

Welcome

As part of the Scottish Government's ambitious A96 Dualling Programme, Transport Scotland has been taking forward design development for dualling the 31 kilometre section of the A96 between Inverness and Nairn, including a Nairn Bypass.

The purpose of this drop-in session is to give members of the public an opportunity to find out about, and comment on, the developing design of the preferred option for the scheme.

Transport Scotland staff and their consultants will be happy to assist you with any queries you may have in relation to the scheme.

A summary leaflet is available for you to take away.

We welcome your comments and feedback, and a feedback form is available here today, or on the scheme website.

www.transportscotland.gov.uk/project/a96-inverness-nairn-including-nairn-bypass

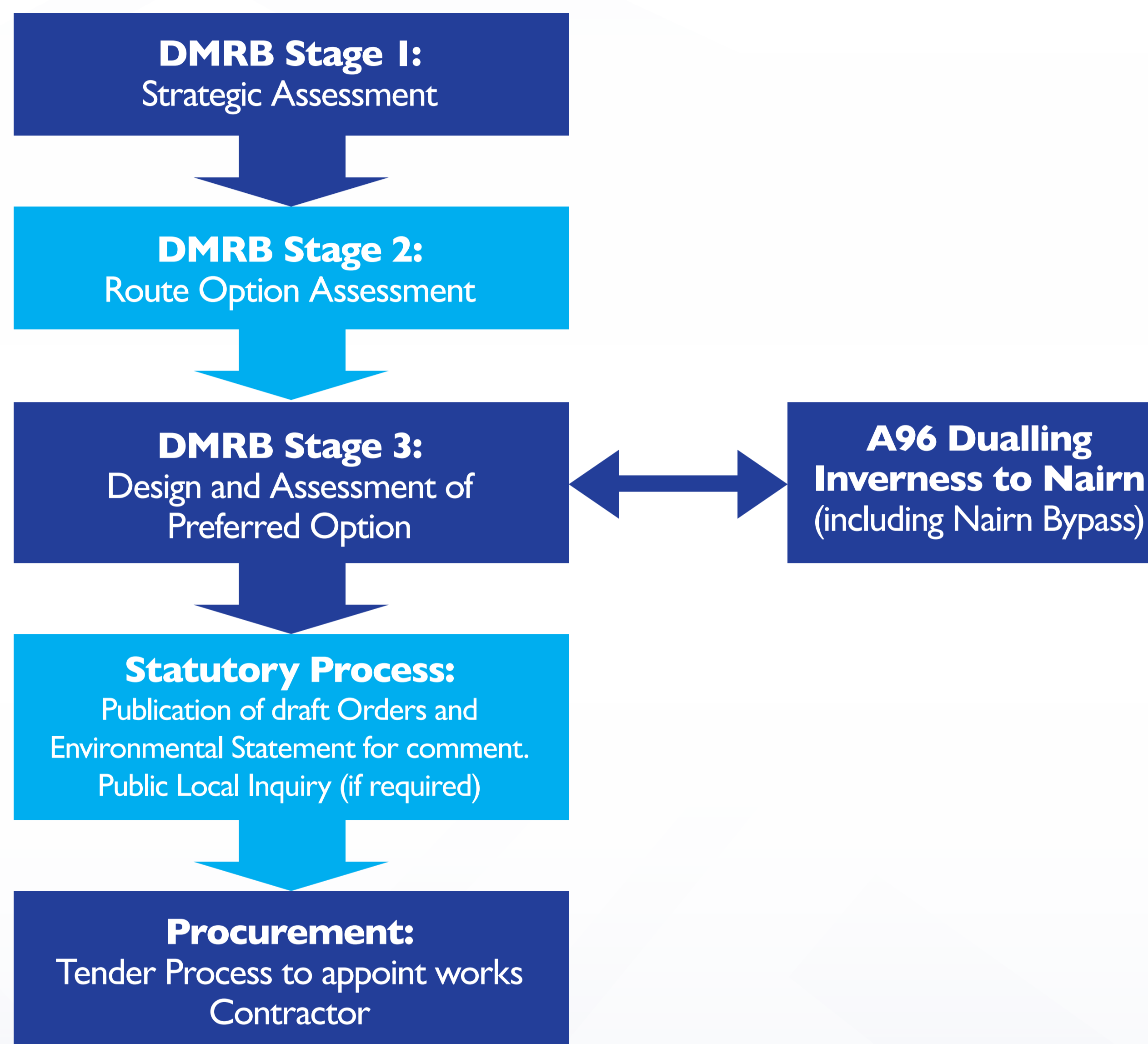


Scheme assessment process

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

The preparation and development of trunk 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, environment, traffic and economics. Throughout this process Transport Scotland consults a large number of people and interested bodies.

The design and assessment of the preferred option (Stage 3) for the scheme is in progress. Transport Scotland will look to publish draft Orders and Environmental Statement for the scheme later in 2016 for public comment and feedback.



Scheme update

The preferred option for the A96 Dualling Inverness to Nairn (including Nairn Bypass) scheme was announced in October 2014, at which time we held a series of public exhibitions. We are now using the vital feedback provided by the public following these exhibitions as part of our work to help inform and develop the scheme design.

