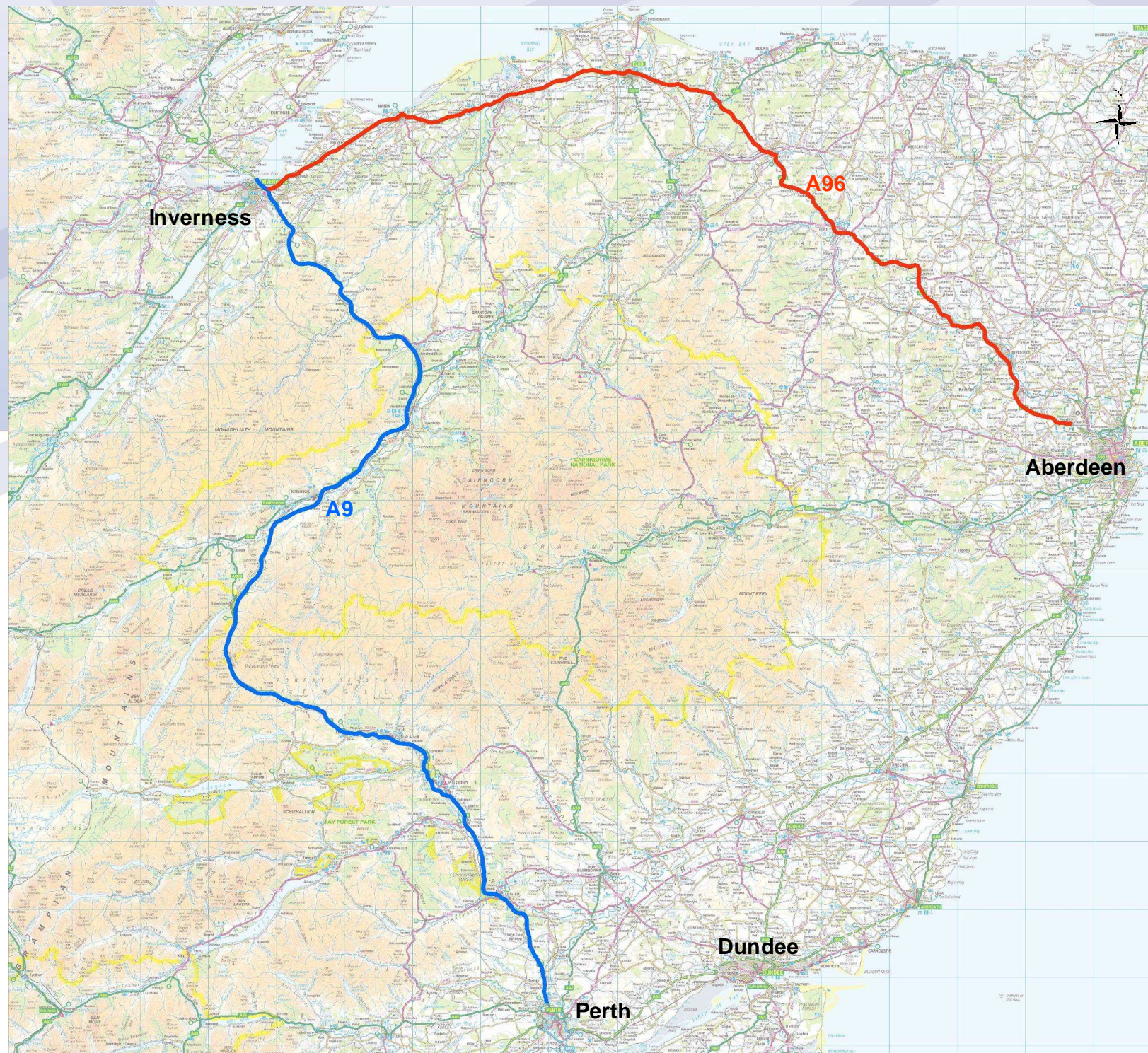


A9 and A96 Dualling



The Scottish Government's Strategic Transport Projects Review (STPR) in 2008 set out the future investment programme for transport in Scotland over the next 20 years. This included the upgrade of the A9 to dual carriageway between Perth and Inverness.

