



TRANSPORT
SCOTLAND
CÒMHDHAIL ALBA

A96
DUALLING
HARDMUIR TO FOCHABERS

A96 Dualling

Hardmuir to Fochabers scheme

Route options – design update

Public drop-in sessions

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

Welcome

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.

Further information can be found on the project website:

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

**Mott MacDonald
Sweco**



A96 at Brodie looking west

i A summary overview leaflet is available for you to take away. There is also a feedback form where we would welcome your feedback and comments.

Background

2011

The then Cabinet Secretary for Infrastructure and Capital Investment launched the 2011 **Infrastructure Investment Plan (IIP)** which provided an overview of the Scottish Government's plans for infrastructure investment over the coming decades. The document contains a commitment to complete the dualling of the A96 between Inverness and Aberdeen by 2030, thus completing the dual carriageway network between all Scottish cities.

2013

In May 2013, the then Minister for Transport and Veterans set out how the A96 Dualling Programme would be progressed over the coming years. The outline strategy identified a series of initial packages of design and development work to be developed over the next few years with the objective of completing full dualling between Inverness and Aberdeen by 2030. These packages of work included **Preliminary Engineering Services (Design Manual for Roads and Bridges (DMRB) Stage 1 Assessment)** and **Strategic Environmental Assessment** work along the A96 between east of Nairn and Aberdeen.

2015

Transport Scotland presented the outcome of the Preliminary Engineering and Strategic Environmental Assessment work along the route between east of Nairn and Aberdeen in May 2015 at a series of **public information exhibitions** along the A96 corridor between Forres and Aberdeen. Based on the outcome of the preliminary work, the next stage of design was taken forward based on Western (46km), Central (31km) and Eastern (42km) Sections, starting with the Western Section (Hardmuir to Fochabers) in 2016.

2016

In June 2016, Transport Scotland appointed **Mott MacDonald Sweco Joint Venture** to progress the design and assessment of the A96 Dualling Hardmuir to Fochabers scheme (the Western Section). A series of **"Meet the Team"** events were held in October 2016.

2017

Since being appointed, Mott MacDonald Sweco has progressed the **DMRB Stage 2 Assessment**. Following initial options assessment, route options were presented at a series of **public information exhibitions** held at Elgin, Forres and Fochabers in June 2017.



A96 Dualling Inverness to Aberdeen Programme

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.

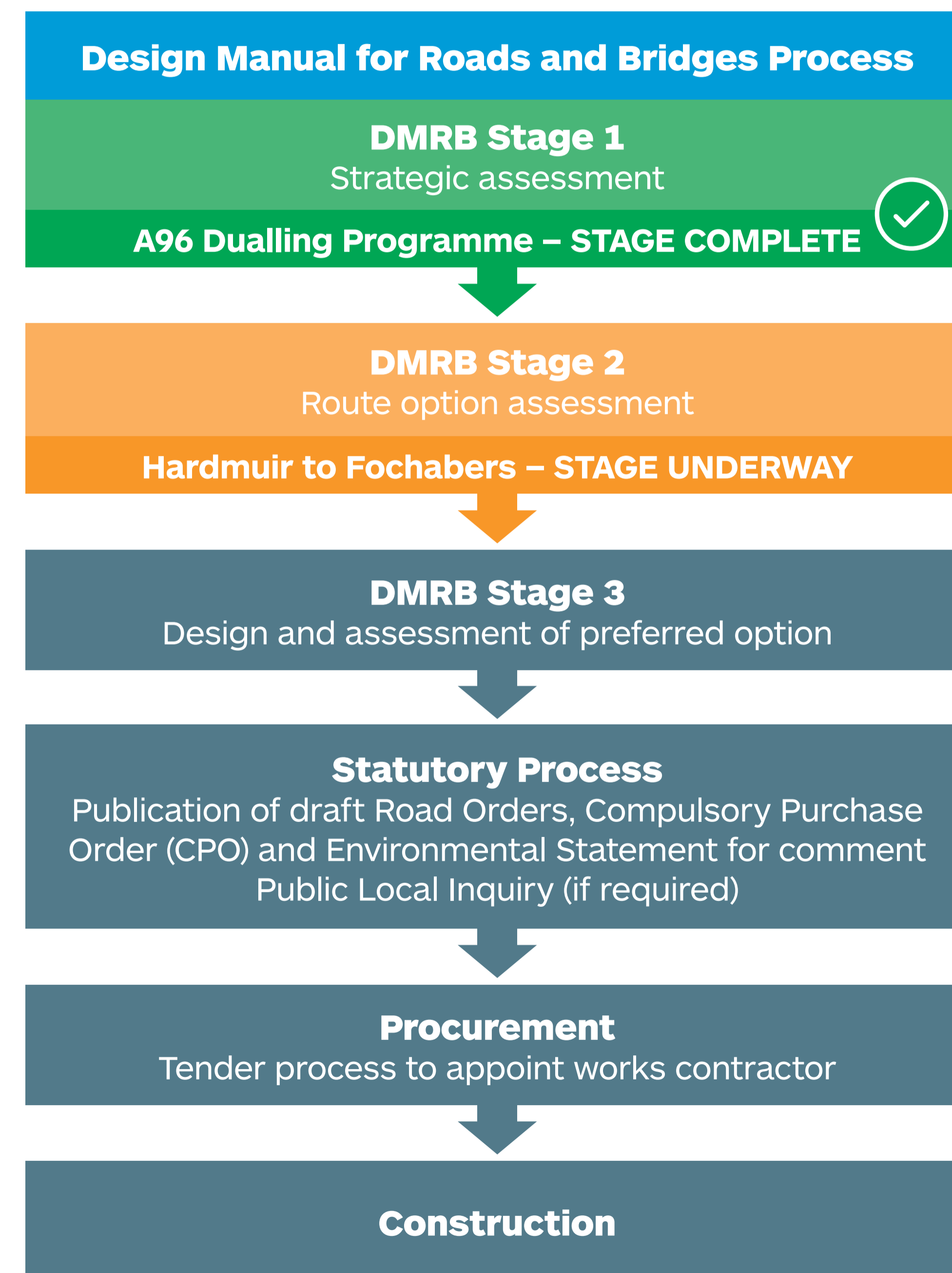
Throughout this assessment process, Transport Scotland consults with a diverse range of stakeholders, local communities and interested parties, including heritage, environmental and Non-Motorised User (NMU)

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.



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 (NMUs) 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 on display

Main schematic drawing

- The route options on display today 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. Further junction details for the options are provided on the developing engineering layout plans.

Developing engineering layout plans

- The route options presented today 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
 - How Non-Motorised Users (NMUs) such as pedestrians, cyclists and equestrians will be considered through the design process.
- 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.



MAIN SCHEMATIC DRAWING

KEY

CURRENT (FEB 2018)

SUPERSEDED / REMOVED

RED ROUTE ELEMENT



PURPLE ROUTE ELEMENT



ORANGE ROUTE ELEMENT



GREEN ROUTE ELEMENT



BLUE ROUTE ELEMENT



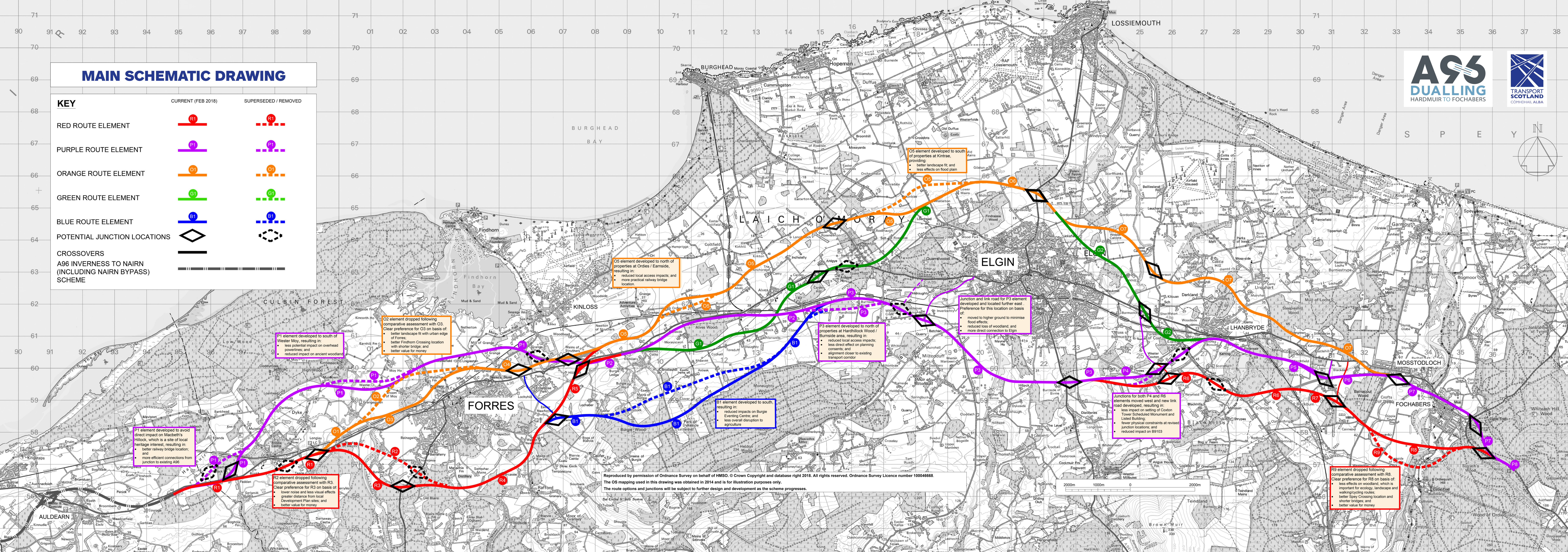
POTENTIAL JUNCTION LOCATIONS



CROSSOVERS



A96 INVERNESS TO NAIRN
(INCLUDING NAIRN BYPASS)
SCHEME



O2 element dropped following comparative assessment with O3. Clear preference for O3 on basis of:

- better landscape fit with urban edge of Forres;
- better Findhorn Crossing location with shorter bridge; and
- better value for money

P1 element developed to south of Wester Moy, resulting in:

- less potential impact on overhead powerlines; and
- reduced impact on ancient woodland or other heritage sites

P1 element developed to avoid direct impact on Macbeth's Hilllock, which is a site of local heritage interest, resulting in:

- better railway bridge location; and
- more efficient connections from junction to existing A96

R2 element dropped following comparative assessment with R3. Clear preference for R3 on basis of:

- lower noise and less visual effects
- greater distance from local Development Plan sites; and
- better value for money

O5 element developed to north of properties at Ordies / Earnside, resulting in:

- reduced local access impacts; and
- more practical railway bridge location

O5 element developed to south of properties at Kintrae, providing:

- better landscape fit; and
- less effects on flood plain

P3 element developed to north of properties at Hardhillock Wood / Burnside area, resulting in:

- reduced local access impacts;
- less direct effect on planning consents; and
- alignment closer to existing transport corridor