Design development has included refinement of the dual carriageway alignment and the layout of grade-separated junctions. Through consultation with landowners, arrangements for local access have also been updated. Emerging arrangements for Non-Motorised Users (NMUs) such as pedestrians, cyclists and equestrians have been included in the design, through provision of nearly 30 kilometres of off-carriageway shared-use path. The following additional considerations have also contributed to the development of the scheme design:

- **Consideration of local alignment changes, including side roads, to minimise environmental and land-use impacts**
- **Review of the design of bridges to reduce land take and ensure cost effectiveness**
- **Design optimisation in the vicinity of public utilities**
- **Development of the road drainage design, including pollution control measures**
- **Further development of the side roads and private accesses to provide suitable access.**

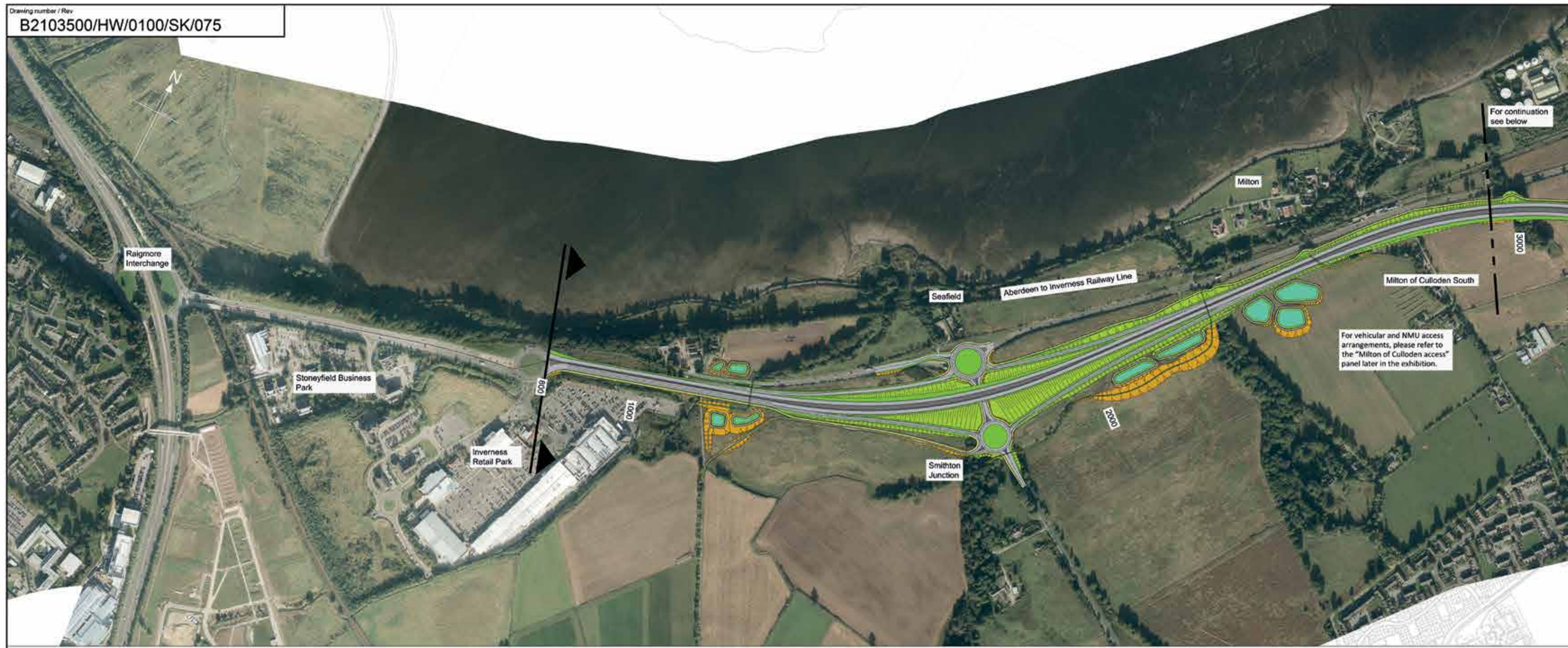
The following panels include details of the design development work that has taken place to date including the shared-use path. The design will continue to be developed further, in particular environmental mitigation will be added to the scheme design.



Aerial view of A96 (looking west)

Inverness Retail Park to Balloch

Drawing number / Rev
B2103500/HW/0100/SK/075



- Legend**
- Pavement
 - Grass verge
 - Embankment
 - Cutting
 - Detention Basin/Treatment Pond
 - Shared-use Path

Please note

The preferred option shown on this drawing is indicative and will be subject to further design development. This will include the preferred option alignment, the layout of all the junctions, side roads and private means of access. Environmental mitigation will also be added to the scheme design. The location and layout of detention basins/ treatment ponds are preliminary and subject to further development.

The aerial photography was taken in Autumn 2013.