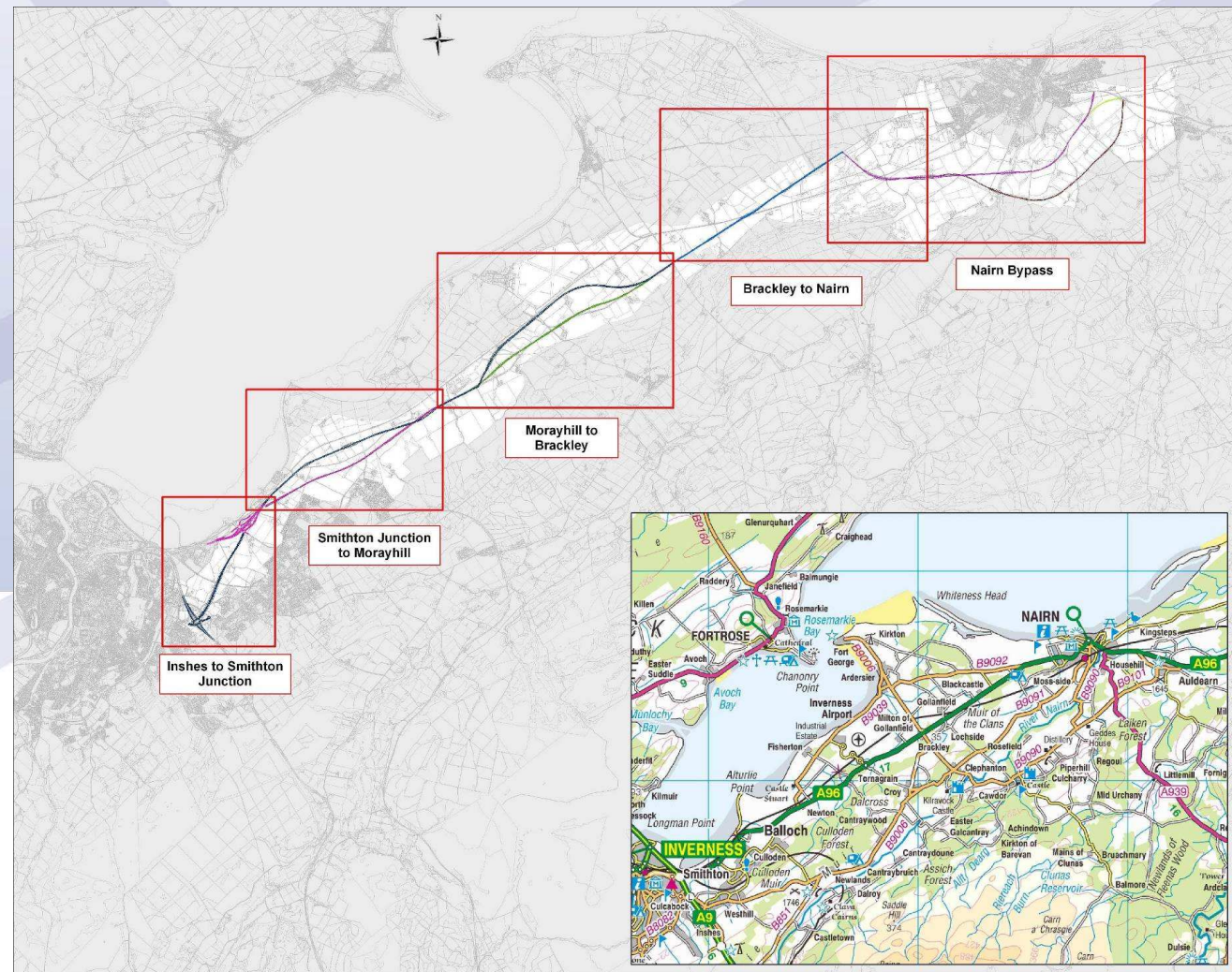
In December 2011, the Scottish Government published the Infrastructure and Investment Plan (IIP), which details plans for up to £60 billion of spending until 2030. The IIP sets out that the A9 between Perth and Inverness will be dualled by 2025, with a view to completing dualling of the A96, and thus, the dualled road network between all Scottish cities by 2030.

Dualling the A9 and the A96 will provide the following benefits and opportunities:

- economic growth
- dual carriageway connectivity between all of Scotland's cities
- improved road safety
- improved journey times and reliability
- improved access to the tourist and recreation sites
- improved links to pedestrian, cycling and public transport facilities
- environmental relief and reduced severance for some communities

A96 Inshes to Nairn Route Options Overview

Scheme Extents



Options Assessment Study

Transport Scotland commissioned design consultants in 2010 to undertake an assessment of the A96 corridor.

A number of options for improvements to the A96 have been developed through the assessment. These are presented on the adjacent display boards.



Transport Scotland is here to listen to your views on the various options for the A96 corridor between Inverness and Nairn.

Please feel free to consider the information on our exhibition boards and ask a Transport Scotland official if you have any queries. Your views are important to us and we welcome any comments you may wish to make.

Thank you for attending the exhibition.

Contacting Us

Transport Scotland is based in Buchanan House in the Cowcaddens area of Glasgow.

You can contact us at:

MTRIPS2
Transport Scotland
Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF

Email: A96InshestoNairn@transportscotland.gsi.gov.uk

Introduction

Transport Scotland is working together with The Highland Council to identify options for improving the A96 Trunk Road between Inverness and Nairn including a Nairn Bypass.