Junction and link road for P3 element developed and located further east. Preference for this location on basis of:

- moved to higher ground to minimise flood effects;
- reduced loss of woodland; and
- more direct connection to Elgin

B1 element developed to south, resulting in:

- reduced impacts on Burgie Eventing Centre; and
- less overall disruption to agriculture

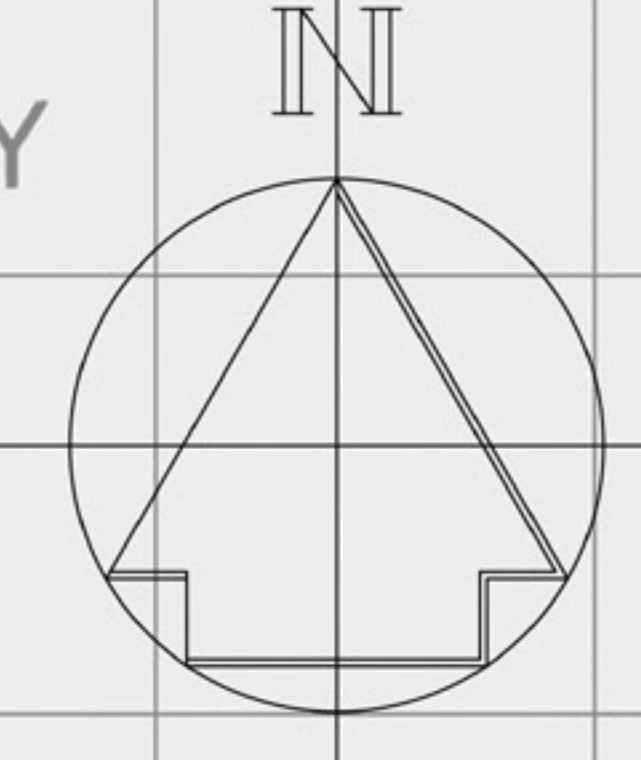
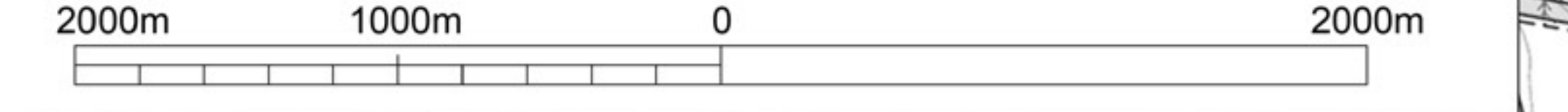
Junctions for both P4 and R6 elements moved west and new link road developed, resulting in:

- less impact on setting of Coxton Tower Scheduled Monument and Listed Building;
- fewer physical constraints at revised junction locations; and
- reduced impact on B9103

R9 element dropped following comparative assessment with R8. Clear preference for R8 on basis of:

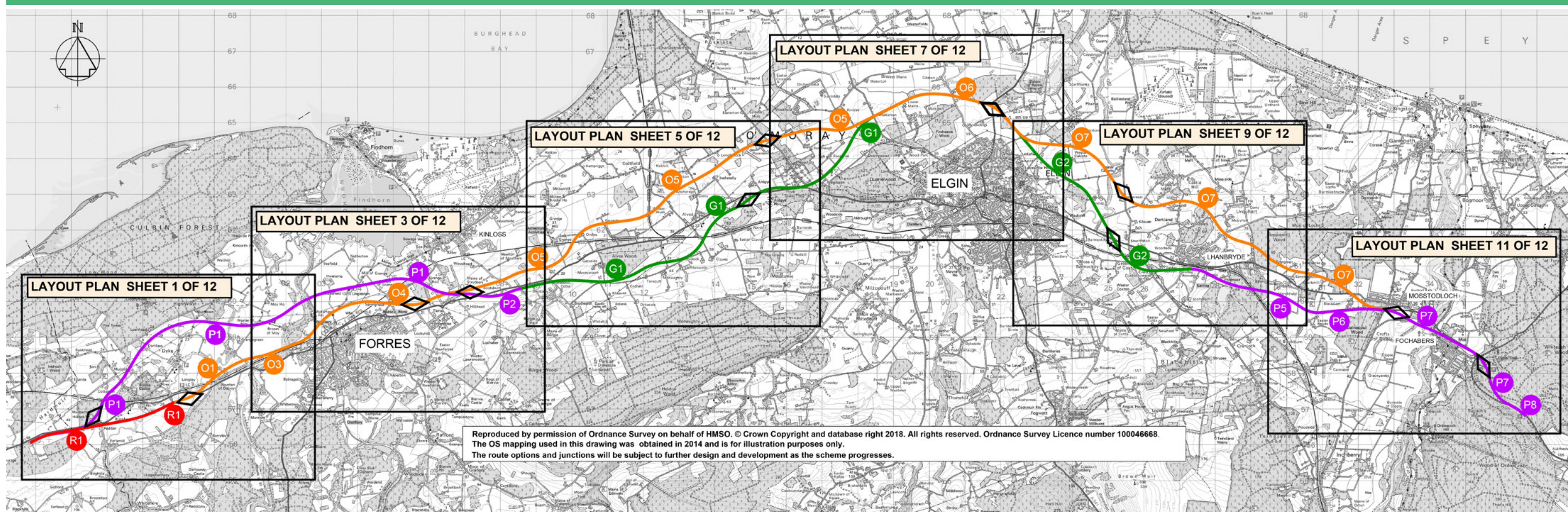
- less effects on woodland, which is important for ecology, landscape and walking/cycling routes;
- better Spay Crossing location and shorter bridges; and
- better value for money

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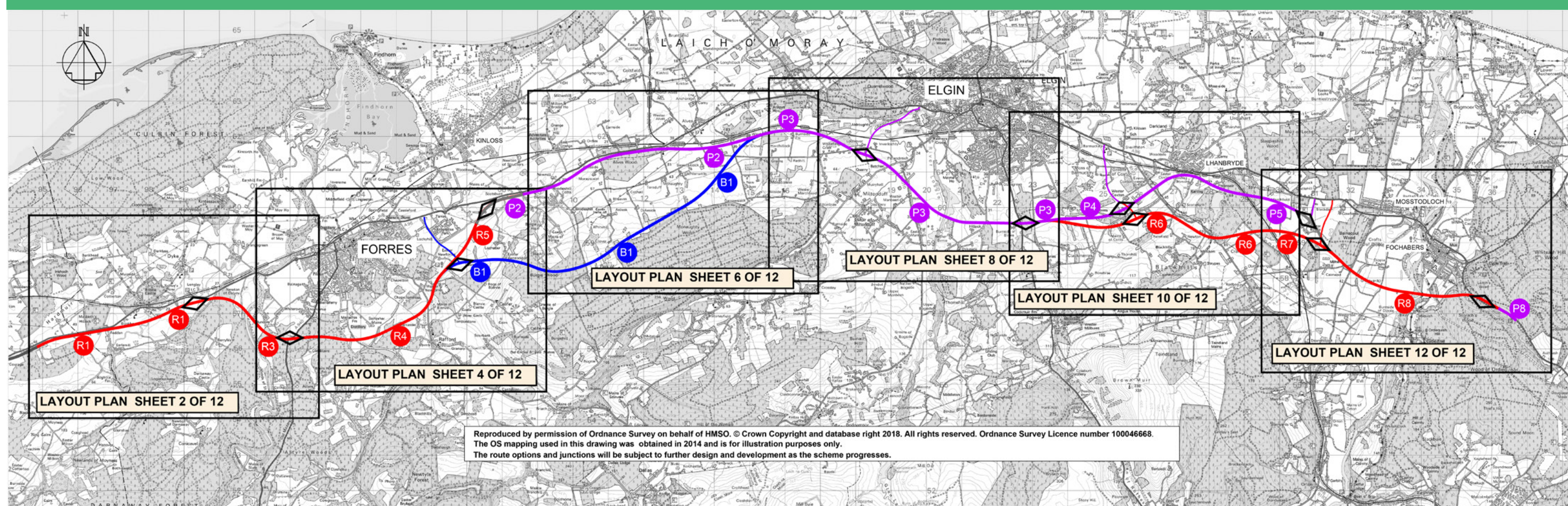


Key plans

Elements located to the north



Elements located to the south

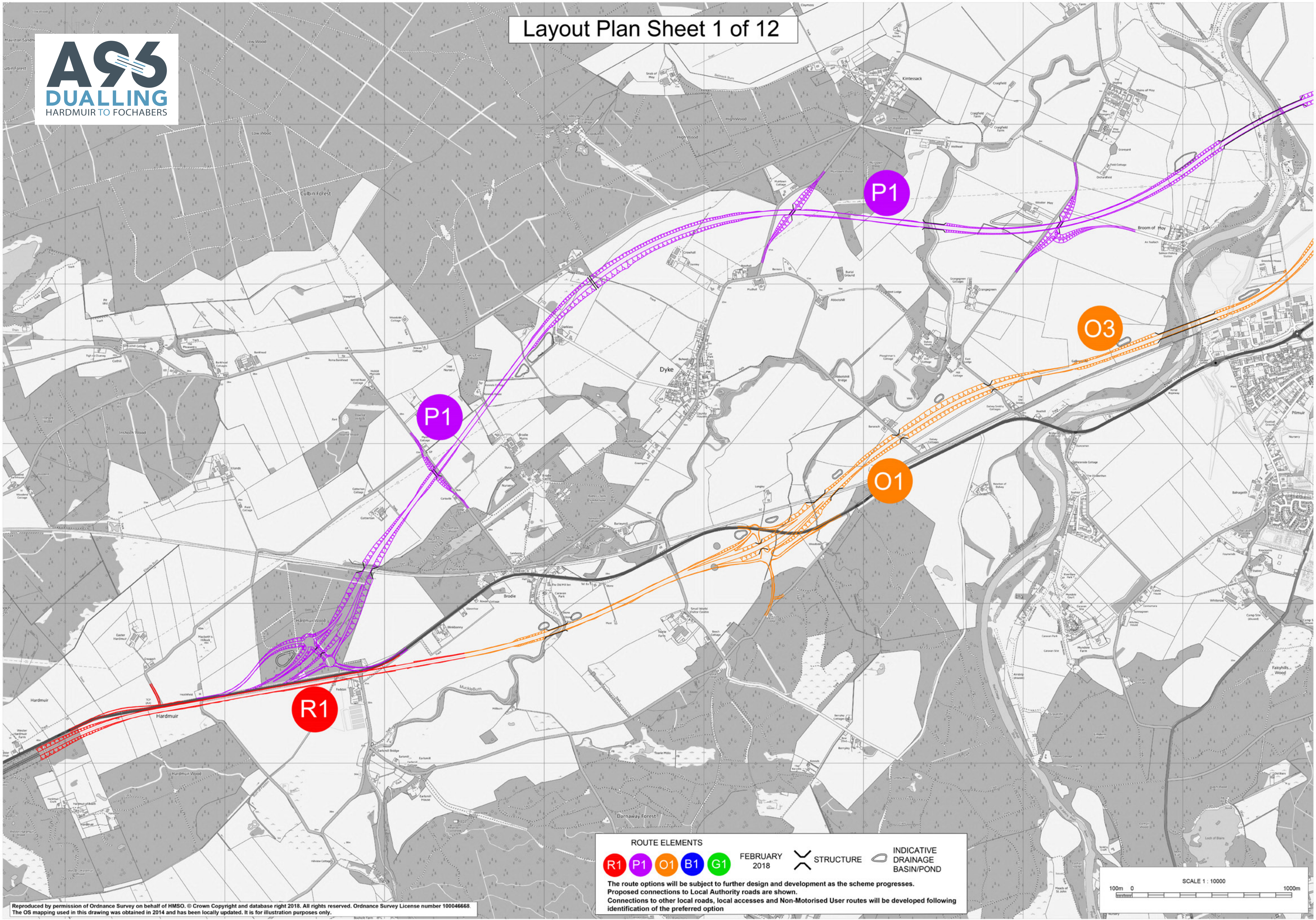


The following twelve panels show developing engineering layout plans of the options as outlined above.

