

A96 Dualling

East of Huntly to Aberdeen scheme

Initial route options
Public exhibitions

October 2018



**[transport.gov.scot/projects/
a96-dualling-inverness-to-aberdeen/
a96-east-of-huntly-to-aberdeen](https://transport.gov.scot/projects/a96-dualling-inverness-to-aberdeen/a96-east-of-huntly-to-aberdeen)**



Introduction

Transport Scotland is progressing an ambitious programme that will see the full length of the A96 between Inverness and Aberdeen upgraded to dual carriageway by 2030.

The route is approximately 160km (99 miles) long, of which 138km (86 miles) is currently single carriageway.

Transport Scotland appointed the AmeyArup Joint Venture team to take forward the A96 Dualling East of Huntly to Aberdeen scheme, which is to provide a dual carriageway from the tie-in with the existing A96, east of Huntly, to the A96 junction with the Aberdeen Western Peripheral Route (AWPR), a distance of 42km (26 miles).

Since the November 2017 'Meet the Team' events, initial route options have been developed for the purposes of assessment.

This leaflet provides a summary of the design and assessment work undertaken to date and the initial route options under consideration for the A96 Dualling East of Huntly to Aberdeen scheme.



An overview of the A96 Dualling Programme

A feedback form is available at the exhibition or on the project website: transport.gov.scot/projects/a96-dualling-inverness-to-aberdeen/a96-east-of-huntly-to-aberdeen

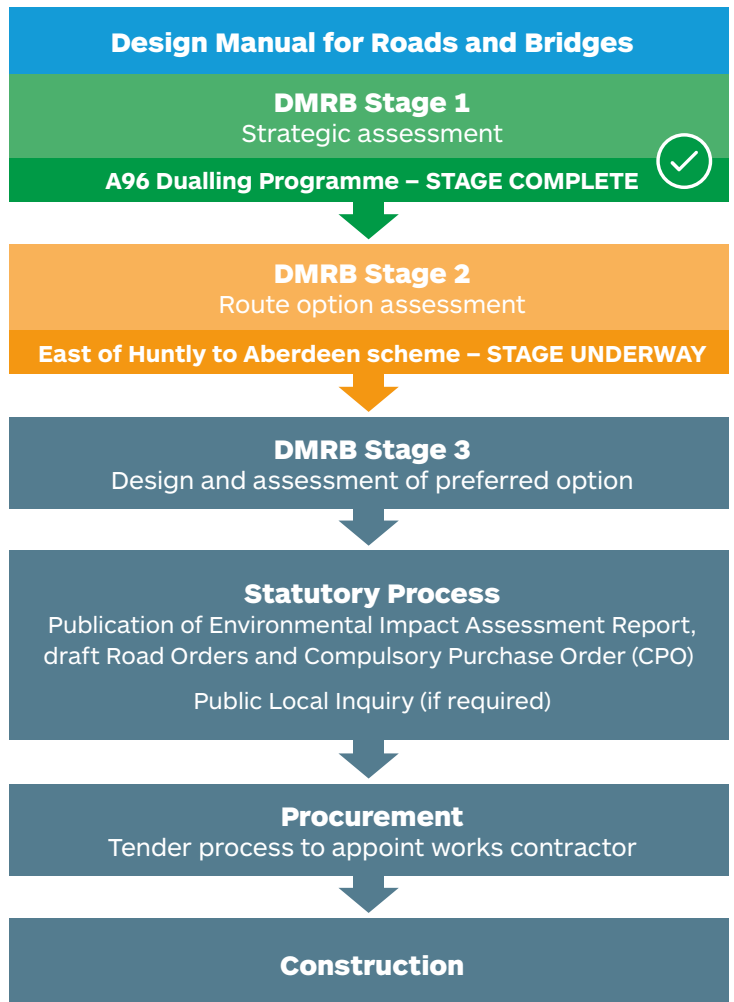
Scheme assessment process

We are developing the scheme in accordance with guidance and standards set out in the **Design Manual for Roads and Bridges (DMRB)**. This three-stage assessment process covers engineering, environment, traffic and economic considerations.

To support design development, Transport Scotland consults with stakeholders, landowners, local communities and other interested parties such as heritage and environmental groups, as well as Non-Motorised User (NMU) groups such as pedestrians, equestrians and cyclists.

Following completion of the A96 Dualling Programme **DMRB Stage 1 Assessment** in 2015, we are now progressing the **DMRB Stage 2 Assessment** for the A96 Dualling East of Huntly to Aberdeen scheme.

We aim to complete the DMRB Stage 2 Assessment and announce a preferred option for the scheme in 2019.



