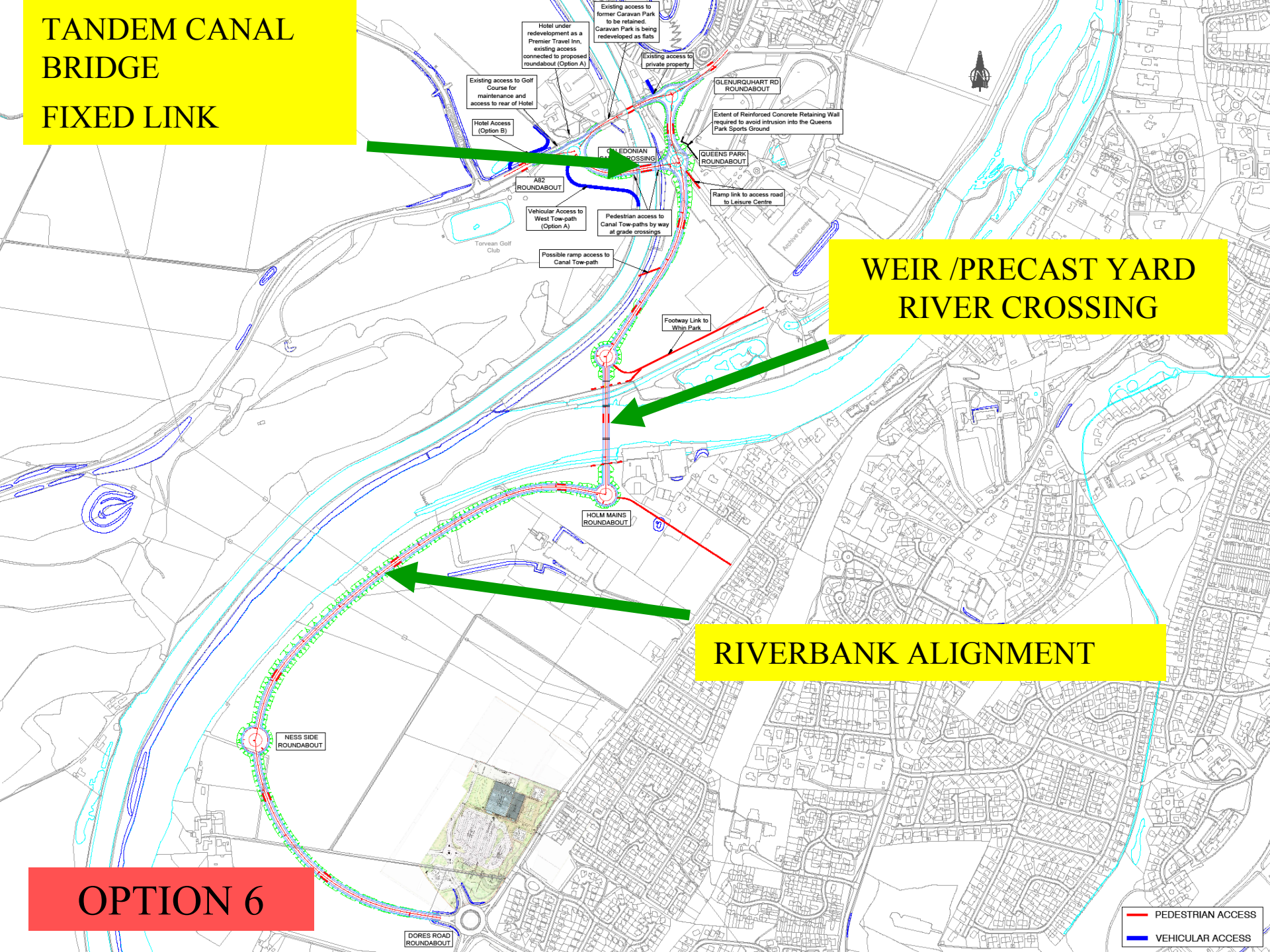


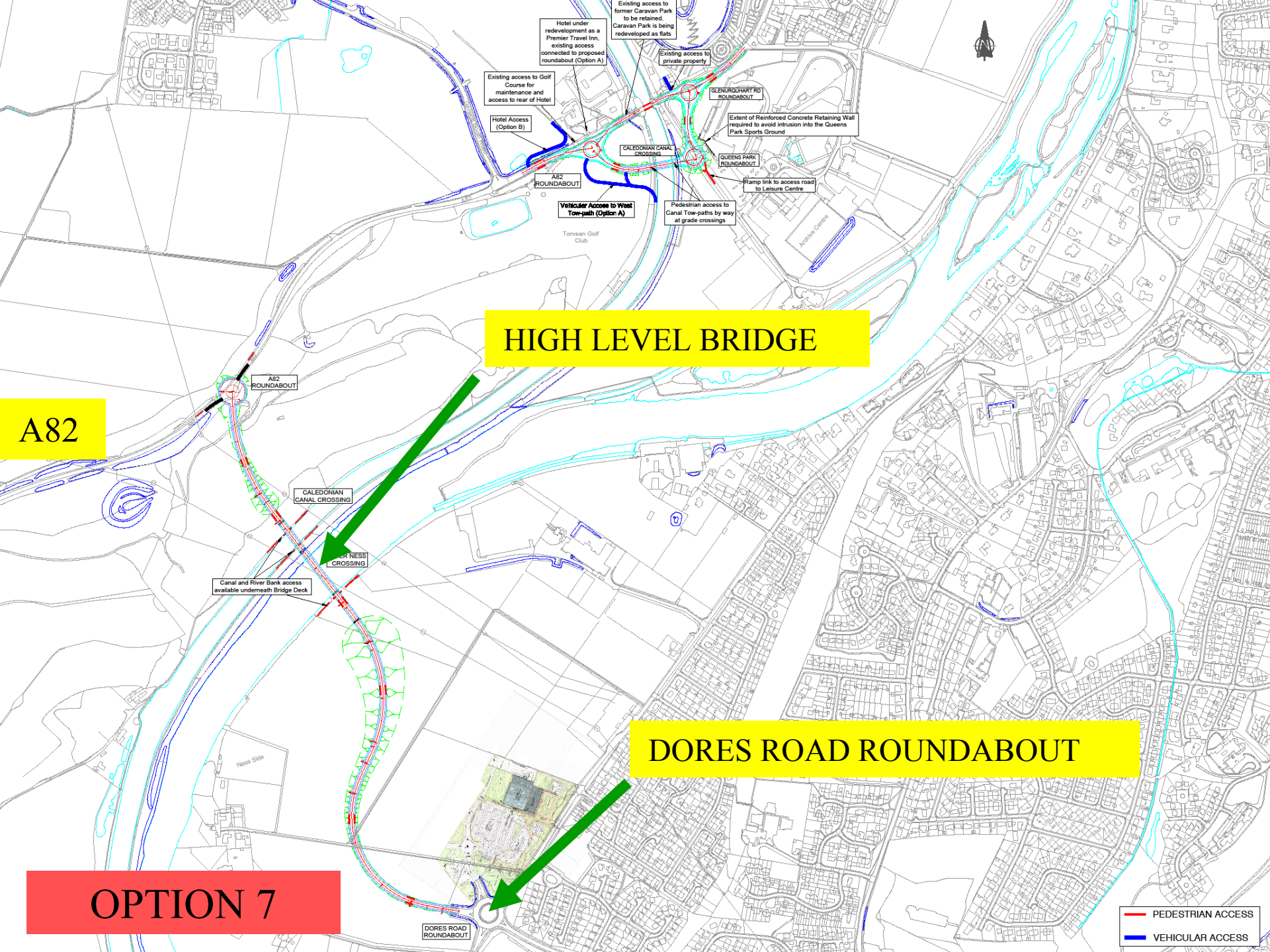
OPENING CANAL BRIDGE

FLATS SHORT RIVER CROSSING

OPTION 5

ADDITIONAL 3 OPTIONS


TANDEM CANAL BRIDGE
FIXED LINK
WEIR /PRECAST YARD RIVER CROSSING
RIVERBANK ALIGNMENT
OPTION 6
Existing access to former Caravan Park to be retained. Caravan Park is being redeveloped as flats
Hotel under redevelopment as a Premier Travel Inn, existing access connected to proposed roundabout (Option A)
Existing access to private property
Existing access to Golf Course for maintenance and access to rear of Hotel
GLENURQUHART RD ROUNDABOUT
Extent of Reinforced Concrete Retaining Wall required to avoid intrusion into the Queens Park Sports Ground
Hotel Access (Option B)
QUEENS PARK ROUNDABOUT
A82 ROUNDABOUT
Ramp link to access road to Leisure Centre
Vehicular Access to West Tow-path (Option A)
Pedestrian access to Canal Tow-paths by way at grade crossings
