



Our Ref: 22-NW-0801-51/OUT-016925

Date: 02/06/2026

Dear Sir/Madam,

SCOTTISH TRUNK ROAD NETWORK MANAGEMENT CONTRACT – NORTH WEST UNIT

A85/A828 CONNEL JUNCTION – INSTALLATION OF TRAFFIC SIGNAL CONTROL AT THE JUNCTION

Reducing vulnerable road user casualties is a key priority for Transport Scotland and the Scottish Government.

Through proactive monitoring of collisions on the Scottish Trunk Road Network, the A85/A828 junction in Connel was identified as a location with a historic incidence of collisions involving pedal cycles, motorcycles and cars turning at the junction. Additionally, there have been long-term desires to improve accessibility for pedestrians and pedal cyclists and improve active travel connections at the junction.

The current A85/A828 junction layout does not incorporate safe controlled non-motorised user crossings of either road, or provide regulated opportunities for turning manoeuvres. As a result, congestion can be experienced, especially at peak times and road users may be unsure when it is safe to turn. To improve road safety for all road users, we are proposing to incorporate features which will help vulnerable non-motorised road users to cross each road. These proposals will also make it easier for all vehicles to turn more safely at the junction.

Transport Scotland and BEAR Scotland have undertaken initial design works to improve the junction for all road users and propose to install traffic signals with pedestrian phases at the junction. The single lane approach to the junction coming from Connel Bridge currently has a single lane approach. This can result in queues forming and traffic modelling has indicated that the addition of traffic signals may exacerbate this queuing. To improve junction capacity it is proposed to provide a 2-lane approach to Connel junction on the A828. A widened footway will be included on the southern side of the road. These measures will result in a relatively small amount of the verge being taken to accommodate these facilities. However 3 trees will need to be removed to accommodate this widening, with new trees planted to act as mitigation. The footway on the shore side of the A85 would also be widened to accommodate waiting pedestrians at the crossing points.

BEAR Scotland Limited

BEAR North West Unit Central Office, Perth, PH1 3TW



(Please see the plan enclosed with this letter which details the proposed junction layout incorporating traffic signals)

The aim of the project is to improve pedestrian, cyclist and vehicular safety and encourage greater use of active travel modes, now and into the future.

The traffic signal infrastructure will provide push-button controlled crossings on all three arms of the junction, which will allow dedicated time for pedestrians and cyclists to cross whilst vehicles are required to stop. The junction and associated improvement works will be designed to facilitate any potential future non-motorised user facilities in Connel which may be developed separately.

Should you have any comments relating to these proposals, require any further information or wish to discuss these proposals further, please do not hesitate to contact Stephen Urquhart, Strategic Road Safety Engineer, by email at the following email address NWConsultation@bearsotland.co.uk or by post to: BEAR Scotland, 23A Longman Drive, Inverness IV1 1SU.

If you would like to give any comment about these proposals please respond by Friday 3rd July 2026, this will enable us to progress with the planned upgrade of the facilities at the junction.

Yours sincerely



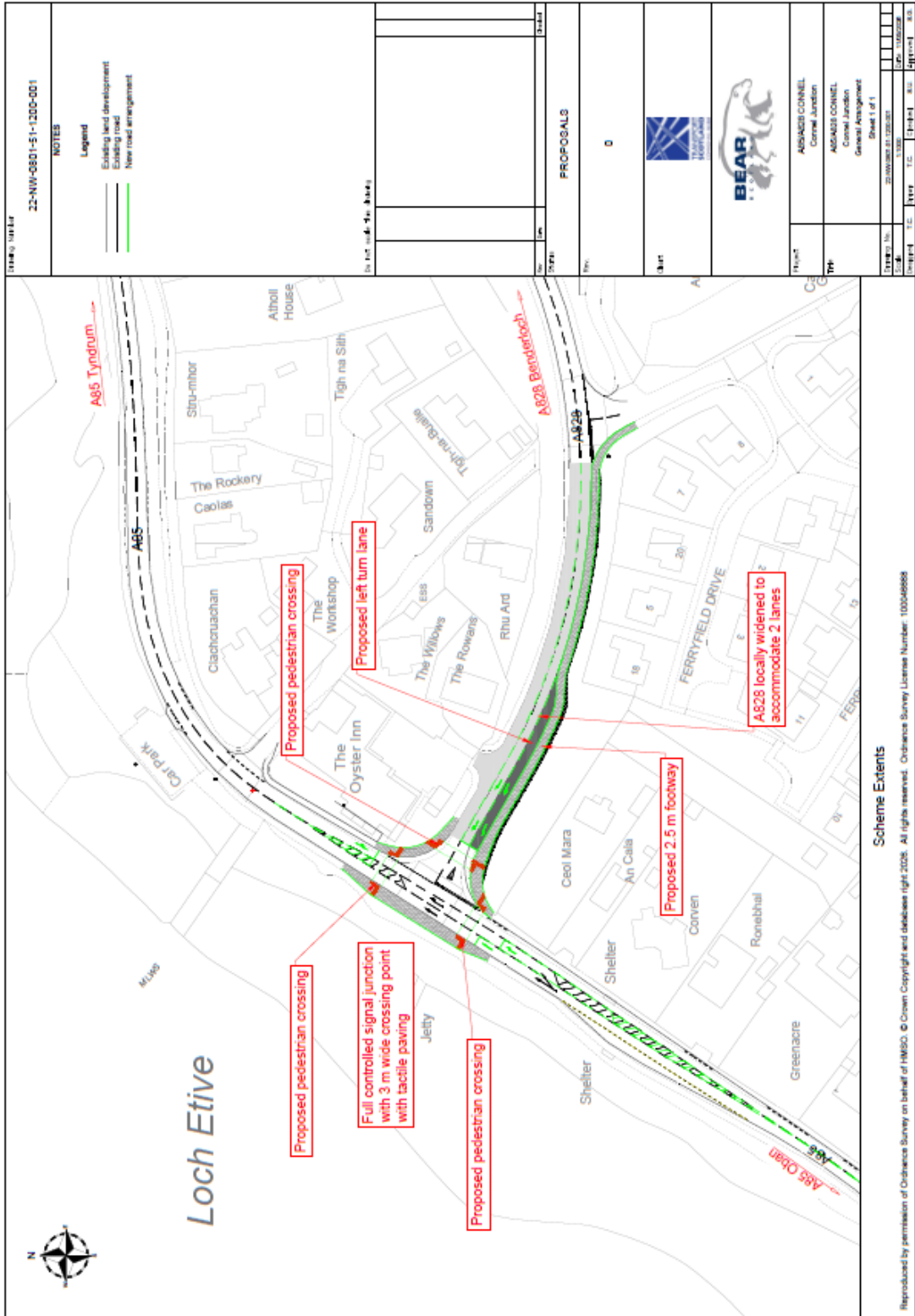
North West Strategic Road Safety Manager

for BEAR Scotland Limited

Enc.
Location Plan







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