

The Highland Council

Community Services

15 February 2017

Agenda Item	9
Report No	COM 6/17

A96 Dualling – Response to the Publication of Draft Orders

Report by Director of Development and Infrastructure

Summary

This report follows an earlier one to the Planning Development & Infrastructure Committee (25 January) that included a response covering strategic matters and principles arising from the A96 Dualling between Inverness and Nairn, including a Nairn Bypass. This report deals with the specific roads matters relating to the detrunking of the existing A96 and new side roads. A draft response is provided for Committee to consider and, subject to any comments or additions, to approve for submission to Transport Scotland.

1 Background

- 1.1 The commitment for the A96 Dualling between Inverness and Nairn, including Nairn Bypass is identified as Project 18 in a series of major packages included within the Strategic Transport Projects Review (2008).
- 1.2 Since February 2016 a series of meetings and dialogue between Council Officers, Transport Scotland and their consultant have been undertaken. Transport Scotland has concluded the development and assessment of the Preferred Option.
- 1.3 Draft Orders and Environmental Statement were published on 29 November 2016. The draft Orders define the line of the proposed new road and side roads. Members of the public, landowners and stakeholders have the opportunity to formally comment on the draft Orders.
- 1.4 The preparation of this report has involved a number of different officers. This report presents a draft formal response for Committee to consider.

2 Scheme Description

- 2.1 The proposed Scheme comprises the provision of approximately 31km of new dual carriageway away from the existing A96, which starts approximately 850m east of Raigmore Interchange and continues in a north-easterly direction to Hardmuir, 3.5km to the east of Auldearn, where it connects with the existing A96 single carriageway. Access to the proposed Scheme would be by six new grade-separated junctions, which would not disrupt the flow on the main dual carriageway. These junctions are proposed at Smithton, Balloch, Mid Coul,

Brackley, Nairn West and Nairn East.

3 Draft Orders

3.1 A series of Draft Orders has been published. The tables below highlight the matters covered by the Orders.

The A96 Trunk Road (Inverness to Nairn (including Nairn Bypass)) (Trunking & Detrunking) Order 201[]	
The Scottish Ministers direct that the length of roads (hereafter referred to as “the new trunk road”) which they propose to construct along the route described in Part 1 of the schedule of this Order shall become trunk road on the date this Order comes into force.	
On 1st April next after the date on which the new trunk road is open for the purposes of through traffic, those lengths of road along the route described in Part 2 of the schedule shall cease to be trunk road and The Highland Council shall become the roads authority for those lengths of road and shall enter those lengths of road in their list of public roads.	

The A96 Trunk Road (Inverness to Nairn (including Nairn Bypass)) (Side Roads) Order 201[]	
a	to construct those lengths of road (hereinafter referred to as “the new side roads”) along the routes described in schedule 2 of this Order;
b	to improve those lengths of road described in schedule 3 of this Order;
c	to stop up those lengths of road described in schedule 4 of this Order where another reasonably convenient route is available or has been provided pursuant to this Order;
d	to stop up those private means of access described in Part 1 of schedule 5 of this Order where another reasonably convenient means of access to the affected land is available or has been provided pursuant to this Order;
e	to stop up those private means of access described in Part 2 of schedule 5 of this Order; and
f	to provide those new means of access described in schedule 6 of this Order

The A96 Trunk Road (Inverness to Nairn (including Nairn Bypass)) (Extinguishment of Public Rights of Way) Order 201[]	
The extinguishment of the public rights of way described in Part 1 of the schedule are hereby ordered when the related new public rights of way described in Part 2 of the schedule, which the Scottish Ministers consider are suitable alternatives, have been provided	

**The A96 Trunk Road (Inverness to Nairn (including Nairn Bypass))
Compulsory Purchase Order 201[]**

the acquiring authority are hereby authorised to purchase compulsorily for the purpose of improving, and constructing a new length of, the A96 Aberdeen - Inverness Trunk Road between Seafield Roundabout, Inverness and Wester Hardmuir in the vicinity of Nairn, Nairnshire.

- 3.2 The existing A96 will be detrunked and reclassified as a local road to maintain local access as appropriate. These roads will be added to the List of Public Roads at an appropriate future date by Highland Council (after opening of the new trunk road to through traffic). The summary of the detrunked roads is presented at **Appendix 1**. The series of plans relating to the Trunking and Detrunking Orders is provided at **Appendix 6** (TR1 to TR5).
- 3.3 During dialogue with representatives of Transport Scotland and their consultant matters relating to the Detrunking, Stopping Up and New Side Roads were raised. However, it was not until these Orders were published that a clearer picture of what is being proposed was firmed up.
- 3.4 The following paragraphs identify locations where officers are recommending to Committee that a formal change request is submitted.
- 3.5 Detrunking
- 3.5.1 The section of the existing A96 between point CA and CB shown on plan **TR1** is indicated that this will become part of the local road network. This section will provide access to a private property that previously took access from the trunk road. Officers consider that this 0.5km section should be treated as a private access (See **Appendix 1** - part 2 reference 34).
- 3.5.2 The section of the existing A96 between point CE and the Tomhommie Road junction shown on plan **TR3** is indicated as being detrunked and passed to the Council as part of the local road network. However, on plan **SR11** this section of road is shown hatched as 218 which will be Stopped Up. Officers highlight that they are expecting this section (1800 metres) of the existing A96 will indeed be Stopped Up and any error in part 2 of the Detrunking Order will be corrected. (See **Appendix 1** – part 2 reference 38).
- 3.5.3 In the vicinity of the McDermotts Road (U2218) the existing A96 is indicated as being detrunked (shown on Plan **TR3**). However, there appears to be an anomaly where there are sections of stopped up roads shown on plan **SR12** for hatched areas 220 and 223. (See **Appendix 1** – part 2 reference 38).
- 3.5.4 The section of the existing A96 trunk road between points CI and CJ shown on plan **TR5** are proposed to be detrunked. This includes part of the Auldearn Bypass. There is part of this section that in future will essentially have a role to provide access to agricultural land. On balance officers consider that this section of the existing A96 trunk road will not perform a necessary role for it to be taken on by the local authority. This 0.9km part of the detrunked road,

between point AZ and the Auldearn-Station-Drum Road (C1172), could therefore be Stopped Up and thereby treated as a 'private access'.

3.6 Stopping Up

3.6.1 There are 61 locations, including sections of trunk road, where existing roads will be Stopped Up. The summary of roads to be Stopped Up is at **Appendix 2**. A series of plans (using prefix SR) is provided to the Committee. Stopped Up sections are indicated by hatching (numbers 191 to 250).

3.6.2 There are parts of the B9006 at Brackley junction, south of the existing A96, which are proposed to be Stopped Up. These are shown as areas 208, 209 and 210 on plan **SR9**. These areas should be extended along the full length of the existing B9006 from a point in line with the proposed new road alignment to the south of the new A96 dualling. This would enable the old sections of the B9006 to become 'private accesses' for the two existing properties (see **Appendix 2** and also comments below for new side roads).

3.6.3 The proposed arrangement at the Blackpark-Grigorhill-Newmill Road (U3310) (shown on Plan **SR19** hatching 239) would result in a future situation where all traffic taking access to this location would need to enter Nairn via the existing A96 and A939. The Council considers that access for all road users should be provided to ensure connectivity and enable more direct journeys avoiding the need for trips through the urban area. Transport Scotland is requested to amend the proposal and provide access, via an overbridge over the new A96 dualling (See **Appendix 2** item 50).

3.7 New Side Roads

3.7.1 Side roads would be upgraded, as necessary, to provide access to the existing road network, and to the proposed Scheme, via the new junctions. This includes, where appropriate, new infrastructure for vehicles to turn. There are some 119 sections of new side road identified. The summary of the new side roads is presented at **Appendix 3**. A series of plans (using prefix SR) is provided to the Committee showing stippled areas for new side roads.

3.7.2 New side roads are proposed in the vicinity of Seafield Farm shown on Plan **SR1** with stippled areas 1, 2 and 3. These areas should not be treated as local roads but instead be private access (see **Appendix 3**).

3.7.3 The arrangements at Mid Coull junction in the vicinity of the Inverness Airport shown on plan **SR7** do not show the non-motorised user (NMU) infrastructure that is proposed as far as the roundabout on the existing A96T (point G on plan). The detail should be amended to reflect the NMU infrastructure and any additional changes arising from the response submitted by the Director of Planning & Development about NMU infrastructure at this key junction.

3.7.4 New side roads are proposed in the vicinity of Brackley junction shown on Plan **SR9** with stippled areas 36, 37, 40 and 41. Officers consider that the arrangements at these two private properties should be treated as private

accesses and not local roads (see Appendix 3).

3.7.5 There is a change to the existing road layout shown on plan **SR14**. As part of this change a new structure crossing the railway is to be constructed. Council officers consider that this new bridge should remain with Transport Scotland with the new local road crossing it (see **Appendix 3** – schedule 2 reference 69).

3.7.6 The changed road layout arrangements at Skene Park Cottages are shown on plan **SR18** (areas 82 and 83). The modified side road will only serve the cottages. This should be treated as a private access.

3.8 Detrunking Matters

3.8.1 The strategic principles of detrunking have already been raised in the response submitted following the Planning, Development and Infrastructure Committee. A copy of the first response is attached at **Appendix 4**. The following paragraphs expand on the matters already raised.

3.8.2 There will be a need for ongoing dialogue between the two road authorities with early work being undertaken to carry out joint dilapidation surveys to assist with the identification of the appropriate work programme prior to the handover date.

3.8.3 The Council currently has an inspection fee regime for roads to be added to the List of Public Roads. The minimum level of fee is currently £9,600 for roads with a value over £100k. The Council takes the view that inspection fees will be required for each of the detrunking plan areas (TR1, TR2, TR3, TR4 and TR5) which means a total inspection fee of £48k will be invoiced to Transport Scotland.

3.8.4 The Council currently seeks LED lighting on any road that it adds to the List of Public Roads. There is a significant length of urban section (Nairn) of the existing A96T that will require street lighting to be upgraded prior to the asset handover.

3.8.5 The Council supports Scotland's Road Safety Framework and is actively taking measures to support Safer Routes to School (SRtS) initiatives. There are two schools in Nairn (Rosebank Primary School and Nairn Academy) that involve pedestrian and cyclist movements across the existing A96T. The Council will require signal controlled crossings to be provided as part of the change-over from Trunk Road to Local Road to ensure effective safer routes to school and an effective change in the 'Place and Movement' status of this road (Scottish Government Designing Streets Policy).

3.8.6 Road Numbering will require to be amended and this will require changes to the existing List of Public Roads and also to existing direction signs. Transport Scotland will be expected to fund the administration for these changes and also any amended road signs.

- 3.8.7 A signing strategy will be required and this should also include any tourism signs (brown signs) at appropriate junctions. The Council is keen to work with Transport Scotland to achieve the best tourism signposting outcome.

4 Council Response

- 4.1 The proposed response is presented at **Appendix 5**. Committee is invited to provide comments and/or any additional points.

5 Implications

5.1 Resource

The de-trunking of the existing A96T and new side roads will lead to significant additional lengths of local road to be added to the List of Public Roads (approximately 48 kilometres). This will lead to a minimal increase in the funding allocation from the Scottish Government. There is considerable work anticipated for local authority staff associated with the detrunking and new side roads. See risk below.

5.2 Legal

The Draft Orders use powers of the Scottish Ministers.

5.3 Equalities

As part of the proposed response signal controlled crossings are requested for the two schools in Nairn where crossing of the existing A96T are involved. This will ensure future road safety for vulnerable road users and control vehicle speeds on this section of road.

5.4 Climate Change/Carbon Clever

LED lighting on urban sections of the detrunked road is being requested.

5.5 Risk

- 5.5.1 The proposed response highlights sections of road that should not be treated as future local roads (both detrunked and new side roads). The total length of these sections is approximately 4.7km.

- 5.5.2 Officers in Community Services will be required to liaise with Transport Scotland and their consultant across a range of aspects relating to the Orders for the A96 Dualling. An inspection fee for each detrunking plan area (five) is proposed. The total fee value is £48k.

- 5.5.3 The de-trunking of the existing A96T needs to be on the basis that the Council will take over infrastructure where any substantial remedial works already identified have been completed and any programmed maintenance works have been completed before handover. In addition modifications to the existing asset are anticipated to assist with the change from trunk road to local road. This will help to minimise maintenance implications for the Council.

5.6 Gaelic

It is understood that new road signs will include Gaelic place names.

5.7 Local Priorities

This report fits with the local strategic priorities approved by the Nairnshire Committee on 7th December 2016.

5.8 Rural

The A96 Dualling between Inverness and Nairn, including Nairn Bypass is embedded in the Strategic Transport Projects Review (2008). The Scheme will provide opportunities to grow the regional economies in the corridor.

Recommendation

Committee is invited to:

- note the background to the A96 Dualling Scheme, the publication of Draft Orders;
- consider the proposed response to Transport Scotland and provide any comments or additions; and
- delegate the Director (Community Services) to submit the response, including any changes requested by the Committee.

