

A9/A82

Longman Junction Improvement scheme

Preferred option public exhibitions

June 2019



[transport.gov.scot/projects/
a9a82-longman-junction-improvement-scheme](https://transport.gov.scot/projects/a9a82-longman-junction-improvement-scheme)

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 so far, and presents the preferred option for the A9/A82 Longman Junction Improvement scheme.

 A feedback form is available at the exhibition or on the project website: transport.gov.scot/projects/a9a82-longman-junction-improvement-scheme

Background

In 2010, Transport Scotland commissioned Jacobs UK to undertake the **A9/A96 Inshes to Nairn Design Manual 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 **A9/A96 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 **A9/A96 Connections Study** were reported in February 2016 and specifically recommended the **grade separation of Longman Roundabout** to relieve congestion at this strategic junction.

As part of the **A9/A82 Longman Junction Improvement scheme**, public exhibitions were held in May 2018. 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

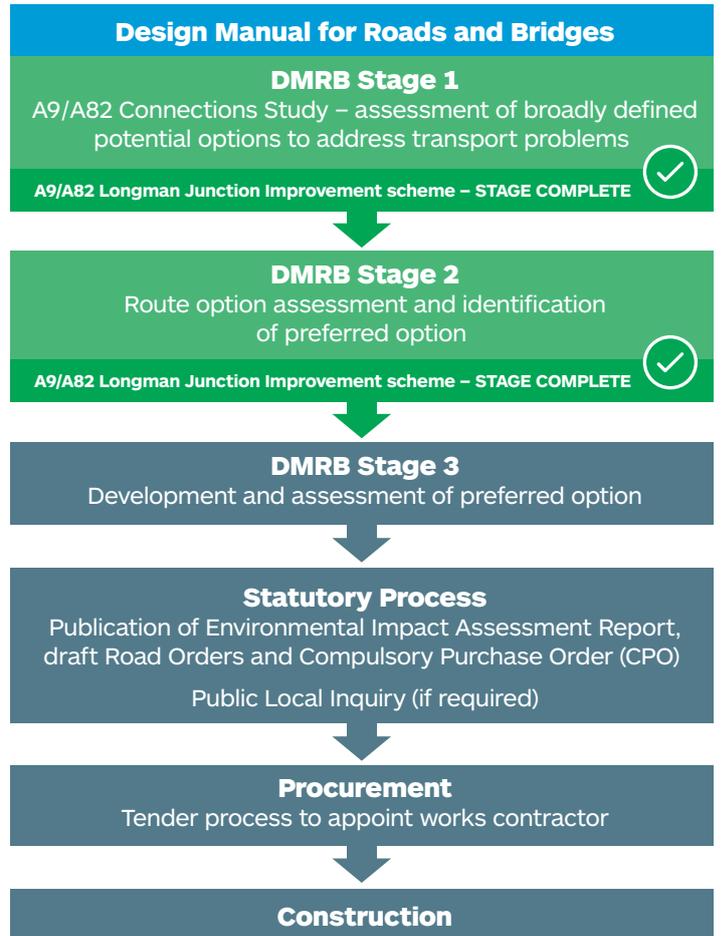
Transport Scotland carries out a rigorous assessment process to establish the preferred option for a road improvement scheme.

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.



A9 approaching Longman Roundabout, looking north



The **DMRB Stage 2 Assessment** for the A9/A82 Longman Junction Improvement scheme is now complete. This leaflet summarises the results of the option assessment and presents the preferred option.

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 northbound diverge 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 3.

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 and the local community after the exhibitions, 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.