While many combination of the various option elements are possible, they have been presented as elements located to the north and elements located to the south for ease of reference, as shown above.

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.

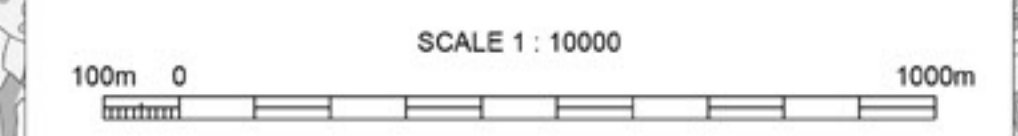
The route options, junctions, side roads and drainage ponds will be subject to further design development as the scheme progresses. Detailed proposals for connections to other local roads, local accesses and Non-Motorised User (NMU) provision will be developed during the next stage of design.



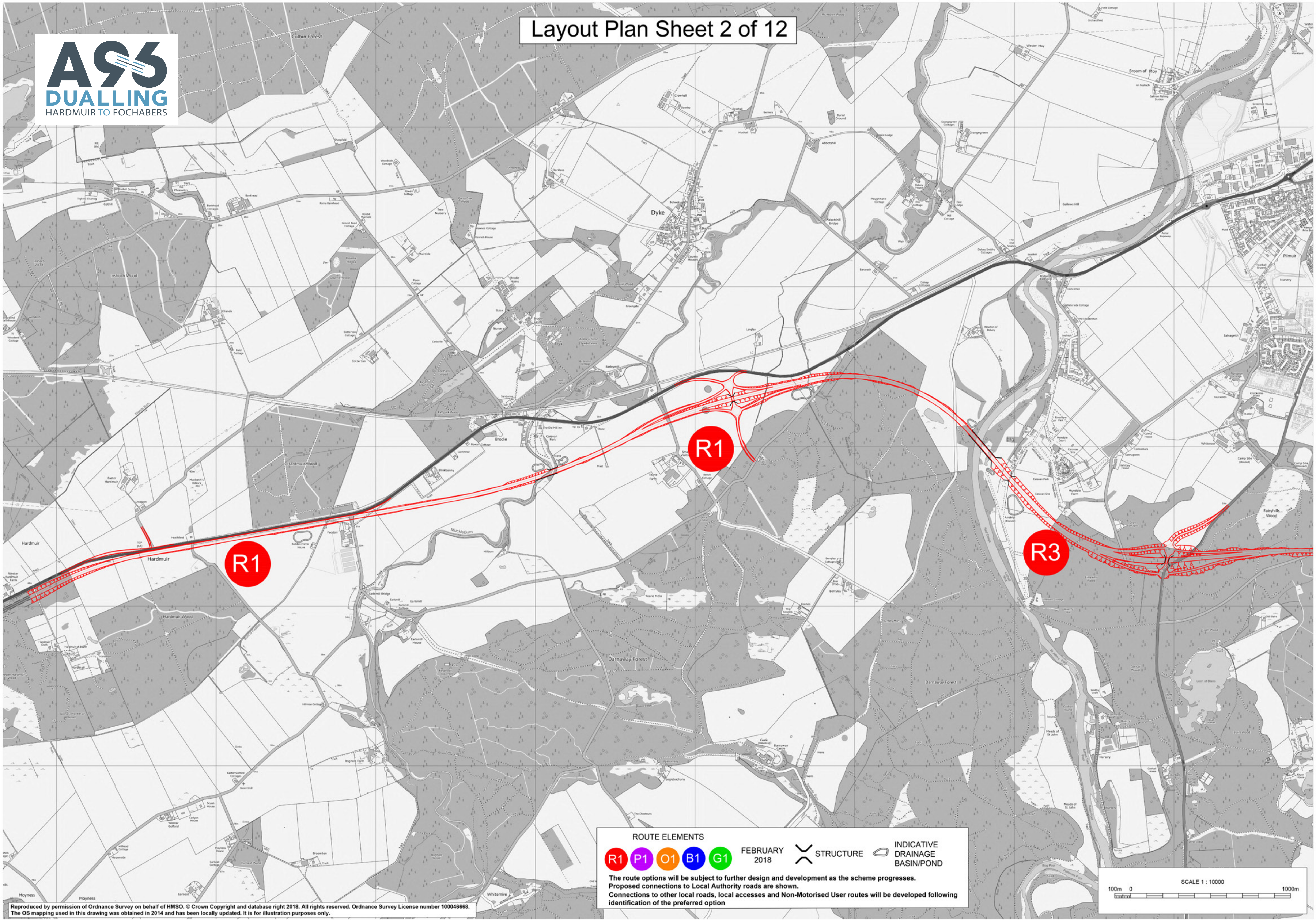
ROUTE ELEMENTS

R1 P1 O1 B1 G1 FEBRUARY 2018 STRUCTURE INDICATIVE DRAINAGE BASIN/POND

The route options will be subject to further design and development as the scheme progresses. Proposed connections to Local Authority roads are shown. Connections to other local roads, local accesses and Non-Motorised User routes will be developed following identification of the preferred option



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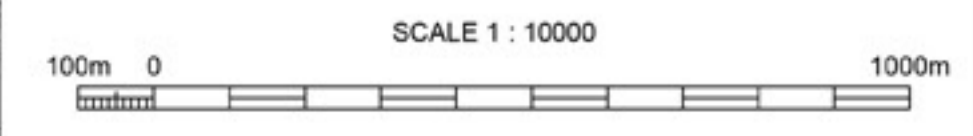
ROUTE ELEMENTS

R1
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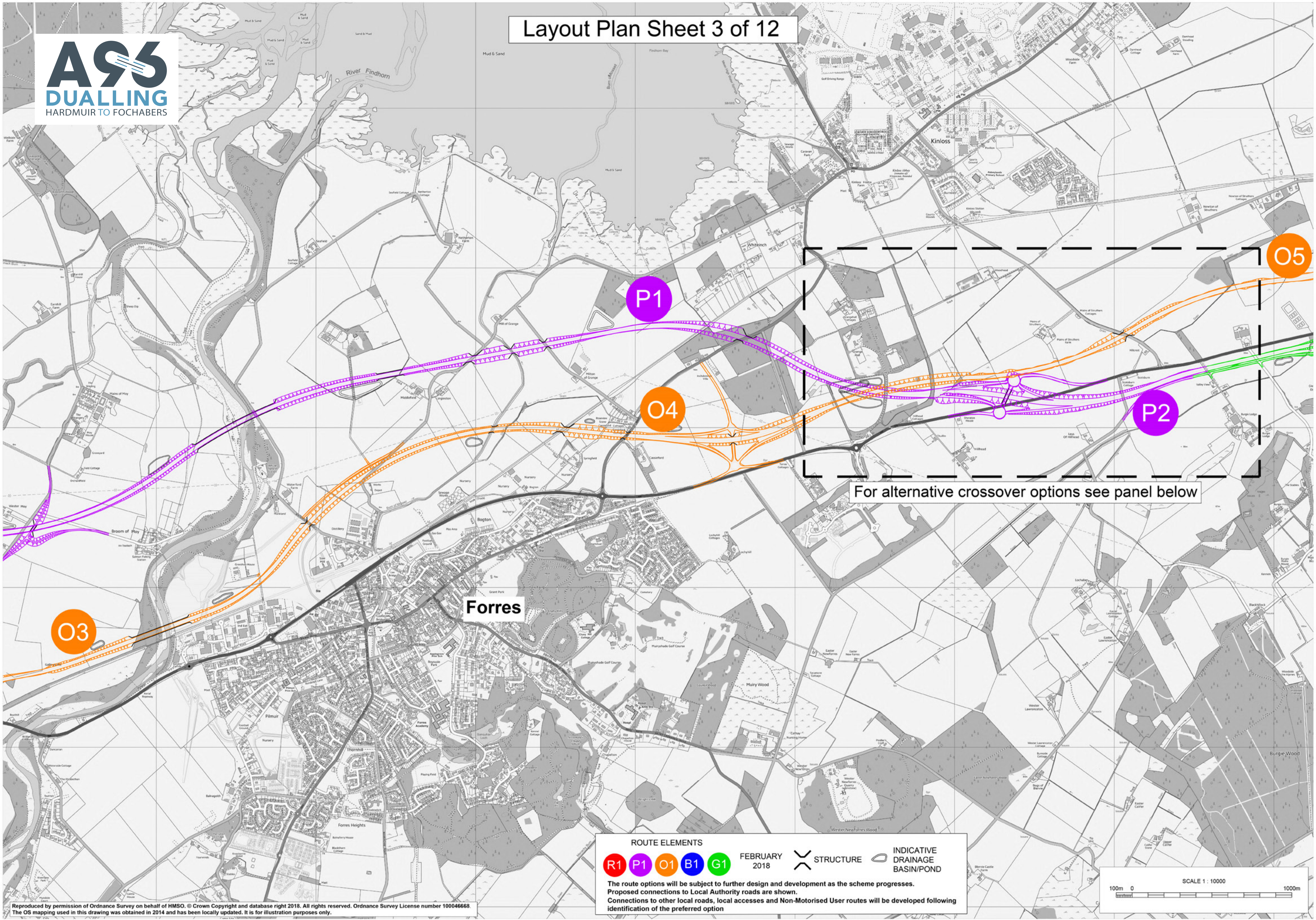
FEBRUARY 2018