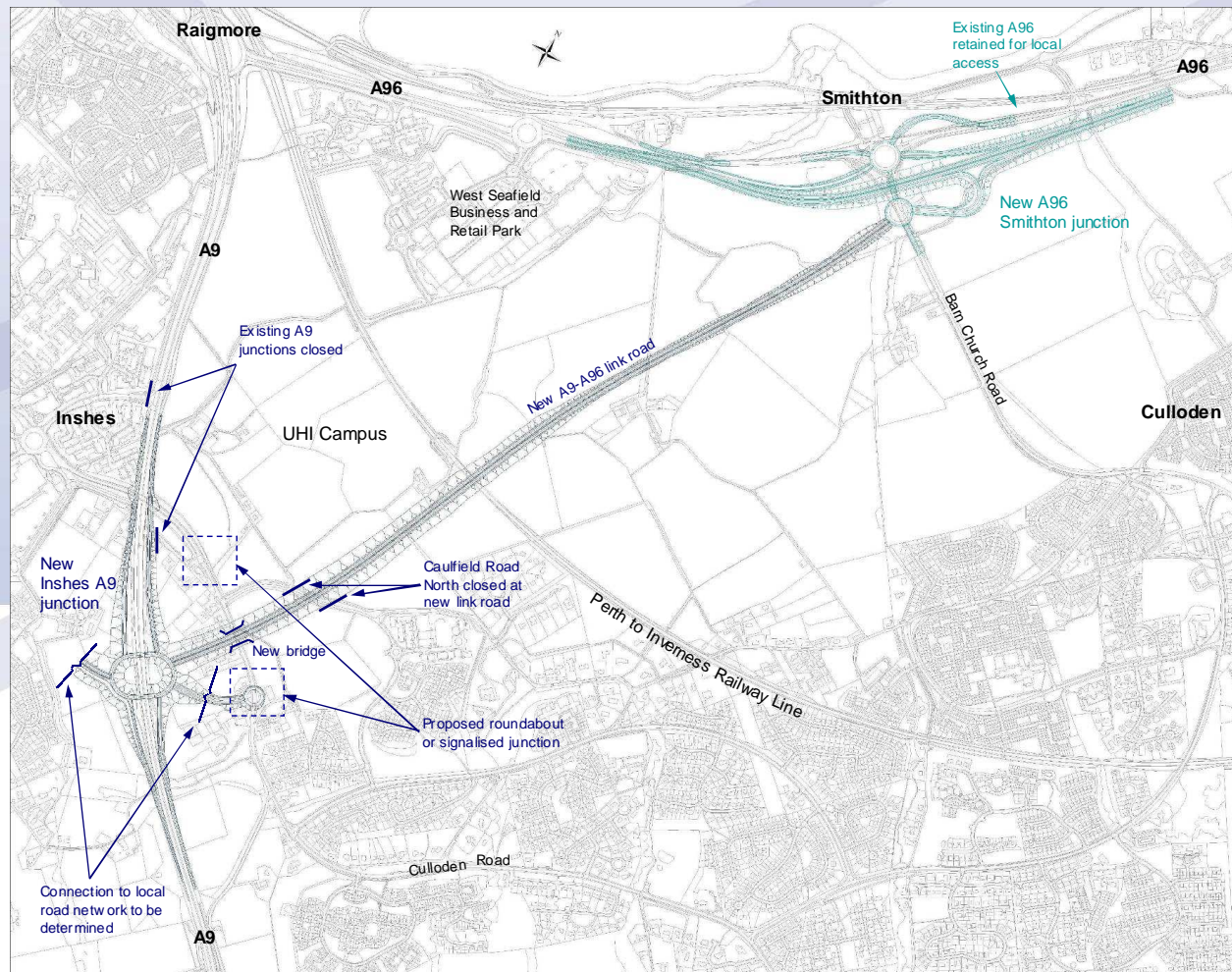
The Highland Council's strategy has identified that the majority of the growth in Inverness in the medium and long term (2016-2031) should be directed to the corridor between Inverness and Nairn. This is in line with the growth strategy set out in the A96 Corridor Development Framework which was approved as non-statutory supplementary planning guidance in 2007. This includes proposals designed to accommodate an additional 30,000 people in the area over 35 years.

The Strategic Transport Projects Review (STPR), published by Transport Scotland in 2008 set out the Scottish Government's 29 transport investment priorities for the next 20 years. Specific trunk road interventions emerging from the review include:

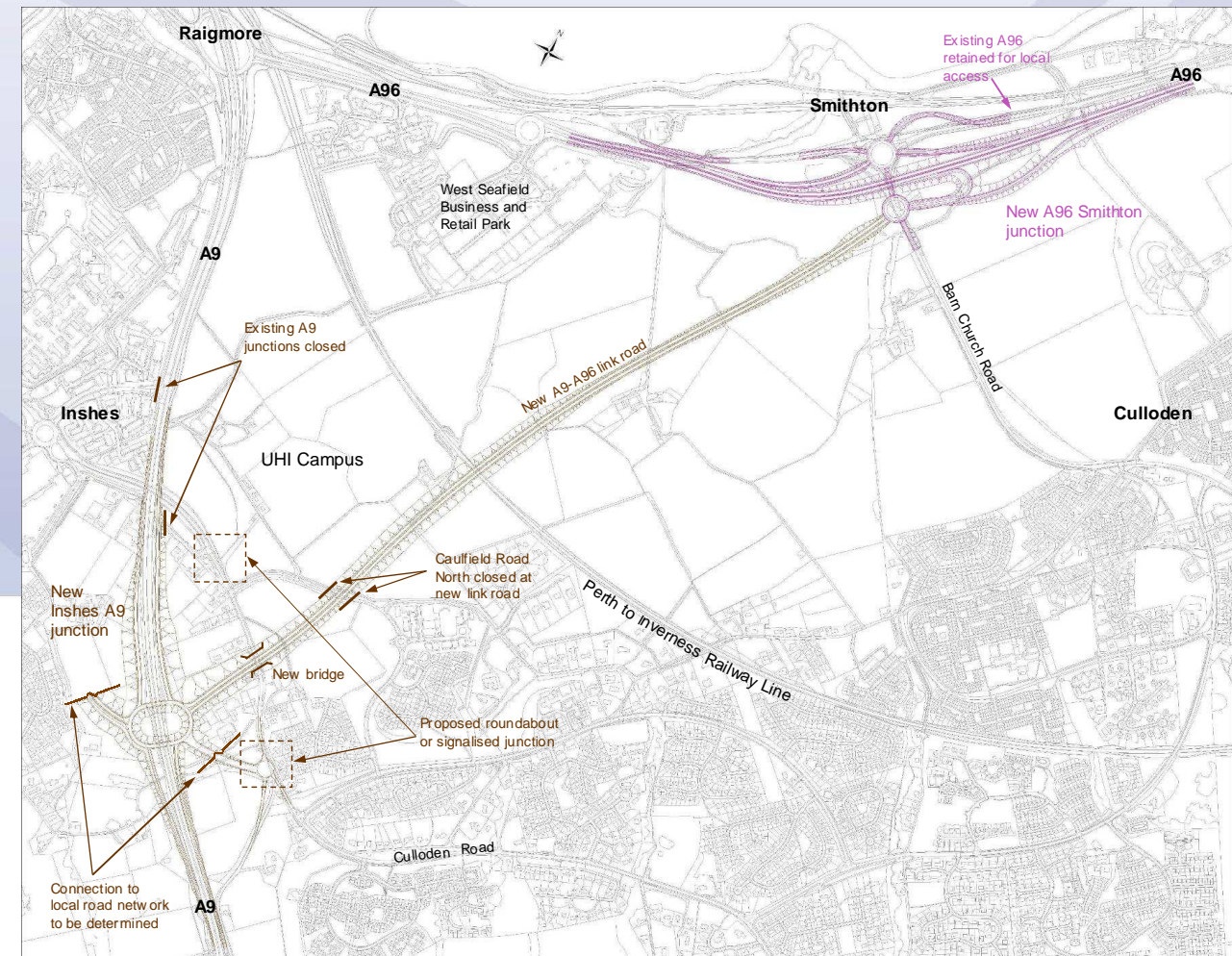
- Upgrading the A96 between Inverness and Nairn to dual carriageway
- Providing a new link from the A9 to the A96
- A bypass at Nairn

A96 Inshes to Nairn Route Options Smithton and Inshes Junctions

Route Option 1



Route Option 2



Inshes Junction Option 1

This option provides a new grade separated roundabout junction arrangement above the existing A9. Two new bridges over the A9 create this roundabout, located to the south of the existing Inshes junction on the A9. This option provides 'all-ways' movement for traffic at Inshes between the A9, the local road network and the A9-A96 link road. The existing junctions on the A9 would be removed and replaced with new slip roads to the grade separated roundabout. The existing A9 overbridge at Culloden Road would be demolished and replaced with a longer span structure with a wider bridge deck. This would accommodate the southbound diverge and northbound merge together with a two-lane westbound carriageway on Culloden Road. The wider bridge structure also allows for improvements to existing pedestrian and cycling facilities on Culloden Road.

A9-A96 Link Road

A new link road linking the A9 with the A96 takes the form of a dual carriageway between Inshes on the A9 and Smithton on the A96.

Smithton Junction Option 1

Option 1 is a grade separated junction, with two roundabouts located at the end of Barn Church Road. The A96 dual carriageway is taken over the roundabouts via a bridge structure to tie-in to the existing roundabout at West Seafield. Slip roads provide for 'all-ways' movement for traffic at Smithton between the local road, the A96 and the new A9-A96 link road.

Inshes Junction Option 2

Similar to Option 1, Option 2 provides a new grade separated roundabout junction arrangement above the existing A9. This junction option is located further south than Option 1 but maintains the same main features.

The roads extending from the new roundabout to Culloden Road are shown indicatively on both Option 1 and Option 2. The Highland Council are developing improvement proposals for the local roads in the Inshes area and Transport Scotland will be continuing to work closely with The Highland Council to ensure that the trunk road design is fully compatible.