Possible ramp access to Canal Tow-path
Footway Link to Whin Park
HOLM MAINS ROUNDABOUT
NESS SIDE ROUNDABOUT
DORES ROAD ROUNDABOUT
PEDESTRIAN ACCESS
VEHICULAR ACCESS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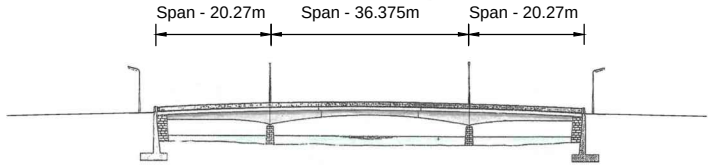
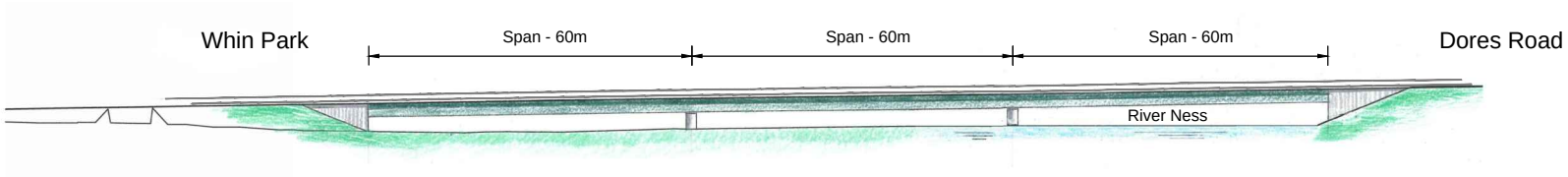
GLENURQUHART RD ROUNDABOUT
Hotel Access (Option B)
Extent of Reinforced Concrete Retaining Wall required to avoid intrusion into the Queens Park Sports Ground
CALEDONIAN CANAL CROSSING
QUEENS PARK ROUNDABOUT
A82 ROUNDABOUT
Ramp link to access road to Leisure Centre
Vehicular Access to West Tow-path (Option A)
Pedestrian access to Canal Tow-paths by way at grade crossings
Torvean Golf Club
Archive Centre
HIGH LEVEL BRIDGE
A82
A82 ROUNDABOUT
CALEDONIAN CANAL CROSSING
R NESS CROSSING
Canal and River Bank access available underneath Bridge Deck
Ness Side
DORES ROAD ROUNDABOUT
DORES ROAD ROUNDABOUT
OPTION 7
PEDESTRIAN ACCESS
VEHICULAR ACCESS

