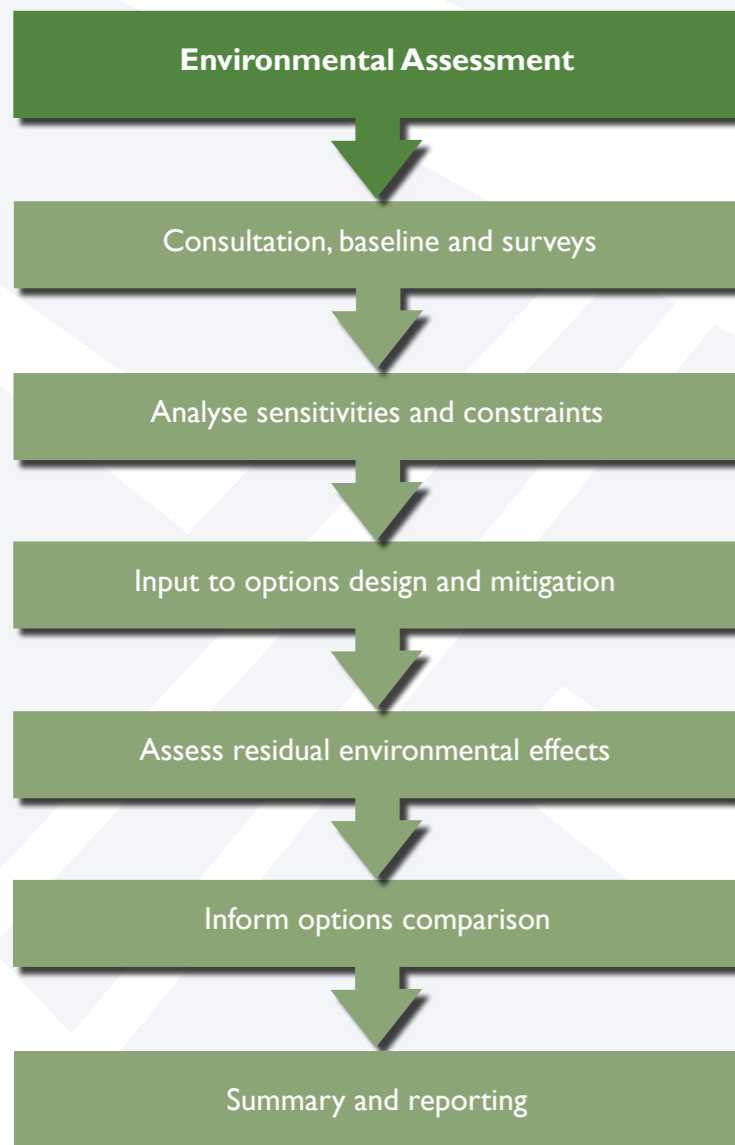


A90/A937 Laurencekirk Junction Improvement Scheme

Environmental Assessment



Non-Motorised Users

Non-Motorised Users (NMUs) include pedestrians, cyclists, equestrians and vulnerable users.

Suitable provision for NMUs is an important part of the scheme. An NMu strategy is being developed to facilitate the inclusion of all walking, cycling & horse-riding modes in the scheme design process, enabling the design team to identify opportunities for improved facilities and integration with the local and national network(s) and public transport facilities.

Engagement is being undertaken with the local community, members of the public and interested groups to maximise opportunities for walking, cycling & horse-riding. This is vital to:

- Gain an appropriate understanding of all relevant existing facilities for pedestrians, cyclists and equestrians (users) in the local area;
- Provide background user information that can be referred to throughout the design process;
- Identify opportunities for improvement.

Your feedback would be welcome to aid our understanding of existing facilities, existing walking, cycling and riding practices, and opportunities for improved provision.



What happens next?

Transport Scotland and its consultants will continue to progress the development and assessment of options for the A90 / A937 Laurencekirk Junction Improvements Scheme.

We welcome your comments and feedback. Please take time to consider the information presented and provide any comments you may have as soon as possible by **27th November 2017**.

