Preferred option
Following the DMRB Stage 2 Assessment process, Option 1 has been chosen as the preferred option.
• Option 1 involves the grade separation of the A9 passing over the A82 and Stadium Road.
• The junction slip roads will form a diamond layout ending at an enlarged roundabout with connections to the A82 and Stadium Road.
• The roundabout would be fully signal-controlled with three lanes on the circular carriageway.
• Non-Motorised User (NMU) routes are incorporated into the junction, and would feature signalised crossing between Inverness city centre and Stadium Road. These would connect into the existing NMU paths on the A9, A82, Stadium Road and the Cycle Network (Route 1).

Option 1 includes:
• Full grade separation of the A9 over the A82.
• Improvements to Longman Roundabout including an additional lane.
• Approximately 1.0 km of improvements to the mainline A9.
• Approximately 2.0 km of new slip roads.
• Side road connections to the A82 and Stadium Road.
• Additional improvements along A9 with connections to the A82 and Stadium Road.
• Improvements to M9 crossing points on the A9 and Stadium Road.
• Additional roundabout at Longman Roundabout.

A Virtual Reality Model (VRM) has been prepared to give a better understanding of the preferred option, and is available to view at the exhibition and on the Transport Scotland website. The VRM is conceptual and the design will be developed further as we progress through the DMRB Stage 3 Assessment process. We will consult with stakeholders, landowners and affected parties as part of our further development of the preferred option, and will continue to develop the design as we progress.

What happens next?
We will continue to develop the scheme and present it to the DMRB Stage 2 Assessment process. The comments and feedback we receive from the public exhibition will be considered as part of the DMRB Stage 3 Assessment process and will help with the ongoing development of the preferred option.

Transport Scotland will look to publish Draft Road Orders, Draft Compulsory Purchase Order and an Environmental Impact Assessment Report for the A9/A82 Longman Junction Improvement scheme in 2020. Comments and feedback received will be considered at this stage.

The draft Road Orders will define the line of the developed preferred option and the draft Compulsory Purchase Order will outline the extent of the land needed to deliver the scheme. The Environmental Impact Assessment Report will record a detailed assessment of the impacts of the developed preferred option and will outline any mitigation that is needed.

The next stage of the assessment process will include:
• Further consultation with stakeholders, landowners and affected parties.
• An Environmental Impact Assessment which will detail the environmental implications, including appropriate construction management plans, landscape planting, environment/biodiversity, habitat protection and human health (public safety).
• Further development of the preferred option, such as road alignment, drainage provision, private accesses, and NMU provision.
• Further ground investigation works.
• Identification of the land required for the scheme and preparation of draft orders.

Non-Motorised Users (NMUs)
Suitable provision for NMUs is an important part of the scheme.
As part of the DMRB Stage 2 Assessment process, we consulted several NMU groups and incorporated NMU provision into the emerging option design.
Further refinement of the NMU routes will be carried out during the DMRB Stage 3 Assessment and will be developed in conjunction with the Highland Council’s development plans.

Comments and feedback
Transport Scotland welcomes your comments and feedback. Please take time to consider the information presented and provide any comments you may have as soon as possible and by:

9 August 2019

Comments can be made on the feedback forms provided and placed in the feedback box at this exhibition, or can be sent by email or post. Feedback forms are also available to download on the Transport Scotland website.

Further information
For further information on the A9/A82 Longman Junction Improvement scheme, please visit: Transport Scotland’s website: transport.gov.scot/projects/a9a82-longman-junction-improvement-scheme

About your comments and feedback
Transport Scotland will consider your comments and feedback as part of their further design development and assessment of the scheme, and all submissions will be shared with both Transport Scotland and the consultants. We may also use your addresses to inform future reports or public documents related to the scheme.

If you choose to provide contact details with your submission, Transport Scotland will be able to send you updates about the scheme, for example invitations to future public engagement events. If you wish not to do so, we please provide your consent when contacting us. You can withdraw your consent at any time by contacting the project team. The provision of contact details is optional and your comments will be considered provided anonymously. However: Transport Scotland will not be able to respond to you directly if you choose not to provide these details.

A9/A82 Longman Junction Improvement scheme
Preferred option public exhibitions
June 2019
Option development and assessment

At the public exhibitions held in May 2018, five options were presented: options 1, 3, 4, 5 and 10.