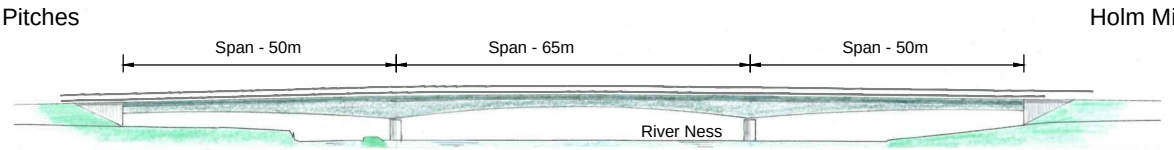
River Crossings



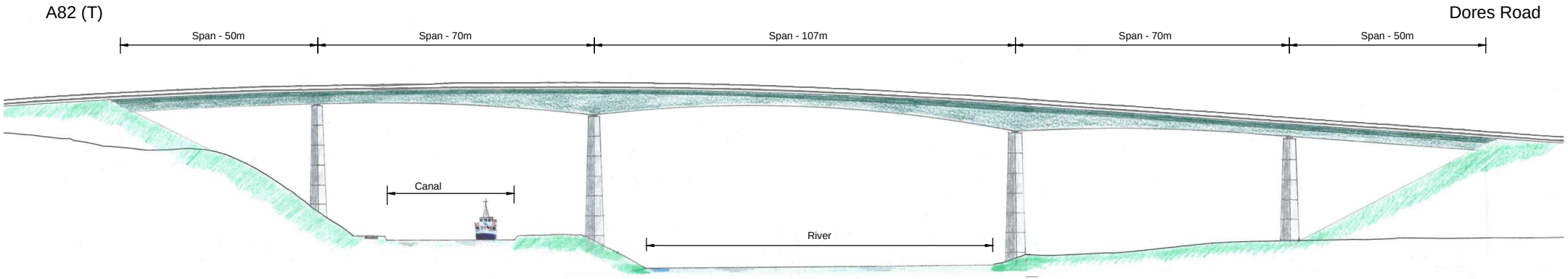
Existing Ness Bridge



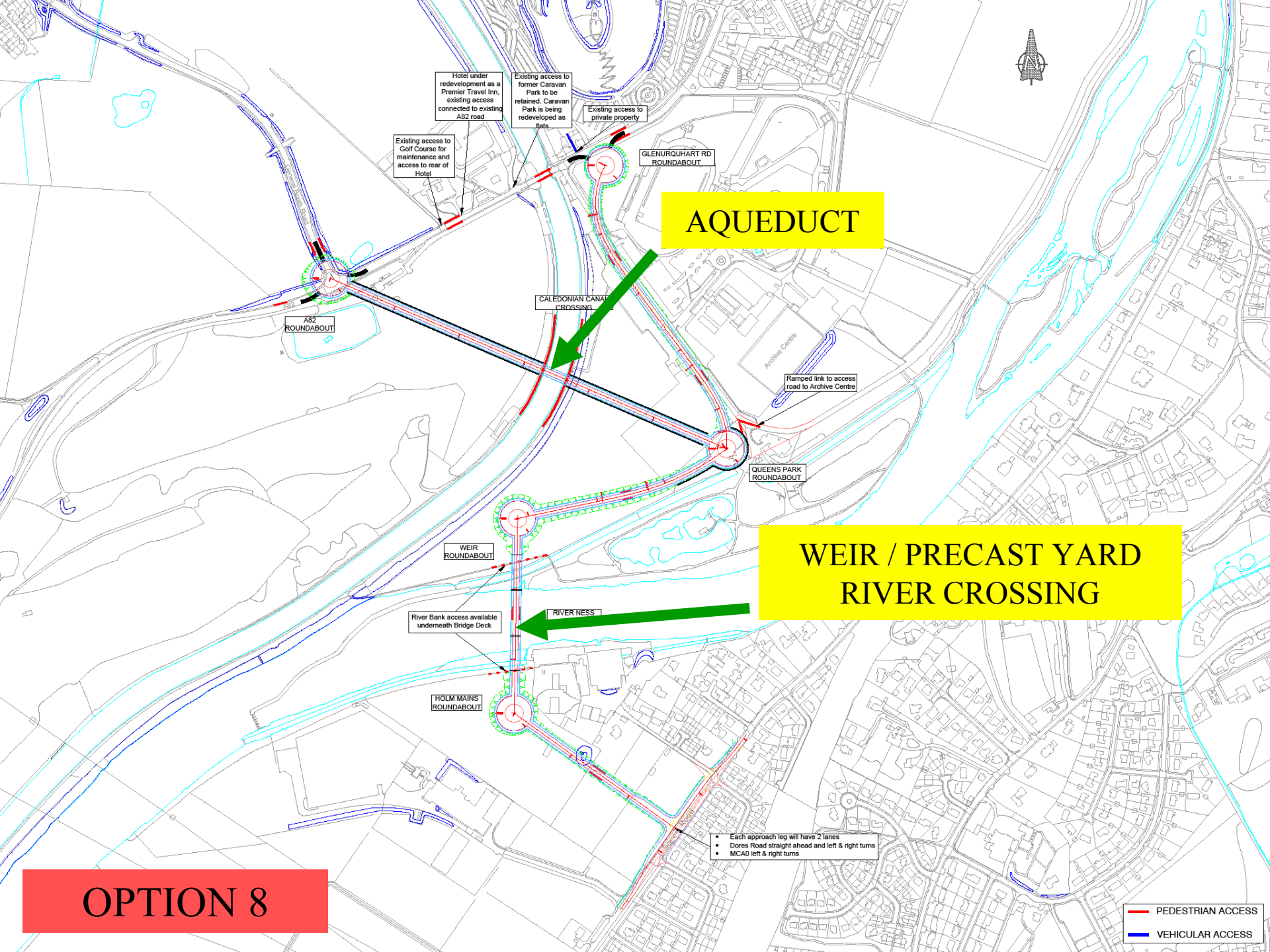
Options 3, 4 & 5



Options 1, 2, 6 & 8



Option 7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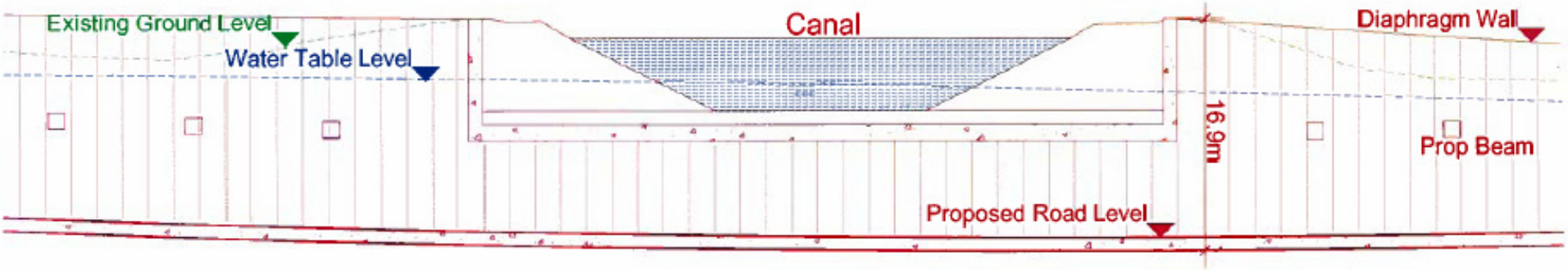
Existing access to private property
Existing access to Golf Course for maintenance and access to rear of Hotel
GLENURQUHART RD ROUNDABOUT
AQUEDUCT
CALEDONIAN CANAL CROSSING
A82 ROUNDABOUT
Archive Centre
Ramped link to access road to Archive Centre
QUEENS PARK ROUNDABOUT
WEIR ROUNDABOUT
WEIR / PRECAST YARD RIVER CROSSING
River Bank access available underneath Bridge Deck
RIVER NESS
HOLM MAINS ROUNDABOUT
Each approach leg will have 2 lanes
Dores Road straight ahead and left & right turns
MCA0 left & right turns
OPTION 8
PEDESTRIAN ACCESS
VEHICULAR ACCESS


Existing Ground Level
Water Table Level
Canal
Diaphragm Wall
16.9m
Prop Beam
Proposed Road Level

8 Options

- Multi-Modal Solution
- 2 Park & Ride sites
- Cycle / Pedestrian Link to City Centre
- 3 Different River Crossings
- 4 Different Canal Bridge Crossings
- 1 Aqueduct/ Tunnel Canal Underbridge

Fly Through SIMULATION – Option 6

OPTIONS APPRAISAL

- Design Stage II
- STAG Part 2
- Standard Methodology
- 8 Options

ASSESSMENT CRITERIA

- Environment
- Safety
- Accessibility
- Integration
- Economy
- Risk and Uncertainty

ASSESSORS

- Highland Council (road alignment and costing)
- URS Scott Wilson (environment, flood ,structures, costing)
- AECOM (traffic modelling & prediction, economics)
- District Valuer (land value and disturbance costs)

Options Appraisal Matrix

	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	Option 8
Environment								
Safety								
Economy								
Integration								
Accessibility								
Risk & Uncertainty								