Please email your response forms to Mark Wells at:
mark.wells@amey.co.uk

Or alternatively by post to:

MTRIPS
Transport Scotland,
Buchanan House,
58 Port Dundas Road,
Glasgow
G4 0HF

Further information is available at the project website:
<https://www.transport.gov.scot/projects/a90-laurencekirk-junction-improvement-scheme/>

Options Leaflet
October 2017

Introduction

In January 2016, the Scottish Government announced £24 million of funding for the design and construction of a new grade-separated junction at Laurencekirk as part of a package of additional investment alongside the Aberdeen City Region Deal.

In September 2016, Transport Scotland appointed Amey as design consultants to take forward the design, development and assessment of the A90/A937 Laurencekirk Junction Improvement Scheme.

A "Meet the Team" event was held in February 2017 where members of the public were invited to attend and meet with representatives from Transport Scotland and Amey.

The emerging options under consideration for the A90/A937 Laurencekirk Junction Improvement Scheme are presented within this leaflet.



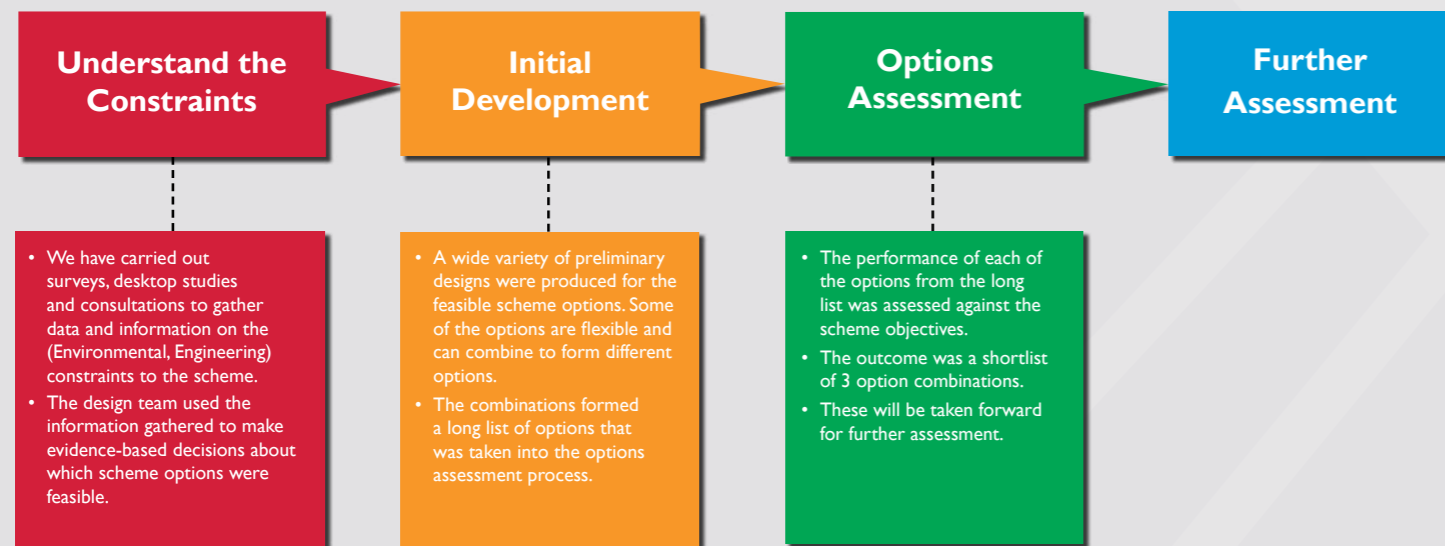
Scheme Assessment Process

Transport Scotland carries out a rigorous assessment process to establish the preferred option for a road improvement scheme.

The preparation and development of road schemes follows the scheme assessment process set out in the Design Manual for Roads and Bridges (DMRB). This three-stage assessment process covers engineering, environmental, traffic and economic considerations.

Throughout this process, Transport Scotland consults with local communities, landowners, stakeholders and other interested parties, to seek vital feedback on options being considered.