Due to similarities, options 1, 3 and 5 were assessed in terms of operational traffic performance to further refine these options.

Options 4 and 5 were sifted out due to:
- Significant queuing on the northbound diverge slip road
- Traffic signalisation of Options 4 and 5 would improve their operation, but not as effectively.

Therefore, options 1, 3 and 10 were taken forward to full DMRB Stage 2 Assessment.

Further refinement of these options has taken account of feedback received from members of the public, stakeholders, local communities and interested parties, as well as information collected through surveys such as traffic data collection and geotechnical site investigations.

All of this information has been fed into the engineering, environmental, traffic and economic assessment work and has resulted in a preferred option being selected.

The preferred option

Introduction

As part of the Scottish Government’s commitment within the £315 million Inverness and Highland City-Region Deal, Transport Scotland is progressing plans for a new grade-separated junction to replace Longman Roundabout.

This leaflet provides an overview of the options assessment work carried out to date and presents the preferred option for the A9/A82 Longman Junction improvement scheme.

Background

In 2010, Transport Scotland commissioned Jacobs UK to undertake the initial study to form a design basis for Roads and Bridges (DMRB) Stage 2 Assessment and public exhibitions were held in February 2012.

Following significant feedback received from members of the public, the White Connections Study was commissioned to look at the wider traffic issues associated with junctions on the A9, A96 and A82.

This was carried out in-line with the principles of Scottish Transport appraisal Guidance (STAG).

Transport Scotland worked in partnership with The Highland Council (THC) to co-ordinate the land-use and transport plans for the area.

The study reviewed the problems, opportunities and issues relating to the movement of traffic along these key routes, the interaction between them and the development in the surrounding area, and identified problems associated with delays at the A9/A82 Longman Junction.

The findings of the White Connections Study were reported in February 2014 and specifically recommended the grade separation of Longman Roundabout to relieve congestion at the junction.

As part of the A9/A82 Longman Junction improvement scheme, public exhibitions were held in May 2016. These presented the five options being taken forward to full DMRB Stage 2 Assessment and sought to gather public feedback on the development of the scheme.

Scheme assessment process

Transport Scotland carries out a rigorous assessment process to establish the preferred option for a road improvement scheme.

The preparation and development of road schemes follows the scheme assessment process set out in the Design Manual for Roads and Bridges (DMRB).

This three-stage assessment process covers engineering, environmental, traffic and economic considerations.

Throughout this process, Transport Scotland consults stakeholders, local communities and interested parties, including heritage, environmental and Non-Motorised User (NMU) groups such as pedestrians and cyclists.

DMRB Stage 1

Option development

An A9/A82 Longman Junction Improvement scheme is now complete. This leaflet summarises the results of the option assessment and presents the preferred option.
**Option 10**

Presented the five options being taken forward to full DMRB Stage 2 Assessment and sought to gather public feedback on the development of the scheme. In February 2016 and specifically recommended the grade in this strategic junction.

**Background**

As part of the Scottish Government’s commitment within the £315 million Inverness and Highland City-Region Deal, Transport Scotland is progressing plans for a new grade-separated junction to replace Longman Roundabout. The preferred option for the A9/A82 Longman Junction Improvement Scheme is now complete. This leaflet provides an overview of the options assessment work carried out so far and presents the preferred option for the A9/A82 Longman Junction Improvement scheme.

**Scheme assessment process**

Transport Scotland carries out a rigorous assessment process to establish the preferred option for a road improvement scheme. The preparation and development of road schemes follows the scheme assessment process set out in the Design Manual for Roads and Bridges (DMRB). The three-stage assessment process covers engineering, environmental, traffic, and economic considerations.

**Option development and assessment**

At the public exhibitions held in May 2018, five options were presented: Options 1, 3, 4, 5 and 10. Due to their similarities, Options 3, 4 and 5 were assessed in terms of operational traffic performance to further refine these options. Options 4 and 5 were sifted out due to:

- Significant queuing on the A9/A82 longman slip road
- Options 4 and 5 resulted in significant queuing on Stadium Road

Traffic signalisation of Options 4 and 5 would improve their operation, but not as effectively as for Option 1. Therefore, Options 1, 3 and 10 were taken forward to full DMRB Stage 2 Assessment.