Designation: Director of Community Services

Date: 30 January 2017

Authors: Richard Gerring Transport Planning Manager

Background Transport Scotland A96 Trunk Road (Inverness to Nairn

Papers: (including Nairn Bypass)) Draft Orders

<http://www.transport.gov.scot/project/a96-inverness-nairn-including-nairn-bypass>

APPENDIX 1 – DETRUNKED ROADS PASSED TO HIGHLAND COUNCIL AS ROADS AUTHORITY

A96 Trunk Road (Inverness to Nairn (including Nairn Bypass)) (Trunking & Detrunking) Order 201[]

Part 2 of the schedule where The Highland Council shall become the roads authority

* Denotes change request

Part 2 Reference	Length (m)	Plan	Note
34*	515	TR1	Existing trunk road between points CA and CB shown on plan TR1. Access to a private property previously taking direct access from the trunk road. Recommendation: Private Access
35	5,820	TR1	Existing trunk road between points CB and CC shown on plan TR1. Recommendation: Local Road - anticipated local road traffic including bus services.
36	2,790	TR2	Existing trunk road between points CC and CD shown on plan TR2. Recommendation: Local Road - anticipated local road traffic including bus services.
37	4,550	TR2	Existing trunk road between points CD and CE shown on TR2 plan. Recommendation: Local Road - anticipated local road traffic including bus services.
38*	4,450	TR3	Existing trunk road between points CE and CF shown on plan TR3. Recommendation: In part there is a miss-match with the Stopping Up information – removal of 1800 metres and also 540 metres. In part it will be Local Road - anticipated local road traffic including bus services.
39	3,640	TR4	Existing trunk road between points CF and CG shown on plan TR4. This includes part of the urban section in Nairn. Recommendation: Local Road - anticipated local road traffic including bus services.
Subtotal	21,765		

A96 Trunk Road (Inverness to Nairn (including Nairn Bypass)) (Trunking & Detrunking) Order 201[]

Part 2 of the schedule where The Highland Council shall become the roads authority

* Denotes change request

Part 2 Reference	Length (m)	Plan	Note
C/F	21,765		
40	1,220	TR4	Existing trunk road between points CG and CH shown on plan TR4. This includes part of the urban section in Nairn. Recommendation: Local Road - anticipated local road traffic including bus services.
41	70	TR4	Existing trunk road between points CH and CI shown on plan TR4. This includes part of the urban section in Nairn. Recommendation: Local Road - anticipated local road traffic including bus services.
42*	6,040	TR5	Existing trunk road between points CI and CJ shown on plan TR5. This includes part of the Auldearn Bypass. There is part of this section that in future will essentially have a role to provide access to agricultural land. Recommendation: Taking a consistent approach in respect of detrunked road sections that would not serve a local road function would mean that part of the detrunked road (Auldearn Bypass) could be Stopped Up and thereby treated as a Private Access ' serving the adjacent agricultural land. The other part, East of the C1172 at Boath House, would be treated as Local Road - anticipated local road traffic.
Total	29,095		

APPENDIX 2 - ROADS TO BE STOPPED UP

A96 Trunk Road (Inverness to Nairn (including Nairn Bypass)) (Side Roads) Order 201[]					
to stop up those lengths of road described in schedule 4 of this Order where another reasonably convenient route is available or has been provided pursuant to this Order					
Schedule 4 Ref	Road	Ref Point	Plan	Dist (m)	Note/Recommendation
1	A96T	A	SR1	135	191 hatching
2	A96T	A	SR1	110	192 hatching
3	C1032	A	SR1	55	193 hatching
4	U1136	A	SR1	110	194 hatching
5	A96T	D	SR4	250	195 hatching
6	C1032	D	SR4	430	196 hatching
7	A96T	D	SR4	130	197 hatching
8	C1020	G	SR7	435	198 hatching
9	C1020	G	SR7	20	199 hatching
10	C1017	G	SR7	35	200 hatching
11	C1017	G	SR7	45	201 hatching
12	C1017	G	SR7	110	202 hatching
13	C1017	G	SR7	35	203 hatching
14	U5409	G	SR7	185	473 hatching
15	U1025	H	SR8	95	204 hatching
16	U1025	I	SR9	70	205 hatching
17	B9006	I	SR9	420	206 hatching
18	A96T	I	SR9	375	207 hatching
19*	B9006	I	SR9	40	208 hatching Extend this area
20*	B9006	I	SR9	20	209 hatching Extend this area
21*	B9006	I	SR9	150	210 hatching Extend this area
22	A96T	J	SR10	5	211 hatching
23	A96T	J	SR10	180	212 hatching
24	A96T	K	SR11	205	213 hatching
25	U1351	K	SR11	10	214 hatching
26	U1351	K	SR11	35	215 hatching
27	U1351	K	SR11	190	216 hatching
28	U1017	K	SR11	40	217 hatching
29*	A96T	K	SR11	1800	218 hatching Stopping Up/not detrunking
30	U1029	L	SR12	10	219 hatching
31*	A96T	L	SR12	240	220 hatching Stopping Up/not detrunking
32	U2218	L	SR12	15	221 hatching
33	U2218	L	SR12	15	222 hatching
34*	A96T	L	SR12	340	223 hatching Stopping Up/not detrunking

A96 Trunk Road (Inverness to Nairn (including Nairn Bypass)) (Side Roads) Order 201[]

to stop up those lengths of road described in schedule 4 of this Order where another reasonably convenient route is available or has been provided pursuant to this Order

Schedule 4 Ref	Road	Ref Point	Plan	Dist (m)	Note/Recommendation
35	C1163	M	SR14	120	224 hatching
36	C1170	M	SR14	25	225 hatching
37	C1170	M	SR14	20	226 hatching
38	C1163	M	SR14	155	227 hatching
39	U3226	N	SR15	45	228 hatching
40	U3226	N	SR15	35	229 hatching
41	U3226	N	SR15	285	230 hatching
42	B9091	N	SR15	410	231 hatching
43	B9091	N	SR15	275	232 hatching
44	C1170	O	SR16	395	233 hatching
45	B9090	O	SR16	570	234 hatching
46	C1175	P	SR17	185	235 hatching
47	A939	Q	SR18	65	236 hatching
48	A939	Q	SR18	70	237 hatching
49	A939	Q	SR18	370	238 hatching
50*	U3010	R	SR19	250	239 hatching Retain Local Road connection
51	A96T	S	SR20	185	240 hatching
52	U2297	T	SR21	25	241 hatching
53	U2297	T	SR21	115	242 hatching
54	C1172	T	SR21	200	243 hatching
55	C1172	T	SR21	290	244 hatching
56	U2297	T	SR21	30	245 hatching
57	A96T	U	SR22	200	246 hatching
58	A96T	U	SR22	420	247 hatching
59	U3164	U	SR22	30	248 hatching
60	A96T	V	SR23	305	249 hatching
61	U3036	V	SR23	95	250 hatching

APPENDIX 3 – NEW SIDE ROADS PASSED TO HIGHLAND COUNCIL AS ROADS AUTHORITY

A96 Trunk Road (Inverness to Nairn (including Nairn Bypass)) (Side Roads) Order 201[]			
Schedule 2 New Side Roads			
Schedule 2 Reference	Plan	Distance	Note/ Recommendation
1*	SR1	175	shown by stipple and numbered 1 Not Local Road/Private Access
2*	SR1	10	shown by stipple and numbered 2 Not Local Road/Private Access
3*	SR1	90	shown by stipple and numbered 3 Not Local Road/Private Access
4	SR1	95	shown by stipple and numbered 4
5	SR1	155	shown by stipple and numbered 5
6	SR1	85	shown by stipple and numbered 6
7	SR1	35	shown by stipple and numbered 7
8	SR1	160	shown by stipple and numbered 8
9	SR2	225	shown by stipple and numbered 9
10	SR2	65	shown by stipple and numbered 468
11	SR2	115	shown by stipple and numbered 10
12	SR2	485	shown by stipple and numbered 11
13	SR4	140	shown by stipple and numbered 12
14	SR4	190	shown by stipple and numbered 13
15	SR4	90	shown by stipple and numbered 14
16	SR4	85	shown by stipple and numbered 15
17	SR4	190	shown by stipple and numbered 16
18	SR4	125	shown by stipple and numbered 17
19	SR7	445	shown by stipple and numbered 18
20	SR7	5	shown by stipple and numbered 19
21	SR7	30	shown by stipple and numbered 20
22	SR7	65	shown by stipple and numbered 21
23	SR7	20	shown by stipple and numbered 22
24	SR7	25	shown by stipple and numbered 23
25	SR7	65	shown by stipple and numbered 24
26	SR7	30	shown by stipple and numbered 25
27	SR7	5	shown by stipple and numbered 469
28	SR7	5	shown by stipple and numbered 470
29	SR7	65	shown by stipple and numbered 26
30*	SR7	70	shown by stipple and numbered 27 NMU link to existing A96T
31	SR7	35	shown by stipple and numbered 28

A96 Trunk Road (Inverness to Nairn (including Nairn Bypass)) (Side Roads) Order 201[]

Schedule 2 New Side Roads

Schedule 2 Reference	Plan	Distance	Note/ Recommendation
32	SR7	10	shown by stipple and numbered 471
33	SR8	10	shown by stipple and numbered 29
34	SR8	10	shown by stipple and numbered 30
35	SR8	20	shown by stipple and numbered 31
36	SR8	35	shown by stipple and numbered 32
37	SR9	10	shown by stipple and numbered 33
38	SR9	355	shown by stipple and numbered 34
39	SR9	800	shown by stipple and numbered 35
40*	SR9	10	shown by stipple and numbered 36 Not Local Road/Private Access
41*	SR9	40	shown by stipple and numbered 37 Not Local Road/Private Access
42	SR9	55	shown by stipple and numbered 38
43	SR9	360	shown by stipple and numbered 39
44*	SR9	960	shown by stipple and numbered 40 Not Local Road/Private Access
45*	SR9	30	shown by stipple and numbered 41 Not Local Road/Private Access
46	SR10	300	shown by stipple and numbered 42
47	SR11	175	shown by stipple and numbered 43
48	SR11	285	shown by stipple and numbered 44
49	SR11	20	shown by stipple and numbered 45
50	SR12	100	shown by stipple and numbered 46
51	SR12	240	shown by stipple and numbered 47
52	SR12	250	shown by stipple and numbered 48
53	SR12	45	shown by stipple and numbered 49
54	SR12	160	shown by stipple and numbered 50
55	SR12	195	shown by stipple and numbered 51
56	SR12	160	shown by stipple and numbered 52
57	SR12	195	shown by stipple and numbered 53
58	SR12	50	shown by stipple and numbered 54
59	SR12	400	shown by stipple and numbered 55
60	SR14	55	shown by stipple and numbered 56
61	SR14	70	shown by stipple and numbered 57
62	SR14	275	shown by stipple and numbered 58
63	SR14	340	shown by stipple and numbered 59
64	SR14	195	shown by stipple and numbered 60

A96 Trunk Road (Inverness to Nairn (including Nairn Bypass)) (Side Roads) Order 201[]

Schedule 2 New Side Roads

Schedule 2 Reference	Plan	Distance	Note/ Recommendation
65	SR14	15	shown by stipple and numbered 61
66	SR14	10	shown by stipple and numbered 62
67	SR14	10	shown by stipple and numbered 63
68	SR14	10	shown by stipple and numbered 64
69*	SR15	1280	shown by stipple and numbered 65 New TS structure crossing railway
70	SR15	105	shown by stipple and numbered 66
71	SR15	20	shown by stipple and numbered 67
72	SR15	10	shown by stipple and numbered 68
73	SR15	860	shown by stipple and numbered 69
74	SR15	420	shown by stipple and numbered 70
75	SR16	840	shown by stipple and numbered 71
76	SR16	20	shown by stipple and numbered 72
77	SR16	440	shown by stipple and numbered 73
78	SR16	420	shown by stipple and numbered 74
79	SR16	125	shown by stipple and numbered 75
80	SR17	35	shown by stipple and numbered 76
81	SR17	100	shown by stipple and numbered 77
82	SR17	40	shown by stipple and numbered 78
83	SR18	20	shown by stipple and numbered 79
84	SR18	135	shown by stipple and numbered 80
85	SR18	870	shown by stipple and numbered 81
86	SR18	30	shown by stipple and numbered 82
87	SR18	10	shown by stipple and numbered 83
88	SR18	10	shown by stipple and numbered 84
89	SR19	10	shown by stipple and numbered 85
90	SR19	10	shown by stipple and numbered 86
91	SR20	20	shown by stipple and numbered 87
92	SR20	75	shown by stipple and numbered 88
93	SR20	30	shown by stipple and numbered 89
94	SR20	30	shown by stipple and numbered 90
95	SR20	75	shown by stipple and numbered 91
96	SR20	10	shown by stipple and numbered 92
97	SR20	25	shown by stipple and numbered 93
98	SR20	75	shown by stipple and numbered 94
99	SR20	30	shown by stipple and numbered 95
100	SR20	15	shown by stipple and numbered 96

A96 Trunk Road (Inverness to Nairn (including Nairn Bypass)) (Side Roads) Order 201[]

Schedule 2 New Side Roads

Schedule 2 Reference	Plan	Distance	Note/ Recommendation
101	SR20	75	shown by stipple and numbered 97
102	SR20	30	shown by stipple and numbered 98
103	SR21	80	shown by stipple and numbered 99
104	SR21	25	shown by stipple and numbered 100
105	SR21	10	shown by stipple and numbered 101
106	SR21	10	shown by stipple and numbered 102
107	SR21	120	shown by stipple and numbered 103
108	SR21	10	shown by stipple and numbered 104
109	SR21	275	shown by stipple and numbered 105
110	SR21	105	shown by stipple and numbered 106
111	SR21	10	shown by stipple and numbered 107
112	SR21	25	shown by stipple and numbered 108
113	SR22	670	shown by stipple and numbered 109
114	SR22	70	shown by stipple and numbered 110
115	SR23	470	shown by stipple and numbered 111
116	SR23	80	shown by stipple and numbered 112
117	SR23	50	shown by stipple and numbered 113
118	SR26	175	Shown by stipple and numbered 479
119	SR29	500	Shown by stipple and numbered 114

18,625

APPENDIX 4 FIRST RESPONSE LETTER TO TRANSPORT SCOTLAND

Director of Major Transport Infrastructure
Projects
Transport Scotland
Design team 3
7th Floor North
Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF

Please ask for: Stuart Black
Our JSB/RG/VM
Reference: 27 January 2017
Date:

Dear Sir

A96 Dualling: Publication of Draft Orders – Highland Council Response

This response follows a report to the Planning, Development and Infrastructure Committee on 25th January 2017. The following points raised in this response have been approved by the Committee.

The Council welcomes the publication of the details of the proposed A96 Dualling scheme. This marks a significant milestone for this scheme.

Non-Motorised Users

The provision of dedicated non-motorised user (NMU) routes parallel to the A96 Dualling is welcomed. However, the Council considers that a more desirable route to the one proposed between Balloch and Tornagrain is on the north side of the A96 Dualling rather than on the south side. This change is considered to have important community benefit (access to Ardersier, Castle Stuart and beyond), would support the aspirational long distance coastal trail, and would have a similar construction cost to the proposed route. Transport Scotland is asked to work with the Council to develop new NMU infrastructure on the north side of the 'new trunk road' between Balloch and Tornagrain.

The Council recognises the changes made to improve the arrangements for NMU at the Mid Coull junction since the earlier proposals. However, given the key role for access between the new Tornagrain Town, Inverness Airport Business Park and Inverness Airport Railway Station the Council considers it necessary for this particular NMU route to be grade separated with priority given to active travel users along this route. As discussed with colleagues, we would like to continue to work with Transport Scotland towards NMU infrastructure that best meets the policy requirements of Designing Streets.

Core Paths

Up to 12 core paths will be affected by the construction phase and operation of a dualled A96. The Highland Council may by order stop up or divert core paths. At this stage the evaluation indicates that 6 core paths may require an order. Under the

Town and Country Planning (Scotland) Act 1997 Highland Council can require payments or contributions for promoting an order to cover the costs of the process. It also allows the Council to ask for alternatives or improvements to existing routes as well as protecting access for statutory undertakers. A copy of our review of the NMU findings of the Environmental Statement will be sent in due course to Transport Scotland. It is difficult at this stage to assess the scheme's impact on outdoor access during the 3-4 year construction period. We highlight that it is essential that dialogue with the Council regarding this important aspect is undertaken prior to any works that affect existing core paths. Under the Council's Scheme of Delegation the Director of Development and Infrastructure decides whether or not to promote an order. Transport Scotland should contact me to discuss the implications for affected Core Paths and any additional mitigation, diversion, and Orders deemed necessary.

New Stratton Lodge Road (U1058)

The Council has concerns that the current proposed upgrading works at New Stratton Lodge Road is not the 'best fit' for infrastructure that will become part of the local road network. The Council requests that Transport Scotland develops the 'street design' to the next stage and undertakes further consultation to ensure the Council and other stakeholders get the opportunity to input and ensure compliance with Scottish Government Designing Streets Policy. Transport Scotland is requested to work with the Council to achieve the most acceptable street design.

Scheme Delivery

It is noted that the estimated timescale for construction is three to four years to complete, although it may be possible to deliver the scheme in phases. Given the recognition that the Nairn Bypass will reduce the amount of long distance traffic on local roads and bring environmental benefits to the town the Council requests that every possible endeavour is made through the contract phasing for the early delivery of the Nairn Bypass.

