

A90/A937 Laurencekirk Junction Improvement Scheme



Preferred Option Public Exhibitions

July / August 2018



Overview Leaflet

transport.gov.scot/projects/a90a937-laurencekirk-junction-improvement-scheme/

Introduction

In June 2013 Transport Scotland, Nestrans and Aberdeenshire Council reached agreement that Nestrans would lead an **Access to Laurencekirk Study**. In September 2016, Transport Scotland appointed Amey to progress the next phases of the design process.

In February 2017, a “**Meet the team**” event was held in Laurencekirk as part of Transport Scotland’s community engagement. This allowed the public to meet representatives of Transport Scotland and their design consultant, Amey, and to find out more about the essential design and assessment process to be followed during the development of the scheme.

As part of Transport Scotland’s community engagement, a public exhibition was held in Laurencekirk to allow the community the opportunity to see and comment on the **emerging options under consideration** for the A90/A937 Laurencekirk Junction Improvement Scheme.

Following on from the public exhibitions in 2017, work has continued on the options assessment process. Refinement of the options has taken account of the vital feedback from the exhibitions.

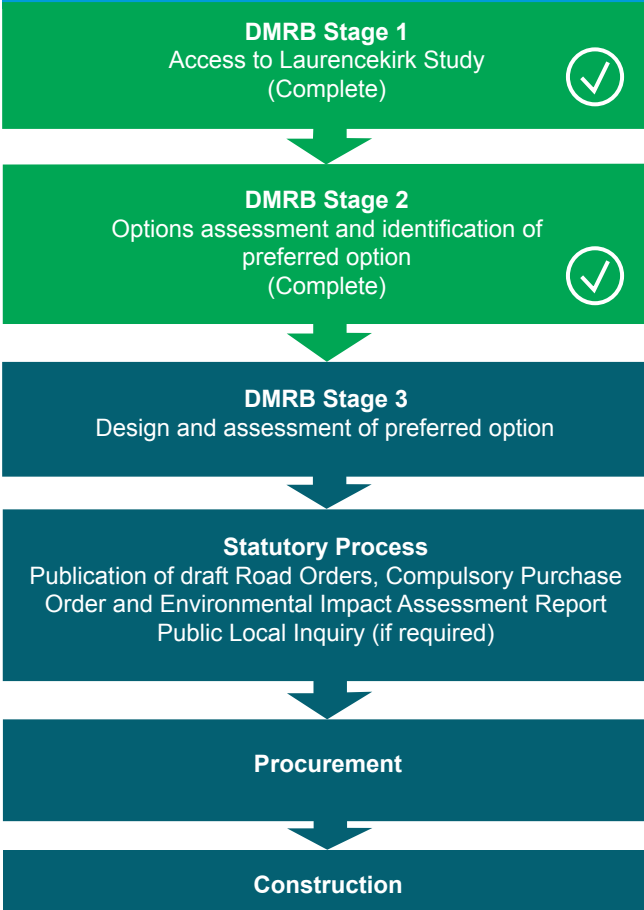
This current exhibition is to present the preferred option from the findings.

This leaflet provides an overview of the outcome of the option assessment work, and the preferred option for the A90/A937 Laurencekirk Junction Improvement Scheme.



A90 South Junction looking southbound (South-West)

Design Manual for Roads and Bridges (DMRB) Process



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 process covers engineering, environmental, traffic and economic considerations.

Consultation

Throughout this process, Transport Scotland consults a large number of stakeholders, including local communities, environmental and heritage bodies and Non-Motorised User groups representing interests of pedestrians, cyclists and equestrians.

The DMRB Stage 2 Assessment for the A90/A937 Laurencekirk Junction Improvement Scheme has been completed. Today’s exhibition summarises the results of the options assessment and presents the preferred option.

Preferred Option

The DMRB Stage 2 Assessment process has identified Option 1A as being the preferred option.