0	22/01/2016	Public Exhibition	CS	RJT	GAN	EPB
Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Approved

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Drawing title:
 DMRB STAGE 3
 INVERNESS RETAIL PARK
 TO
 BALLOCH

Drawing status:

Scale	1:5000@ A1	DO NOT SCALE
Jacobs No.	B2103500	

Drawing number:	B2103500/HW/0100/SK/075	Rev	0
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Balloch to Mid Coull



- Legend**
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Drawing title
**DMRB STAGE 3
 BALLOCH TO MID COULL**

Drawing status
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 Jacobs No. B2103500
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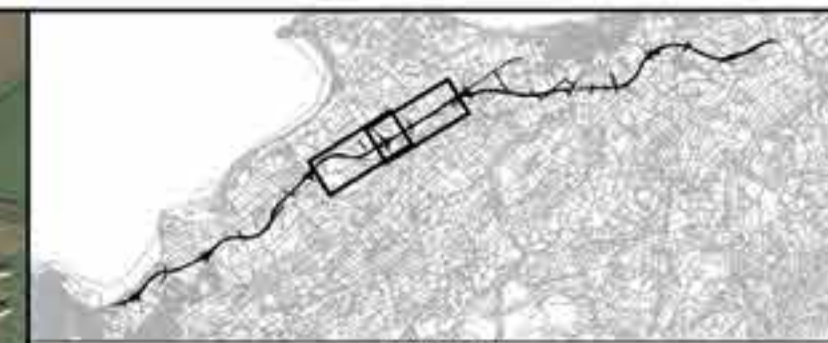
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Mid Coul to Blackcastle

Drawing number / Rev
B2103500/HW/0100/SK/077



Legend

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Drawing title
**DMRB STAGE 3
MID COUL TO BLACKCASTLE**

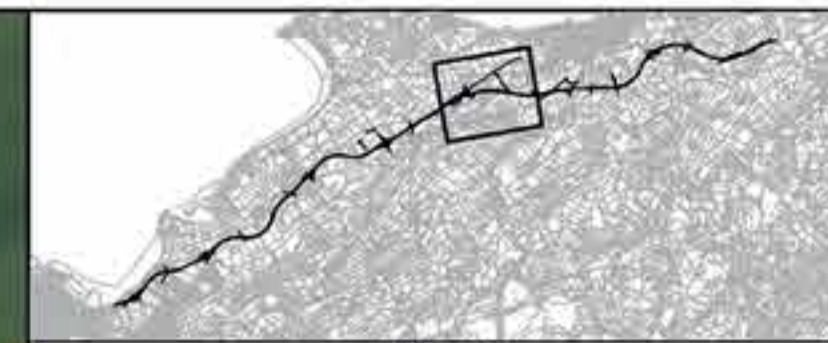
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Blackcastle to Meikle Kildrummie

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Drawing title
**DMRB STAGE 3
BLACKCASTLE
TO
MEIKLE KILDRUMMIE**

Drawing status

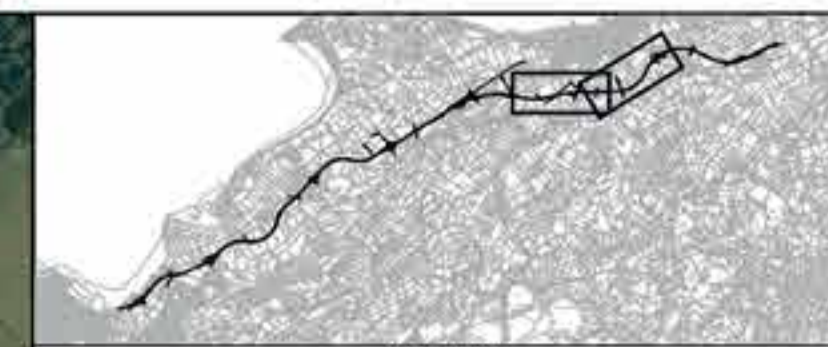
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Meikle Kildrummie to Russell's Wood



Legend

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Drawing title
**DMRB STAGE 3
MEIKLE KILDRUMMIE
TO
RUSSELL'S WOOD**

Scale	1:5000 @ A1	DO NOT SCALE
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BSM no.		