STRUCTURE
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O3

P1

O4

P2

O5

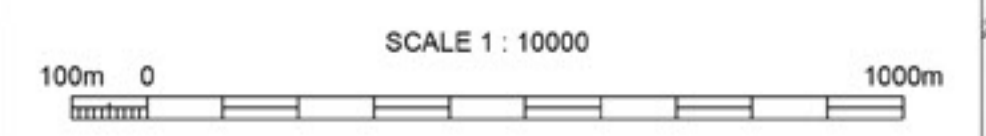
Forres

For alternative crossover options see panel below

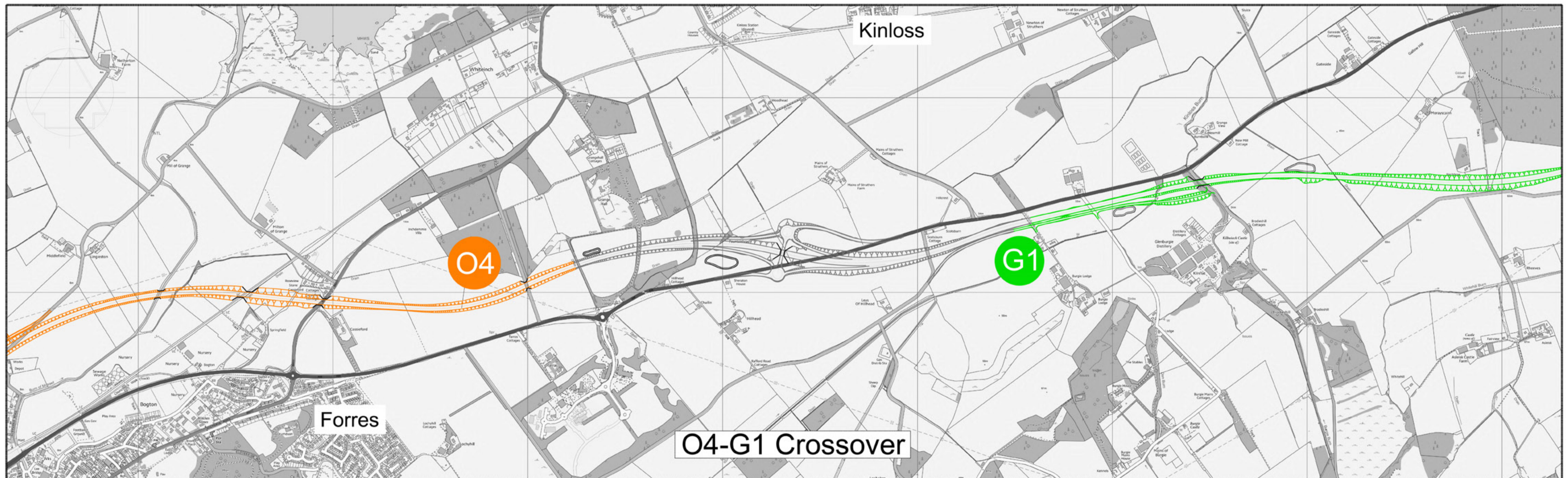
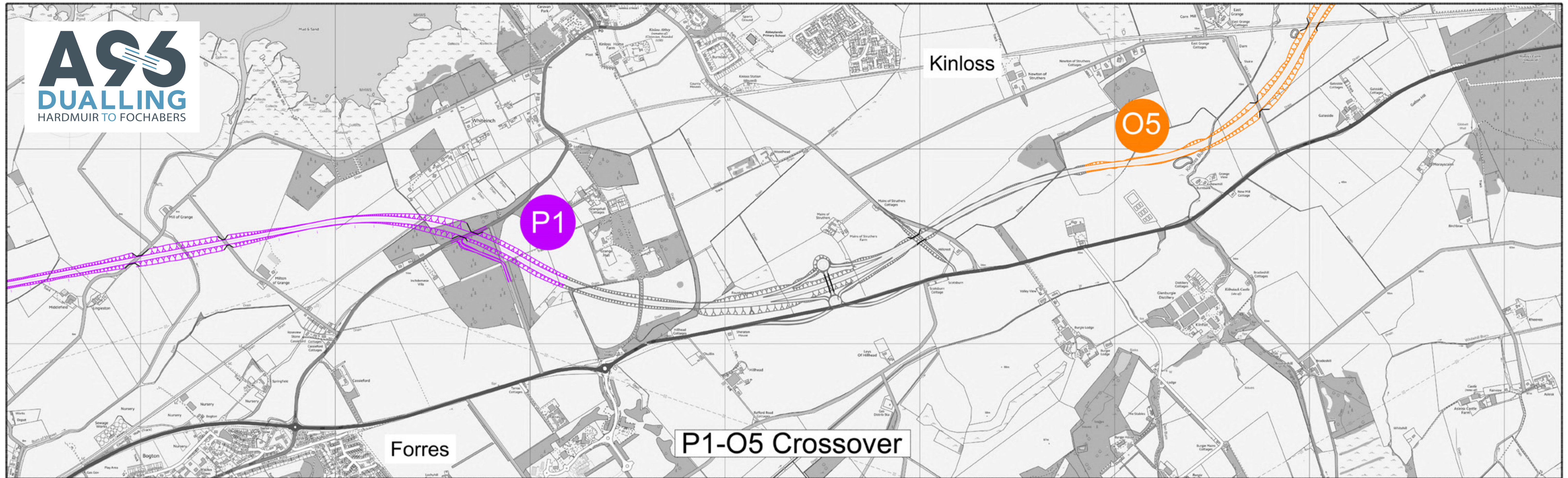
ROUTE ELEMENTS

R1 P1 O1 B1 G1 FEBRUARY 2018 STRUCTURE INDICATIVE DRAINAGE BASIN/POND

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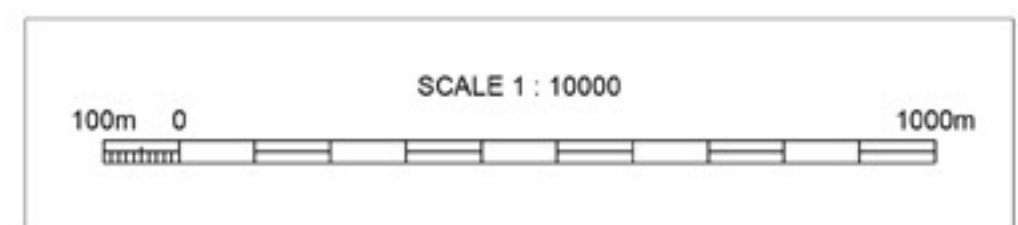


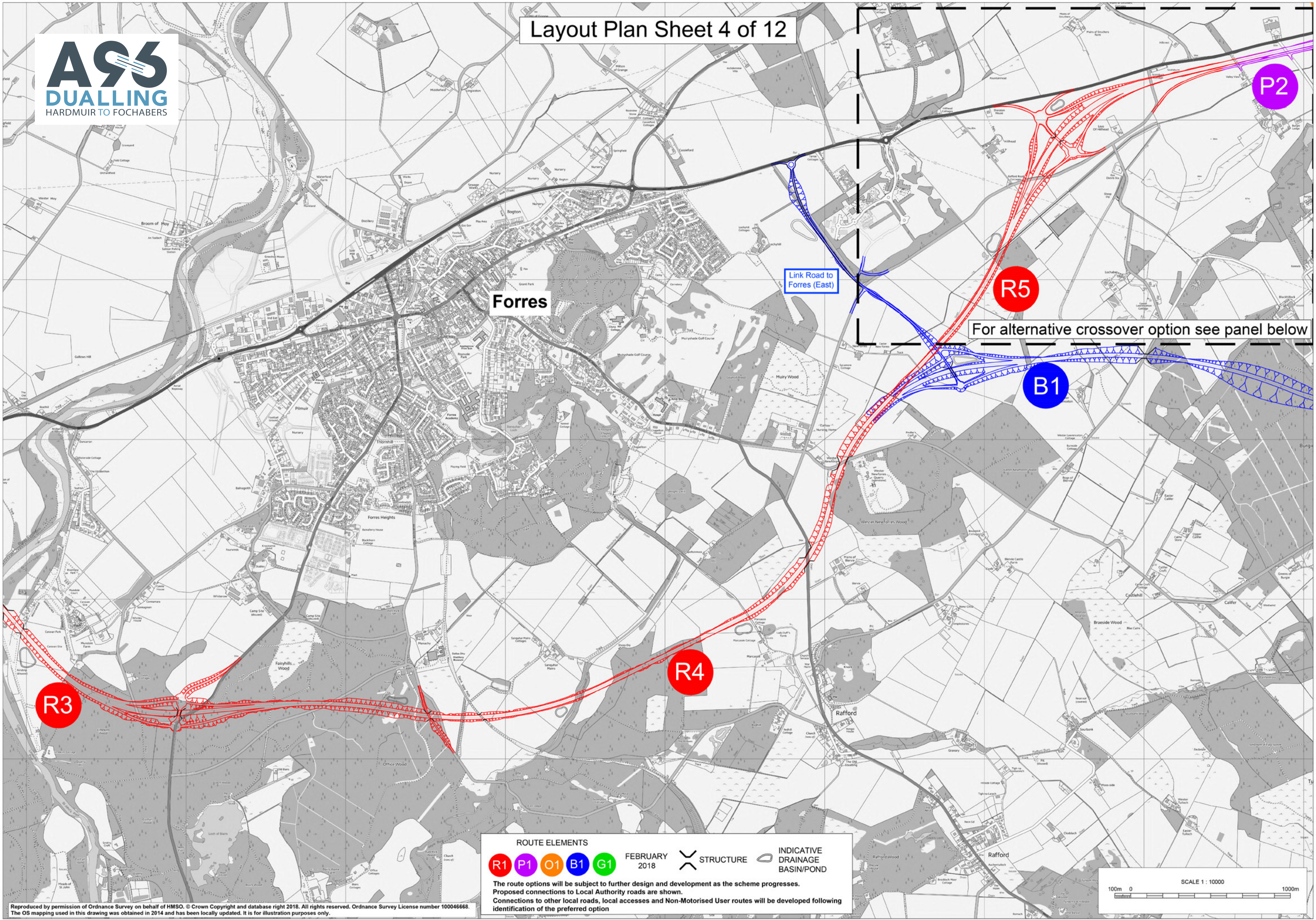
ROUTE ELEMENTS

R1 P1 O1 B1 G1 FEBRUARY 2018

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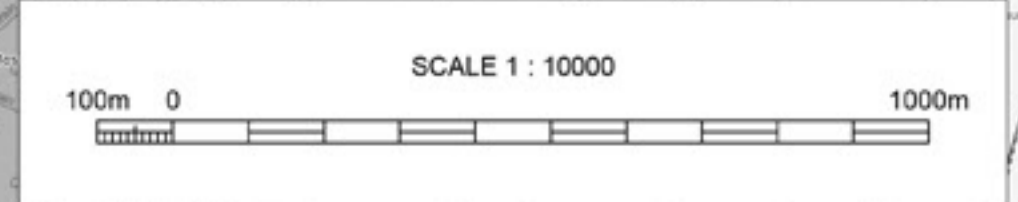
ROUTE ELEMENTS

