

A96 Dualling

Hardmuir to Fochabers scheme

Route options – design update
Public drop-in sessions

27 February – 2 March 2018

A96
DUALLING
HARDMUIR TO FOCHABERS



transport.gov.scot/project/a96-hardmuir-fochabers

Introduction

Transport Scotland is progressing an ambitious programme that will see the dualling of the A96 between Inverness and Aberdeen by 2030. The route is approximately 160km (99 miles) long, of which 138km (86 miles) is currently single carriageway.

The A96 Dualling Hardmuir to Fochabers scheme (western section) will create a new dual carriageway from the tie-in of the A96 Dualling Inverness to Nairn (including Nairn Bypass) scheme at Hardmuir, to the east of Fochabers – a distance of approximately 46km (28 miles).

Transport Scotland has been taking forward options assessment work for the A96 Dualling Hardmuir to Fochabers scheme.

In June 2017, public exhibitions were held to seek public feedback on the options being developed.

The purpose of today's drop-in session is to provide you with an overview of the options development work so far, and to present the updated options.

Transport Scotland staff and their consultants **Mott MacDonald Sweco** will be happy to assist you with any queries you may have.

This leaflet provides a summary of the design work carried out to date and the route options under consideration for the Hardmuir to Fochabers scheme.

Scheme assessment process

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

The preparation and development of trunk road projects follows the project assessment process set out in the **Design Manual for Roads and Bridges (DMRB)**.

This is a three-stage assessment process that covers engineering, environmental, traffic and economic considerations.

Throughout this assessment process, Transport Scotland consults with a diverse range of stakeholders, local communities and interested parties, including heritage, environmental and Non-Motorised User (NMU) groups such as pedestrians, cyclists and equestrians.

The **DMRB Stage 1 Assessment** of the A96 Dualling Programme is complete and the **DMRB Stage 2 Assessment** is well underway for the A96 Dualling Hardmuir to Fochabers scheme.

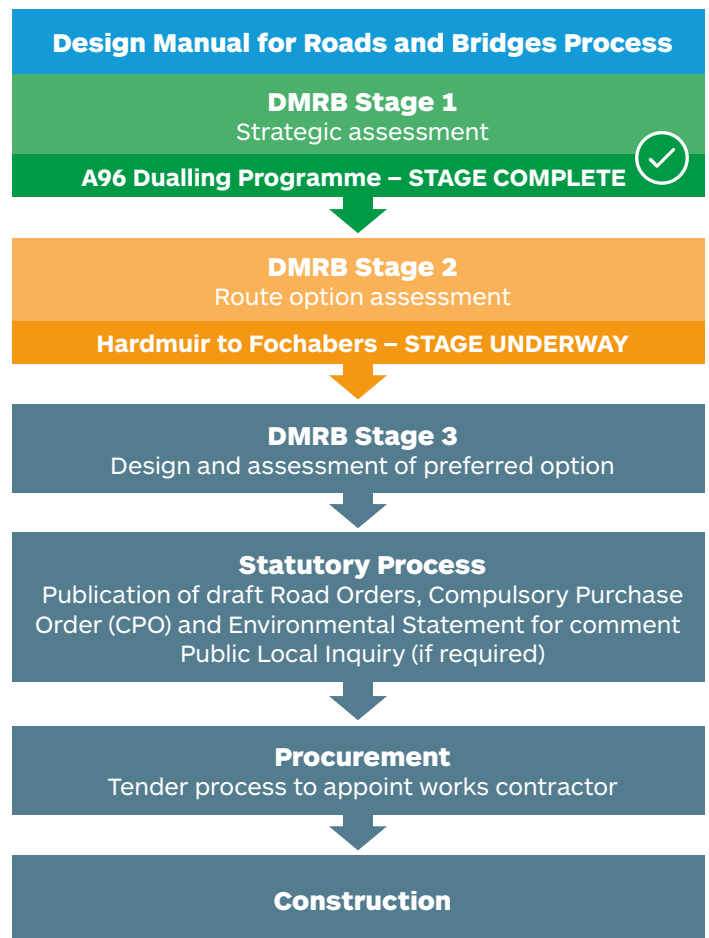
The route options that are available for you to view here today have been further developed following the June 2017 public exhibitions.

We aim to complete the **DMRB Stage 2 Assessment** and announce a preferred option for the A96 Dualling Hardmuir to Fochabers scheme later in 2018.