A9-A96 Link Road

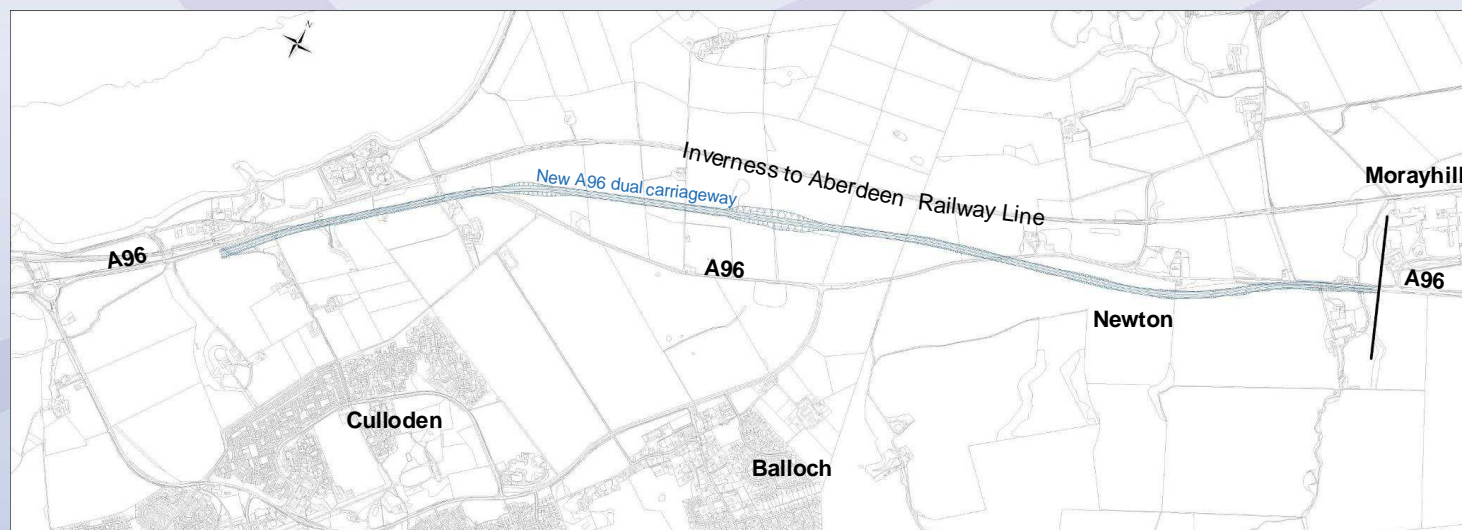
A new link road linking the A9 with the A96 takes the form of a dual carriageway between Inshes on the A9 and Smithton on the A96.

Smithton Junction Option 2

Option 2 is identical to Option 1 with the exception of the A96 westbound slip roads. The westbound offslip road is longer and less compact under this arrangement.

A96 Inshes to Nairn Route Options Culloden to Brackley

Route Option 1 West



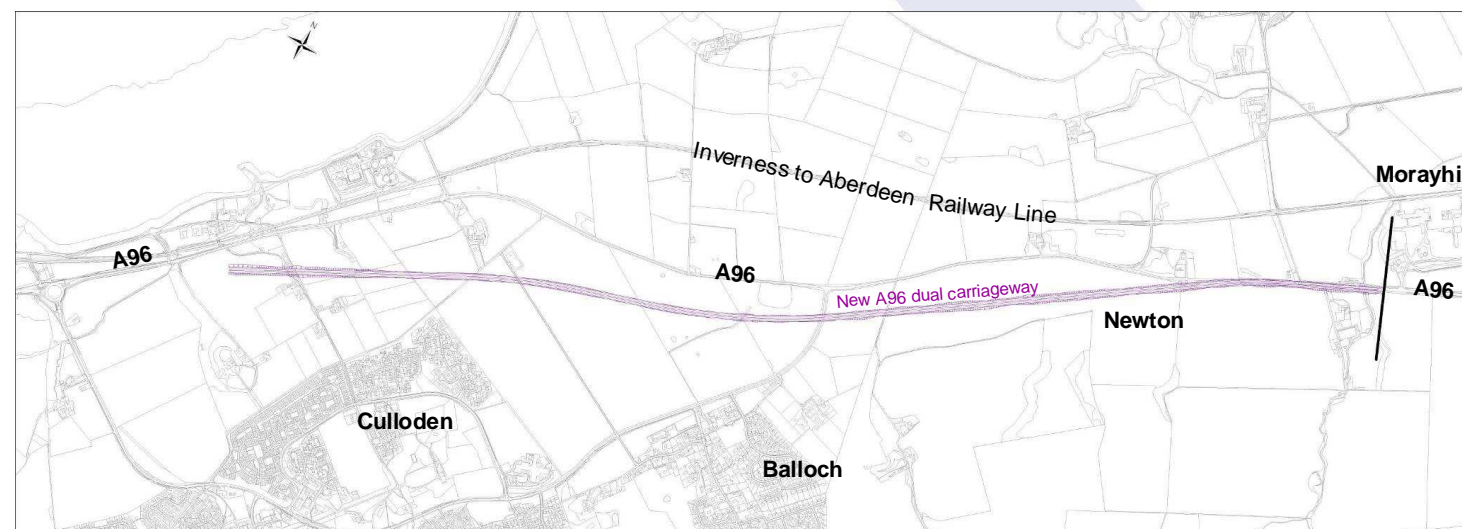
Option 1 West upgrades the A96 to dual carriageway following the line of the existing A96 north of Culloden. The alignment then continues offline running parallel with the Inverness to Aberdeen Railway Line to the north of Balloch. The dual carriageway then crosses the line of the existing A96 at Newton maintaining maximum distance to the adjacent properties before rejoining the existing line of the A96 at Morayhill. The existing A96 is retained wherever possible to provide access to local properties.

