


REPORT TO TRANSPORTATION AND ROADS COMMITTEE

Ref.:  DDR/AWS/WM/HG/6/21/2/26

ITEM 20
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Date: 23 December 1992

ABERDEEN-INVERNESS TRUNK ROAD A96 KEITH BYPASS

1. INTRODUCTION

- 1.1 The Scottish Office has published revised draft Orders for the above scheme. These are the Main Line Order, Side Roads Order, Compulsory Purchase Order and they supersede the previous Keith Bypass Orders which were published in draft on 2nd August 1991.
- 1.2 Any representations have to be made by the closing date of 22nd January 1993. The items will be on display at Committee on 12th January.

2. DISCUSSION

- 2.1 The main alterations to the draft Line Order previously published is that, from the same starting point on the A96(T) adjacent to the showground, the route swings further to the south of Keith. The effect of this is to keep the new road away from the showground which had been a matter of considerable concern when the previous draft Orders were published.
- 2.2 The line remains further south until a roundabout junction on the B9014. To the west of this junction it reverts to follow the previous line.
- 2.3 At the north-western end of the Bypass, a roundabout will be created near the existing junction of the B9016 which will be realigned to suit.

Proposed realignment of B9016 provides radius of 110m which is below absolute minimum standard for 30 mph and is not acceptable. It should be recommended that radius of 360 metres be provided to comply with absolute minimum radius for 50 mph.

- 2.4 As with previous proposals, no junction is proposed with the A95. Members will recall that this matter has been the cause of concern amongst the community and elected Members of both Regional and District Councils. Although a key strategic principal route for the Region, the A95 is relatively lightly trafficked. Surveys conducted by Consulting Engineers on behalf of the Scottish Office indicate that only about 240 vehicles per day would turn from the A95 to the A96(T) and vice-versa. This equates to about 25% of traffic on the A95, and the Scottish Office do not believe that a junction is justified here.

Level differences make it physically less feasible to create a junction at the A95. The Unclassified U42H runs parallel to the proposed bypass between the A95 and B9014 and if upgraded could provide a link for the limited amount of traffic between the A95 and

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A96(T). However, the Scottish Office has indicated that the proposal is for this road to be stopped up at their expense but with the Regional Council promoting the necessary Orders.

2.5 At the south roundabout the U33H and U43H converge immediately prior to joining the roundabout and is unsatisfactory. The junction of the U43H with the U33H should take place on the straight before the roundabout.