An overview of the A96 Dualling Programme

i A feedback form is available at the exhibition or on the project website: transport.gov.scot/project/a96-hardmuir-fochabers



Scheme objectives

The options assessment process takes into account the scheme objectives and the Scottish Government's five appraisal criteria, namely; **environment**, **safety**, **economy**, **integration** and **accessibility and social inclusion**.



The scheme objectives are:

- To improve the operation of the A96 and inter-urban connectivity through:
 - Reduced journey times
 - Improved journey time reliability
 - Increased overtaking opportunities
 - Improved efficiency of freight movements along the transport corridor
 - Reduced conflicts between local traffic and other traffic in urban areas and strategic journeys.
- To improve safety for motorised and Non-Motorised Users through:
 - Reduced accident rates and severity
 - Reduced driver stress
 - Reduced Non-Motorised User conflicts with strategic traffic in urban areas.
- To provide opportunities to grow the regional economies on the corridor through:
 - Improved access to the wider strategic transport network
 - Enhanced access to jobs and services.
- To facilitate active travel in the corridor
- To facilitate integration with public transport facilities
- To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on:
 - The communities and people in the corridor
 - Natural and cultural heritage assets.

Updated route options

Main schematic drawing

- The route options on display have been developed since June 2017. Several engineering and environmental considerations have influenced their development, as well as the vital feedback received from stakeholders and members of the public.
- The drawing shows a number of coloured elements each with a reference number. **Dashed lines represent elements that have been superseded or removed since June 2017.** The preferred option will comprise of a combination of these elements to form a continuous route between Hardmuir and east of Fochabers.
- The drawing also includes potential junction locations which are shown with a black diamond. The location and style of junctions connecting the new dual carriageway to the local road network have been developed further. These will be grade-separated, meaning that they will use slip roads and bridges.



Developing engineering layout plans

- The route options have been subject to further design and development, which has taken into account:
 - The vital feedback from previous consultations and public events

- Environmental walk-over surveys
 - Traffic modelling information to locate junctions
 - Further design work on options
 - Preliminary earthworks and drainage design
 - Flood modelling to identify the type of structures required at major river crossings
 - Consideration of the needs of Non-Motorised Users (NMUs) such as pedestrians, cyclists and equestrians.
 - Based on current information, no property demolition is required for any of the route options.
 - The exact positioning of the route options will be subject to further development and assessment as the scheme progresses.
 - The options will now be assessed in terms of engineering, environmental, traffic and economic performance to determine a preferred option.
- The developing engineering layout plans show potential cuttings and embankments to provide a route alignment that aims to integrate into the landscape, crosses features such as rivers and railway lines, and demonstrates how local authority side roads access is maintained.

The route options, junctions, side roads and drainage ponds will be subject to further design development as the scheme progresses. Detailed proposals for connections to other local roads, local accesses and Non-Motorised User (NMU) provision will be developed during the next stage of design.

Non-Motorised User (NMU) provision

Suitable provision for NMUs such as **pedestrians**, **cyclists** and **equestrians** is an important part of the A96 Dualling Programme and the A96 Dualling Hardmuir to Fochabers scheme.

Provision for NMUs will be incorporated 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 along the trunk road corridor. This includes an examination of existing facilities and likely future demand, so that potential issues can be identified and associated measures can be taken into account as the scheme develops.

Detailed proposals for NMU provision will be developed during the next stage of design.



What happens next?

Transport Scotland and its consultants, Mott MacDonald Sweco, will continue to progress the development and assessment of route options for the A96 Dualling Hardmuir to Fochabers scheme.

Detailed assessments of options that consist of a combination of the coloured elements as shown on the plans will be carried out to select a preferred option. These assessments will take into account:

- Engineering aspects
- Traffic operation
- Economic performance
- Environmental impacts.

Transport Scotland aims to confirm a preferred option for the A96 Dualling Hardmuir to Fochabers scheme later in 2018. Further public exhibitions will be held when the preferred option is announced to provide an opportunity for comments and feedback from stakeholders, local communities and members of the public.

Comments and feedback

Transport Scotland welcomes your comments and feedback on the route options. Your comments will be taken into account during the route options assessment process.

Comments can be made on the feedback forms provided and placed in the feedback box at this exhibition, or sent by email or post. Feedback forms are also available on the Transport Scotland website.