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Russell's Wood to Hardmuir



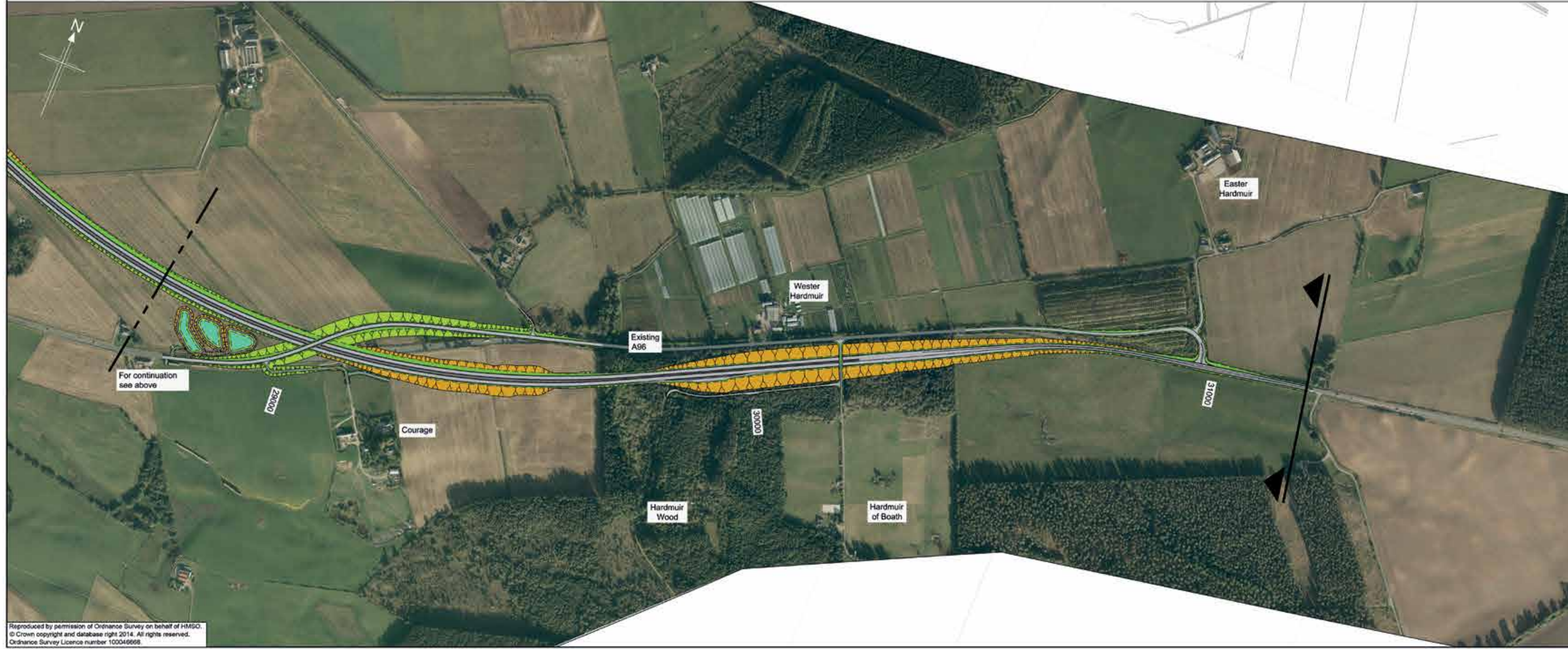
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**DMRB STAGE 3
RUSSELL'S WOOD
TO
HARDMUIR**

Scale	1:5000@ A1	DO NOT SCALE
Jacobs No.	B2103500	
BIM no.		

Drawing number	B2103500/HW/0100/SK/080	Rev	0
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Shared-use path

Design objectives

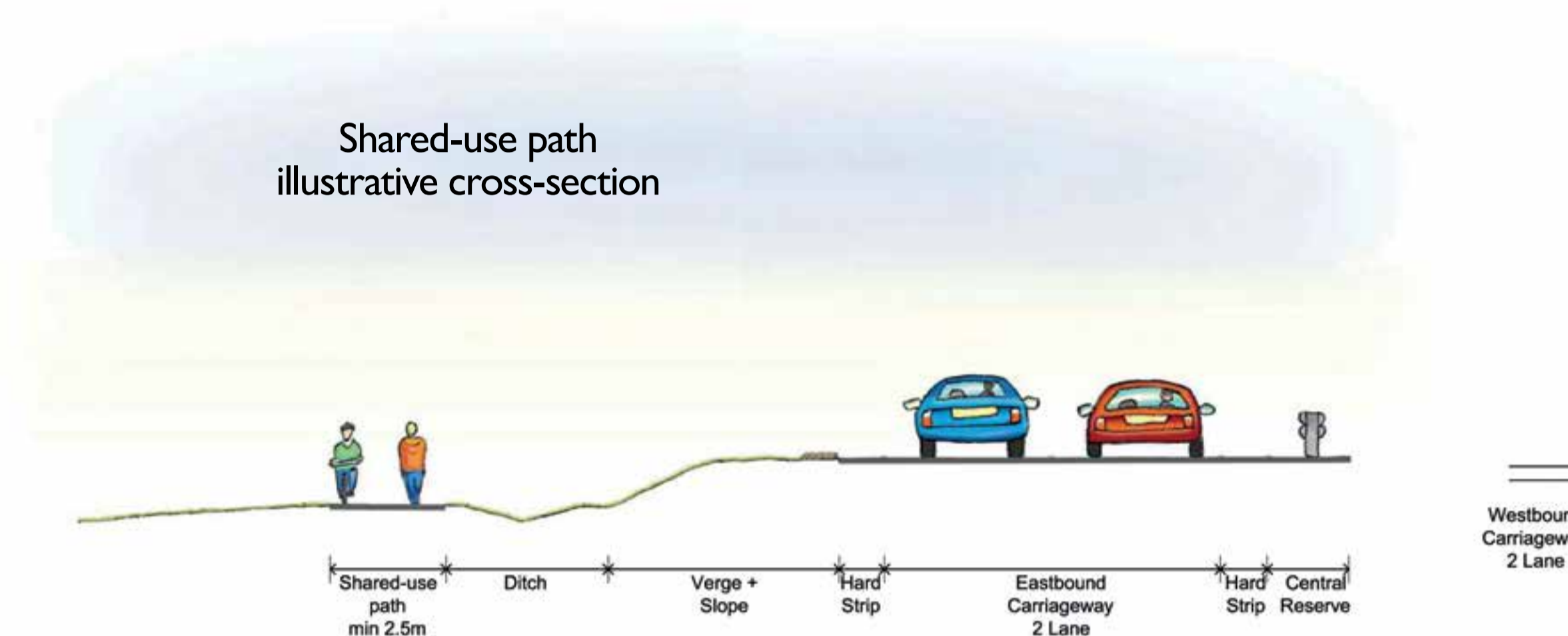
The scheme design objectives for Non-Motorised Users (NMUs), e.g. pedestrians, cyclists and equestrians, have been developed so that consideration is given to specific local needs within the scheme extent. These are:

- **Improve connections between Nairn and Inverness**
- **Maintain the existing path network connections between the communities of Balloch, Smithton, Culloden, Westhill and the Moray Firth coastline**
- **Maintain the existing path network connections between Nairn and Auldearn**
- **Enhance provision for NMUs in the A96 corridor with facilities to supplement the Local Core Path Network, National Cycle Network and Green Network.**

Emerging proposed facilities

Following detailed and ongoing consultation with stakeholders, the scheme design is being developed to include nearly 30 kilometres of off-carriageway, shared-use facilities, constructed as part of the scheme at the locations described below:

- **New link between Inverness Retail Park and Nairn**
- **Grade-separated north-south links across the dual carriageway to maintain connection**
- **Link to the south of Nairn crossing over the River Nairn which connects to the existing National Cycle Network (Route 1)**
- **Retention of existing link between Nairn and Auldearn.**



Milton of Culloden access

Access to Milton of Culloden South needs to be maintained for residents, agricultural use and Non-Motorised Users (NMUs), e.g. pedestrians, cyclists and equestrians. We welcome your comments and feedback on the two options currently under consideration:

Option 1 – upgrading Caulfield Road to provide two-way vehicular access from Barn Church Road and a grade-separated connection for NMUs from the north end of Milton Road to the existing A96



Milton of Culloden access (continued)

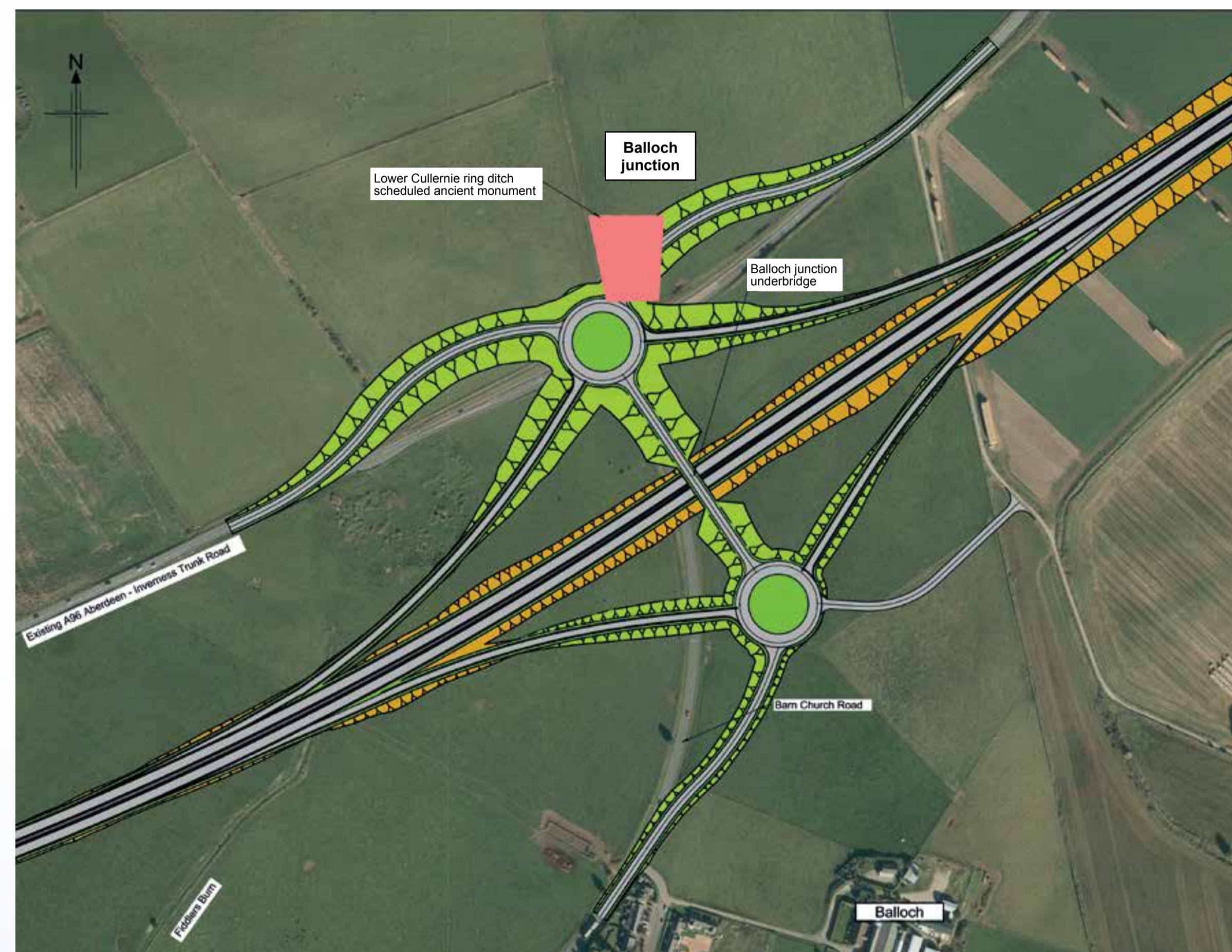
Option 2 – a new access road for both vehicular access and NMUs from the existing A96 at Allanfearn connecting to Milton Road through agricultural fields