A96 looking northwest from Blackhall roundabout, Inverurie

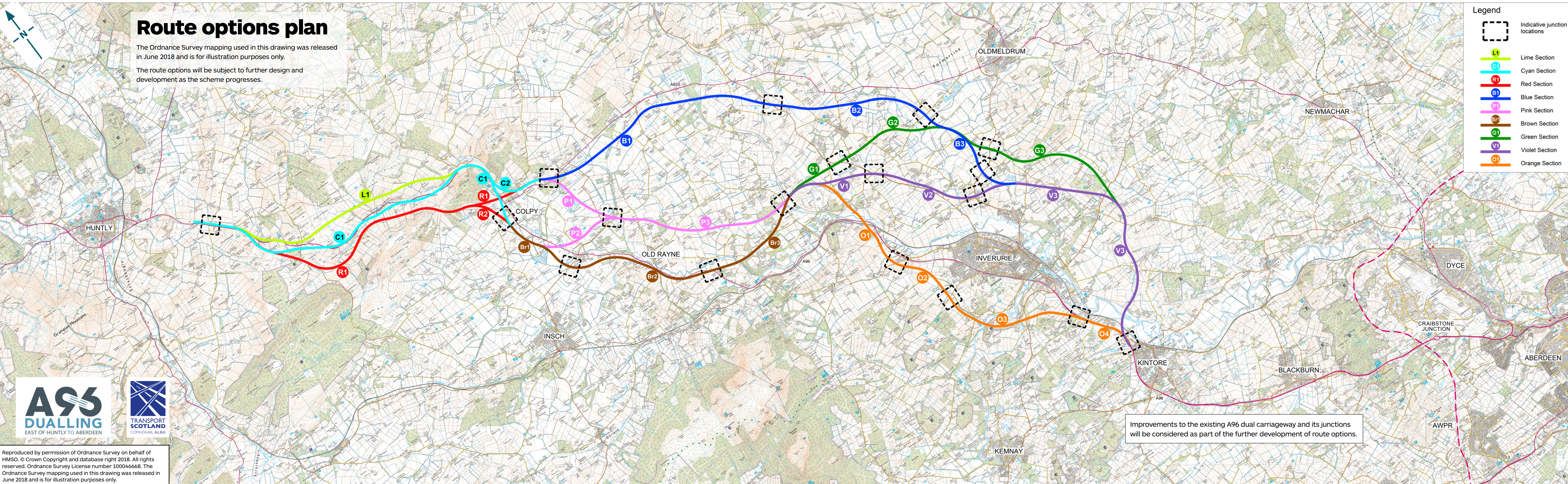
Route options plan

The Ordnance Survey mapping used in this drawing was released in June 2018 and is for illustration purposes only.

The route options will be subject to further design and development as the scheme progresses.

Legend

-  Indicative junction locations
-  L1 Lime Section
-  C1 Cyan Section
-  R1 Red Section
-  B1 Blue Section
-  P1 Pink Section
-  Br1 Brown Section
-  G1 Green Section
-  V1 Violet Section
-  O1 Orange Section



Improvements to the existing A96 dual carriageway and its junctions will be considered as part of the further development of route options.



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Route options

- The initial route options being considered will be subject to further development and assessment as part of the ongoing DMRB Stage 2 process. Engineering and environmental considerations will influence the development, as will vital feedback from stakeholders and members of the public.
- The performance of end-to-end route options will then be assessed from an engineering, environmental, traffic and economic perspective to determine a preferred route option.
- The map overleaf shows several coloured sections each with their own reference number. The preferred option will comprise of a combination of these sections, ultimately forming a continuous route between the east of Huntly and Aberdeen.



A96 looking north towards Inverurie roundabout

Deselected options

The design team has considered the complexity and extent of the engineering works, the environmental impacts and the traffic and economic benefits associated with the initial route options. Through this detailed appraisal, better performing route options were shortlisted and the other options were deselected because of their poor performance. **You can view a plan of the deselected options on Transport Scotland's website.**

- The lines showing the route options are not fixed and do not yet represent the actual width of the road footprint required in any particular location.
- We aim to avoid the potential for property demolition in the development of route options wherever possible.
- The location and form of junctions connecting the new dual carriageway to the local road network will be considered further as the design process continues.
- The map overleaf shows indicative grade-separated junction locations with a black dashed rectangular area.
- Improvements to the existing A96 dual carriageway and its junctions will be considered as part of the further development of route options.

Improvement Strategy Option Q

In response to the feedback received following the 2015 exhibitions and the November 2017 'Meet the Team' events, a further review of this improvement strategy, forming a corridor between Colpy, Oldmeldrum and Dyce, has been undertaken with the following outcomes.

The **A920 corridor between Colpy and Oldmeldrum** is being considered further as part of the DMRB Stage 2 Assessment on the basis that it follows an existing road corridor, facilitates a connection to a northern bypass of Inverurie and performs well against the scheme objectives.

The **A947 corridor between Oldmeldrum and Dyce** is not being considered further on the basis that it does not perform well against the scheme objectives.

- Traffic modelling indicates that the majority of A96 traffic will continue to use the existing route, rather than transfer to a new route in the A947 corridor.
- Existing A96 operational performance issues would not be addressed, the existing A96 dual carriageway being

de-trunked without improvement despite it carrying the majority of the traffic.