Route Option 1 East



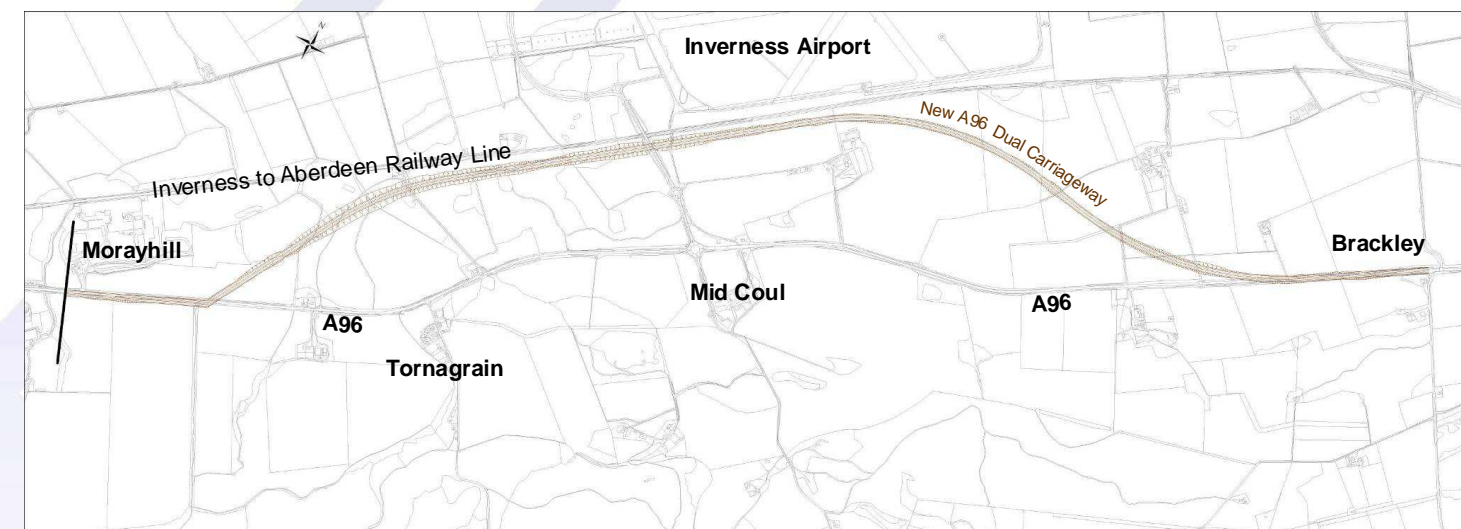
Option 1 East upgrades the A96 to dual carriageway on the basis that there is no significant development in the Tornagrain area. From Morayhill, the new dual carriageway alignment follows a line north of the existing A96 at Tornagrain and to the north of Petty Church. The alignment then rejoins the line of the existing A96 through Mid Coul to the south of Inverness Airport. The alignment from Mid Coul to Brackley is predominantly online with a short offline section. The offline sections seek to minimise property impacts in the area. The existing A96 is retained wherever possible to provide access to local properties.

Route Option 2 West



Option 2 West upgrades the A96 to dual carriageway following a line to the south of the existing A96 north of Culloden. The alignment continues offline between the existing A96 and the communities of Culloden and Balloch. The dual carriageway then rejoins the existing line of the A96 at Newton. The existing A96 is retained wherever possible to provide access to local properties.

Route Option 2 East



Option 2 East upgrades the A96 to dual carriageway on the basis that the proposals for development at Tornagrain are taken forward. From Morayhill, the new dual carriageway alignment continues offline running parallel with the Inverness to Aberdeen Railway Line to the north of Tornagrain and Mid Coul. The alignment rejoins the line of the existing A96 towards Brackley. The existing A96 is retained wherever possible to provide access to local properties.

A96 Inshes to Nairn Route Options Brackley to Nairn

A96 Online Dualling



Common to all scheme options is an upgrade of the A96 to dual carriageway between Brackley and a new junction for the Nairn Bypass at Drumdivan.

This section to the east of Brackley on the A96 is entirely online with a new bridge over the railway line at Gollanfield.

The dual carriageway terminates at a roundabout in the vicinity of Drumdivan. This roundabout provides access to the existing single carriageway to Nairn and also the Nairn Bypass.