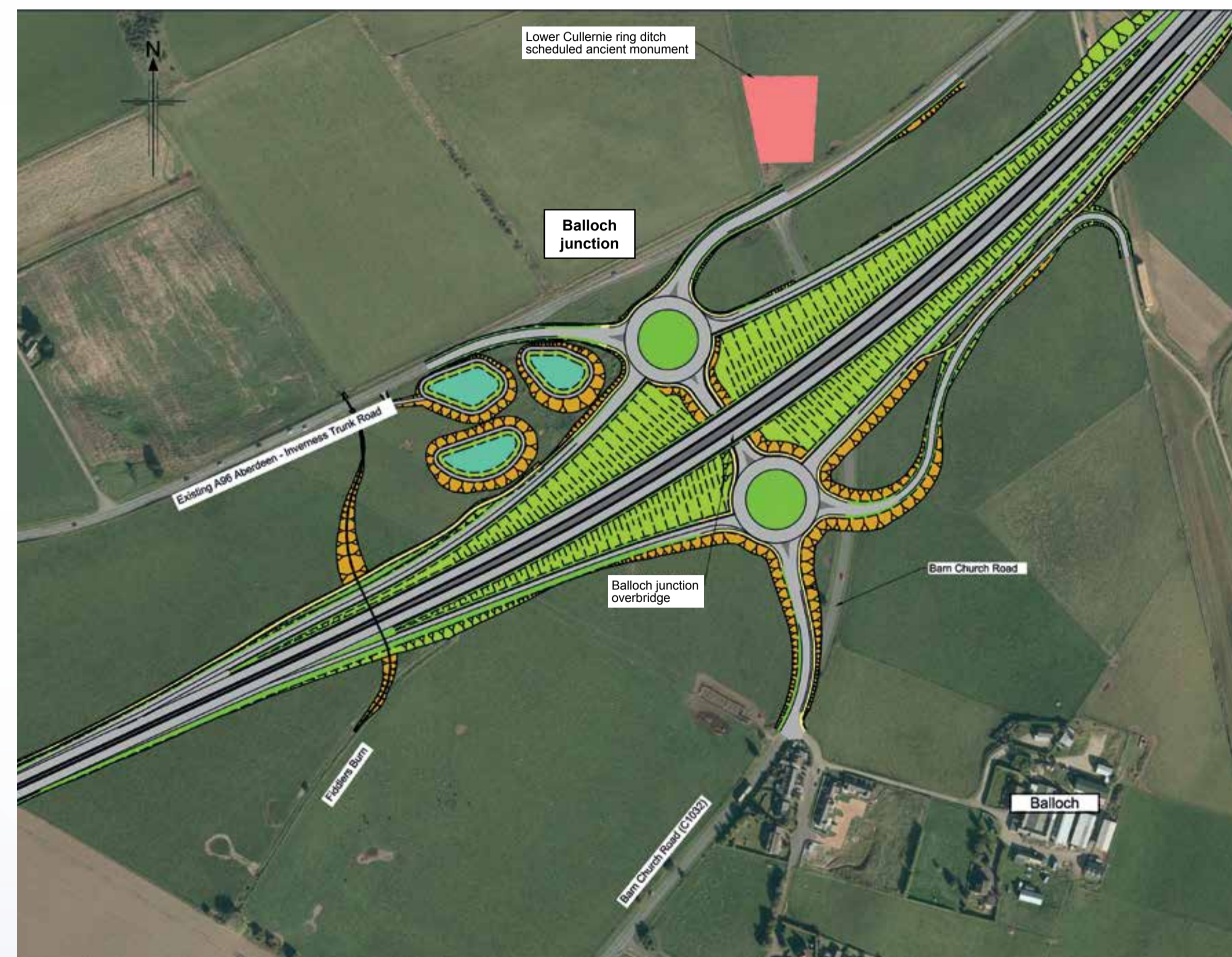
Balloch junction

The layout of Balloch junction has been developed with the following proposed changes:

- A smaller footprint to reduce the extent of land required for the junction and to avoid direct impact on the Lower Cullernie ring ditch scheduled monument.



DMRB Stage 2 Preferred Option, October 2014



Proposed design update, February 2016

Gollanfield and Lochside access

Between Brackley junction and the Gollanfield rail bridge, it is proposed that the dual carriageway will be immediately to the south of the existing A96. The existing A96 will be retained as far as the Gollanfield and Lochside junction to provide access to these communities from the Brackley junction. An overbridge between Gollanfield and Lochside provides an additional crossing of the dual carriageway for local access, and bus stops are proposed on the dual carriageway with footway links to the existing roads and the new shared-use path.

The existing A96 bridge over the Aberdeen – Inverness railway line will be demolished.