2.6 The Local Member, Councillor Cree, is being consulted.

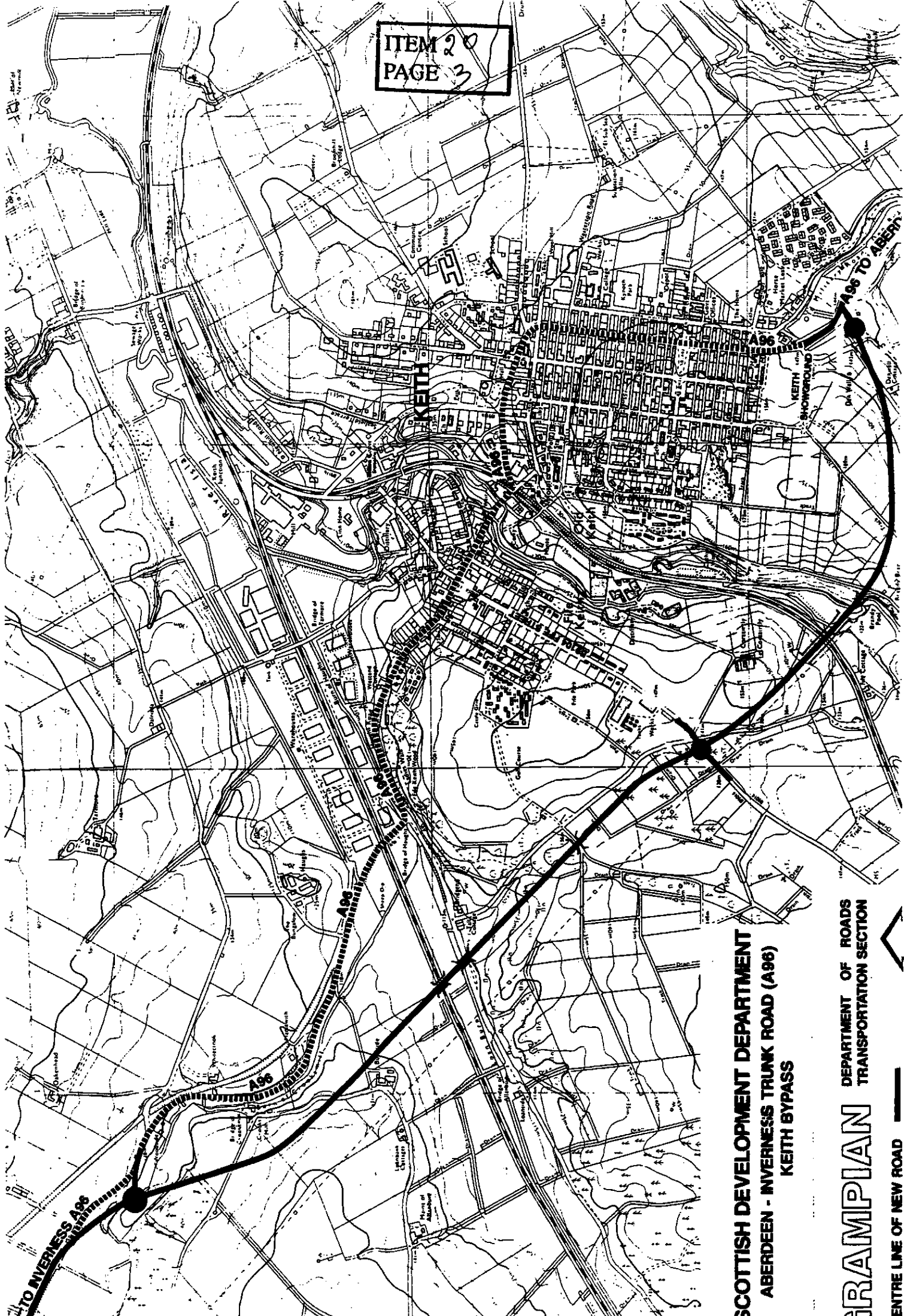
3. RECOMMENDATIONS

3.1 It is recommended that the Committee note this report and that its contents are conveyed to the Scottish Office. It is also recommended that the Director of Roads has discussions with the Scottish Office to resolve the technical issues raised.

G. Kirkbride

DIRECTOR OF ROADS *omy/m*

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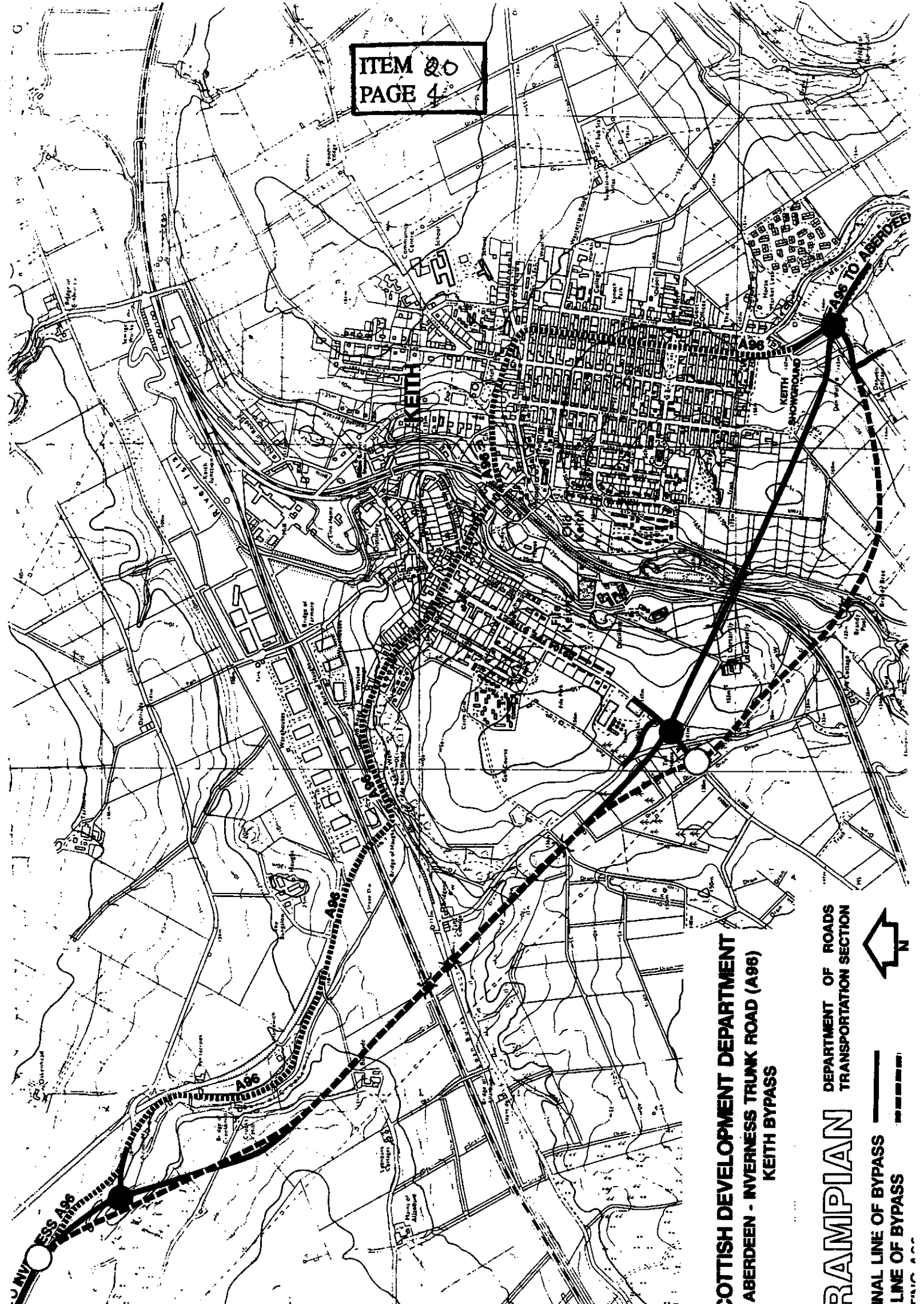


SCOTTISH DEVELOPMENT DEPARTMENT
ABERDEEN - INVERNESS TRUNK ROAD (A96)
KEITH BYPASS

BRAMPIAN DEPARTMENT OF ROADS
TRANSPORTATION SECTION

— CENTRE LINE OF NEW ROAD





**SCOTTISH DEVELOPMENT DEPARTMENT
ABERDEEN - INVERNESS TRUNK ROAD (A96)
KEITH BYPASS**

DEPARTMENT OF ROADS
TRANSPORTATION SECTION



ORIGINAL LINE OF BYPASS
NEW LINE OF BYPASS