- Side roads, accesses and existing settlements limit opportunities for online dualling of the A947.
- Dualling in the A947 corridor will induce impacts in an area unspoiled by dual carriageway, with no compensatory benefit generated along the existing A96 dual carriageway.
- Significant junction amendments to the new AWPR Goyal junction would be required to facilitate a dual carriageway connection.
- The A947 route through Dyce towards Aberdeen is longer and of a poorer standard than the existing A96.

Environmental assessment

The environmental impacts of the route options are being assessed in accordance with the **Design Manual for Roads and Bridges (DMRB)** and recognised guidance.

At DMRB Stage 2, the environmental assessment is a key component in the identification of a preferred route option.

At DMRB Stage 3, the environmental assessment informs the scheme design as reported in the Environmental Impact Assessment Report.

The environmental assessment considers the following topics:

Air quality; noise and vibration; people and communities; policy and plans; materials; cultural heritage; landscape and visual; nature conservation; geology, soils, hydrogeology and contaminated land; and road drainage and the water environment.

Environmental mitigation measures will be considered as part of the further assessment required to establish a preferred route option. The outcomes from the environmental assessment of the preferred option will then be reported upon within the **Environmental Impact Assessment Report**. This is published alongside the **draft Orders**.

Non-Motorised User (NMU) provision

Non-Motorised Users (NMUs) include pedestrians, cyclists and equestrians. They may be recreational users of the route, active travellers or daily commuters.

Suitable provision for NMUs is an important part of the **A96 Dualling Programme** and the **A96 Dualling East of Huntly to Aberdeen scheme**. Provision for NMUs will be included as the scheme develops, in consultation with local communities, members of the public and interest groups.

In line with the overall NMU strategy for the A96 Dualling Programme, we are considering NMU needs within the trunk road corridor. This includes examining existing facilities and likely future demand, so that potential issues can be identified, and appropriate measures can be taken into account as the scheme develops.

What happens next?

Transport Scotland and its design consultant, AmeyArup, will continue to progress the development and assessment of route options for the A96 Dualling East of Huntly to Aberdeen scheme.

We will provide updates during the process and further public exhibitions will be held when the preferred option is announced, to provide an opportunity for vital comment and feedback from stakeholders, local communities and members of the public.

The route options presented today will be subject to further design and development as part of the **DMRB Stage 2 Assessment** process, and will take into account:

- Continued dialogue with stakeholders.
- Continued environmental assessment, including specific site walkover surveys.
- Potential form and location of junctions using traffic modelling.
- Preliminary structures, earthworks and drainage design.
- Flood modelling.
- Consideration of the needs of Non-Motorised Users (NMUs).

Comparative assessments will be carried out to select a preferred option.

These will take into account:

- Engineering aspects (including health and safety considerations).
- Environmental impacts.
- Traffic operation.
- Economic performance.

Transport Scotland aims to present a preferred option for the A96 Dualling East of Huntly to Aberdeen scheme in 2019.


Comments and feedback

Transport Scotland welcomes your vital feedback and comments on the initial route options being considered, and these will be taken into account as we conduct the further assessment required to identify a preferred route option.

Comments can be made on the feedback forms provided, and completed forms can be placed in the feedback box at this exhibition, or sent by email or post.

Email to: a96dualling@transport.gov.scot

Or by post to: **A96 Dualling Team, Transport Scotland, Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF**

 Please take time to consider the information presented and provide any comments you may have as soon as possible and by **22 November 2018**.

Should you have any specific accessibility requirements, the contents of this leaflet and information on the project website can be made available in an appropriate format on request by contacting the project team.

Further information

Should you wish to contact **AmeyArup**, details for their stakeholder team are:

Stakeholder Coordinator:
Bonny Pailing Tel: **01467 672516**
Email: bonny.pailing@arup.com

Landowner and Communities Manager: **Billy Gordon**
Tel: **01467 672516**
Email: billy.gordon@amey.co.uk

By post: **AmeyArup, Office 7, Thainstone Business Centre, Thainstone, Inverurie AB51 5TB**

All of the information presented at the initial route options public exhibition is available on the A96 Dualling East of Huntly to Aberdeen scheme website:

transport.gov.scot/projects/a96-dualling-inverness-to-aberdeen/a96-east-of-huntly-to-aberdeen

For further information on the wider A96 Dualling Programme, please visit the Transport Scotland website at:

transport.gov.scot/a96dualling

Or email: a96dualling@transport.gov.scot

Transport Scotland will consider your comments and feedback as part of their further design development and assessment of the scheme, and all submissions will be shared with our consultants. We may also use your submission to inform future reports or public documents related to this scheme.

If you choose to provide contact details with your submission, Transport Scotland will be able to send you updates about the scheme, for example invitations to future public engagement events. If you wish us to do so, please provide your consent when contacting us. You can withdraw your consent at any time by contacting the project team.

The provision of contact details is optional and your comments will still be considered if provided anonymously. However, Transport Scotland will be unable to respond to you directly if you choose not to provide these details.