Email to: a96dualling@transport.gov.scot

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



Further information

Should you wish to contact **Mott MacDonald Sweco**, details for the stakeholder team are:

Stakeholder Coordinator:
Keri Stewart Tel: **0141 414 1747**
Email: keri.stewart@sweco.co.uk

Landowner and Communities Manager: **Dave Gowans**
Tel: **01309 250 380**
Email: dave.gowans@sweco.co.uk

By post: **Mott MacDonald Sweco, Unit 16, Horizon Scotland, The Enterprise Park, Forres IV36 2AB**

Project

All of the information presented at today's event is available on the A96 Dualling Hardmuir to Fochabers project website:

transport.gov.scot/project/a96-hardmuir-fochabers

Should you have any specific accessibility requirements, this leaflet and the information panels presented at today's drop-in session can be made available in an appropriate format on request by contacting the project team.

A96 Dualling Programme

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

transport.gov.scot/a96dualling

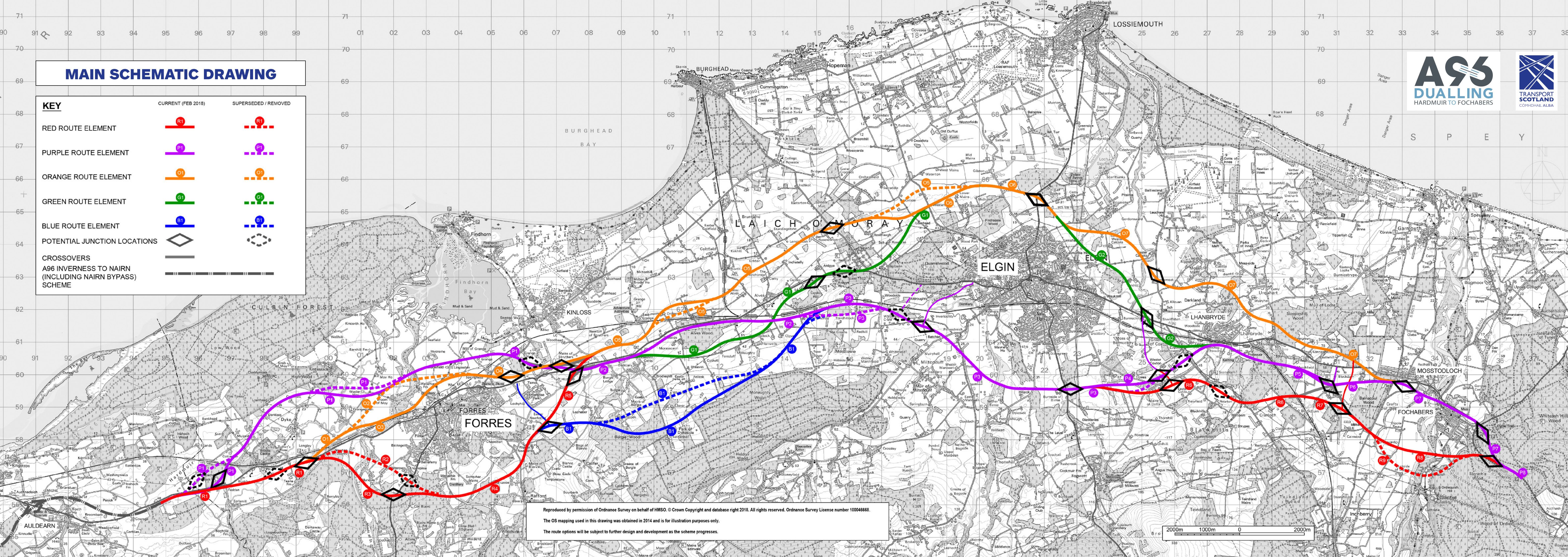
Or email: a96dualling@transport.gov.scot

Please take time to consider the information presented and provide any comments you may have as soon as possible and by **13 April 2018**.

MAIN SCHEMATIC DRAWING

KEY

CURRENT (FEB 2018)	SUPERSEDED / REMOVED
RED ROUTE ELEMENT	
PURPLE ROUTE ELEMENT	
ORANGE ROUTE ELEMENT	
GREEN ROUTE ELEMENT	
BLUE ROUTE ELEMENT	
POTENTIAL JUNCTION LOCATIONS	
CROSSOVERS	
A96 INVERNESS TO NAIRN (INCLUDING NAIRN BYPASS) SCHEME	



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 The OS mapping used in this drawing was obtained in 2014 and is for illustration purposes only.
 The route options will be subject to further design and development as the scheme progresses.