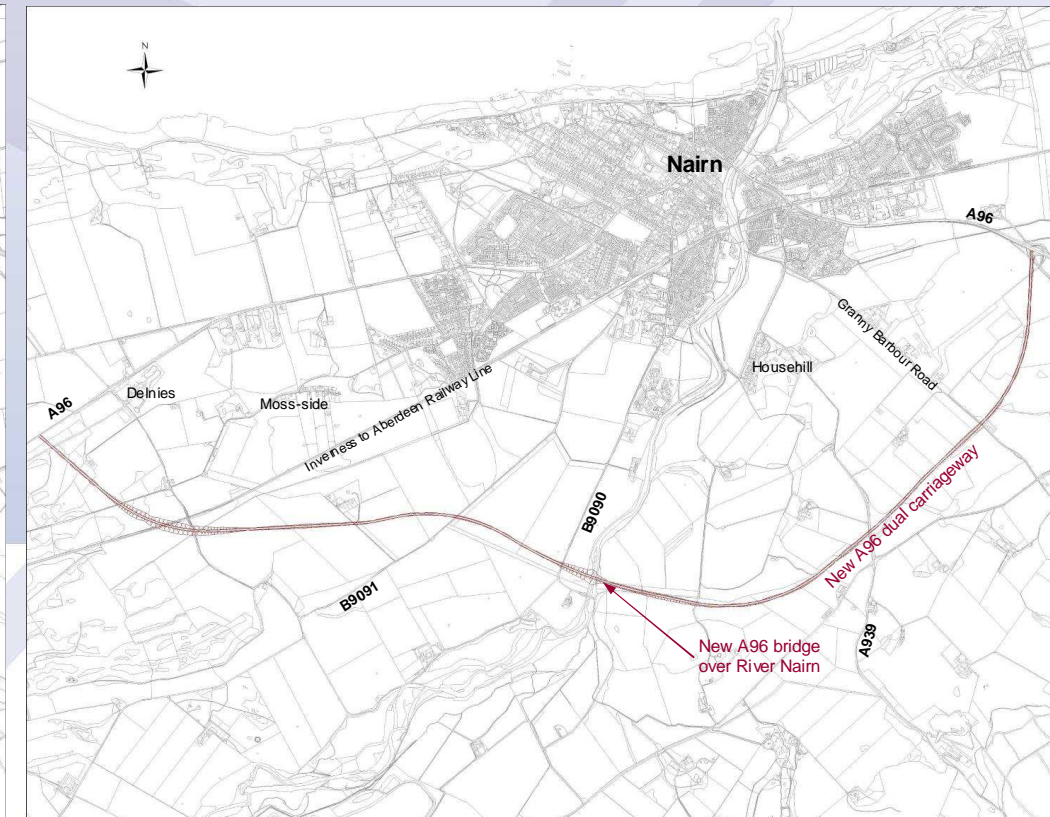
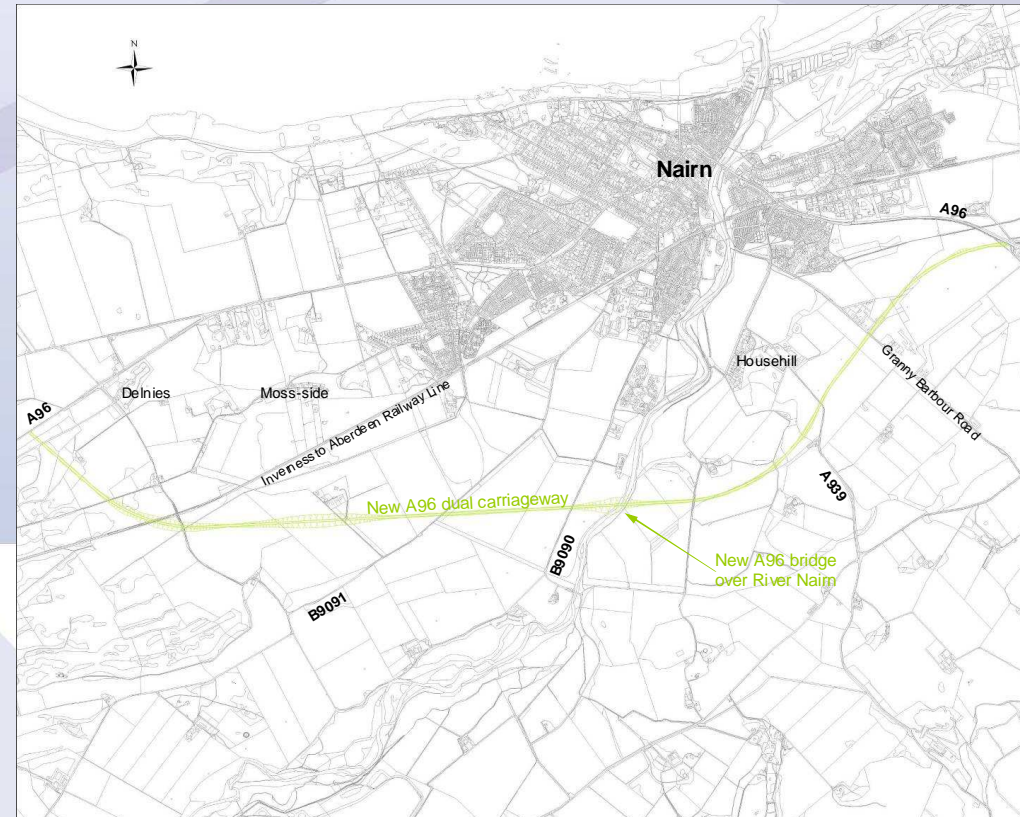
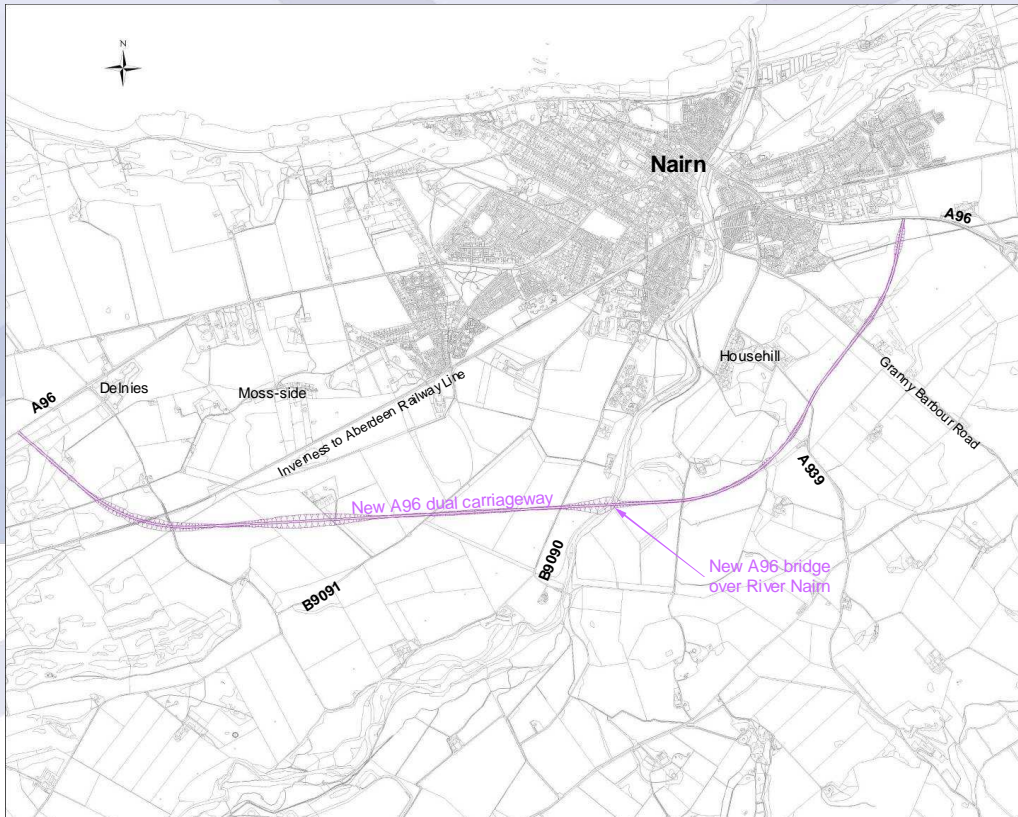
A96 Inshes to Nairn Route Options