De-trunking Principles

The scale of the proposed transferred asset is a cause for significant concern. Not only is it substantial sections of the existing A96 but also substantial new sections of side roads (approximately 48km in total). A separate report to the Community Services Committee (15 February 2017) is being prepared, and we take this opportunity to highlight that further comments should be anticipated.

Asset condition information will be required for the entire existing asset that is to be transferred to the Council. In particular any asset information for structures that are to be transferred is requested early so that any outstanding or programmed inspections can be carried out jointly. In addition any other background studies undertaken in relation to the sections of asset being transferred should be included in the asset handover. This should include studies relating to road safety and other transportation aspects not specifically related to maintenance of the asset.

Highland Council expects that any committed and essential asset investment will be completed prior to the transfer of the asset to the Council. We expect modifications

to the existing A96 prior to the transfer of the asset and this could include aspects such as (not an exhaustive list): signs; changed speed limit; prohibition of motor vehicles; drainage; road markings; new cycle track; access gates; street lighting and signals. The urban section of the existing A96 (Nairn) requires special handling and a joint walkover of the asset is requested.

There are a number of new roundabouts associated with the A96 Dualling that are identified as local road infrastructure. These locations require particular attention in terms of road safety audits and also the consideration of future winter maintenance. The Council's starting position is that in the interests of road safety for all road users these locations should be included in the winter maintenance plan for the Trunk Road operator and funded by Transport Scotland.

Yours faithfully

J Stuart Black
Director

APPENDIX 5: DRAFT RESPONSE

A96 Dualling Team
Transport Scotland

Dear Sir,

A96 Dualling: Publication of Draft Orders – Second Highland Council Response

1. Introduction
 - 1.1. This response follows a report to the Community Services Committee on 15th February 2017.
 - 1.2. The Council welcomes the publication of the details of the proposed A96 Dualling scheme and notes that this marks a significant milestone for this scheme. However, we take this opportunity to draw to your attention some specific elements that we consider need to be considered for a different approach that would lead to a more acceptable outcome for the Highland Council as Local Roads Authority.
2. Detrunked Roads, Stopping Up and New Side Roads
 - 2.1. There are 9 sections of detrunked road identified in part 2 of the Trunking and Detrunking Order. The overall total length is 29.1km.
 - 2.2. There are 119 sections of new side road proposed. The overall length of this infrastructure is in the region of 18.6km.
 - 2.3. There are a number of changes that have been discussed and agreed by the Community Services Committee. The Council wishes to work with Transport Scotland with the aim to reaching an acceptable outcome for the Council. The following paragraphs identify a series of requested changes to the published Draft Orders.

Detrunking

- 2.4. The section of the existing A96 between point CA and CB shown on plan **TR1** is indicated that this will become part of the local road network. This section will provide access to a private property that previously took access from the trunk road. Officers consider that this 0.5km section should be treated as a private access.
- 2.5. The section of the existing A96 between point CE and the Tomhommie Road junction shown on plan **TR3** is indicated as being detrunked and passed to the Council as part of the local road network. However, on plan **SR11** this section of road is shown hatched as 218 which will be Stopped Up. Officers highlight that they are expecting this section (1800 metres) of the existing A96 will indeed be Stopped Up and any error in part 2 of the Detrunking Order will be corrected.
- 2.6. In the vicinity of the McDermotts Road (U2218) the existing A96 is indicated as being detrunked (shown on Plan **TR3**). However, there appears to be an anomaly where there are sections of stopped up roads shown on plan **SR12** for hatched areas 220 and 223.
- 2.7. The section of the existing A96 trunk road between points CI and CJ shown on plan **TR5** are proposed to be detrunked. This includes part of the Auldearn

Bypass. There is part of this section that in future will just have a role to provide access to agricultural land. The Council considers that this section of the existing A96 trunk road will not perform a necessary role for it to be taken on by the local authority. This 0.9km part of the detrunked road, between point AZ and the Auldearn-Station-Drum Road (C1172), should therefore be Stopped Up and thereby treated as a 'private access'.

Stopping Up

- 2.8. There are parts of the B9006 at Brackley junction, south of the existing A96, which are proposed to be Stopped Up. These are shown as areas 208, 209 and 210 on plan **SR9**. These areas should be extended along the full length of the existing B9006 from a point in line with the proposed new road alignment to the south of the new A96 dualling. This would enable the old sections of the B9006 to become 'private accesses' for the two existing properties.
- 2.9. The proposed arrangement at the Blackpark-Grigorhill-Newmill Road (U3310) (shown on Plan **SR19** hatching 239) would result in a future situation where all traffic taking access to this location would need to enter Nairn via the existing A96 and A939. The Council considers that access for all road users should be provided to ensure connectivity and enable more direct journeys avoiding the need for trips through the urban area. Transport Scotland is requested to amend the proposal and provide access, via an overbridge over the new A96 dualling.

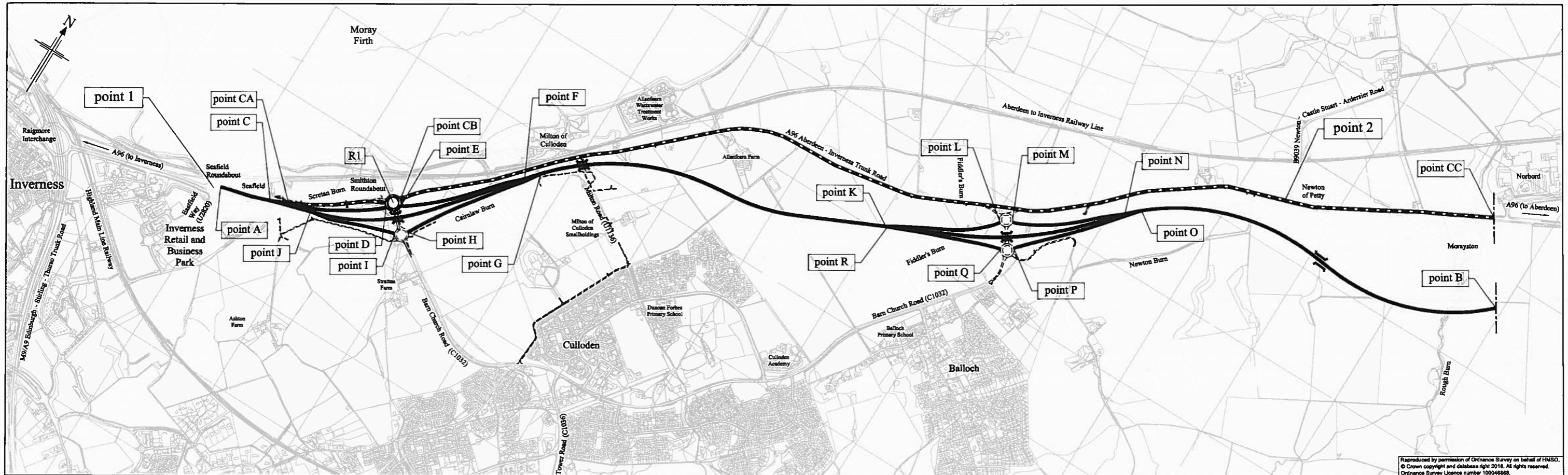
New Side Roads

- 2.10. New side roads are proposed in the vicinity of Seafield Farm shown on Plan **SR1** with stippled areas 1, 2 and 3. These areas should not be treated as local roads but instead be 'private access'.
- 2.11. The arrangements at Mid Coull junction in the vicinity of the Inverness Airport shown on plan **SR7** do not show the non-motorised user (NMU) infrastructure that is proposed as far as the roundabout on the existing A96T (point G on plan). The detail should be amended to reflect the current proposed NMU infrastructure and any additional changes arising from the response submitted by the Director of Planning & Development (on behalf of the Planning Development & Infrastructure Committee) about NMU infrastructure at this key junction.
- 2.12. New side roads are proposed in the vicinity of Brackley junction shown on Plan **SR9** with stippled areas 36, 37, 40 and 41. Highland Council considers that the arrangements at these two private properties should be treated as 'private accesses' and not local roads.
- 2.13. There is a change to the existing road layout shown on plan **SR14**. As part of this change a new structure crossing the railway is to be constructed. The Council highlights that this new bridge should remain with Transport Scotland and the new local road will cross the railway over it.
- 2.14. The changed road layout arrangements at Skene Park Cottages are shown on plan **SR18** (areas 82 and 83). The modified side road will only serve the cottages. This should be treated as a private access.

3. Detrunking
 - 3.1. The strategic principles of detrunking have already been raised in the response submitted following the Planning Development & Infrastructure Committee (25 January 2017). The following paragraphs expand on the matters already raised.
 - 3.2. There will be a need for ongoing dialogue between the two road authorities with early work being undertaken to carry out joint dilapidation surveys to assist with the identification of the appropriate work programme prior to the handover date.
 - 3.3. The Council currently has a fee inspection regime for roads to be added to the List of Public Roads. The minimum level of fee is currently £9,600 for roads with a value over £100k. The Council takes the view that inspection fees will be required for each of the Detrunking plan areas (TR1, TR2, TR3, TR4 and TR5) which means a total inspection fee of £48k would be invoiced to Transport Scotland.
 - 3.4. The Council currently seeks LED lighting on any road that it adds to the List of Public Roads. There is a significant length of urban section (Nairn) of the existing A96T that will require street lighting to be upgraded prior to the asset handover.
 - 3.5. The Council supports Scotland's Road Safety Framework and is actively taking measures to support Safer Routes to School (SRtS) initiatives. There are two schools in Nairn (Rosebank Primary School and Nairn Academy) that involve pedestrian and cyclist movements across the existing A96T. The Council will require signal controlled crossings to be provided as part of the change-over from Trunk Road to Local Road to ensure effective safer routes to school and an effective change in the 'Place and Movement' status of this road (Scottish Government Designing Streets Policy).
 - 3.6. Road Numbering will require to be amended and this will require changes to the existing List of Public Roads and also to existing direction signs. Transport Scotland will be expected to fund the administration for these changes and also any amended road signs.
 - 3.7. A signing strategy will be required and this should also include any tourism signs (brown signs) at appropriate junctions. The Council is keen to work with Transport Scotland to achieve the best tourism signposting outcome.
4. The Council recognises that there is much work to do after consultation responses have been received by Transport Scotland. The Council is keen to work with Transport Scotland to ensure that an acceptable asset handover is managed and delivered to an agreed outcome by both road authorities. We look forward to working with you on the A96 Dualling scheme.