Skene Park to Nairn East junction

The dual carriageway alignment and Nairn East junction layout have been developed with the following proposed changes:

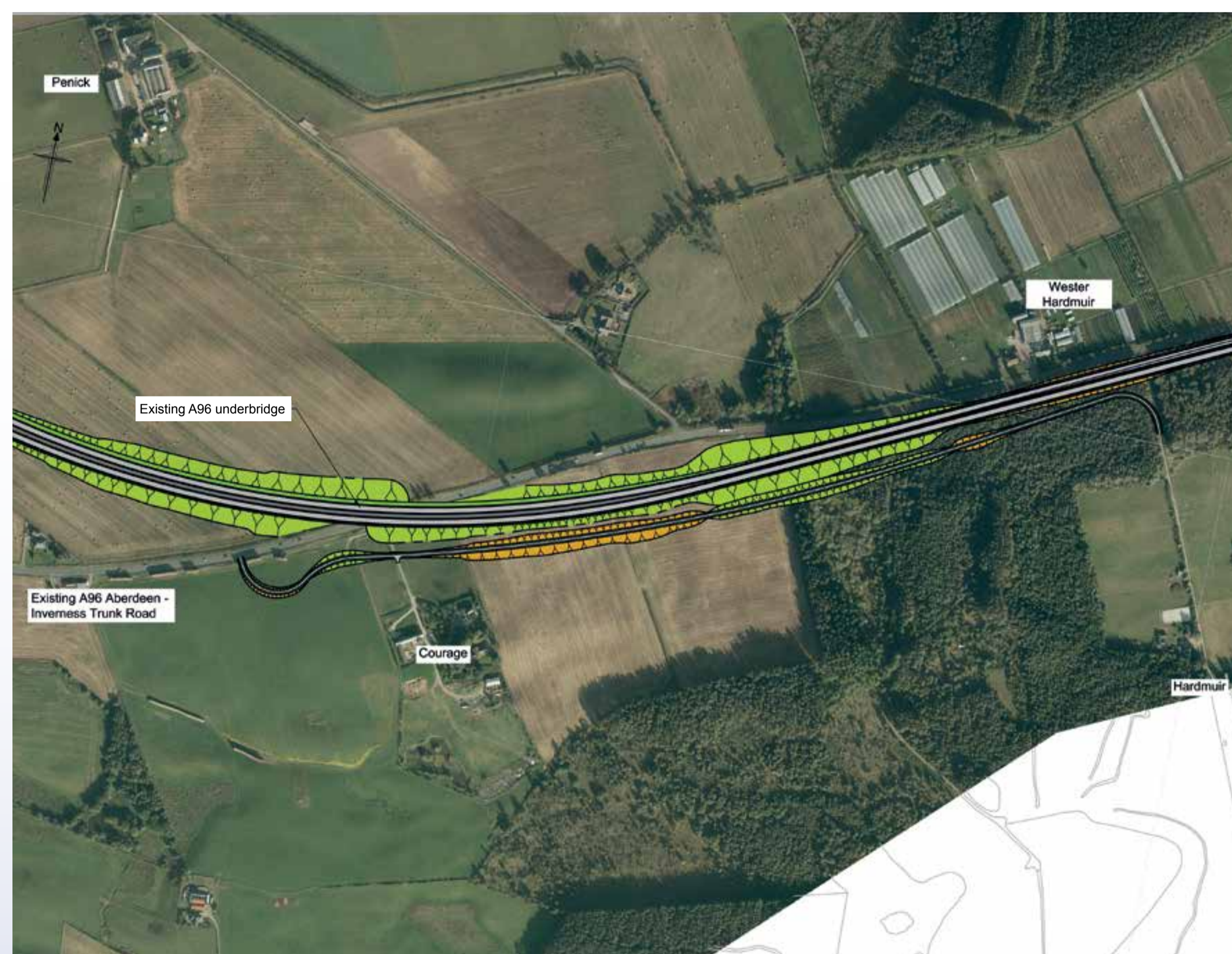
- Realignment to the southern side of Russell's Wood and Blackpark Farm skirting the southern edge of the woodland and the operational agricultural land
- A simpler layout of the junction with a smaller footprint to reduce the extent of land required and minimise the extent of works within the 1 in 200 year flood zone of the Auldearn Burn
- The existing B9111 local road and path link between Auldearn and Nairn is retained with provision of an additional under bridge.