Nairn Bypass

Route Option 1

Route Option 2

Route Option 3



The Nairn Bypass Option 1 commences from an 'at-grade' roundabout on the west side of Nairn at Drumdivan. The existing A96 through Nairn is retained in its current form. The bypass proposal has been designed as a single carriageway aligned to the south of Nairn but is equally feasible as a dual carriageway.

The Option 1 bypass ties into the A96 at Drumdivan to the west of Delnies. The bypass alignment takes a south east direction over the Inverness to Aberdeen Railway Line. The alignment is then directed east around the north east edge of the protected area of Kildrummie Kames Site of Special Scientific Interest.

The carriageway for the Option 1 alignment is then carried on a new bridge over the River Nairn. To the east of the River Nairn, the bypass is aligned in a more northerly direction back towards the A96, east of Nairn. Option 1 passes to the south of Househill and between the sawmill and industrial area on Granny Barbour Road. The bypass ties into the A96 immediately on the east side of Nairn at an 'at-grade' roundabout.

At this stage, only alignment options have been designed. No junction strategy to connect the local roads to the south has been developed at this stage for any of the bypass options. This will be reviewed at the detailed design stage and will also depend on any future developments to the south of Nairn.

The Nairn Bypass Option 2 commences from an 'at-grade' roundabout on the west side of Nairn at Drumdivan. The existing A96 through Nairn is retained in its current form. The bypass proposal has been designed as a single carriageway aligned to the south of Nairn but is equally feasible as a dual carriageway.

The Option 2 bypass ties into the A96 at Drumdivan to the west of Delnies. The bypass alignment takes a south east direction over the Inverness to Aberdeen Railway Line. The alignment is then directed east around the north east edge of the protected area of Kildrummie Kames Site of Special Scientific Interest.

The carriageway for the Option 2 alignment is then carried on a new bridge over the River Nairn. To the east of the River Nairn, the bypass is aligned in a more northerly direction back towards the A96, east of Nairn. Option 2 passes to the south of Househill and between the sawmill and industrial area on Granny Barbour Road. The bypass ties into the A96 at an 'at-grade' roundabout, at the existing junction with the B9111, between Nairn and Auldearn.

At this stage, only alignment options have been designed. No junction strategy to connect the local roads to the south has been developed at this stage for any of the bypass options. This will be reviewed at the detailed design stage and will also depend on any future developments to the south of Nairn.

The Nairn Bypass Option 3 commences from an 'at-grade' roundabout on the west side of Nairn at Drumdivan. The existing A96 through Nairn is retained in its current form. The bypass proposal has been designed as a single carriageway aligned to the south of Nairn but is equally feasible as a dual carriageway.

The Option 3 bypass ties into the A96 at Drumdivan to the west of Delnies. The bypass alignment takes a south east direction over the Inverness to Aberdeen Railway Line. The alignment is then directed east and then south east around the north east edge of the protected area of Kildrummie Kames Site of Special Scientific Interest.

The carriageway for the Option 3 alignment is then carried on a new bridge over the River Nairn. To the east of the River Nairn, the bypass takes a wider sweep around the south east of Nairn, creating a greater distance between the bypass and Nairn than Options 1 and 2. Option 3 passes to the south of Househill and to the south and east of the sawmill and industrial area on Granny Barbour Road. The bypass ties into the A96 at an 'at-grade' roundabout, at the existing junction with the B9111, between Nairn and Auldearn.

At this stage, only alignment options have been designed. No junction strategy to connect the local roads to the south has been developed at this stage for any of the bypass options. This will be reviewed at the detailed design stage and will also depend on any future developments to the south of Nairn.