

SUMMARY OF PROPOSALS

Length

Bypass – 5.1km
Side Roads – 2.8km

Road Width – Bypass

West Tie-in to Cowfords R'bout

Single 7.3m carriageway, plus 3.5 m verges (including 1.0m hard strips)

Cowfords to Coul Brae

Single 3 lane 11.5m carriageway (Overtaking lanes from each roundabout) including 1.0m median strip; plus 3.5m verges (including 1.0m hard strips)

Coul Brae to Spey Bay R'bout

Single 7.3m carriageway; plus 2.5m verges (except on bridge)

Spey Bay R'bout to Fochabers East

Single 3 lane 11.5m carriageway (Overtaking lanes from each roundabout) including 1.0m median strip; plus 3.5m verges (including 1.0m hard strips)

Fochabers East to East Tie-in

Single 10.0m carriageway including climbing lane, plus 3.5m verges (including 1.0m hard strips)

Road Width – Side Roads

7.3m, 6.5m and 6.0m carriageways; with 2.5m or 2.0m verges and/or footway. Key cycletracks will be 3.0m wide.

Junctions

4 Roundabouts – Cowfords, Coul Brae, Spey Bay, Fochabers East.
Inchberry Road – 'T' Junction, left in/left out

Structures

Bridges

Gordon Castle Main Driveway Bridge
Gordon Castle Farm Access Bridge

Cyclist/Pedestrian Underpasses

Roths Road Underpass
Inchberry Underpass
Fochabers East Underpass
Dramlachs Underpass

Contract Award

Late summer 2009

Scheme Opens to Traffic

Late summer 2011

FURTHER INFORMATION

For further information contact:

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An agency of The Scottish Government

A96 TRUNK ROAD FOCHABERS AND MOSSTODLOCH BYPASS

GENERAL INFORMATION
MAY 2009



INTRODUCTION

A bypass to Fochabers & Mosstodloch on the A96 has been sought for some time and the Scottish Government is currently progressing the tender process for its detailed design and construction.

Substantial traffic volumes use the A96 in Fochabers and Mosstodloch, in particular at peak times, causing congestion and delays for trunk and local road users. The high traffic levels raise serious road safety concerns and cause adverse environmental impacts such as noise, air pollution, and community severance. The construction of the bypass will reduce traffic volumes considerably in Fochabers and Mosstodloch and at the same time address the adverse environmental impacts for the local community.



Typical layout of an overtaking section

BACKGROUND TO THE PROJECT

The details of the scheme have been subject to considerable scrutiny and legal challenges which were resolved in July 2007. In accord with the Scottish Ministers' requirements, further consultations were undertaken on the mitigation strategy through Gordon Castle Estate, including the reconstructed wall adjacent to Castle Street and on the realignment of Gordon Castle Farm Access Road. Following the issue of consultation pamphlets and a public exhibition, a decision on these matters was finalised in February 2008, taking account of the views expressed.

Consultation with the residents of Castle Street about the rebuilding of the wall east of Gordon Chapel has resulted in the present form being unaltered by the scheme.

Additional noise barriers faced with a "willow wall" will be provided on both sides of the new bypass from the Main Estate Driveway bridge to the Gordon Castle Farm Access Road. Also, false crests or earth embankments will be built up from the existing ground level between the Main Estate Driveway bridge to the Fochabers East Roundabout.

These measures will ensure the optimum balance between noise reduction, prevention of pedestrian access to the bypass and integration with the designed landscape within Gordon Castle Estate and along the northern edge of Fochabers. Finally, regarding the arrangement for the access road to Gordon Castle Farm, this will be as originally proposed at the public exhibitions and Public Inquiry in 2003.

This project is being promoted by Transport Scotland via a Design and Build contract. The successful Contractor will complete the detailed design and undertake construction of the scheme. Rigorous Contract Conditions and site supervision will ensure the Scottish Ministers' requirements and commitments are met.