Further refinement of these options has taken account of feedback received from members of the public, stakeholders, local communities and interested parties, including heritage, environmental and Non-Motorised User (NMU) groups such as pedestrians and cyclists.

**Option 1**

- Option 1 requires the least land-take
- Option 1 has the lowest impact in terms of operational traffic performance
- Option 1 performs best in terms of environmental impacts
- Option 1 provides the greatest journey time savings
- Option 1 would provide the greatest journey time savings for road users
- Option 1 supports the future development plans of The Highland Council
- Option 1 is a summary of the options assessment:

- Option 1 has the lowest impact in terms of construction delay and (at least) disruption to local traffic
- Option 1 requires the least land-take
- All of the options provide good value for money, with Option 1 performing best
- Option 1 and Option 3 have the lowest impact on the local community
- Option 1 provides the best operational effectiveness for the A9 and A82 on approach to Longman Junction
- Option 1 would provide the greatest journey time savings for road users
- Option 1 best supports the future development plans of The Highland Council
- All options reduce the conflict between longer distance traffic and more local traffic
- All options provide improved facilities for pedal cyclists
- Option 1 performing best
- Good value for money

**Option 3**

- Option 3 has the highest impact in terms of construction delay and (at least) disruption to local traffic
- Option 3 requires the most land-take
- All of the options provide good value for money, with Option 3 performing best
- Option 1 and Option 3 have the lowest impact on the local community
- Option 3 provides the best operational effectiveness for the A9 and A82 on approach to Longman Junction
- Option 3 would provide the greatest journey time savings for road users
- Option 3 best supports the future development plans of The Highland Council
- All options reduce the conflict between longer distance traffic and more local traffic
- All options provide improved facilities for pedal cyclists
- Option 3 performing best
- Good value for money

**Option 4**

- Option 4 has the highest impact in terms of construction delay and (at least) disruption to local traffic
- Option 4 requires the most land-take
- All of the options provide good value for money, with Option 4 performing best
- Option 1 and Option 3 have the lowest impact on the local community
- Option 4 provides the best operational effectiveness for the A9 and A82 on approach to Longman Junction
- Option 4 would provide the greatest journey time savings for road users
- Option 4 best supports the future development plans of The Highland Council
- All options reduce the conflict between longer distance traffic and more local traffic
- All options provide improved facilities for pedal cyclists
- Option 4 performing best
- Good value for money

**Option 5**

- Option 5 has the highest impact in terms of construction delay and (at least) disruption to local traffic
- Option 5 requires the most land-take
- All of the options provide good value for money, with Option 5 performing best
- Option 1 and Option 3 have the lowest impact on the local community
- Option 5 provides the best operational effectiveness for the A9 and A82 on approach to Longman Junction
- Option 5 would provide the greatest journey time savings for road users
- Option 5 best supports the future development plans of The Highland Council
- All options reduce the conflict between longer distance traffic and more local traffic
- All options provide improved facilities for pedal cyclists
- Option 5 performing best
- Good value for money

**Option 10**

- Option 10 has the highest impact in terms of construction delay and (at least) disruption to local traffic
- Option 10 requires the most land-take
- All of the options provide good value for money, with Option 10 performing best
- Option 1 and Option 3 have the lowest impact on the local community
- Option 10 provides the best operational effectiveness for the A9 and A82 on approach to Longman Junction
- Option 10 would provide the greatest journey time savings for road users
- Option 10 best supports the future development plans of The Highland Council
- All options reduce the conflict between longer distance traffic and more local traffic
- All options provide improved facilities for pedal cyclists
- Option 10 performing best
- Good value for money
Preferred option

Following the DMRB Stage 3 Assessment process, option 1 has been chosen as the preferred option. This will:
• Option 1 involves the grade separation of the A9 passing over the A82 and Stadium Road.
• The junction slip roads will form a diamond layout ending at an enlarged roundabout with connections to the A82 and Stadium Road.
• The roundabout would be fully signal-controlled with three lanes on the circulating carriageway. Non-Motorised User (NMU) routes are incorporated into the junction, and would feature signalised crossing between Inverness city centre and Stadium Road. These would connect into the existing NMU paths on the A9, A82, Stadium Road and National Cycle Network (Route 1).