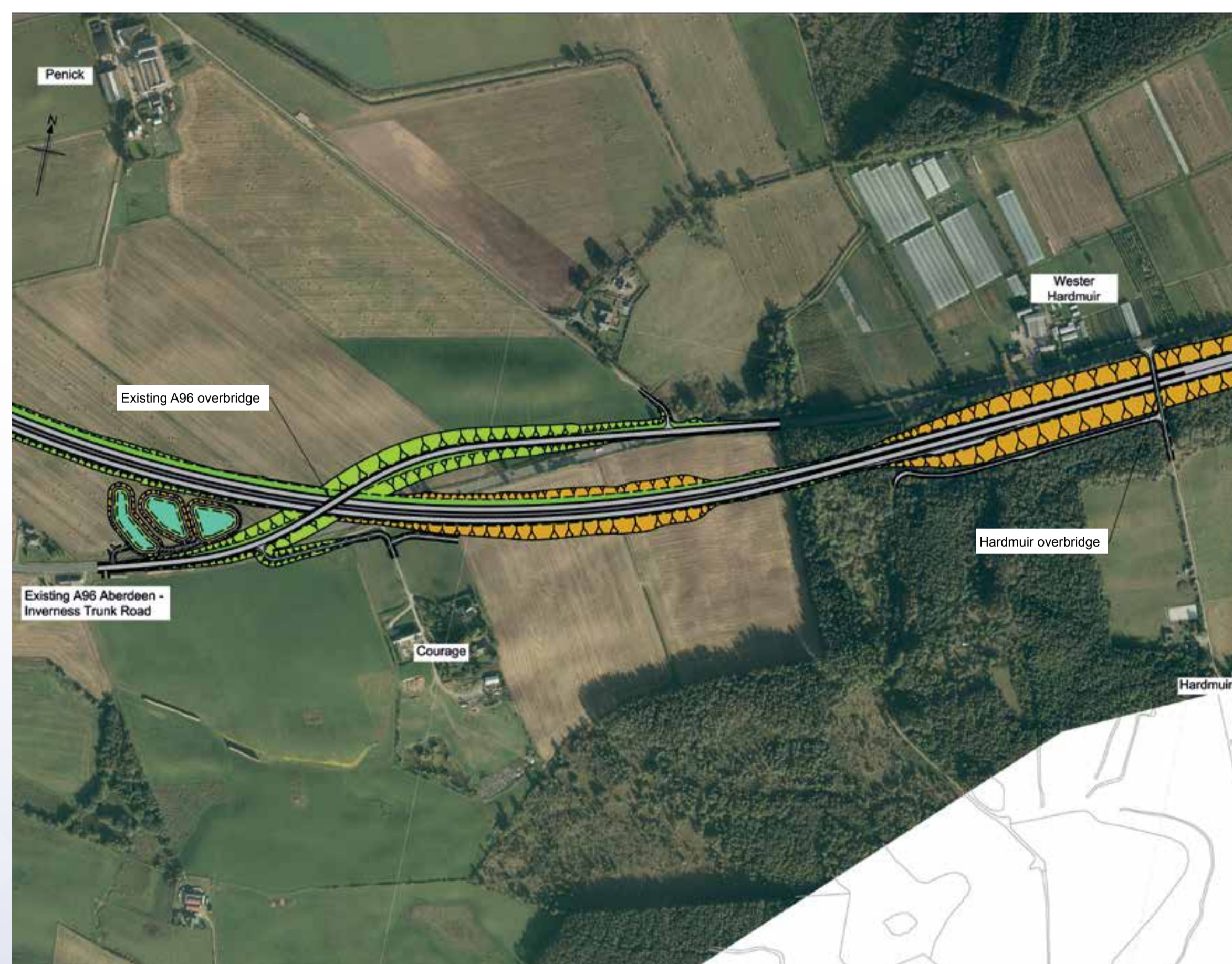
Penick to Hardmuir

The dual carriageway and local roads have been developed with the following proposed changes:

- The level of the dual carriageway has been changed to follow the existing ground level at Penick more closely and reduce the dual carriageway embankment height in the vicinity of Courage.
- The existing A96 will be realigned to cross over the dual carriageway. The road level of the realigned existing A96 over the dual carriageway will be lower than the previous dual carriageway alignment at this location.
- An additional overbridge is provided at Hardmuir for access to Hardmuir of Boath, Hardmuir Croft and Wester Hardmuir Wood.



DMRB Stage 2 Preferred Option, October 2014



Proposed design update, February 2016

What happens next?

Transport Scotland and its consultants are taking forward the development, assessment and promotion of the preferred option for the scheme – a Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment.

Draft Road Orders, Compulsory Purchase Order (CPO) and an Environmental Statement for the scheme will be published later in 2016 for formal comment by members of the public, local communities and stakeholders.

The draft Road Orders will define the line of the developed preferred option for the route. The draft Compulsory Purchase Order will define the extent of land required to deliver and maintain the scheme.

Work is ongoing and includes:

- **Consultation with affected parties**
- **Further consultation with statutory bodies, community councils and other relevant interest groups**
- **Further design development of the preferred option**
- **Ground investigation works**
- **Identification of the land required for the project and preparation of draft Orders**
- **Environmental impact assessment of the developed preferred option and preparation of an Environmental Statement**
- **Development of suitable mitigation measures to reduce impacts on the environment. For example:**
 - **Appropriate construction management plans**
 - **Mammal underpasses, ledges and fences**
 - **Landscape planting**
 - **Noise barriers or environmental bunds.**



Comments and feedback

We welcome 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 **14 March 2016**. Comments can be made on the feedback forms provided and placed in the feedback box here today, or sent by email or post.

Please email your comments to:

a96dualling@transportscotland.gsi.gov.uk

Alternatively post to:

A96 Dualling Team
Transport Scotland
Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF

Should you wish to contact Jacobs, details for their dedicated stakeholder liaison team are:

Stakeholder Coordinator: Simon Young

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Email: **simon.young@jacobs.com**

Landowner Consultation Manager: Sharon Kelly

Tel **01463 228 300**

Email: **sharon.kelly@jacobs.com**

By post:

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Further information

For further information on the A96 Dualling Inverness to Nairn (including Nairn Bypass) scheme, please visit the Transport Scotland website:

www.transportscotland.gov.uk/project/a96-inverness-nairn-including-nairn-bypass

Information on the wider A96 Dualling Inverness to Aberdeen Programme can be found at:

www.transportscotland.gov.uk/a96dualling