Option 1A includes:

- A new south grade-separated junction (GSJ) with a full diamond layout and bridge over the A90
- Retention of central reserve gap at existing Centre Junction (B9120)
- Retention of central reserve gap at existing North Junction (A937)



Large versions of maps for all options considered are available on the Transport Scotland website

Options Assessment

The following is a summary of the options assessment and the reasons why Option 1A is the preferred option:

- **Option 1A** has less adverse environmental impacts due to a more compact footprint and reduced link roads compared to other options
- **Option 1A** impacts the least number of environmental receptors and has less significant impacts than the other options
- The overbridge for **Option 1A** would have a shorter span and be less expensive than the overbridge for **Option 2 or 3**
- **Option 1A** will reduce delays accessing and crossing the A90 at the A937 south junction. **Option 3** will increase travel time in this regard
- All options should achieve a reduction in accidents at the A90 Laurencekirk Junctions as a result of traffic turning or crossing at the junctions
- All options achieve an improvement in network efficiency experienced by traffic travelling on the A90
- All options support the potential for sustainable economic growth in the south of Aberdeenshire and the north of Angus
- **Option 1A** has less adverse impact on the local community and lower adverse transport impact on Laurencekirk streets than other options
- All options enable safe crossing of the A90 by active travel users and improve accessibility for non-motorised users
- **Option 1A** is the most cost effective of all the options
- **Option 1A** will have less disruptive impact to road users, stakeholders, local community and the environment during construction than other options
- Options that include closure of the central reserve gap at the north junction are anticipated to cause re-routing from one at-grade junction to another (including the B9120 centre junction) and not to the new grade-separated south junction
- **Air Quality - Option 1B** is rated the preferred option as it affects a low number of receptors and provides the best improvement in greenhouse gases
- **Cultural Heritage - Option 3** is rated the preferred option as it will not adversely affect listed buildings in the area and has the least impact on undesignated features
- **Landscape - Options 1A and 1B** are rated the preferred options as there are minimal impacts as a result of earthworks and the lowest number of visual receptors affected
- **Noise and Vibration - Options 1A and 2A** are rated the preferred options due to the least number of receptors being affected and changes in traffic being below the perceptible thresholds
- **Nature Conservation and Biodiversity - Options 1A, 1B, 2A and 2B** are rated preferred options as these have a smaller footprint, avoid bat roosting areas, have fewer watercourse crossings and minimal vegetation removal that reduce habitat loss and fragmentation
- **Road Drainage and Water - Options 1A, 1B, 2A and 2B** are rated preferred options as they intersect fewer surface watercourses and have a smaller footprint than other options
- **People and Communities - Options 1A and 1B** are rated preferred options as they have the least impacts upon residential, agricultural and development land. Driver stress will be reduced through more efficient separation of through and local traffic and there will be an overall improvement in non-motorised user provision
- **Geology and Soils, and Materials - Option 3** was rated the preferred option as it has the least volume of material required to be imported to site

Non-Motorised Users (NMUs)

Suitable provision for NMUs is an important part of the scheme. Provision for NMUs will be incorporated as the scheme develops, in consultation with the local interest groups.

As part of the DMRB Stage 2 Assessment the impact of each scheme option on existing NMU links was identified, assessed and considered as part of the process.

NMU provision for the preferred option will be designed and developed during the DMRB Stage 3 Assessment and will be developed in conjunction with Aberdeenshire Council and local community groups.



Entrance to Denlethen Woods

What happens next?

Transport Scotland's design consultant, Amey, will take forward the **detailed development and assessment of the preferred option for the scheme (DMRB Stage 3 Assessment)**.

Transport Scotland will look to publish draft Road Orders, Compulsory Purchase Orders and an Environmental Impact Assessment Report for the A90/A937 Laurencekirk Junction Improvement Scheme in 2019.

The draft Road Orders will define the line of developed preferred option.

The draft Compulsory Purchase Order will define the extent of the land needed to deliver the scheme

The Environmental Impact Assessment Report will record a detailed assessment of the impact of the developed preferred option, both positive and negative, and will outline any mitigation that is required.

The next stage of the assessment process will include:

- Consultation with affected parties
- Further consultation with statutory bodies, Community Councils and other relevant interested groups
- Design development of the preferred option
- Ground investigation works
- Development of Non-Motorised User (NMU) facilities
- Identification of the land required for the scheme and preparation of draft Orders
- Environmental impact assessment of the developed preferred option
- Development of suitable mitigation measures to reduce impact on the environment - including appropriate construction management plans, mammal (e.g. badger and otter) underpasses, ledges and fences, landscaping planting, Sustainable Drainage Systems (SuDS) and noise barriers or environmental bunds.

Further information

For further information on scheme please visit the Transport Scotland website at:

www.transport.gov.scot/projects/a90a937-laurencekirk-junction-improvement-scheme/

Feedback

If you wish to provide us with any feedback, please complete and return our feedback form by email or post as soon as you are able to, but before

September 28th 2018

Email to:

Mark.Wells@amey.co.uk

Or by post to:
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About your comments and feedback

Transport Scotland will consider your comments and feedback as part of the 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 you contact us using the details above. 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 if you choose not to provide these details.