Assessing Magnitude of Impact

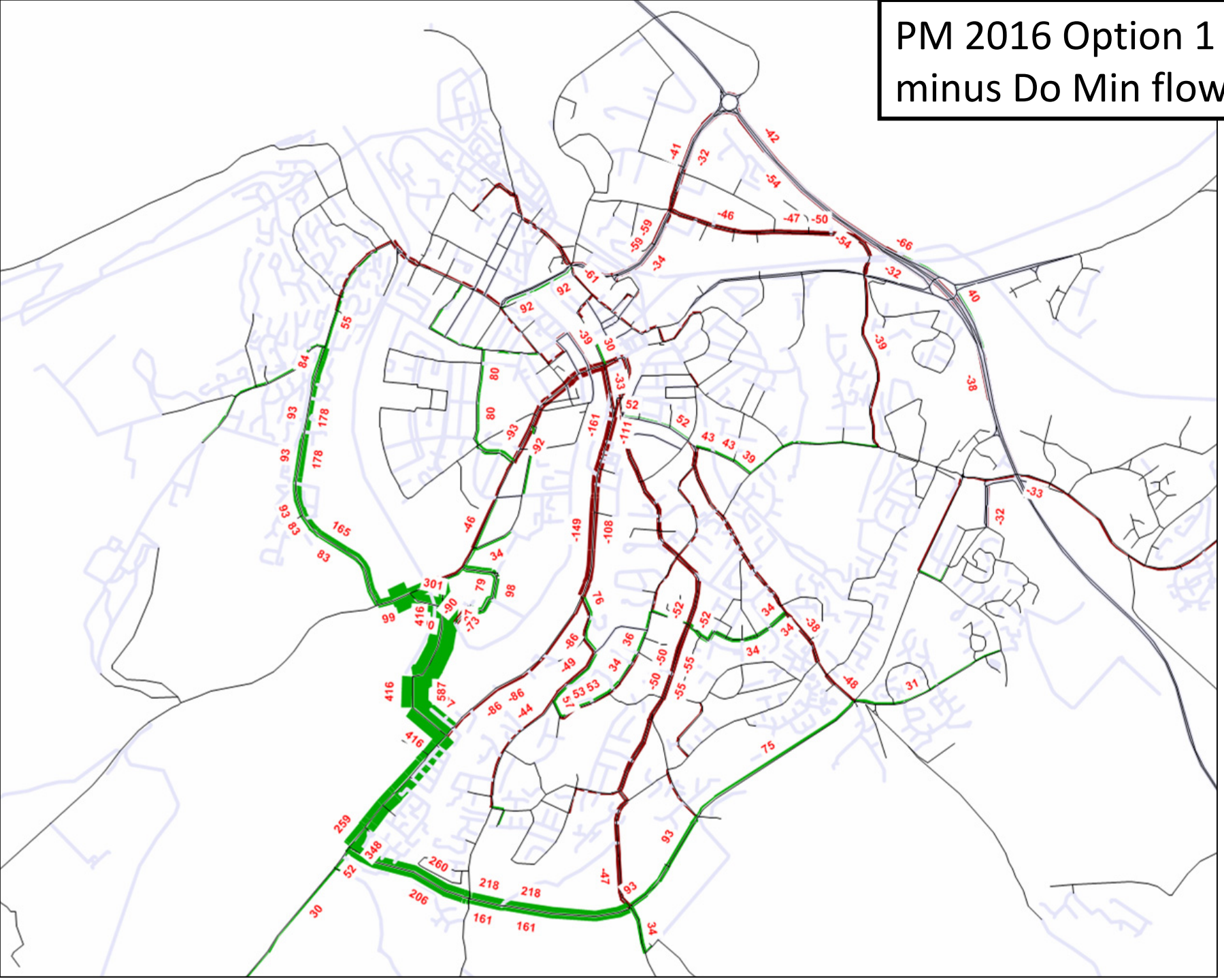
Magnitude of impact		**Typical criteria descriptors •**
Major Benefit		Large scale or major improvement of resource quality; extensive restoration or enhancement; major improvement of attribute quality (Beneficial).
Moderate Benefit		Benefit to, or addition of, key characteristics, features or elements; improvement of attribute quality (Beneficial).
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 (Beneficial).
Negligible Benefit		Very minor benefit to or positive addition of one or more characteristics, features or elements (Beneficial).
Negligible		Very minor loss or detrimental alteration to one or more characteristics, features or elements (Adverse).
Minor Adverse		Some measurable change in attributes, quality or vulnerability; minor loss of, or alteration to, one (maybe more) key characteristics, features or elements (Adverse).
Moderate Adverse		Loss of resource, but not adversely affecting the integrity; partial loss of/damage to key characteristics, features or elements (Adverse).
Major Adverse		Loss of resource and/or quality and integrity of resource; severe damage to key characteristics, features or elements (Adverse).•
No change		No loss or alteration of characteristics, features or elements; no observable impact in either direction.

Environment	Option 1 Weir/Precast Yard	Option 2 Weir/Precast Yard	Option 3 Flats	Option 4 Flats	Option 5 Flats	Option 6 Weir Precast Yard	Option 7 High level bridge	Option 8 Aqueduct
