

Win-Win Solution to the Traffic Management for access to the proposed UHI Campus

At a collective meeting of Community Councils on 5/10/2011, it was agreed to meet with Transport Scotland to put to them our proposal for a new dedicated lane from the A96–A9 slip road as an additional access to the UHI Campus site.

1. At present, the A96–A9 slip road from the Raigmore Interchange has two lanes which taper to one in order to merge with the A9 southbound dual carriageway.
2. This means that future traffic heading for the UHI Campus from
 - a. westbound A96
 - b. Inverness town centre (Millburn Road, etc.) and
 - c. northbound A9 (when the current slip road is closed off)

will *all* join the A9 south dual carriage for a few hundred yards only to exit at the present slip road in order to enter the new Campus at the B9006 junction.

3. This dangerous mis-management of traffic compromises safety on this section of the southbound A9 dual carriageway:
 - a. it adds unnecessary traffic to the southbound A9 dual carriageway at that very section where traffic is preparing to leave the A9;
 - b. it adds unnecessary traffic to the A9–B9006 slip road;
 - c. it adds to the danger of current tailbacks and queuing on the A9 southbound lane;
 - d. in order to clear this unnecessary additional traffic and tailbacks, it exacerbates the traffic volumes at the Culloden Road junction, and impedes traffic from Westhill and Culloden.

4. All this could be solved if the near side lane of the A96–A9 slip road becomes a dedicated lane or simply filters directly into the Campus site. A9 southbound traffic would *still* use the existing slip road to the B9006, and not this proposed new access to the UHI Campus.

5. This new slip road access will take *all* the UHI traffic coming from the A96, from the northbound A9, and the Inverness town centre traffic from Millburn Road, etc. It can be easily developed as 1. the current layby number 184 is available for development; and 2. the UHI Campus plans have a road in this vicinity. This makes better use of the current space available and improves trunk road safety.

6. It will also be an easier access for buses coming from the town centre.

7. This will be a more prestigious access to the University of the Highlands and Islands.

8. We have no evidence that this will fall foul of any regulations for trunk roads. 1. It relieves the trunk road of unnecessary traffic for a few hundred yards. 2. It is *not* an extra exit from the trunk road and improves traffic management.

This submission does not deal with the absence of independent validation of the traffic modelling assessment, the inadequate provision of current and predicted traffic volumes, nor the lack of timely and accurate information provided to the Westhill Community Council and the other six Community Councils who have expressed an interest in this matter.

6/10/2011 prepared by Dr Donald Boyd for Westhill Community Council.