R1
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FEBRUARY 2018

STRUCTURE
 INDICATIVE DRAINAGE BASIN/POND

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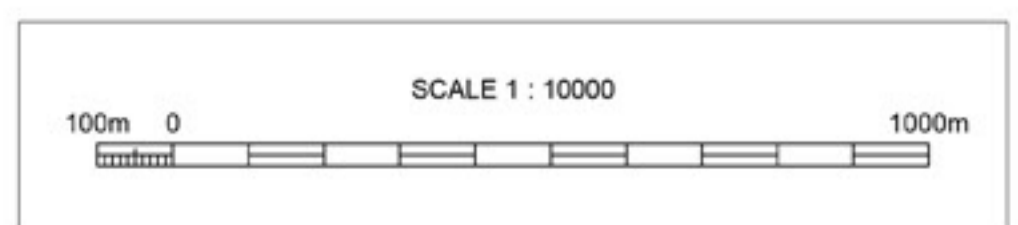


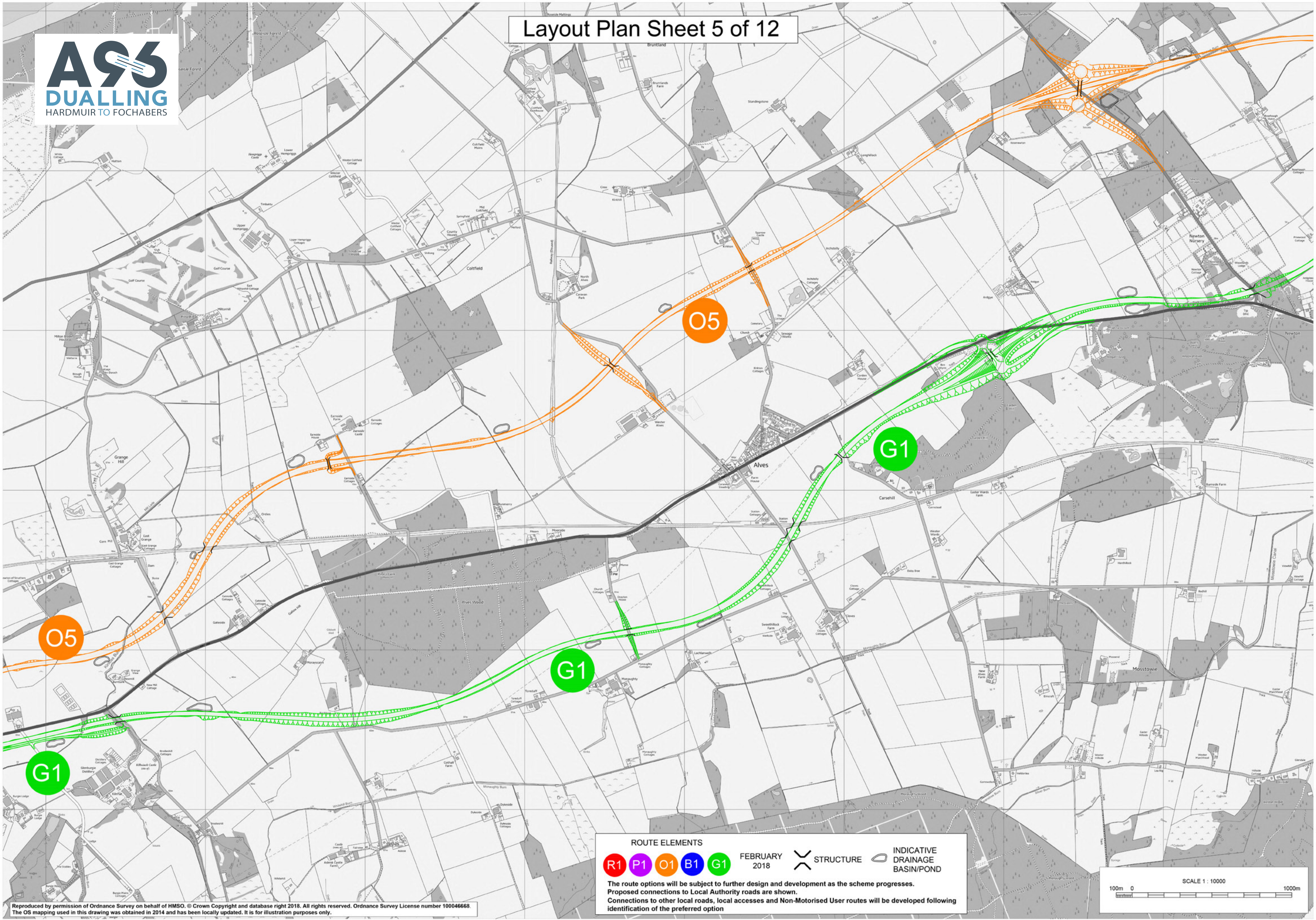
ROUTE ELEMENTS

R1 P1 O1 B1 G1 FEBRUARY 2018

STRUCTURE INDICATIVE DRAINAGE BASIN/POND

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ROUTE ELEMENTS

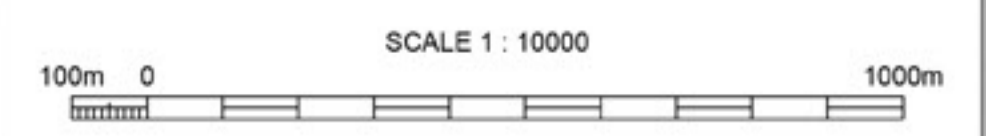
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FEBRUARY 2018

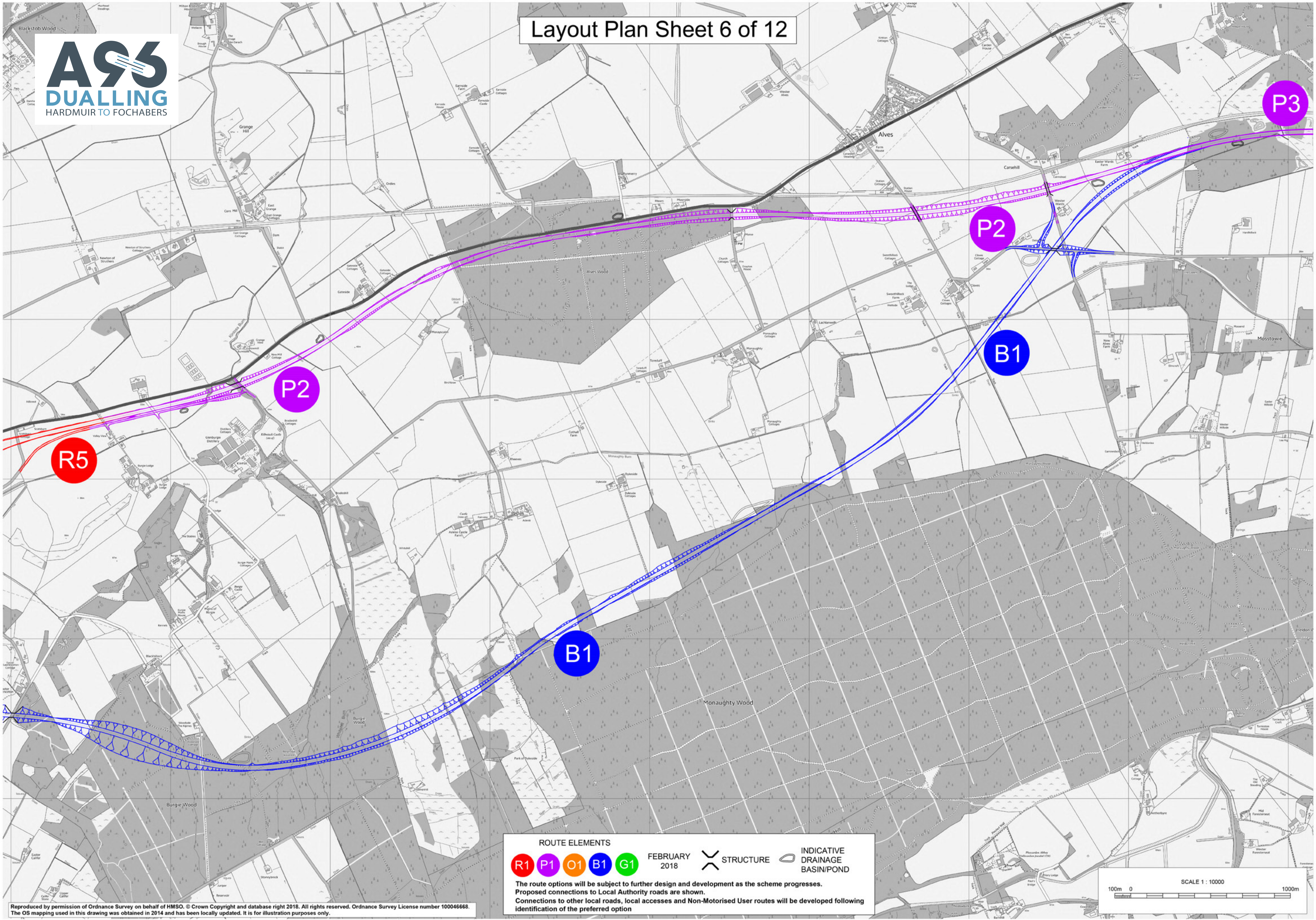
STRUCTURE

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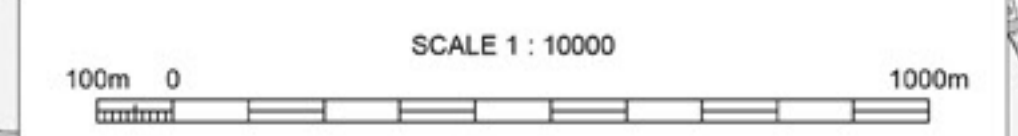
ROUTE ELEMENTS