Option 1 includes:
• Full grade separation of the A9 over the A82
• Improvements to NMU crossing points on the A82 and Stadium Road
• NMU route improvements along A9 with connections to the A82 and Stadium Road
• Approximately 2.1km of new slip roads
• Approximately 2.1km of improvements to the mainline A9
• Improvements to Longman Roundabout including an additional lane
• Approximately 2.1km of improvements to the mainline A9
• Approximately 2.1km of new slip roads
• Side road connections to the A82 and Stadium Road
• NMU route improvements along A9 with connections to the A82 and Stadium Road
• Improvements to M9 crossing points on the A9 and Stadium Road

A Virtual Reality Model (VRM) has been prepared to give a better understanding of the preferred option, and is available to view at the exhibition and on the Transport Scotland website. The VRM is conceptual and the design will be developed further as we progress through the DMRB Stage 3 Assessment process. Further consultation with stakeholders, landowners and affected parties will take place during the DMRB Stage 3 Assessment and will help with the ongoing development of the preferred option.

Non-Motorised Users (NMUs)

Suitable provision for NMUs is an important part of the scheme. As part of the DMRB Stage 3 Assessment process, we consulted several NMU groups and incorporated NMU provision into the emerging option designs.

Further refinement of the NMU routes will be carried out during the DMRB Stage 3 Assessment and will be developed further as we progress through the DMRB Stage 3 Assessment process. Non-Motorised User (NMU) routes are incorporated into the junction, and would feature signalised crossing between Inverness city centre and Stadium Road. These would connect into the existing NMU paths on the A9, A82, Stadium Road and National Cycle Network (Route 1).

Option 1 includes:

• Full grade separation of the A9 over the A82
• Improvements to Longman Roundabout including an additional lane
• Approximately 2.1km of improvements to the mainline A9
• Improvements to Longman Roundabout including an additional lane
• Approximately 2.1km of improvements to the mainline A9
• Approximately 2.1km of new slip roads
• Approximately 2.1km of improvements to the mainline A9
• Improvements to Longman Roundabout including an additional lane
• Approximately 2.1km of improvements to the mainline A9
• Approximately 2.1km of new slip roads
• Approximately 2.1km of improvements to the mainline A9
• Improvements to Longman Roundabout including an additional lane
• Approximately 2.1km of improvements to the mainline A9
• Approximately 2.1km of new slip roads
• Approximately 2.1km of improvements to the mainline A9
• Improvements to Longman Roundabout including an additional lane
• Approximately 2.1km of improvements to the mainline A9
• Approximately 2.1km of new slip roads

What happens next?

We will take forward the development and assessment of the preferred option as part of the DMRB Stage 2 Assessment. The comments and feedback we receive following the public exhibition will be considered as part of the DMRB Stage 3 Assessment process and will help with the ongoing development of the preferred option.

Transport Scotland will look to publish draft Road Orders, draft Compulsory Purchase Orders and an Environmental Impact Assessment Report for the A9/A82 Longman Junction Improvement scheme in 2020. A Call for Evidence will define the extent of the developed preferred option and the draft Compulsory Purchase Order will outline the extent of the land needed to deliver the scheme. The Environmental Impact Assessment Report will record a detailed assessment of the impacts of the developed preferred option and will outline any mitigation that is required.

The next stage of the assessment process will include:
• Further consultation with stakeholders, landowners and affected parties
• An Environmental Impact Assessment which will detail the environmental implications, including appropriate construction management plans, landscape planting, environmental/birds, habitat protection and sustainable transport systems (STARS)
• Further development of the preferred option, such as road alignment, drainage provision, private accesses, and NMU provision
• Further ground investigation works
• Identification of the land required for the scheme and preparation of draft orders

Comments and feedback

Transport Scotland values your comments and feedback. Please take time to consider the information presented and provide any comments you may have as soon as possible and by:

9 August 2019

Comments can be made on the feedback forms provided and placed in the feedback box at this exhibition, or can be sent by email or post. Feedback forms are also available to download on the Transport Scotland website.