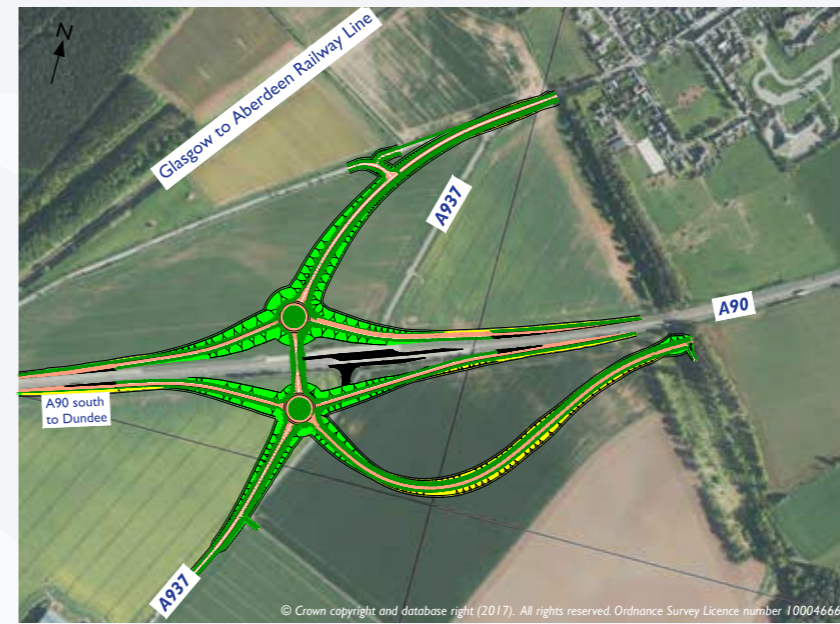
DMRB Stage 2 Assessment



Transport Scotland are currently taking forward the DMRB Stage 2 options assessment, which has involved the development of a range of options shown on the opposite page. These options will be subject to further design and assessment with a view to identifying a preferred option in 2018.

As part of the assessment process, we consult with members of the local community, stakeholders and members of the public to seek vital feedback on the options being considered.

The feedback we receive on the options shown will be considered, as well as the engineering, traffic, economic and environmental assessment of the potential impacts of each option. These factors will inform the choice of a preferred option.



Option 1 - A90/A937 Laurencekirk South Junction "Full-Diamond" Layout

This option is a grade-separated (flyover) type junction with a full-diamond arrangement replacing the existing junction to the south of Laurencekirk.

The A937 is carried on a new bridge over the A90 to Laurencekirk. Roundabouts either side of the bridge facilitate turning manoeuvres to access the A90 northbound and southbound via slip roads.

A link road provides replacement access to Johnston Lodge and Johnston Mains from the eastern roundabout.

Option 2 - A90/A937 Laurencekirk South Junction "Half-Cloverleaf" Layout

This option is a grade-separated (flyover) type junction with a half-cloverleaf arrangement replacing the existing junction to the south of Laurencekirk.

The A937 is carried on a new bridge over the A90 to Laurencekirk. Roundabouts either side of the bridge facilitate turning manoeuvres to access the A90 northbound and southbound via looped slip roads.

A link road provides replacement access to Johnston Lodge and Johnston Mains from a junction with the realigned A937 near Mains of Newton.



Option 3 - A937 Realignment to Laurencekirk North Junction

This option is a realignment of the A937 on the east side of the A90. The realignment runs from the existing A937 near the junction south of Laurencekirk to a new grade-separated (flyover) junction north of Laurencekirk where the A937 is carried on a new bridge over the A90.

Roundabouts either side of the bridge facilitate the turning manoeuvres to access Laurencekirk as well as the A90 northbound via the existing junction. Access to the A90 southbound is via a slip road near the location of the existing junction to the south of Laurencekirk.

Central reserve gaps are closed and accesses to the east of the A90 will connect to the A937 realignment.

A link road provides replacement access to Keilburn Farm and cottages from the east roundabout.