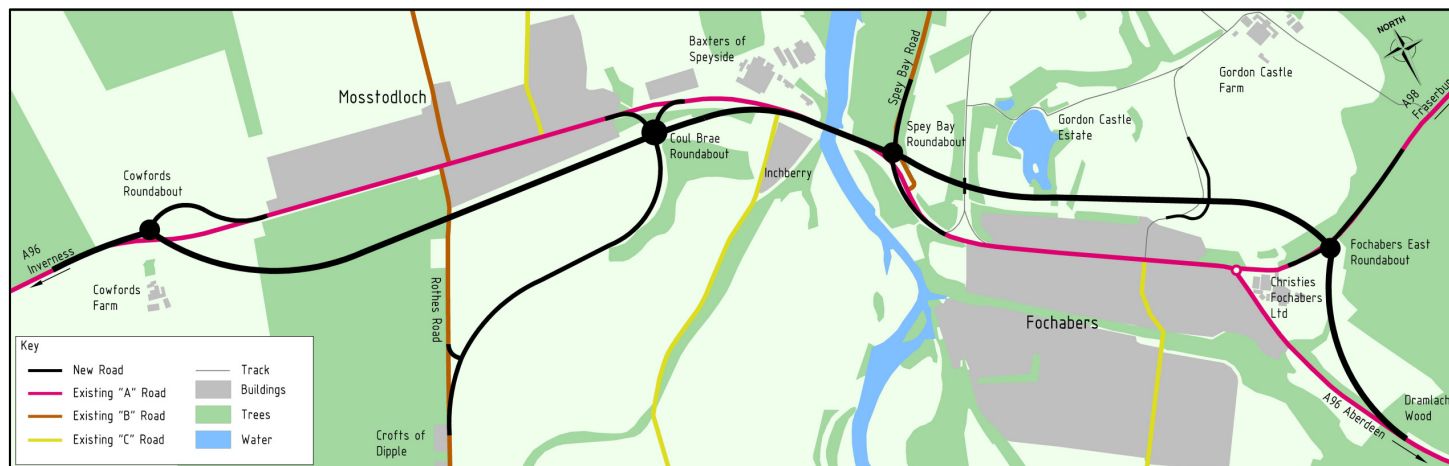
THE PROPOSED BYPASS

It will start 300 metres west of Cowfords Farm with a two lane section to a new Roundabout (Cowfords Roundabout), before curving south-eastwards through Balnacoul Wood and will continue beside the old railway line to a new Coul Brae Roundabout to the south east of Mosstodloch.

This section of the bypass will be three lanes wide with overtaking lanes leading away from the roundabouts.

The bypass will then continue east rejoining the present road over the existing Fochabers "New" Bridge then on to the new Spey Bay Roundabout. This section will be two lanes wide as per the existing A96 layout. The bypass will continue through Gordon Castle Estate beneath the Gordon Castle Main Estate Driveway then over the realigned Gordon Castle Farm Access Road to a new Fochabers East Roundabout at the A98 Fraserburgh Road. This section will be three lanes wide, again with overtaking lanes on the roundabout exits.

The most easterly section will link to the existing A96 at Dramlachs and will be a three lane road forming an extension to the existing eastbound climbing lane.



Both the A98 Fraserburgh Road and Spey Bay Road will be realigned and a new link road to Rothes Road will be provided as part of the scheme from Coul Brae Roundabout to Crofts of Dipple. The existing section of Rothes Road from Mosstodloch to Crofts of Dipple will be used by vehicles for local access and as a cycle / pedestrian route.

An off-road pedestrian route / cycletrack using Old Fochabers Bridge will provide a safe link for pedestrians and cyclists between Fochabers and Mosstodloch, while underpasses at Rothes Road, Inchberry, Fochabers East and Dramlachs will provide safe crossing facilities. New bus lay-bys will be provided opposite Baxter's.

Road lighting will be provided at all roundabouts and between Coul Brae and Spey Bay roundabouts. Other works will include extensive sympathetic landscaping, planting and heritage walling.

Advance tree and scrub clearance together with the provision of alternative habitats for targeted species have been completed. A gas main diversion is underway and the relocation of the Scottish Water service reservoir at Dramlachs will start this summer. Mitigation works to reduce the impact of the bypass on Gordon Chapel will commence in autumn 2009.

MAXIMISING THE BENEFITS

Once the new road is open, traffic calming and the upgrading of the street lighting in Mosstodloch and Fochabers along the existing A96 trunk road will be implemented. A further information leaflet detailing the traffic calming measures will be issued following consultations with Moray Council.