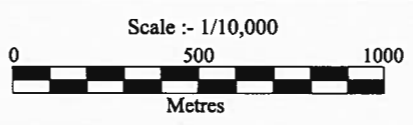
Director

Community Services



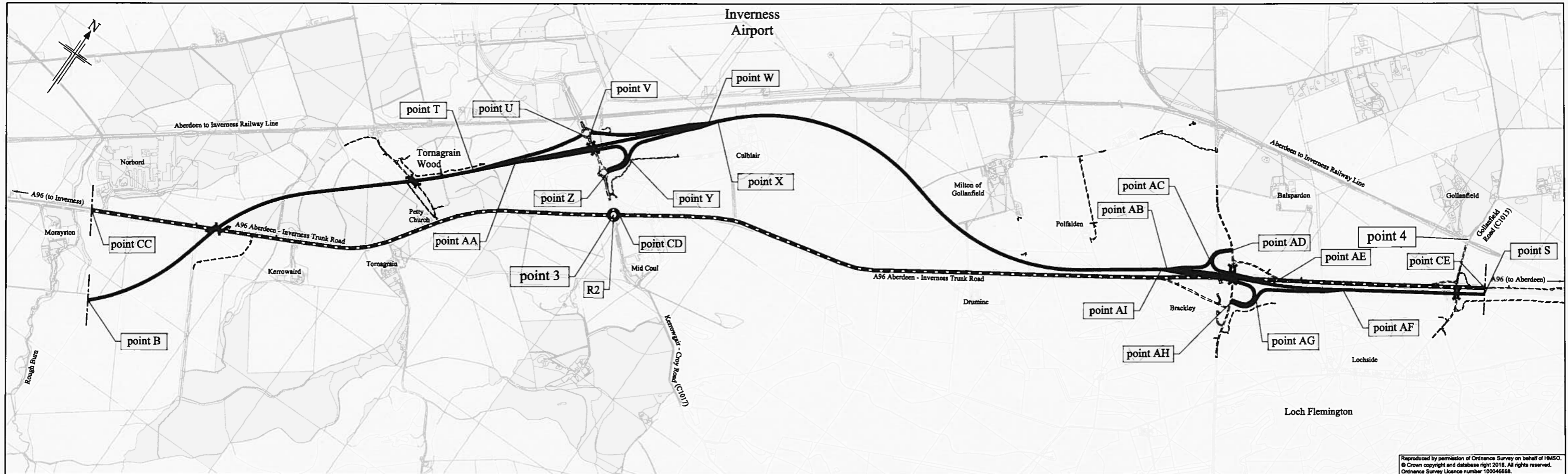
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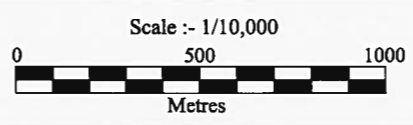
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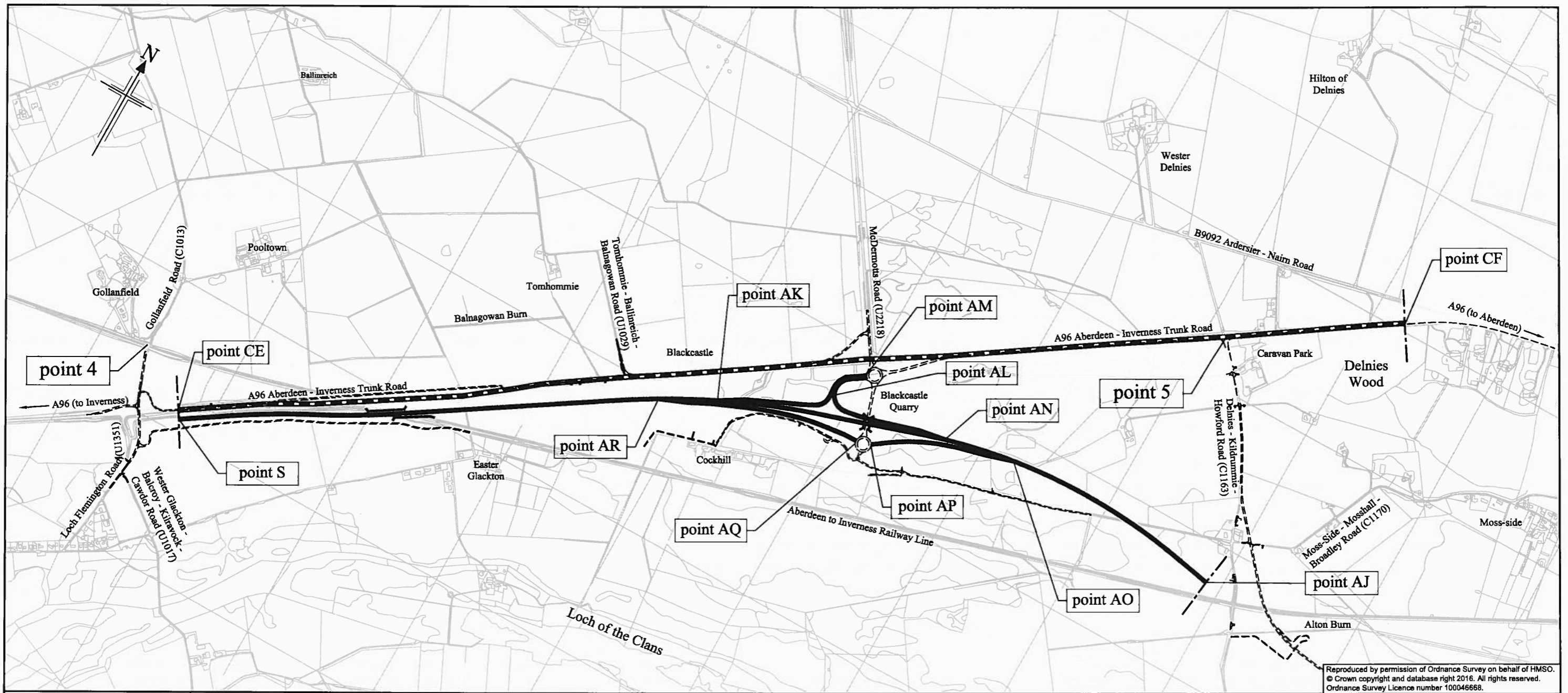
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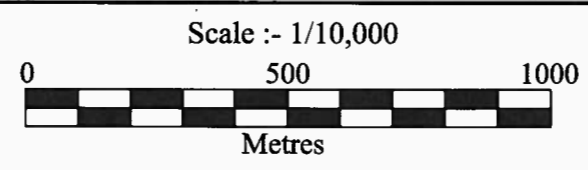
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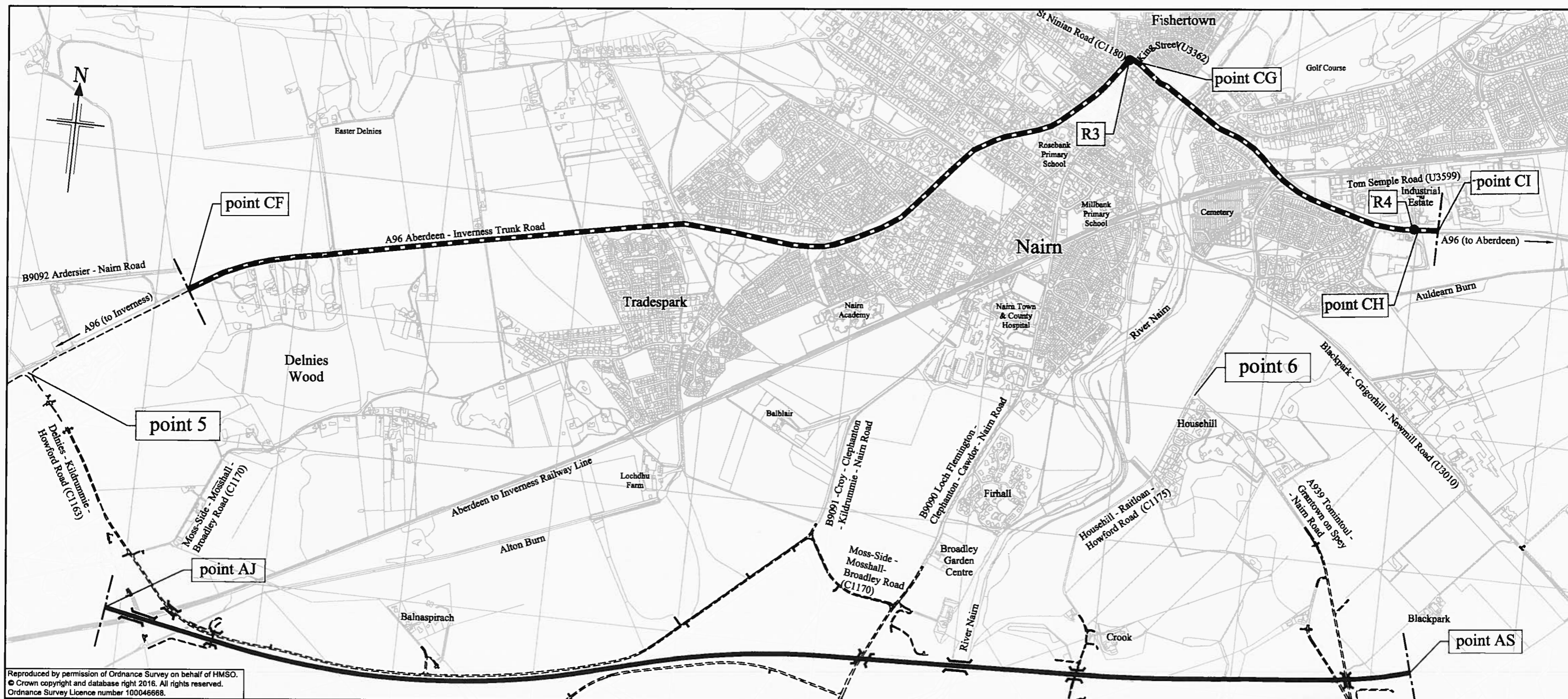
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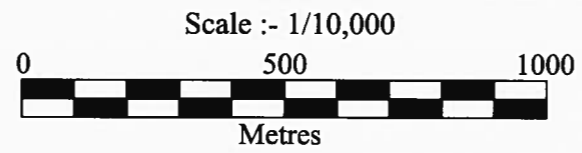


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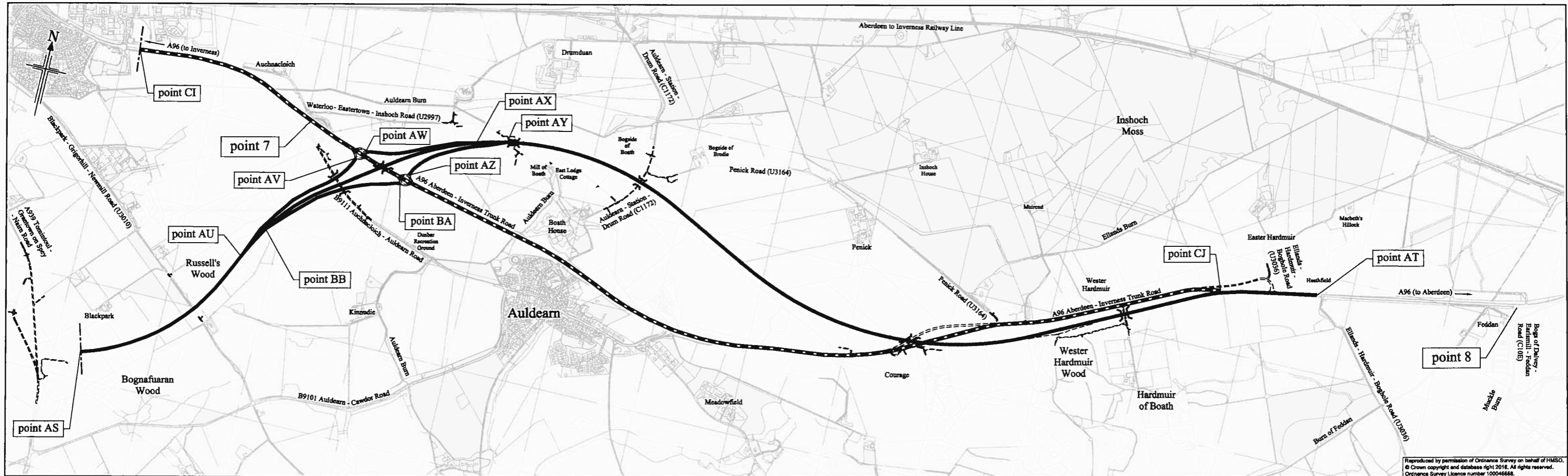
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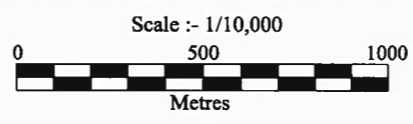
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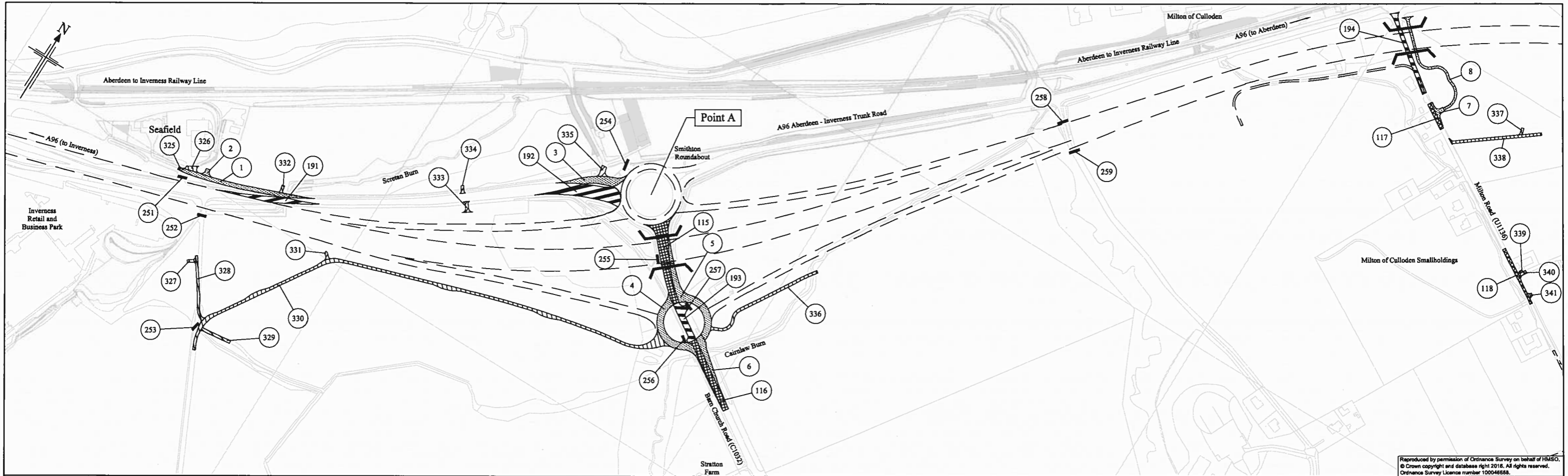
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 TR5

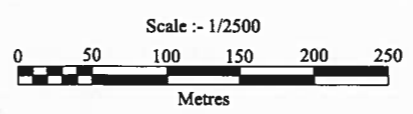


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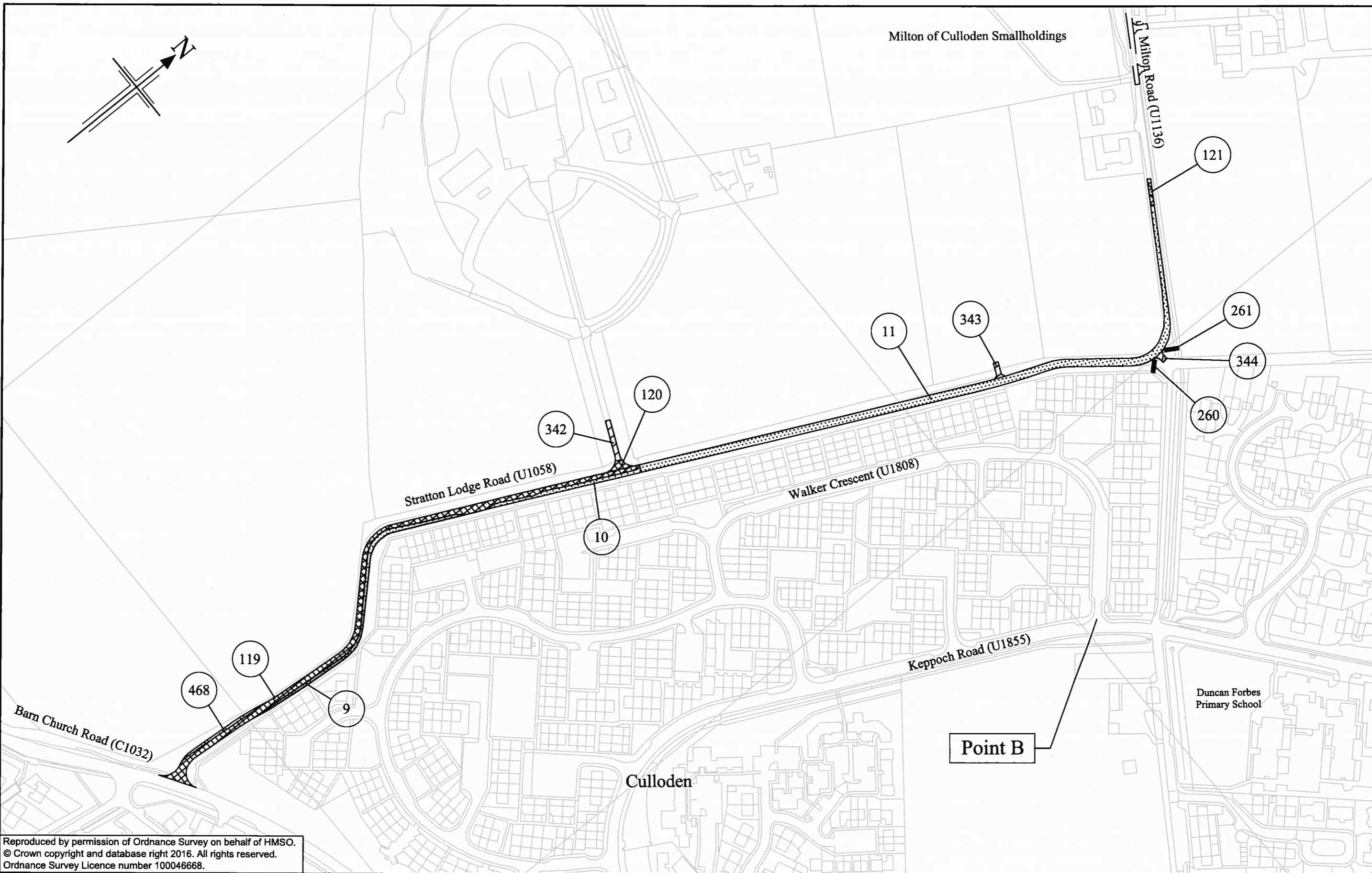
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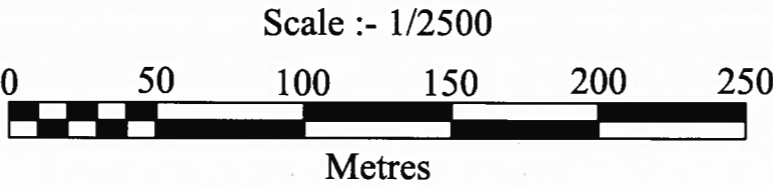


