

REPORT TO TRANSPORTATION AND ROADS COMMITTEE

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Ref.:DDR/AWS/AAH/AM/6/21/2/26

Date: 10 May 1991

A96 ABERDEEN-INVERNESS TRUNK ROAD PROPOSED KEITH BYPASS

1. INTRODUCTION

- 1.1 Reference is made to the minute of the Transportation and Roads Committee of 20 November 1990, Branch 37, pages 756 and 757. Therein the Committee requested that the Director of Roads write to the Scottish Office, expressing the views of the Committee, and report back on receipt of the Scottish Office response.
- 1.2 A letter in the terms requested by the Committee was sent to the Scottish Office in December (copy attached), and a response has recently been received from the Scottish Office.
- 1.3 Amendments have been made to the outline proposal taking account of the Regional Council's comments, and the Scottish Office will incorporate these within the final design.

2. SCOTTISH OFFICE COMMENTS

- 2.1 The Scottish Office now propose that the roundabout at the north-west end of the scheme be relocated nearer to the B9016 Buckie Road and thus linking a re-aligned section of this road into the roundabout. This satisfies the first point raised in the letter to the Scottish Office, and while the detailed design of the roundabout and the realignment of the B9016 have yet to be finalised, would seem to provide an acceptable solution. A sketch layout plan of this is appended to this report.
- 2.2 The Scottish Office have considered the suggestion that the A95 link directly to the proposed bypass. Their consulting engineers have analysed the relevant traffic flows using the A95, and have considered the financial implications of providing the link. The analysis of the traffic flow on the A95 south of Keith (700 to 800 vehicles per day based on 1987 traffic levels) indicates that 73% of this traffic is going to or coming from Keith itself, 18% travelling through Keith to and from the A95 north of the town, and only 4% and 5% respectively are travelling through Keith to and from the A96 northwest and the A96 southeast. This means that in overall traffic less than 10% of the traffic on the A95 south of Keith would benefit from a direct link to the proposed bypass and that such a link would only relieve the town of around 70 vehicles per day. In terms of HGV traffic only 13 vehicles per day would therefore avoid the town if the link were provided. In addition the Scottish Office have indicated that the financial benefits which would be obtained by this traffic would not justify the additional costs involved in providing the link. The Scottish Office therefore do not propose to include a link to the A95, and it is considered that this is a fair analysis of the issue, and an appropriate decision.

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- 2.3 In respect of the Keith Showground site, the Scottish Office has produced a revised line for the bypass in this area, based on a re-design by their consulting engineer. The line now proposed lies some 50 metres south of the original line in the area of the showground site, tapering back to the original line east and west of the site. This has effectively reduced the effect of severance on the area used for the Keith Show by approximately 1.4 hectares, though still cuts off some of the area. It does not appear possible to move the road further south, without reducing the appropriate design standards of the road.
- 2.4 The Scottish Office has not agreed to the improvements to the A96 north and south of the bypass proposed, as part of the overall scheme. They will only consider these improvements along with the other scheme action proposals being programmed and carried out along the route.
- 2.5 The Scottish Office has accepted that a problem of traffic using the unclassified road parallel to the proposed by-pass as a link between the A95 and the by-pass may occur. Consequently, the Scottish Office agrees to close off this road and to carry out any necessary associated works as part of the Trunk Road Scheme. The Regional Council will be required to administer a Stopping-up Order on this road in order to allow this to occur.
- 2.6 Climbing lanes have been agreed within the scheme and will be incorporated in the final design.
- 2.7 All roundabouts on the scheme will be lit.

3. CONCLUSIONS

- 3.1 While the Scottish Office have not incorporated all the suggestions made by the Regional Council, they have gone to considerable lengths to improve the scheme in accordance with several of the points raised.
- 3.2 It is likely that any further major changes to the scheme which might increase costs, will cause the scheme to lose its cost effectiveness, and may endanger the scheme's progress in the expenditure programme for Trunk Roads in Scotland.
- 3.3 The scheme now proposed may therefore represent the best option which can be achieved.

4. RECOMMENDATION

- 4.1 It is recommended that the Transportation and Roads Committee indicate that the Regional Council accepts the general layout now proposed for Keith Bypass, subject to any further observations on detailed design and layout, and indicate that the Council will not oppose the proposal when the Scottish Office promotes the orders to effect the scheme.


DIRECTOR OF ROADS

Ans
ANS/AAH/AM/6/21/2/26

Mr A Hood

4816

13 December 1990

The Roads Directorate
Scottish Development Department
New St Andrew's House
St James Centre
EDINBURGH
EH1 3SZ

For the attention of J Howison

Dear Sir

**A96 ABERDEEN-INVERNESS TRUNK ROAD
PROPOSED KEITH BYPASS**

I refer to previous correspondence concerning the above proposed bypass, and to your presentation and my Committee's consideration of the scheme.

My Committee has asked me to pursue some issues with you before concluding the Regional Council's view of the project. Generally the Committee welcomes the progress of schemes on the A96, and in particular in this instance the proposed Keith Bypass, and hopes that the current programme date of August 1992 can be adhered to.