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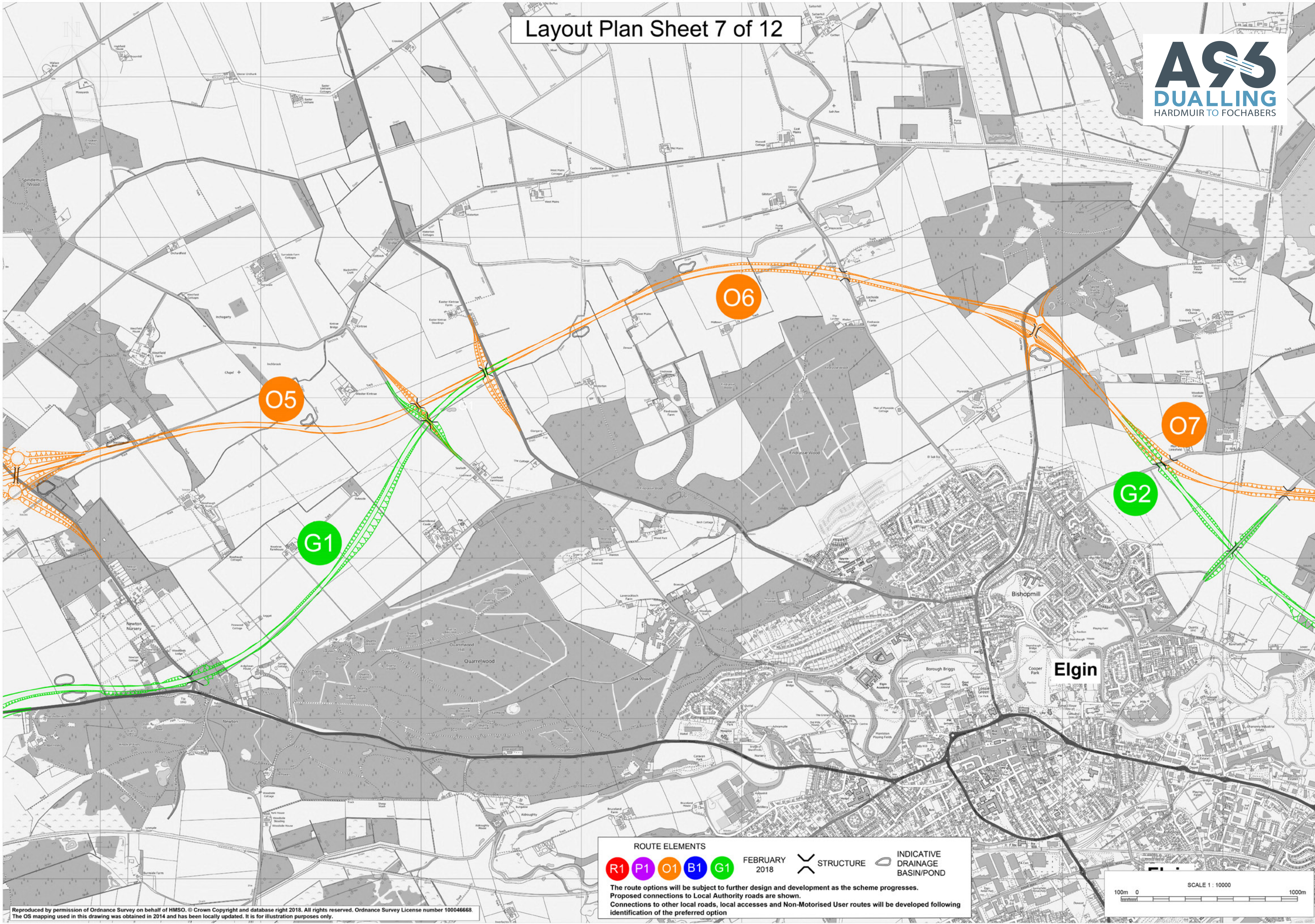
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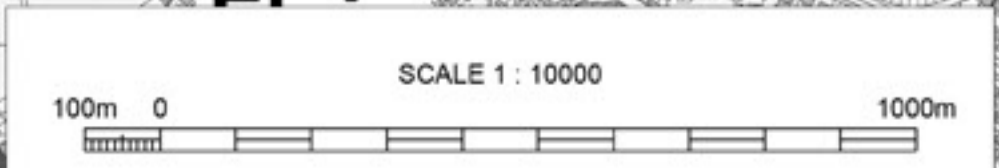
ROUTE ELEMENTS

R1
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B1
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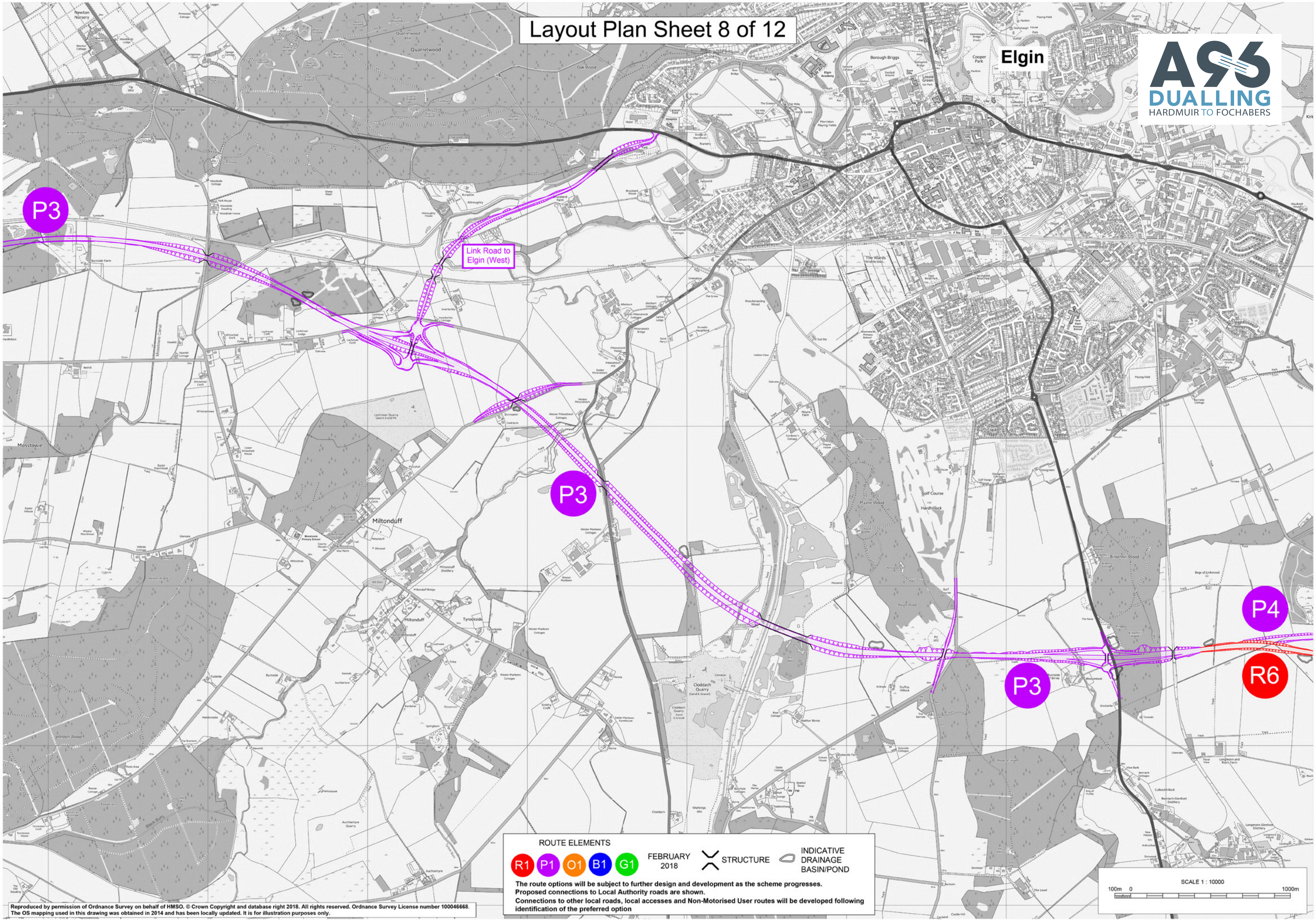
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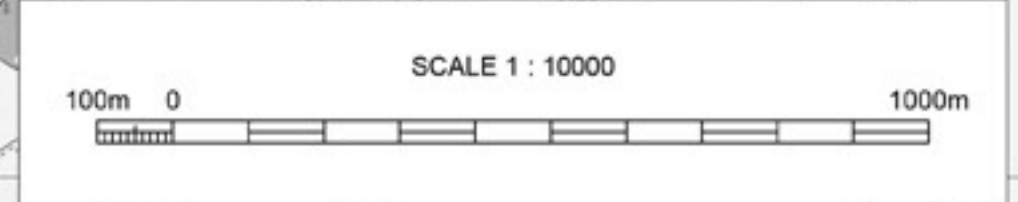
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ROUTE ELEMENTS