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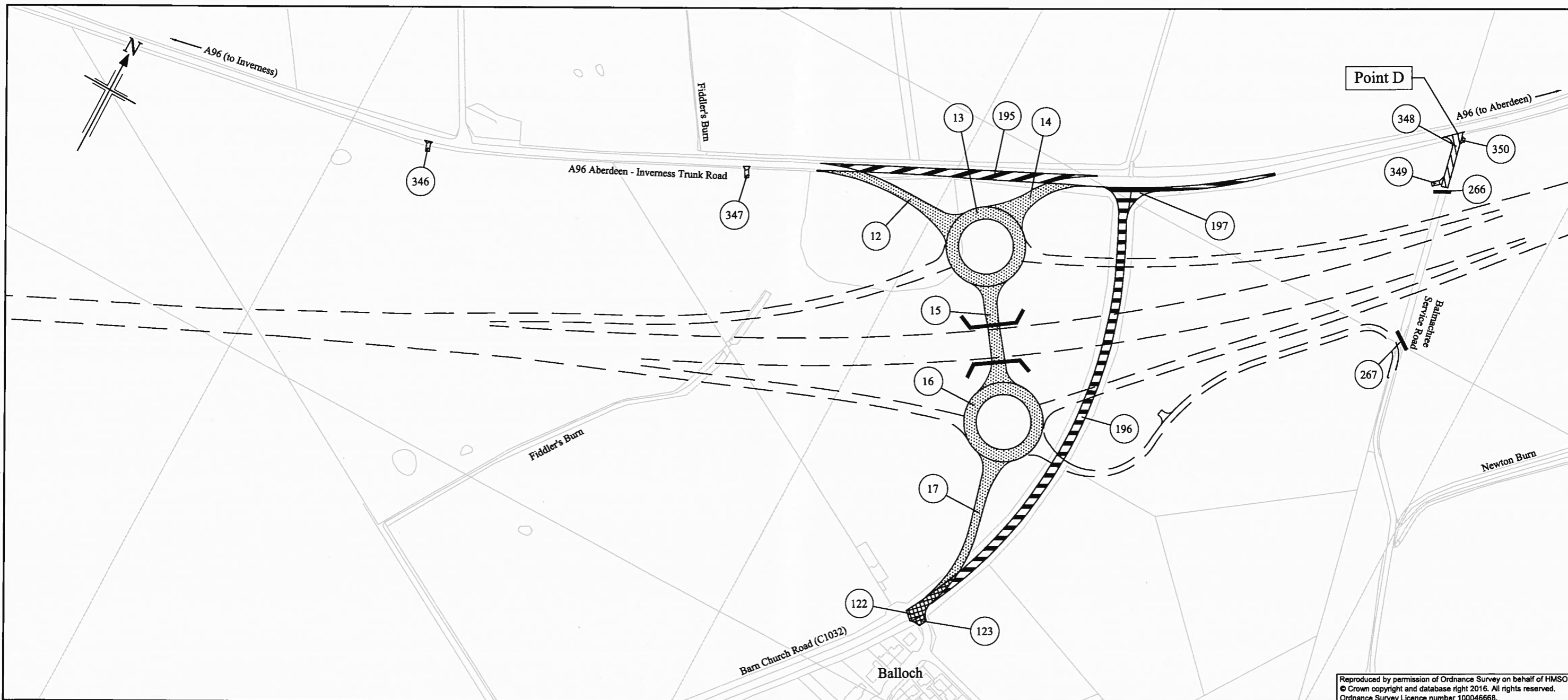
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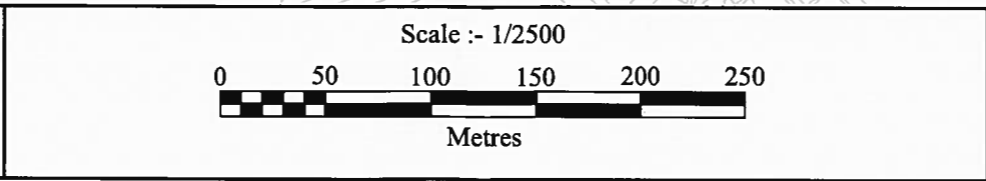


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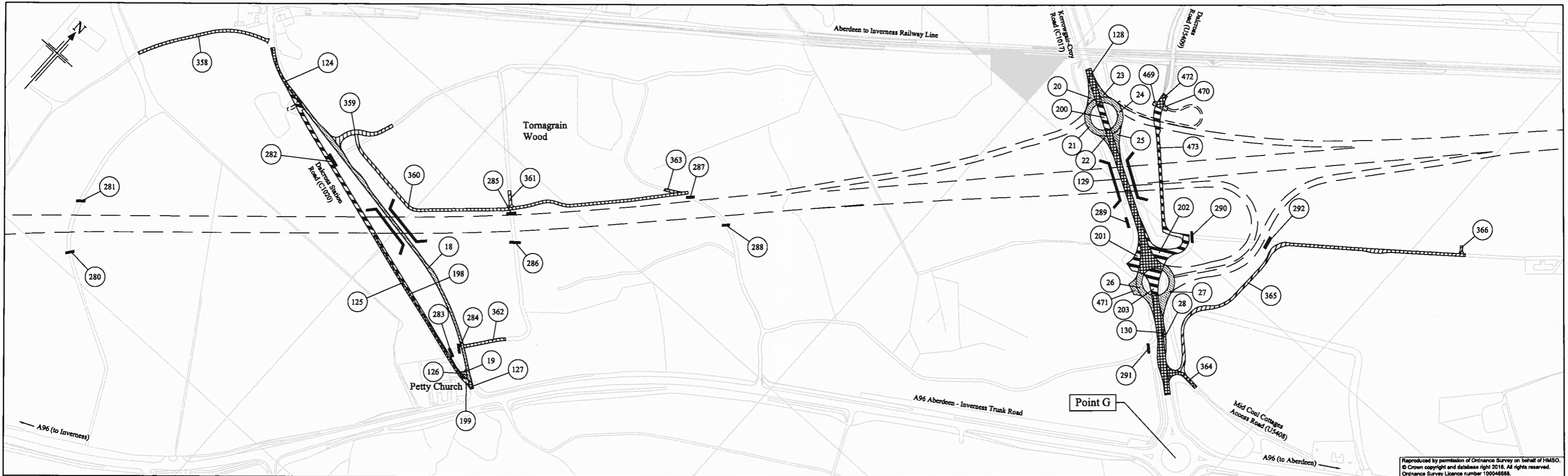
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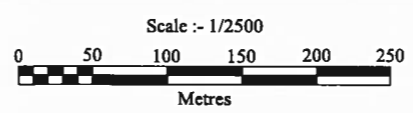
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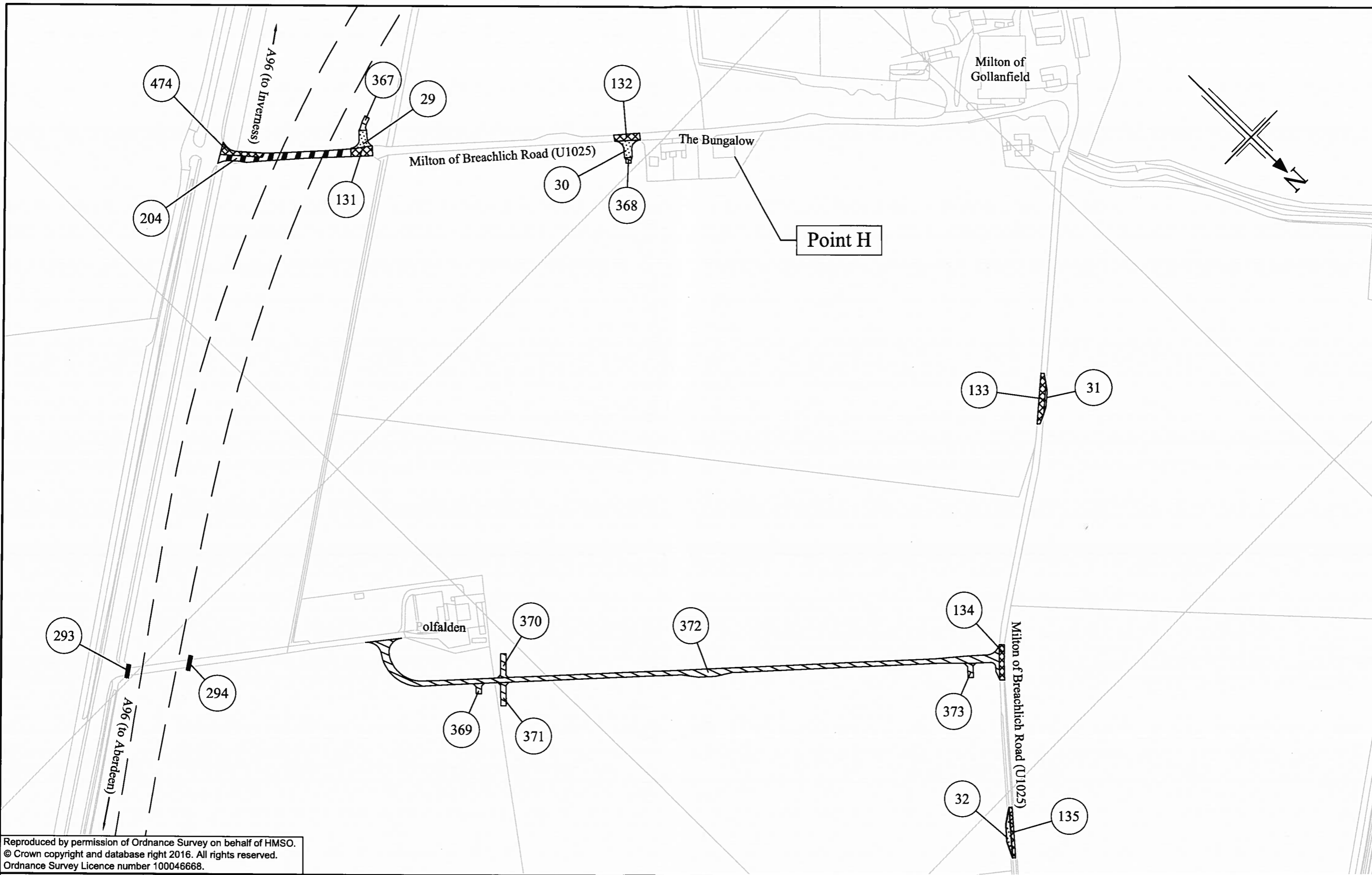
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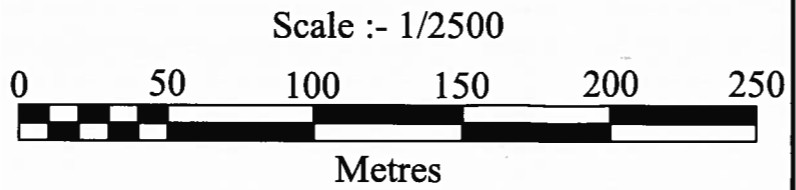
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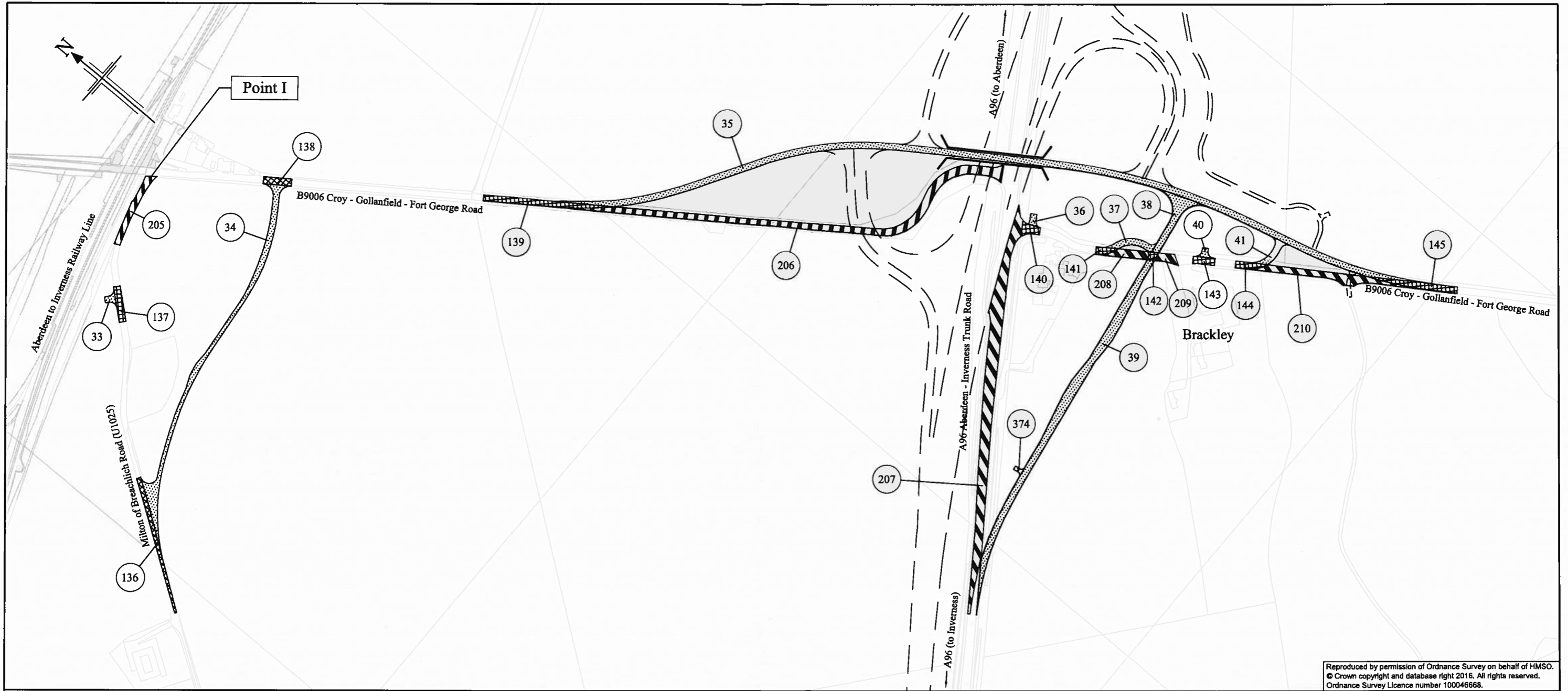
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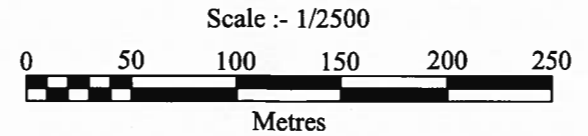
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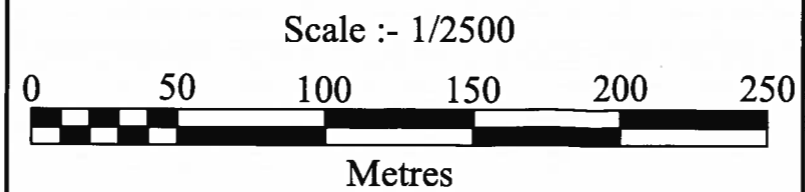