Policies & Plans	Moderate +	Moderate +	Minor -	Minor -	Minor -	Major +	Major -	Minor -
Land Use / Impact on property	Moderate -	Major -	Moderate -	Major -	Major -	Moderate -	Moderate -	Major -
Cultural Heritage	Moderate -	Moderate -	Moderate/ /Major -	Moderate/ /Major -	Moderate/ /Major -	Moderate -	Major - -	Major -
Landscape & Visual	Major -	Major -	Moderate -	Moderate -	Moderate -	Major -	Major -	
Vehicle Travellers	Moderate +	Moderate +	Moderate +	Moderate +	Moderate +	Moderate +	Major +	Minor +
Geology & Soils	Moderate -	Moderate -	Minor -	Minor -	Minor -	Moderate -	Major -	Major -
Ecology and Nature Conservation	Moderate -	Moderate -	Moderate -	Moderate -	Moderate -	Moderate -	Moderate -	Moderate -
Noise & Vibration	Minor -	Minor -	Moderate -	Moderate -	Moderate -	Minor -	Minor -	Minor -
Water Environment	Moderate -	Moderate -	Moderate -	Moderate -	Moderate -	Moderate -	Negligible -	Major -
Flood Risk	Minor /Moderate	Minor /Moderate	Moderate -	Moderate -	Moderate -	Minor /Moderate	Negligible -	Major -
Disruption during Construction	Moderate -	Moderate -	Moderate/ /Major -	Moderate/ /Major -	Moderate/ /Major -	Moderate/ /Major -	Major -	Major -

Safety	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	Option 8
Improve safety for motor vehicles	Moderate +	Moderate +	Minor +	Minor +	Minor +	Moderate +	Moderate +	Moderate +
Improve safety for cyclists and peds	Moderate +	Moderate +	Moderate +	Moderate +	Moderate +	Moderate +	Minor +	Moderate +

Under the Safety criteria all of the options are beneficial.