A full response however would be welcomed on the following points, which have previously been indicated to you as concerns:-

1. The proposed junction at the north end of the scheme should be relocated to the junction with the B9016 road to Buckie, thus extending the overtaking section on the Bypass.
2. Full consideration should be given to incorporating a junction with the A95 within the scheme.
3. The Committee has also asked that the scheme be amended or improved at the south end to leave the Keith show site and associated areas intact.
4. The Development Department should accept the need for improvements to the A96 at each end of the proposed Keith Bypass, and should recognise that it is essential, especially at the south end, that a scheme to improve the road should be prepared and constructed at the same time as, or before, the Bypass itself.
5. A traffic management scheme should be incorporated into the scheme to prevent the possibility of traffic from the A95 reaching the bypass via the unsuitable unclassified road parallel to it.

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6. Climbing lanes should be provided on the proposed road where appropriate to increase overtaking opportunity.
7. Lighting should be provided at the proposed roundabout junctions on the scheme.

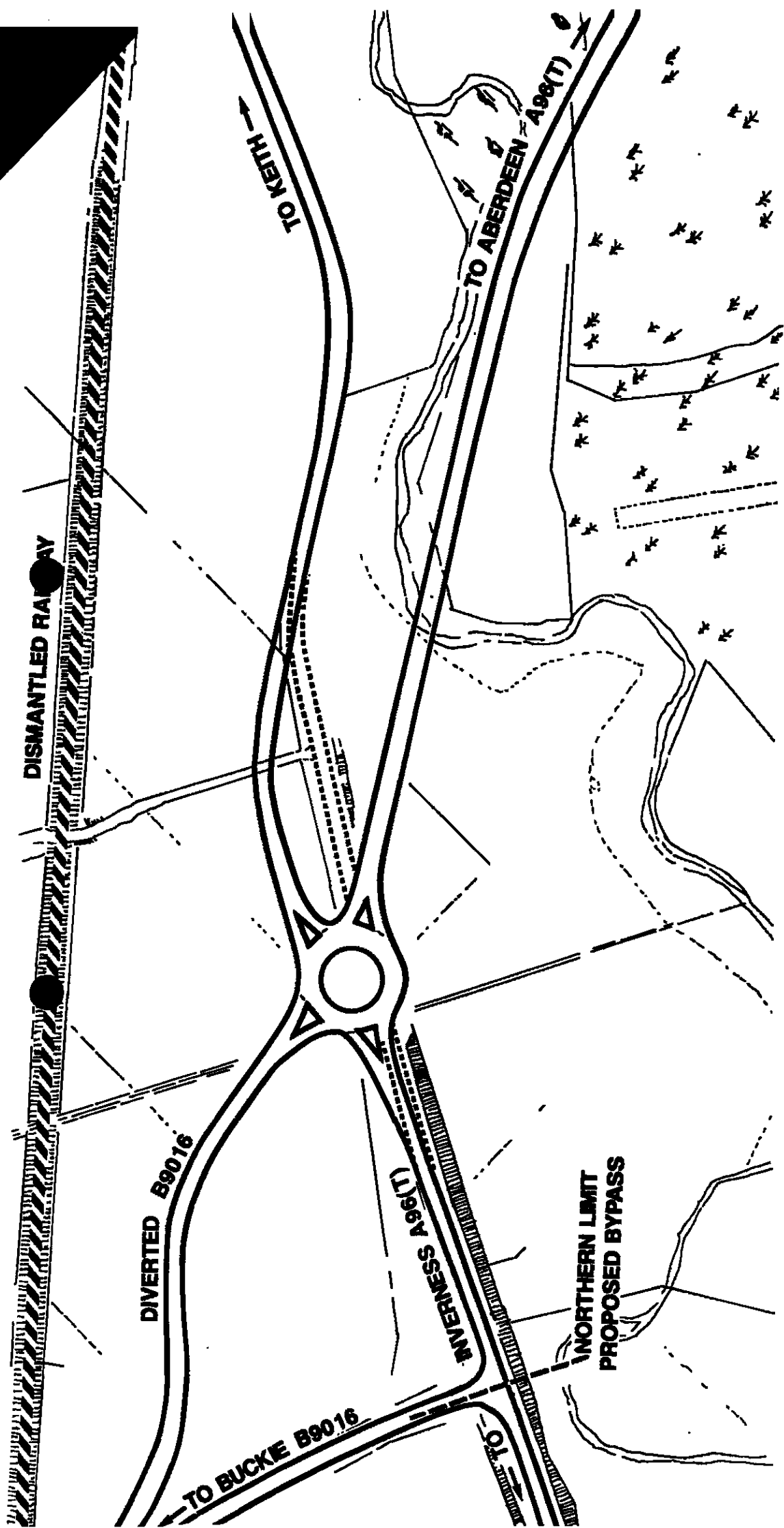
I recognise that you have already responded positively on a few of these issues and that you are actively seeking to accommodate other suggestions. However, the Committee are particularly keen to be satisfied that the two issues in paragraphs 2 and 3 above have been fully investigated, and that all possible potential solutions have been considered. To that end I would welcome information on the costings, the technical considerations, and the economics which apply in any decisions on items 2 and 3.

I would be happy to discuss these matters further with you, prior to reporting back to my Committee, which I intend to do on 26th February 1991.

Yours faithfully



DEPUTE DIRECTOR OF ROADS



GRAMPIAN DEPARTMENT OF ROADS
TRANSPORTATION SECTION

**A96 ABERDEEN-INVERNESS TRUNK ROAD
PROPOSED KEITH BYPASS**

EXISTING ROAD LINE



GRAMPIAN

A96 ABERDEEN-INVERNESS TRUNK ROAD
PROPOSED KEITH BYPASS