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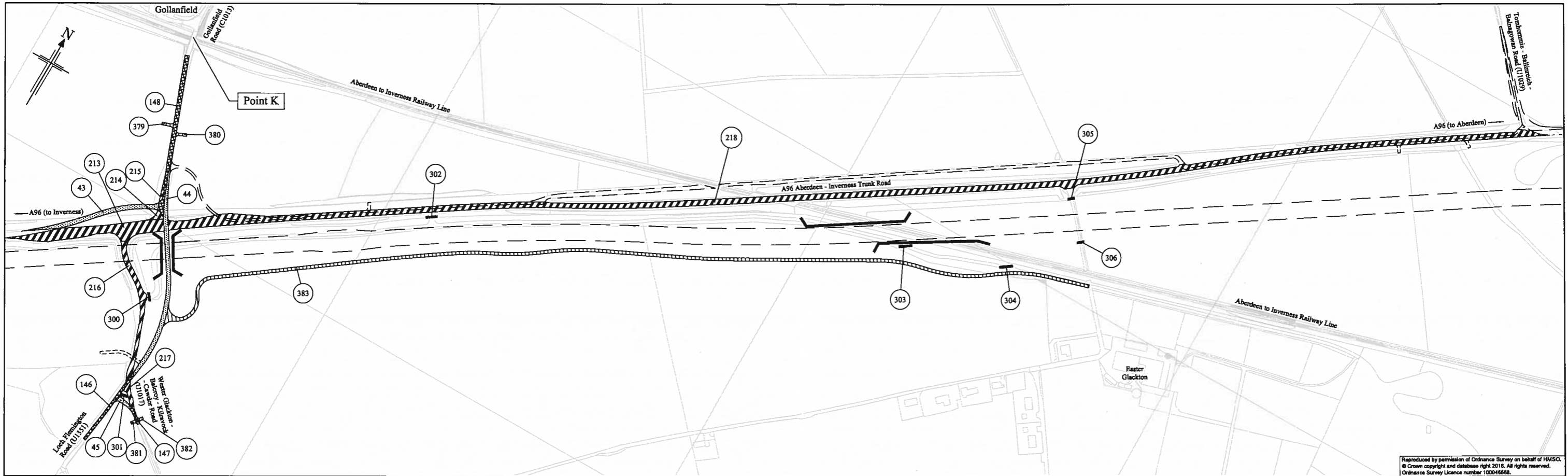
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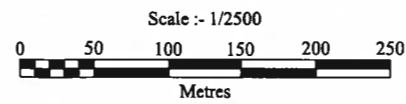


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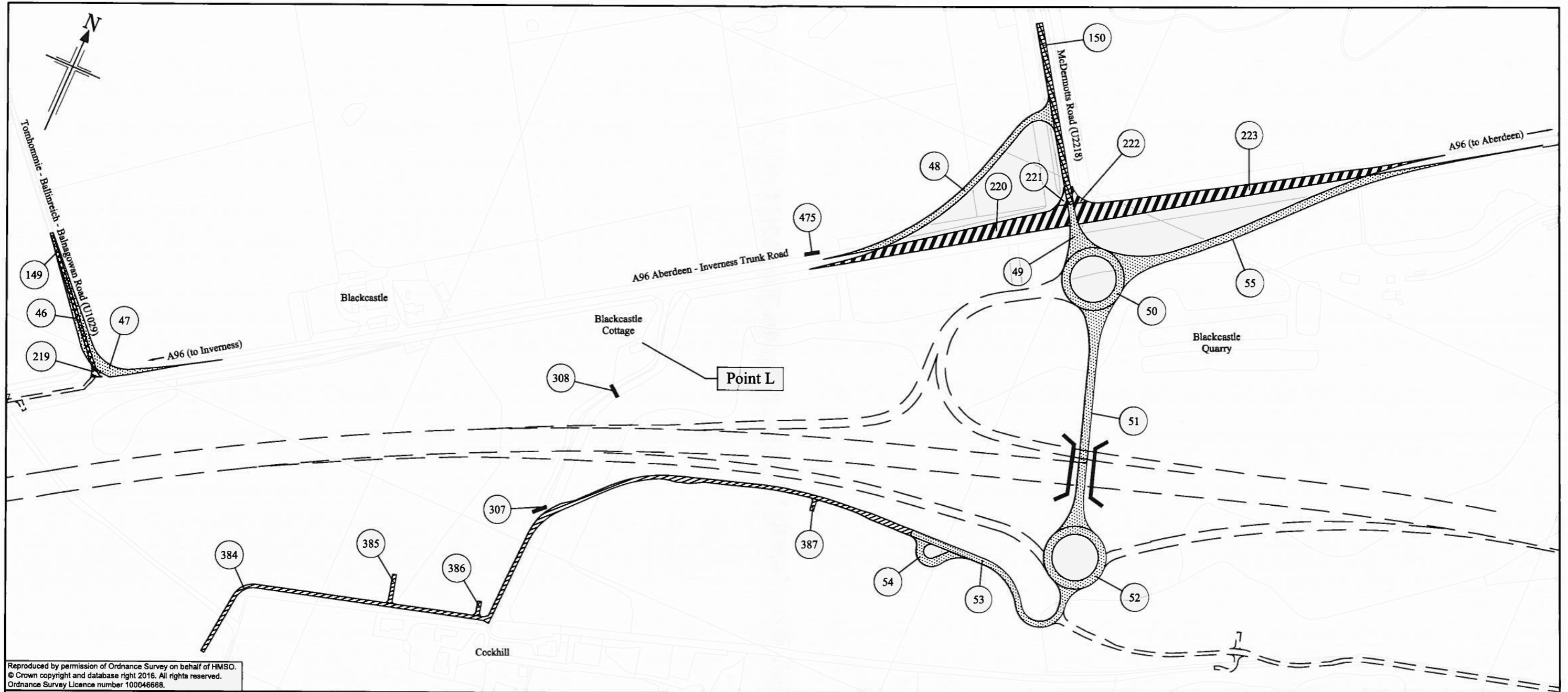
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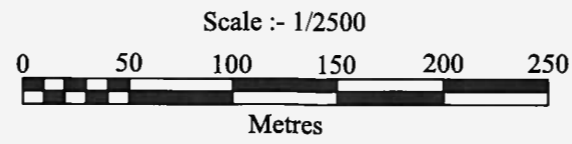


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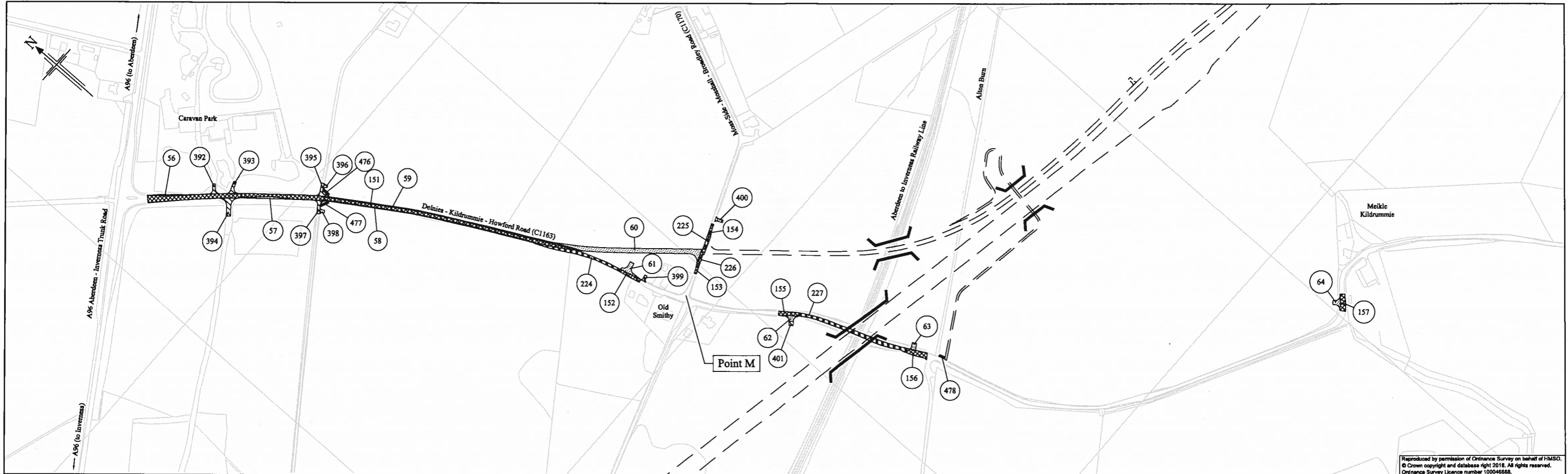
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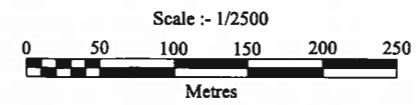


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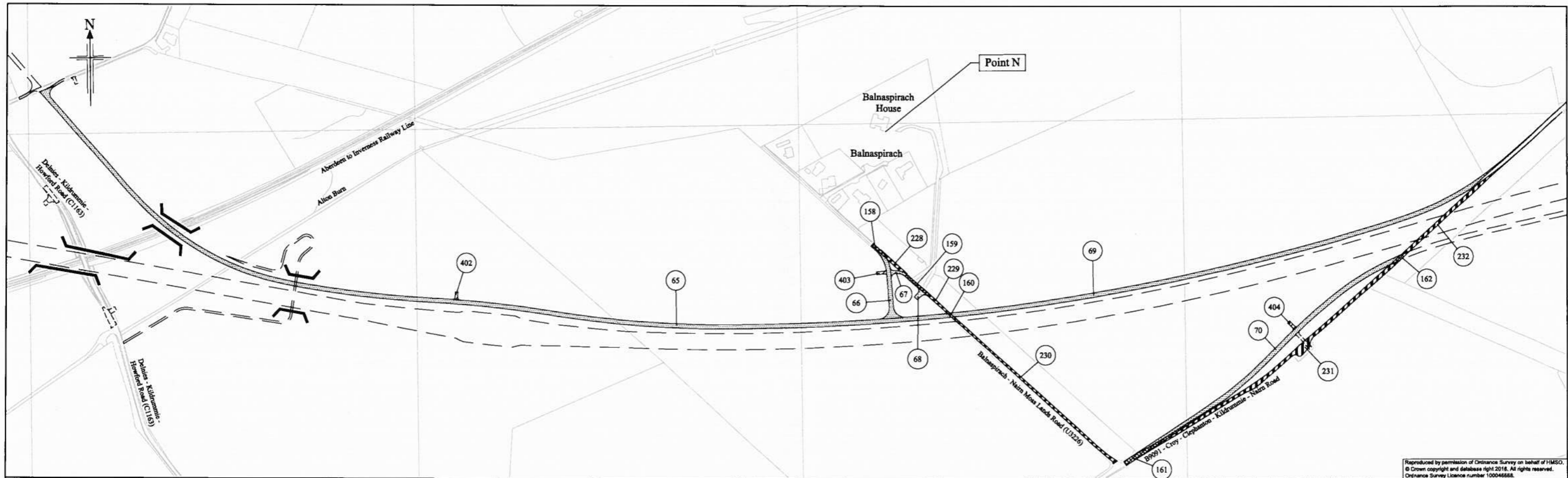
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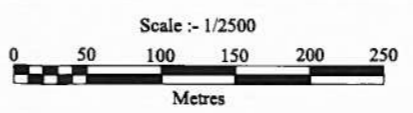


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 (Side Roads) Order 201[]

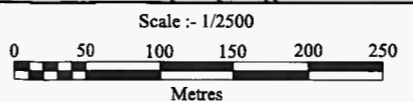


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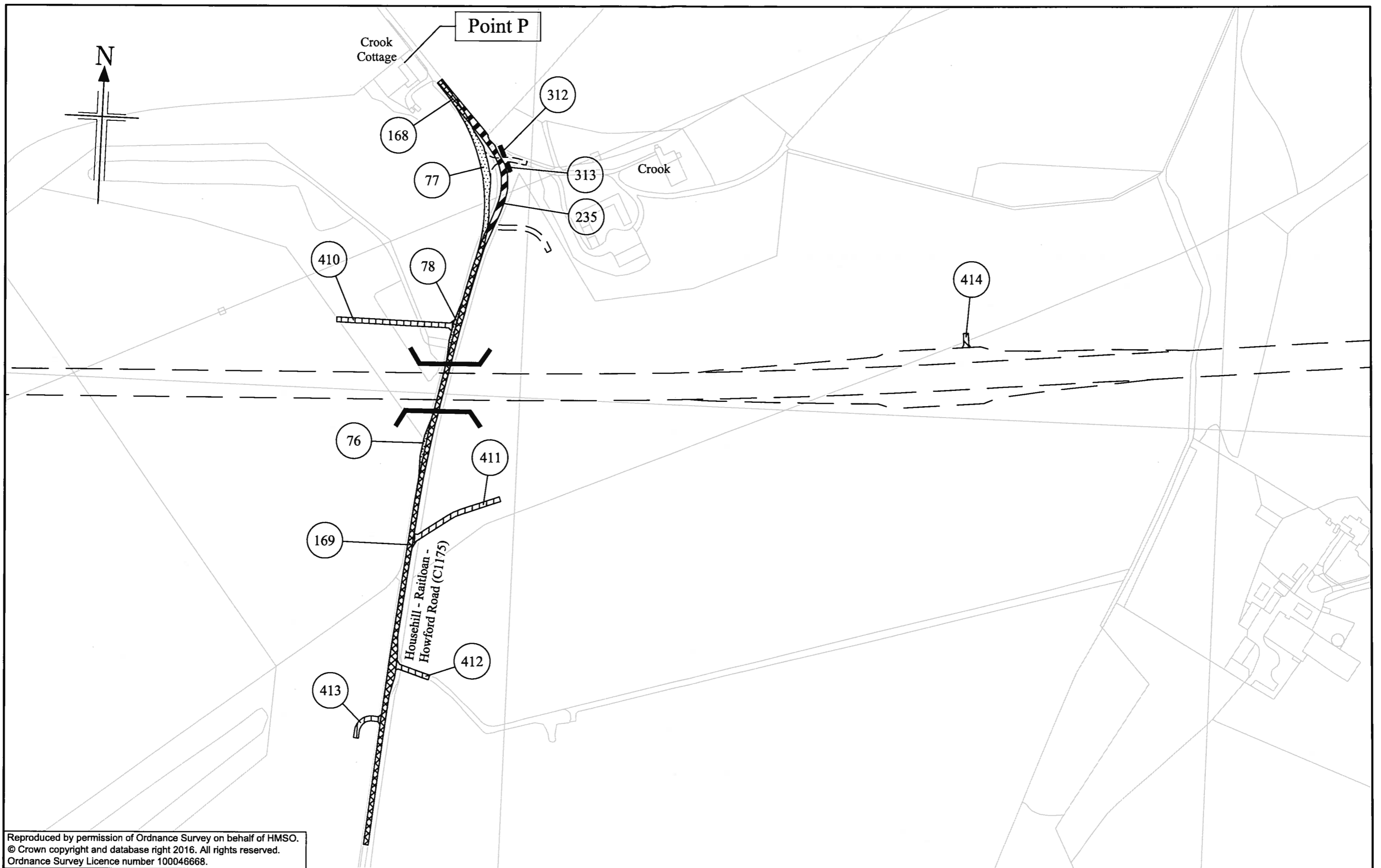