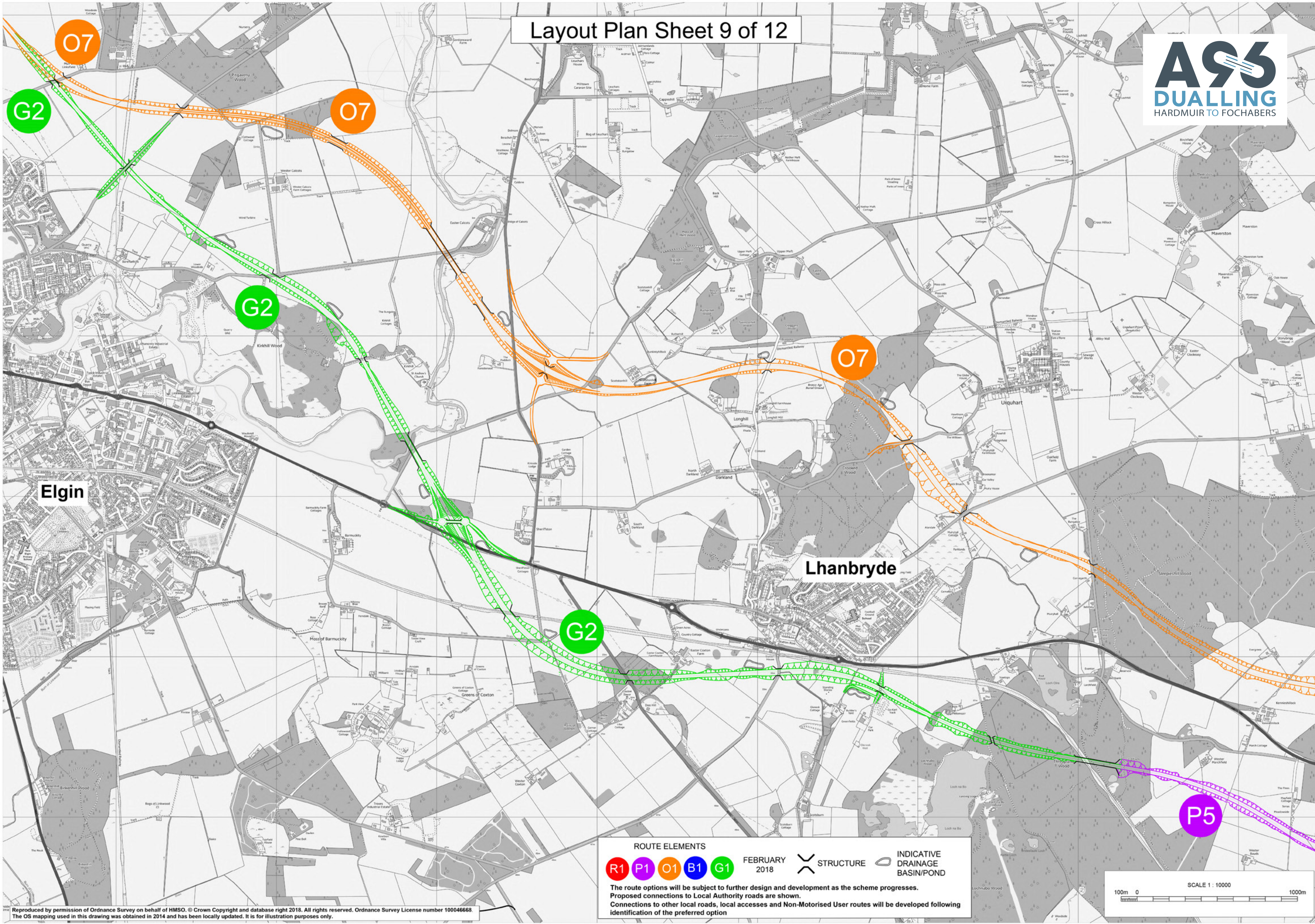
R1 P1 O1 B1 G1 FEBRUARY 2018 STRUCTURE INDICATIVE DRAINAGE BASIN/POND

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Layout Plan Sheet 9 of 12



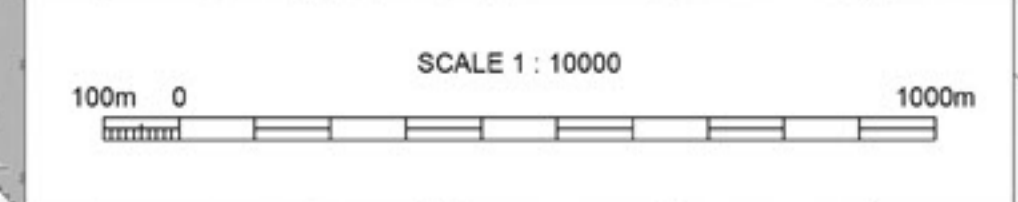
Elgin

Lhanbryde

ROUTE ELEMENTS

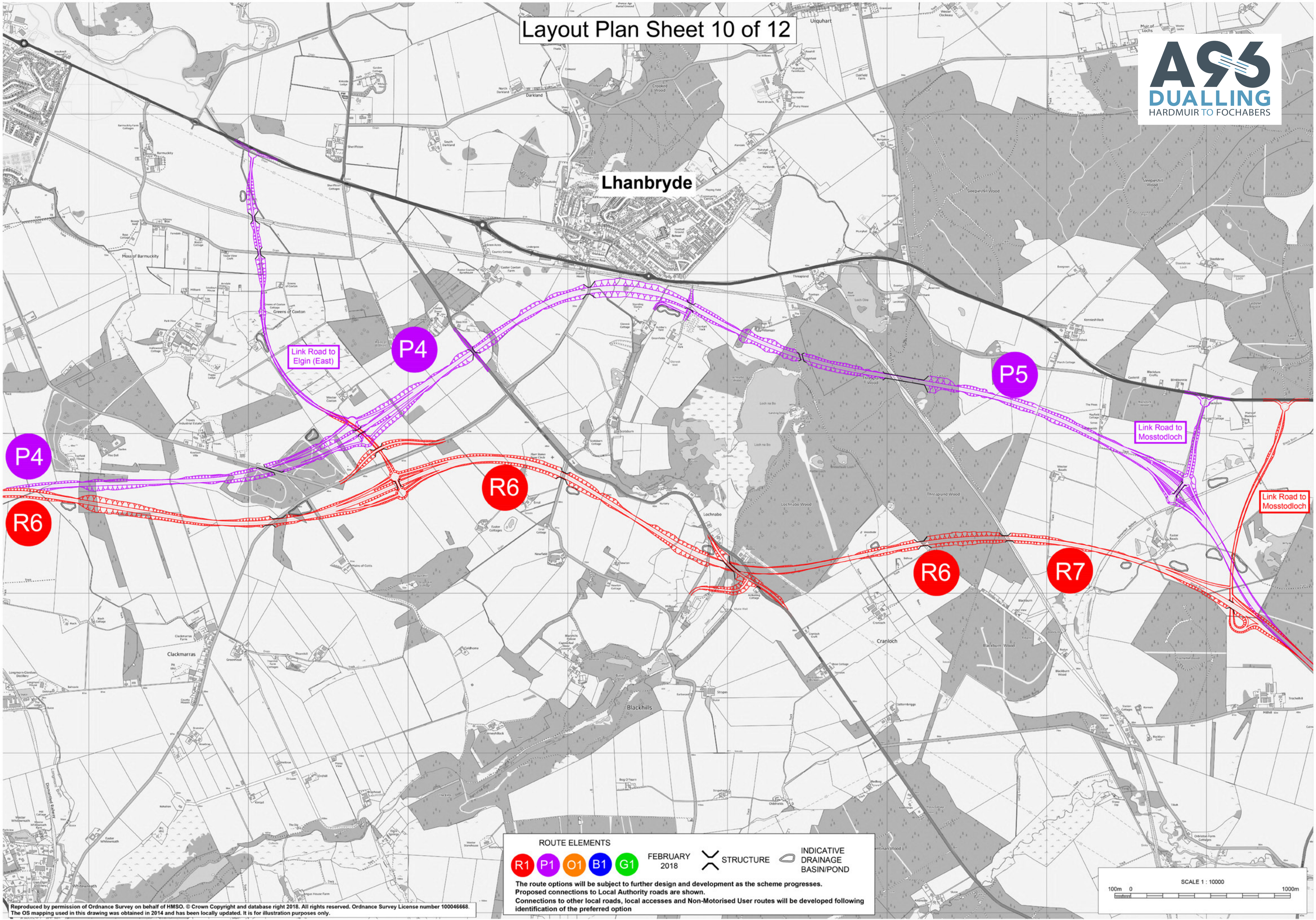
R1 P1 O1 B1 G1 FEBRUARY 2018 STRUCTURE INDICATIVE DRAINAGE BASIN/POND