Economy	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	Option 8
Maintain/improve journey time and reliability in SW Inverness	Major +	Major +	Major +	Major +	Major +	Major +	Major +	Major +
Efficiency of Canal network	Minor/ Moderate +	Minor/ Moderate +	Minor/ Moderate +	Minor/ Moderate +	Minor/ Moderate +	Minor/ Moderate +	Minor -	Minor -
Efficiency of Trunk roads	Minor +	Moderate +	Minor +	Moderate +	Negligible +	Minor +	Minor +	Negligible +
Efficiency of local roads	Major +	Major +	Major +	Major +	Major +	Major +	Major +	Major +
SCHEME COST 2011	23.46m	27.28m	29.21m	31.82m	30.55m	27.22m	67.75m	75.48m
PRESENT VALUE COST 2002 (PVC)	14.4m	16.7m	18.1m	19.7m	128.9m	16.2m	44.3m	47.8m
PRESENT VALUE BENEFITS (PVB)	56.5m	59.9m	60.0m	65.7m	65.8m	59.7m	63.9m	58.6m
NET PRESENT VALUE (NPV)	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


PM 2016 Option 1
minus Do Min flows

Integration	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	Option 8
Land Use Integration – fit with Planning Development Plans	Major +	Moderate +	Minor +	Negligible +	Negligible +	Major +	Moderate +	Moderate +
Integration with Public Transport (Modal Shift)	Major +	Major +	Major +	Major +	Major +	Major +	Moderate +	Major +

Under Integration Options 1 and 6 provide the most benefits

But all beneficial

Potential Benefits

Opportunities for improvement on what exists

- New, more direct and/or better walking, jogging and cycle routes (some options better than others)
- The attractive views offered by many of these routes
- Safety benefits of moving the golf course on to one side of the A82
- More playing fields / sports pitches at Ness-side
- A park and ride facility at the A82 tourist gateway
- Balance of first 8 holes of golf course available for mixed uses

Accessibility	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	Option 8
Maintain or improve access to local facilities Whin Park Tow path Leisure facilities fishing	Major +	Major +	Moderate +	Moderate +	Moderate +	Major +	Moderate +	Major +
Maintain or improve access for cyclists and pedestrians	Major +	Major +	Moderate +	Moderate +	Moderate +	Major +	Negligible +	Moderate+

Under Accessibility most Options are beneficial

Risk & Uncertainty	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	Option 8
Construction Risk	Moderate -	Moderate -	Moderate -	Moderate -	Moderate -	Moderate -	Major -	Major -
Statutory consent risk	Minor -	Moderate -	Major -	Major -	Major -	Minor -	Major -	Major -
Land acquisition risk	Major -	Major -	Major -	Major -	Major -	Major -	Moderate -	Major -
Deliverability against Council programme	Negliable -	Minor -	Moderate -	Moderate -	Moderate -	Minor -	Major -	Major -
Ease of phasing	Major +	Major +	Major +	Major +	Major +	Major +	Major -	Major +

Highest Risk is Option 7 and Option 8

Option 1 (Weir/Precast Yard/Tandam Br)

COST = £23.46m

BCR = 3.931

Advantages

Very good on Accessibility, Integration and Economy

No significant Technical difficulty in construction

Fits with Funding

No effect on Whin Park

Retain Rugby club

Disadvantages

Minor adverse on Environment

Impact on golf club

Option 2 (Weir/Precast Yard/mid opening Canal Bridge)

COST = £27.28m

BCR = 3.587

Advantages

Very good on Accessibility and Economy,

Moderately good on Integration and Safety

No significant Technical difficulty in construction

No effect on Whin Park

Disadvantages

Minor adverse on Environment

Impact on rugby club and golf course

Option 3 (Flats/Tandam Canal Bridge Bridge)

COST = £29.21m

BCR = 3.323

Advantages

Moderately good on Accessibility and Economy,

Minor benefits in Integration and Safety

No significant Technical difficulty in construction

No effect on Rugby Club

Disadvantages

Moderate adverse on Environment

Impact on Whin Park and Golf Club

Option 4 (Flats/Tandam Mid opening Canal Bridge)

COST = £31.82m

BCR = 3.341

Advantages

Moderately good on Accessibility and Economy,

Minor benefits in Integration and Safety

No significant Technical difficulty in construction

Disadvantages

Moderate adverse on Environment

Impact on Rugby club

Impact on Golf club

Impact on Whin Park

Option 5 (Flats/ West opening Canal Bridge)