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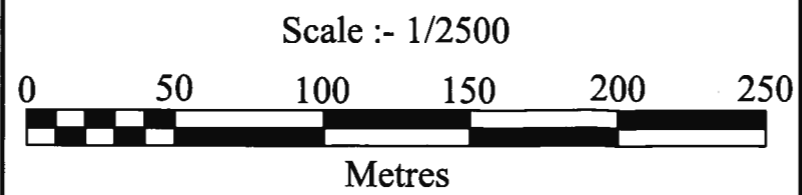
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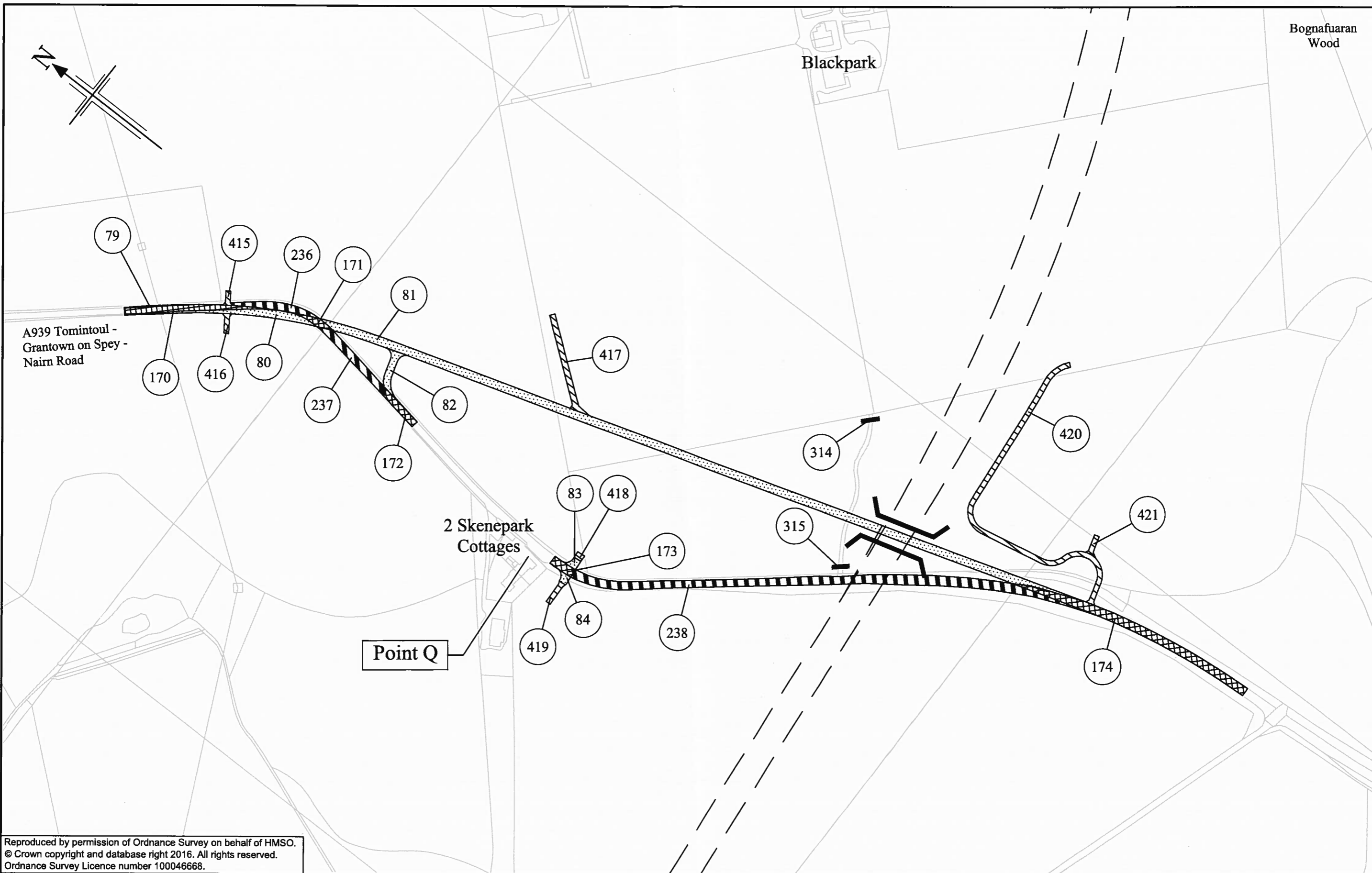
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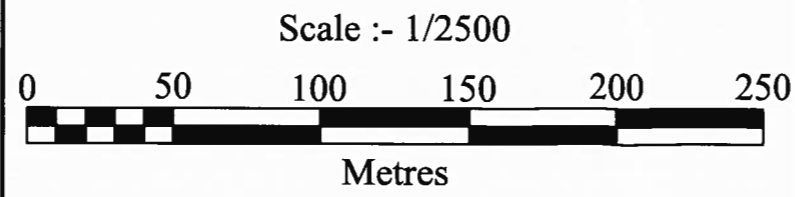


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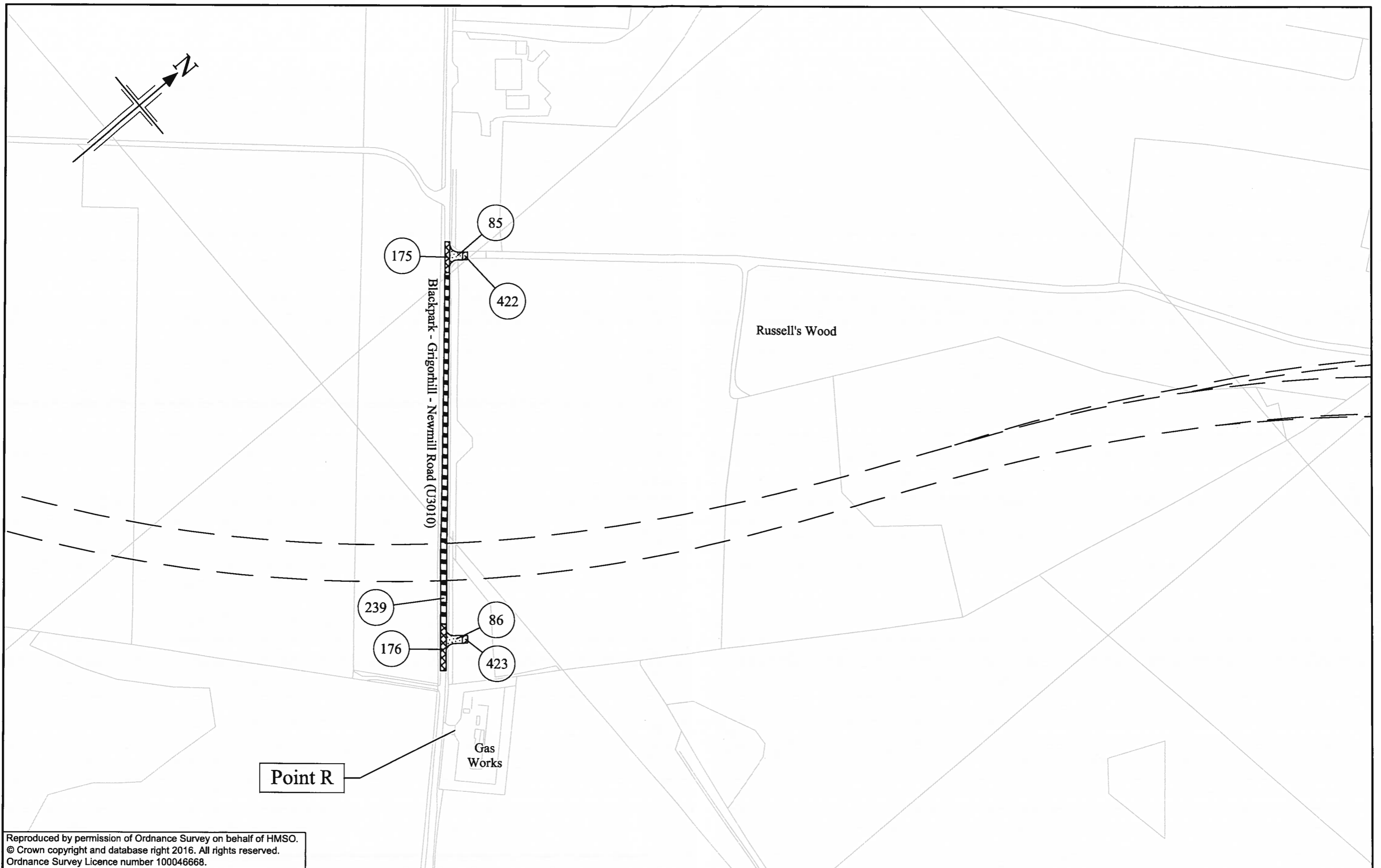
The A96 Trunk Road
 (Inverness to Nairn
 (including Nairn Bypass))
 (Side Roads) Order 201[]



plan
SR18

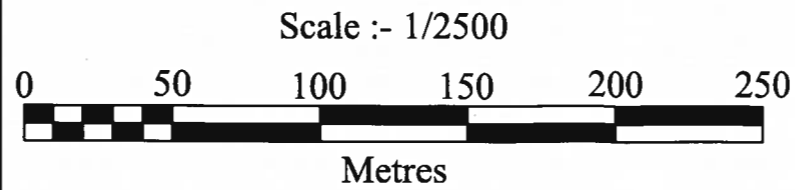


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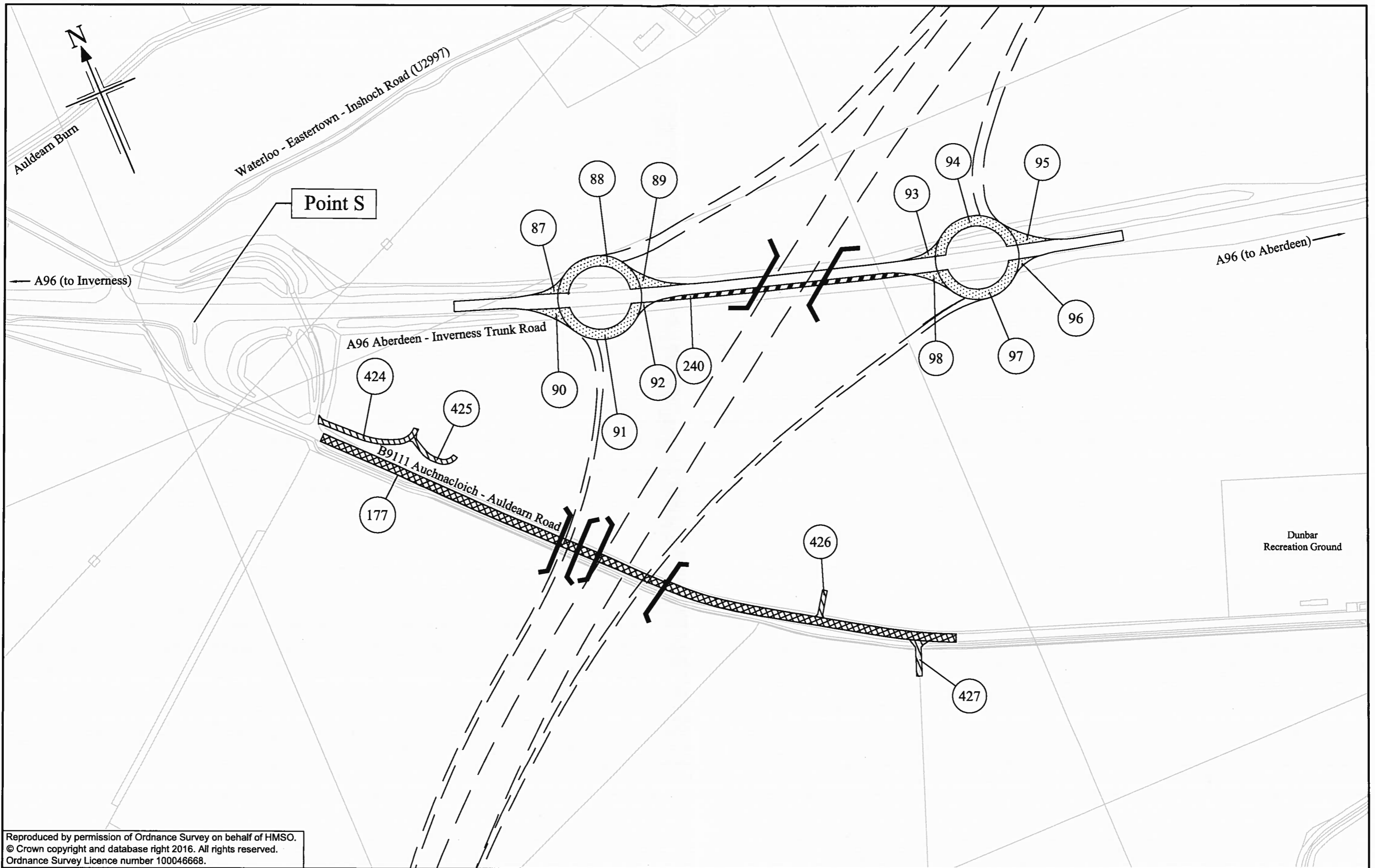
**The A96 Trunk Road
 (Inverness to Nairn
 (including Nairn Bypass))
 (Side Roads) Order 201[]**