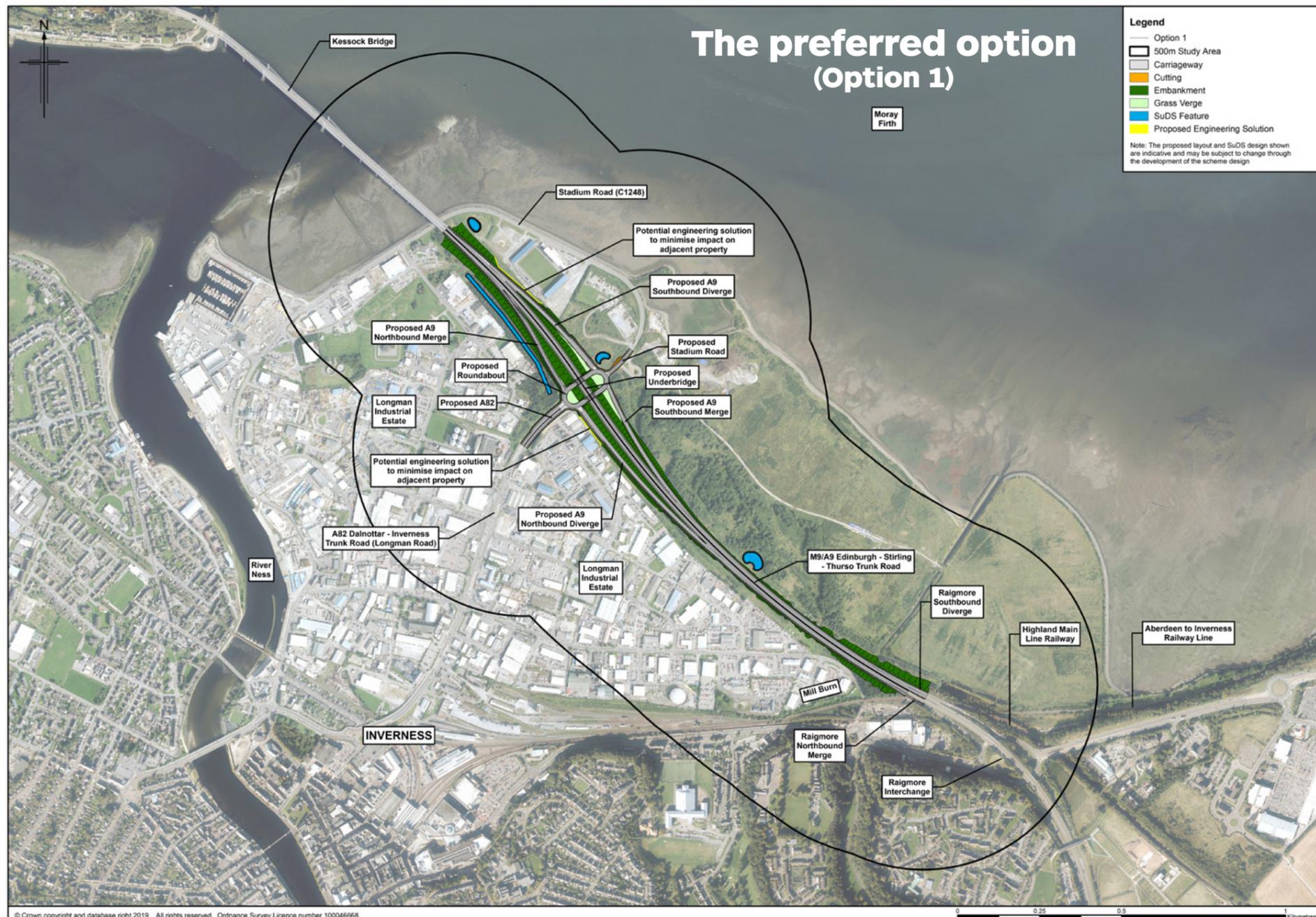
Option 1



Option 3



Option 10



For the full DMRB Stage 2 Assessment, three options were considered. The following is a summary of the options assessment:

- Option 1 has the **lowest impact** in terms of construction delay and is **least disruptive** to build
- 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 10 have the **lowest impact** on the landfill site
- Option 1 provides the **best operational effectiveness** for the A9 and A82 on approach to Longman Junction
- Option 1 and 3 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 pedestrian and cycle routes**, improving connectivity and safety
- All options **perform similarly in relation to potential environmental impacts**. Visual impacts, materials and work within the landfill site are significant considerations which will be further addressed at DMRB Stage 3 Assessment.

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 circulatory carriageway. Non-Motorised User (NMU) routes are incorporated into the junction, and would feature signalised crossings 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
- 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 NMU crossing points on the A82 and Stadium Road.



A9 approaching Longman Roundabout, looking south



Screenshot from Virtual Reality Model showing the proposed new Longman junction

i 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.

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 conjunction with The Highland Council's development plans.



Existing NMU route on A9 southbound, looking south



Existing NMU route on A82 looking east



Aerial photo of Longman Roundabout and the surrounding environment

What happens next?

We will take forward the development and assessment of the preferred option as part of the **DMRB Stage 3 Assessment**. The comments and feedback we receive following this 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.

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 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 bunds, habitat provision and Sustainable Drainage Systems (SuDS)
- 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 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.

Please email your comments to: **a9a82stakeholdercommunications@jacobs.com**

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

Should you have any specific accessibility requirements, the A9/A82 Longman Junction Improvement scheme leaflet and information panels presented at today's exhibition can be made available in alternative formats on request by contacting the project team.

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 our consultants. We may also use your submission to inform future reports or public documents related to this 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 us to do so, 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 still be considered if provided anonymously. However, Transport Scotland will be unable to respond to you directly if you choose not to provide these details.