Please email your comments to: a9a82stakeholdercommunications@jacobs.com

Post to: A9/A82 Longman Junction Improvement team, Jacobs, Kintail House, Beechwood Park, Inverness IV2 3BW

Aerial photo of Longman Roundabout and the proposed new Longman junction

A virtual reality model showing the proposed new Longman junction

Further information

For further information on the A9/A82 Longman Junction Improvement scheme, please visit Transport Scotland’s website:
transport.gov.scot/projects/a9a82-longman-junction-improvement-scheme

About your comments and feedback

Transport Scotland will consider your comments and feedback as part of their further design development and assessment of the scheme, and all submissions will be shared with both transport consultants. We may also use your feedback to inform future reports or public documents related to the scheme.

If you choose to provide contact details with your submission, Transport Scotland will not be able to send you updates about the scheme, for example invitations to future public engagement events. If you do not wish us to provide these details with your submission, please provide your consent when contacting us. You can withdraw your consent at any time by contacting us. You can withdraw your consent at any time by contacting us.

The provision of contact details is optional and your comments, will be considered provided anonymously. However, Transport Scotland will not be able to contact you directly if you choose not to provide these details.
A9/A82 Longman Junction Improvement scheme

Preferred option

Following the DMRB Stage 2 Assessment process, Option 1 has been chosen as the preferred option for the scheme.

- Option 2 involves the grade separation of the A9 passing over the A82 and Stadium Roundabout.
- The junction slip roads would form a diamond layout ending on an enlarged roundabout with connections to the A82 and Stadium Road.
- The roundabout would be fully signal-controlled with three lanes on the circulating carriageway. Non-Motorised User (NMU) routes are incorporated in the Junction, and would feature signalised crossing covering Inverness city centre and Stadium Road. These would connect with the existing NMU facilities on the A9/A82, Stadium Roundabout and the railway cycle network (Route 1).

Option 1 includes:

- Full grade separation of the A9 over the A82
- Improvements to Longman Roundabout including an additional lane
- Approximately 2.1km of improvements to the mainline A9
- Approximately 2.1km of improvements to the longman roundabout
- Side road connections to the A82 and Stadium Road
- Approximate 2.1km of new slip roads
- NMU route improvements along A9 with connections to the A82 and Stadium Road
- NMU crossing points on the A9 and Stadium Road

Non-Motorised Users (NMUs)

Suitable provision for NMUs is an important part of the scheme.

As part of the DMRB Stage 2 Assessment process, we consulted several NMU groups and incorporated NMU provision into the emerging option designs. Further refinement of the NMU routes will be carried out during the DMRB Stage 3 Assessment and will be developed in consultation with the Highland Council’s development plans.

What happens next?

We will take forward the development and assessment of the preferred option as part of the DMRB Stage 2 Assessment. The comments and feedback we receive following the public exhibition will be considered as part of the DMRB Stage 3 Assessment process and will help with the ongoing development of the preferred option.


A Virtual Reality Model (VRM) has been prepared to give a better understanding of the preferred option, and is available to view at the exhibition and on the Transport Scotland website. The VRM is conceptual and the design will be developed further as we progress through the DMRB Stage 3 Assessment.

Comments and feedback

Transport Scotland welcomes your comments and feedback. Please take time to consider the information presented and provide any comments you may have as soon as possible and by:

- 9 August 2019

If you choose to provide contact details with your submission, Transport Scotland will consider the information presented and provide any comments you may have as soon as possible and by:

- 9 August 2019

This information will be used to inform future public engagement events. If you would like us to keep you informed about the scheme, for example invitations to future public engagement events, please provide your consent when you submit your comments.

Further information

For further information on the A9/A82 Longman Junction Improvement scheme, please visit Transport Scotland’s website: transport.gov.scot/projects/a9a82-longman-junction-improvement-scheme

About your comments and feedback

Transport Scotland will consider your comments and feedback as part of their further design development and assessment of the scheme, and all submissions will be shared with both Transport Scotland’s consultants and NMU groups.

Your comments and feedback may be used in future reports on public documents related to the scheme. If you choose to provide contact details with your submission, Transport Scotland will consider your comments and feedback when preparing documents related to the scheme. If you would like us to keep you informed about the scheme, for example invitations to future public engagement events, please provide your consent when you submit your comments.

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A9/A82 Longman Junction Improvement scheme

Preferred option public exhibitions June 2019

Comments and feedback

Transport Scotland welcomes your comments and feedback. Please take time to consider the information presented and provide any comments you may have as soon as possible and by:

- 9 August 2019

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- 9 August 2019

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Further information

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