plan
SR19

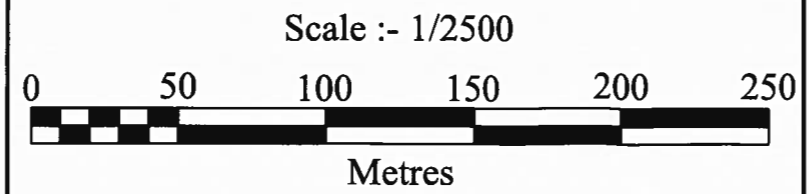


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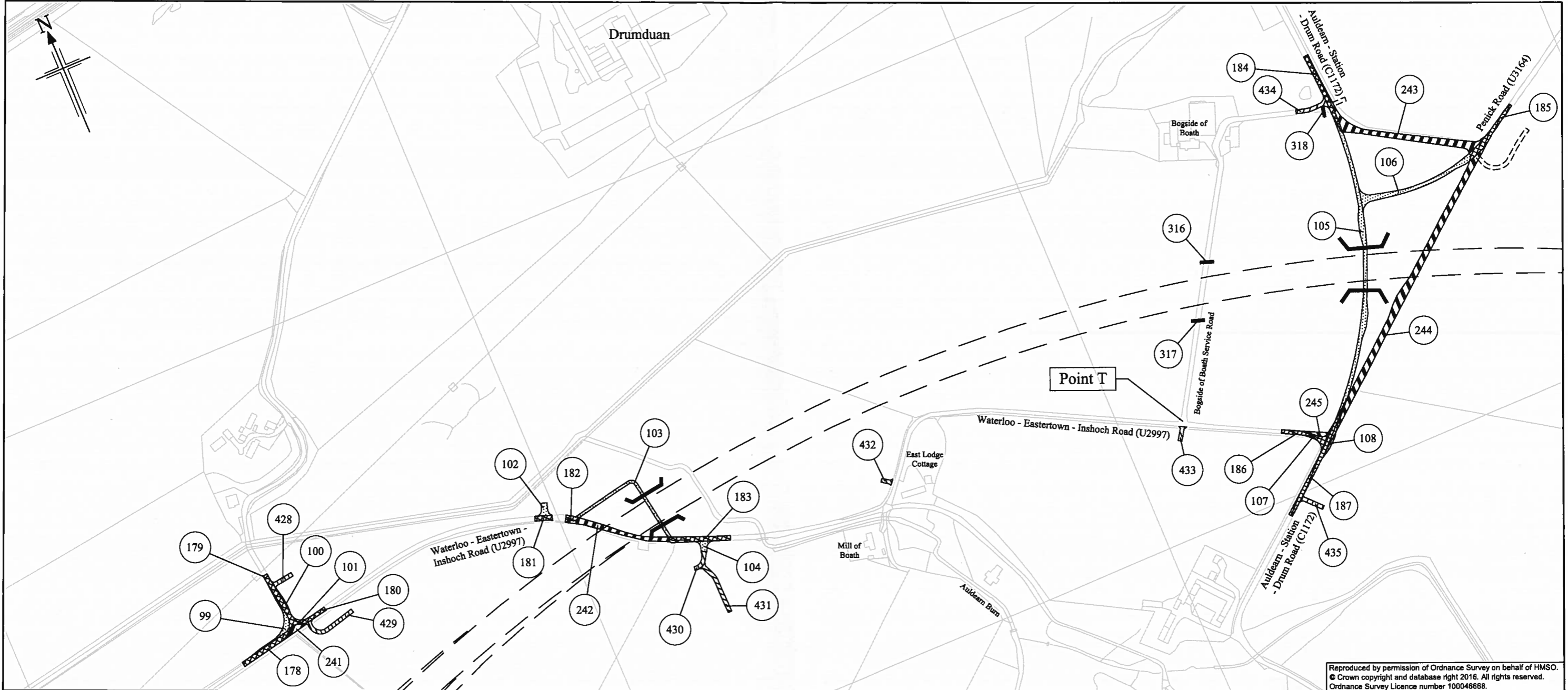
**The A96 Trunk Road
 (Inverness to Nairn
 (including Nairn Bypass))
 (Side Roads) Order 201[]**



plan
SR20

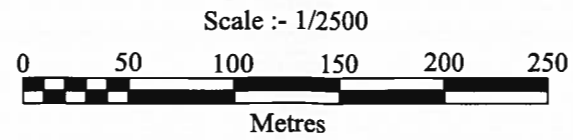


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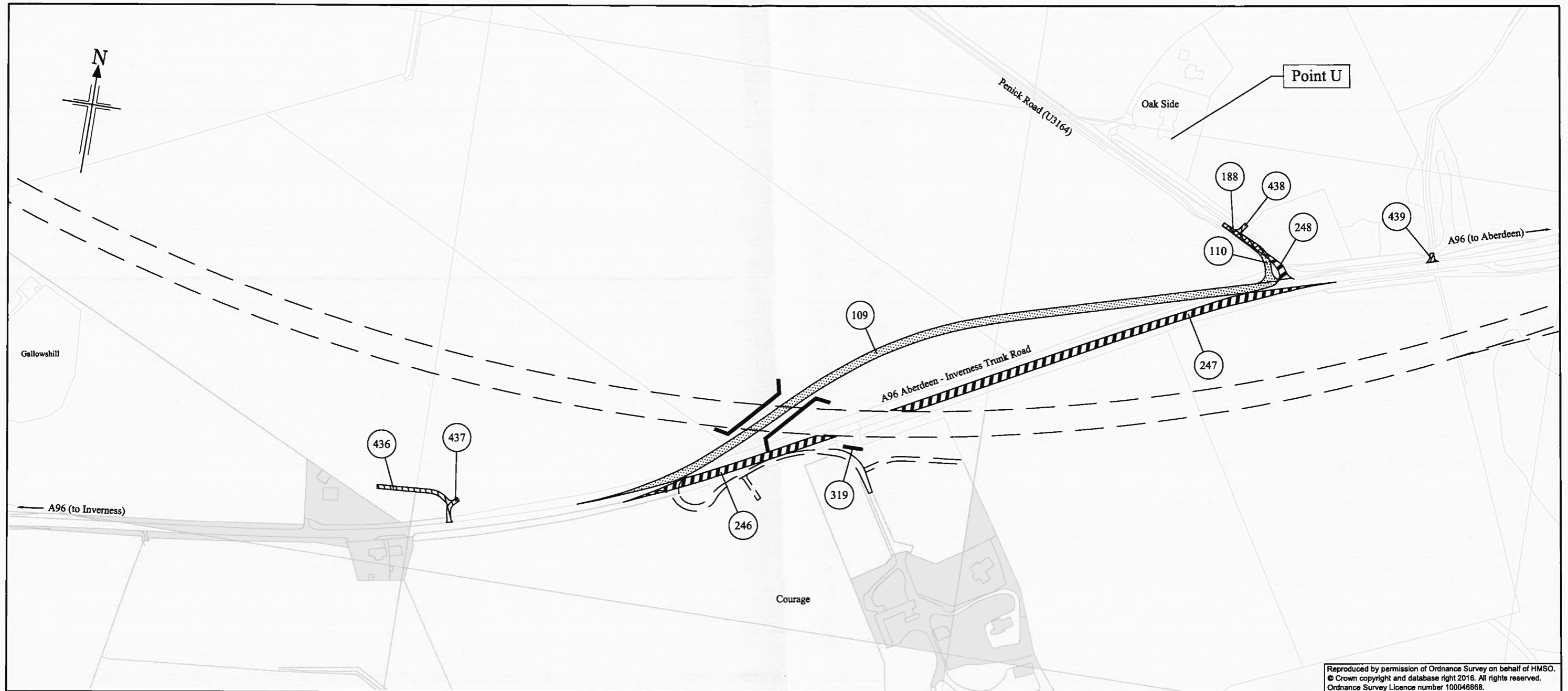
The A96 Trunk Road
 (Inverness to Nairn (including Nairn Bypass))
 (Side Roads) Order 201[]



plan
 SR21

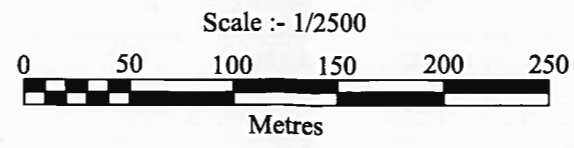


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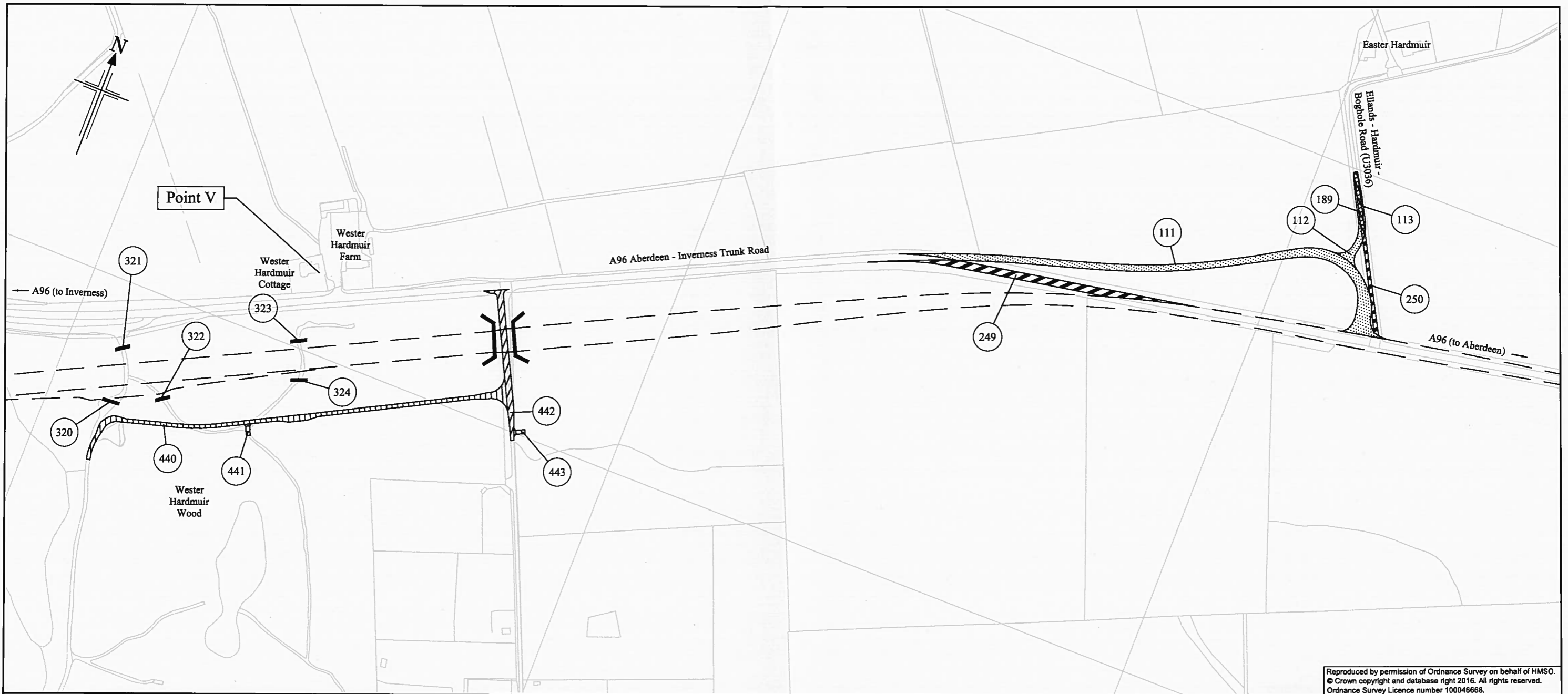
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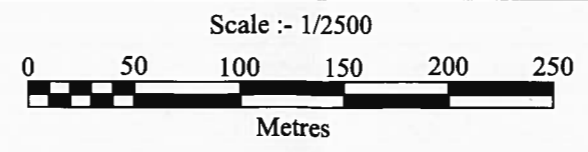
plan
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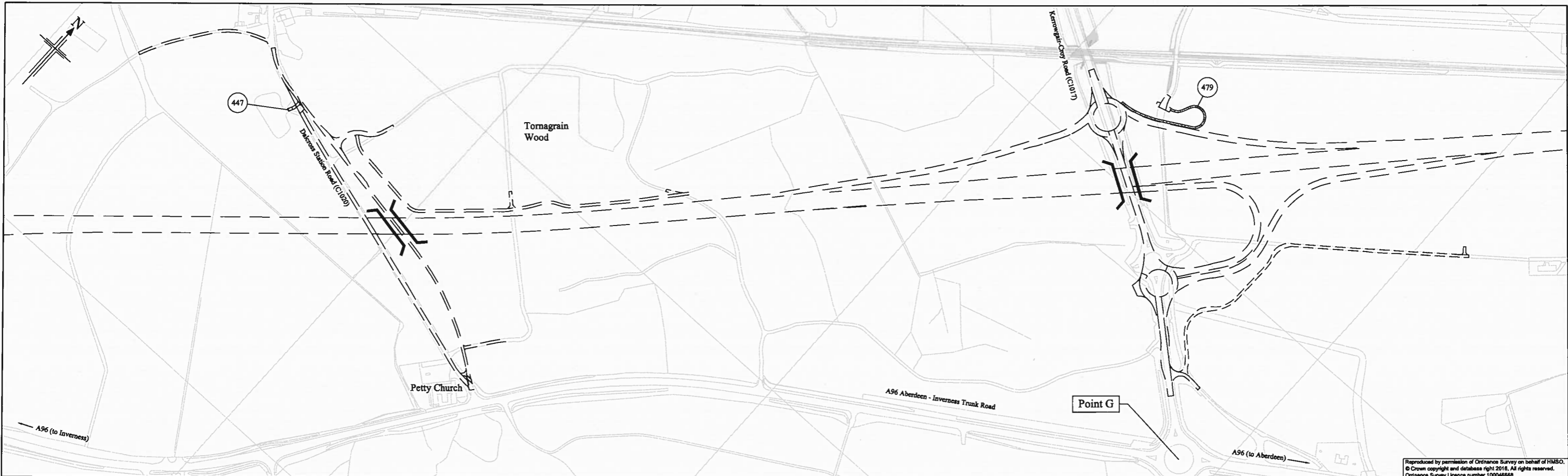
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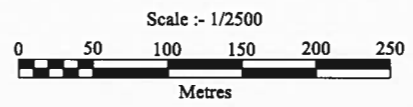
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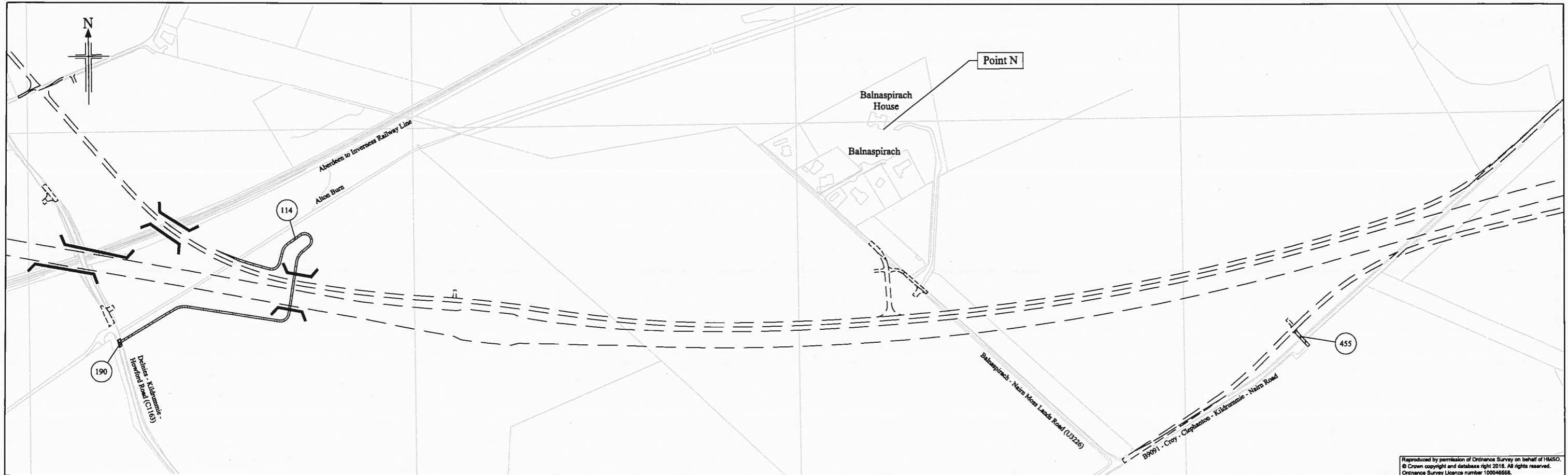
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plan
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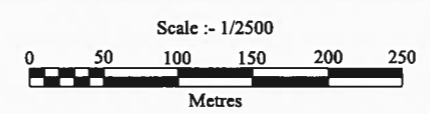


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