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Lhanbryde



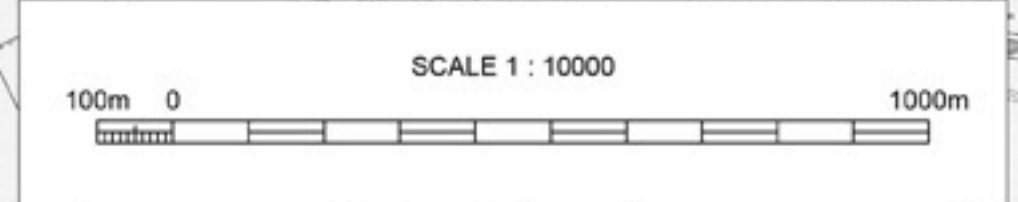
ROUTE ELEMENTS

R1 P1 O1 B1 G1 FEBRUARY 2018

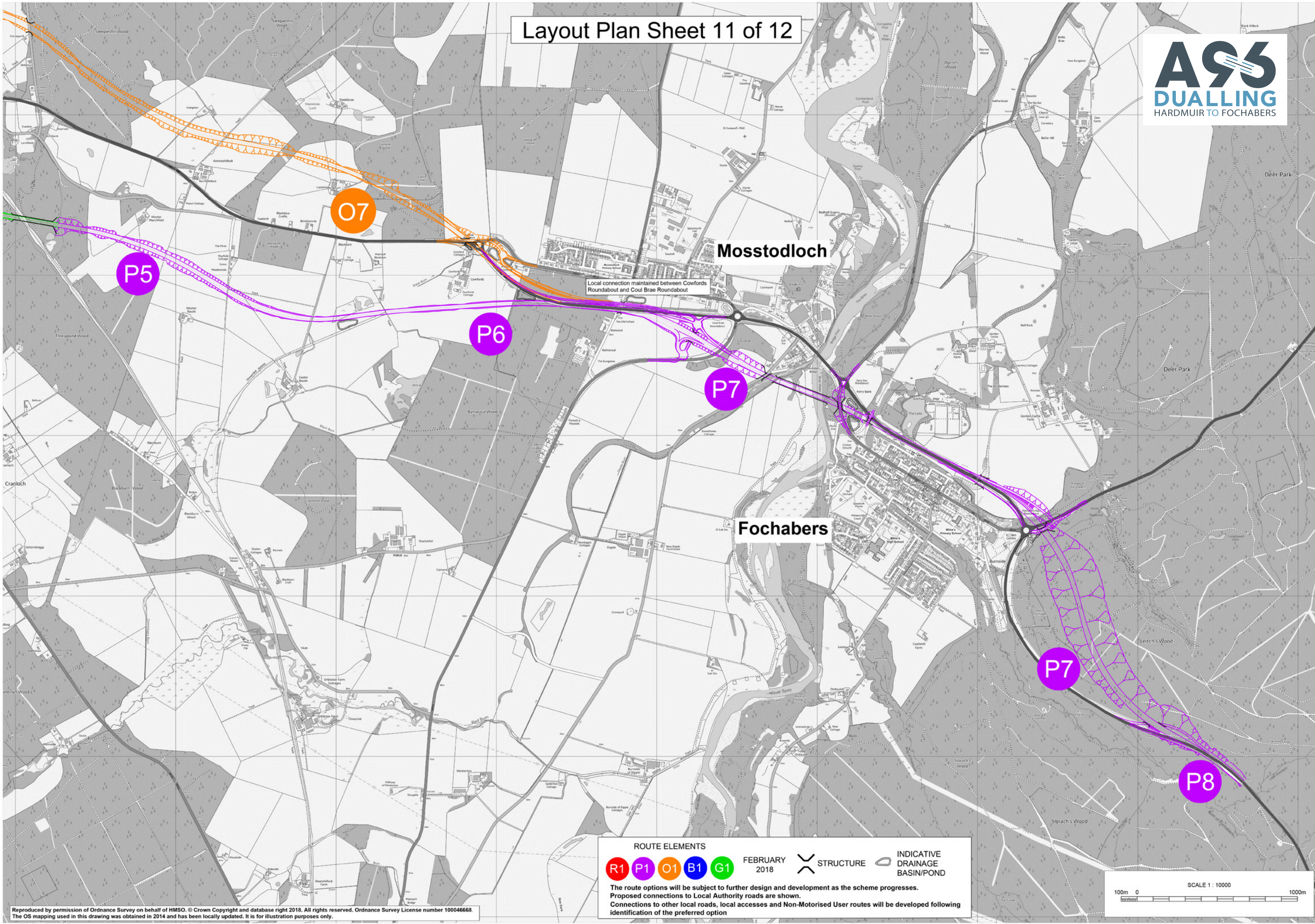
STRUCTURE

INDICATIVE DRAINAGE BASIN/POND

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ROUTE ELEMENTS

R1 P1 O1 B1 G1

P5 P6 P7 P8

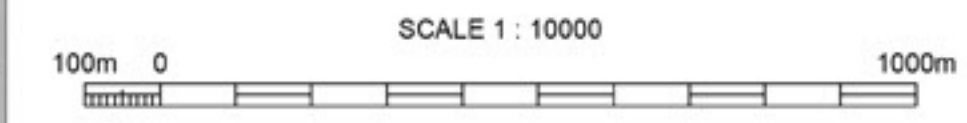
O7

FEBRUARY 2018

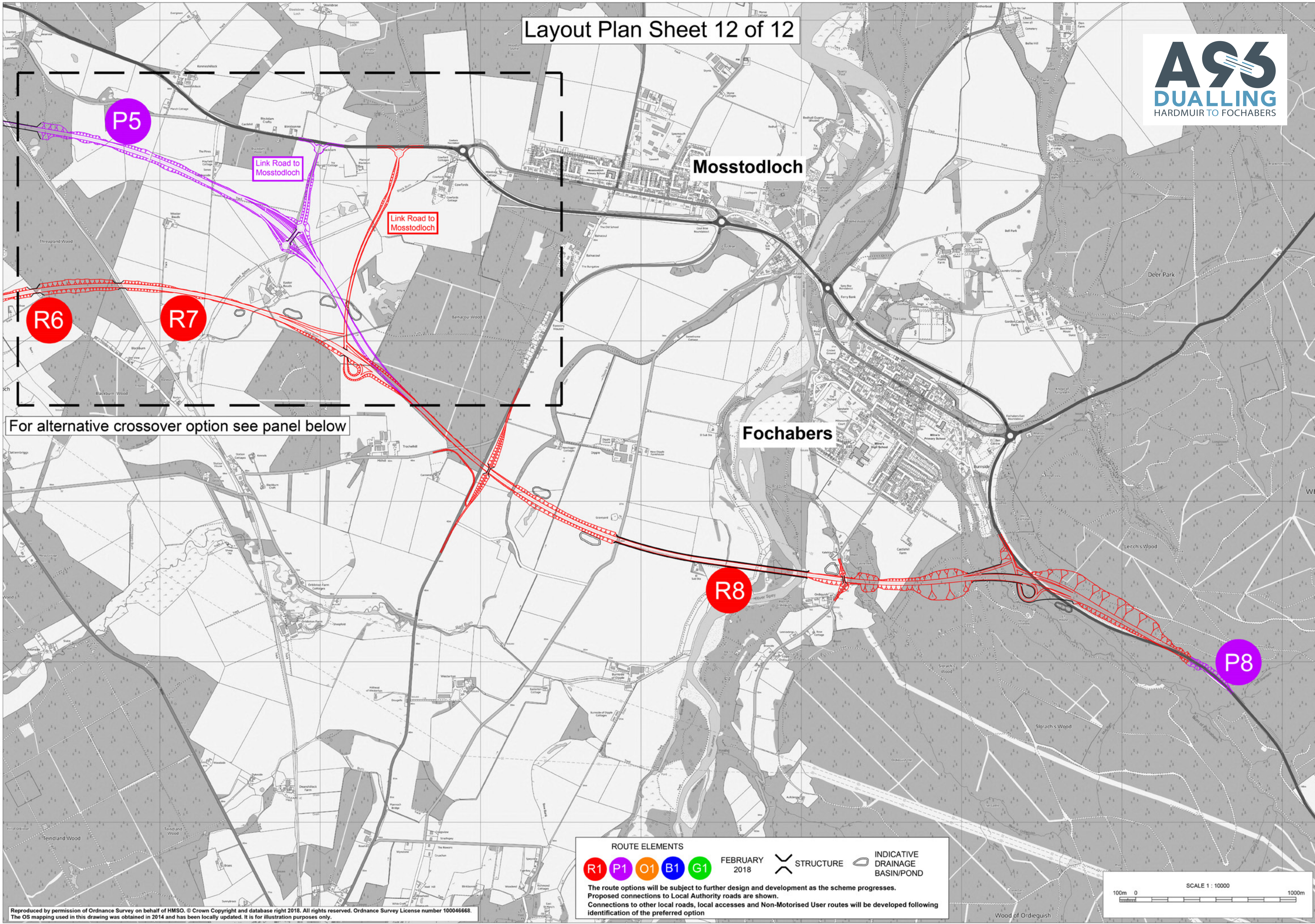
X STRUCTURE

∅ INDICATIVE DRAINAGE BASIN/POND

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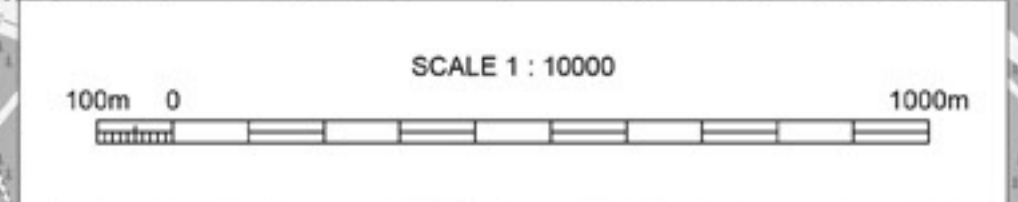


For alternative crossover option see panel below

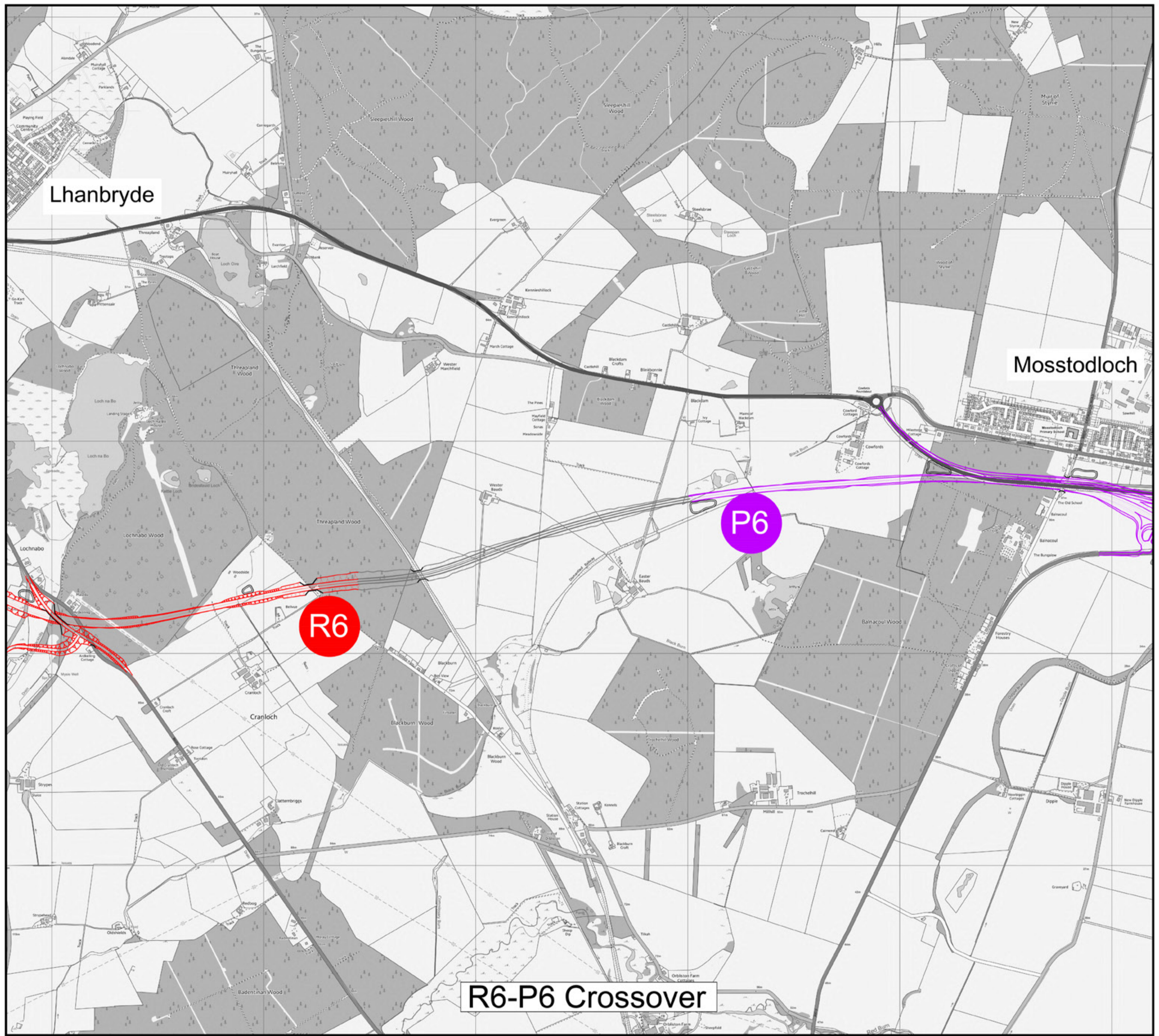
ROUTE ELEMENTS

R1 P1 O1 B1 G1 FEBRUARY 2018 STRUCTURE INDICATIVE DRAINAGE BASIN/POND

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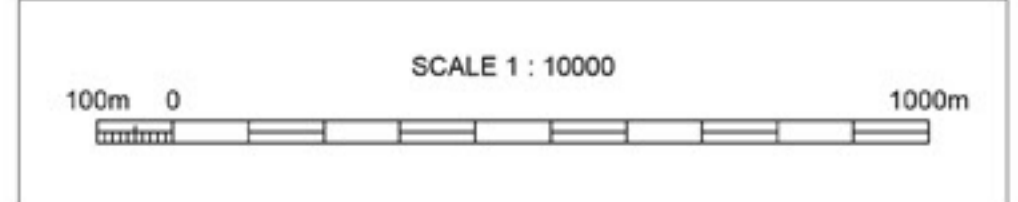


R6-P6 Crossover

ROUTE ELEMENTS

R1
P1
O1
B1
G1
 FEBRUARY 2018
 X STRUCTURE
 INDICATIVE DRAINAGE BASIN/POND

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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 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.



A96 at Elgin looking east

Preferred option

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. Please take time to consider the information presented here today and provide any comments you may have as soon as possible and by:

13 April 2018

Comments can be made on the feedback forms provided and placed in the feedback box at today's event, or sent by email or post.

Please email your comments to:
a96dualling@transport.gov.scot

Or by post to:

A96 Dualling Team, Transport Scotland, Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF

Feedback forms are also available on the Transport Scotland website. 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
Hardmuir to Fochabers scheme
Route options – design update
Public drop-in sessions
Feedback form

Introduction
Thank you for attending our A96 Dualling Hardmuir to Fochabers scheme public drop-in session. We would be grateful if you could take the time to provide any feedback or comments you may have on the reverse of this feedback form and return this via email or post (details below) as soon as possible and by 13 April 2018.

Your details (optional)

Name: _____
Address: _____
Postcode: _____
Telephone: _____
Email: _____

Please email or post completed responses by 13 April 2018 to the A96 Dualling team, to whom any queries may be directed.
Email: a96dualling@transport.gov.scot
Post to: A96 Dualling Team, Transport Scotland, Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF
Further information on the A96 Dualling Hardmuir to Fochabers scheme: transport.gov.scot/project/a96-hardmuir-fochabers

PLEASE USE THE BACK OF THIS FORM TO RECORD YOUR COMMENTS OR FEEDBACK.
Transport Scotland and its agents will process any personal information provided and recorded solely for the purpose of the A96 Dualling Programme and in accordance with the Data Protection Act 1998.

Contact details

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**

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**

For further information on the wider A96 Dualling Inverness to Aberdeen programme, please visit the Transport Scotland website at: **transport.gov.scot/a96dualling**