COST = £30.55m

BCR = 3.483

Advantages

Moderately good on Accessibility and Economy,

Minor benefits in Integration and Safety

No significant Technical difficulty in construction

Disadvantages

Moderate adverse on Environment

Impact on Rugby club

Impact on Golf club

Impact on Whin Park

Option 6 (Weir/Precast Yard/Tandam Canal Bridges)

COST = £27.22m

BCR = 3.686

Advantages

Very good on Accessibility, Integration and Economy,

Minor benefits in Safety

No significant Technical difficulty in construction

Fits with Local Plan

No effect on Whin Park or Rugby club

Disadvantages

Moderate adverse on Environment

Impact on golf club

Option 7 (High Level Bridge)

COST = £67.75m

BCR = 1.444

Advantages

Moderately good on Accessibility, Integration and safety,

Minor benefits in Economy

No effect on Whin Park or Rugby Club

Disadvantages

Major adverse on Environment

Significant Technical difficulties in construction

Major cost & high risk in deliverability

Impact on Golf Club

Option 8 (Aqueduct)

COST = £75.48m

BCR = 1.227

Advantages

Moderately good on Accessibility, Integration and safety,

Minor benefits in Economy

Disadvantages

Major adverse on Environment

Serious/Significant Technical difficulties and high risk in construction

Major cost & high risk indeliverability

Impact on Rugby club, Whin Park and Golf Club

Impact on Recreational Areas	Option 1 Precast Yard/ Weir	Option 2 Precast Yard/ Weir	Option 3 Flats	Option 4 Flats	Option 5 Flats	Option 6 Precast Yard/ Weir	Option 7 High Level Bridge	Option 8 Aquaduct/ Tunnel
Torvean Golf Club	1.87 ha reduction 5.4% loss Minor relocation	3.9 ha reduction 11.4% loss Major relocation	1.87 ha reduction 5.4% loss Minor relocation	3.87 ha reduction 11.36%loss Major relocation	5.65 ha reduction 16.58% loss Major relocatio	1.87 ha reduction 5.4% loss Minor relocation	1.87 ha reduction 5.4% loss Minor relocation	5.48 ha reduction 16.08% loss Major relocation
Highland Rugby Club	Retain but 1.9 ha reduction 26% loss	Relocated	Retain but 0.76 ha reduction 10% loss	Relocated	Relocated	Retain but 1.9 ha reduction 26% loss	No impact	Relocated
Inverness Blitz	Relocated	Relocated	Relocated	Relocated	Relocated	Relocated	Relocated	Relocated
Whin Park	No impact	No impact	0.84 ha 14% loss	0.84 ha 14% loss	0.84ha 14% loss	No impact	No impact	No impact

SUMMARY
Options Appraisal Matrix

	Option 1 WEIR	Option 2 WEIR	Option 3 FLATS	Option 4 FLATS	Option 5 FLATS	Option 6 WEIR	Option 7 HIGH LEVEL Br	Option 8 AQUEDUCT
Environment	X	X	XX	XX	XX	X	XXXX	XXXX
Safety	✓✓✓	✓✓✓	✓✓	✓✓	✓✓	✓✓✓	✓✓	✓✓✓
Economy	✓✓✓✓	✓✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓✓	XXXX	XXXX
Integration	✓✓✓✓	✓✓✓	✓✓	✓✓	✓✓	✓✓✓✓	✓✓	✓✓✓
Accessibility	✓✓✓✓	✓✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓✓	✓	✓✓
Risk & Uncertainty	X	X	X X	X X	X X	X	XXX	XXXX

SUMMARY
Options Appraisal Matrix

	Option 1 WEIR	Option 2 WEIR	Option 3 FLATS	Option 4 FLATS	Option 5 FLATS	Option 6 WEIR	Option 7 HIGH LEVEL	Option 8 ACQUADUCT
Environment								
Safety								
Economy								
Integration								
Accessibility								
Risk & Uncertainty								

Consultation Process

- Exhibition
- Public Meetings
- Web Site - www.highland.gov.uk
- Views on process
- Nothing missed

West Link Consultation

- Consultation closes on 16 January 2012
- Council Working Group meets 27 January 2012
- Inverness needs a decision and a deliverable solution
- Means development and jobs

INVERNESS CITY TRUNK LINK ROAD – WEST LINK OPTIONS APPRAISAL

QUESTIONS

The Highland Council
Comhairle na Gàidhealtachd

British Waterways Scotland

SEPA
Scottish Environment Protection Agency

HISTORIC SCOTLAND
ALBA AOSMHOR

Scottish Natural Heritage
All of nature for all of Scotland

TRANSPORT SCOTLAND