HARDMUIR TO FOCHABERS SCHEME
DMRB STAGE 2 OPTIONS SIFTING WORKSHOP

(CVRL Ref: 6169)

REPORT

Version: 30 May 2017

CONTACTS

John MacIntyre / Adam Gould
Transport Scotland
Major Transport Infrastructure Projects

Email: John.MacIntyre@transport.gov.scot
Adam.Gould@transport.gov.scot

Mike Hodgson
Mott MacDonald Sweco

Email: Mike.Hodgson@sweco.co.uk

Glyn Harrison
Capital Value & Risk Limited

E-mail: cvrlglynharrison@btconnect.com

CONTENTS

1 INTRODUCTION

1 INTRODUCTION

An Options Sifting Workshop for the A96 Dualling Hardmuir to Fochabers scheme was held on 19 April 2017 with representatives of Transport Scotland (TS) and their scheme consultants Mott MacDonald Sweco JV (MMS).

The workshop venue was DoubleTree by Hilton, Glasgow.

Transport Scotland commissioned Capital Value & Risk Limited (CVRL) to facilitate the workshop. Glyn Harrison facilitated the workshop with support from Amanda Harrison.

The workshop had the following objectives:

1. To explain in detail the route options identification and assessment process that had been undertaken.
2. To present the route options which have been assessed and the resulting outputs.
3. To allow participants to constructively review the process and findings and to identify any issues that may need further consideration.
4. To collectively confirm which options are to be taken forward for DMRB Stage 2 Assessment (and are to be presented to the public).
5. To provide an overview of the intended approach to the public consultation.

This is the report from the workshop comprising, background information about the project and options assessment process, agenda, workshop issues, attendees, presentation material and assessment outputs.

2 WORKSHOP INFORMATION

The following sections provide background details about the A96 Dualling Hardmuir to Fochabers scheme and information required for the workshop sessions.

2.1 BACKGROUND

Transport Scotland is progressing a programme to upgrade the A96 between Inverness and Aberdeen to dual carriageway standard by 2030. The existing A96 is approximately 160km (99 miles) long, of which 138km (86 miles) is currently single carriageway.

Following the Strategic Assessment (DMRB Stage 1 Assessment, which was completed in May 2015), the A96 Dualling Programme has been divided into sections (i.e. individual schemes within the overall dualling programme) for further assessment at DMRB Stages 2 and 3 (route options assessment and preliminary design).

The Hardmuir to Fochabers Scheme (Western Section) will provide a new A96 dual carriageway between the tie-in of the Inverness to Nairn (including Nairn Bypass) Scheme at Hardmuir (east of Auldearn) to the east of Fochabers - approximately 46km (28 miles). MMS were appointed in June 2016 to take forward the design and assessment of this section.

An Inception Handover workshop was held on 19 July 2016 and an Inception workshop was held on 30 September 2016. Scheme objectives were agreed at the Inception workshop. Since their appointment MMS have commenced the identification of possible options and assessment of them as part of their DMRB Stage 2 tasks.

2 WORKSHOP INFORMATION

2.2 PROGRAMME AND SCHEME OBJECTIVES

2.2.1 Programme Objectives

The A96 Dualling Programme Objectives:

- To improve the operation of the A96 and inter-urban connectivity between the cities of Inverness and Aberdeen and their city regions through:
  - Reduced journey times;
  - Improved journey time reliability; and
  - Reduced conflicts between local and strategic journeys.

- To improve safety for motorised and non-motorised users through:
  - Reduced accident rates and severity; and
  - Reduced driver stress.

- To provide opportunities to grow the regional economies on the corridor through:
  - Improved access to the wider strategic transport network; and
  - Enhanced access to jobs and services.

- To facilitate active travel in the corridor;

- To facilitate integration with Public Transport Facilities; and

- To reduce the environmental effect on the communities in the corridor.

2.2.2 Scheme Objectives

The programme objectives were developed into the following A96 Dualling Hardmuir to Fochabers scheme objectives by MMS, which were agreed at the Inception Workshop on 30 September 2016:

1. To improve the operation of the A96 and inter-urban connectivity through:

    1.1. Reduced journey times;
    1.2. Improved journey time reliability;
    1.3. Increased overtaking opportunities;
    1.4. Improved efficiency of freight movements along the transport corridor; and
    1.5. Reduced conflicts between local traffic and other traffic in urban areas, and strategic journeys.

2. To improve safety for motorised and non-motorised users through:

    2.1. Reduced accident rates and severity;
    2.2. Reduced driver stress; and
    2.3. Reduced non-motorised user conflicts with strategic traffic in urban areas.

3. To provide opportunities to grow the regional economies on the corridor through:

    3.1. Improved access to the wider strategic transport network; and
    3.2. Enhanced access to jobs and services.

4. To facilitate active travel in the corridor;

5. To facilitate integration with Public Transport Facilities; and

6. To avoid significant environmental impacts and, where this is not possible, minimise the environmental effects on :

    6.1. Communities and people in the corridor; and
    6.2. Natural and cultural heritage assets.

2.3 DMRB STAGE 2 PROCESS

MMS are progressing the DMRB Stage 2 work package for the A96 Dualling Hardmuir to Fochabers scheme as shown in Figure 3.1. The initial options assessment has been progressed taking account of feedback received following the 2015 exhibitions and 2016 consultations. It is anticipated the early public consultation on options will take place during summer 2017.

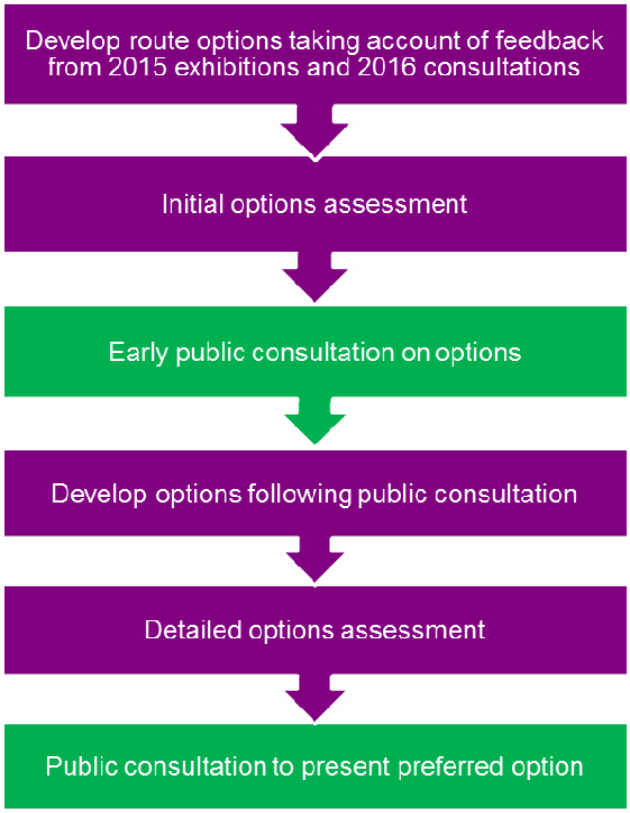

Figure 3.1: DMRB Stage 2 Process for A96 Hardmuir to Fochabers

2.4 OPTIONS IDENTIFICATION, ASSESSMENT AND PROCESS

As part of initial options assessment, MMS multi-disciplinary teams identified constraints and then developed the design of feasible route options as shown in Figure 3.2.

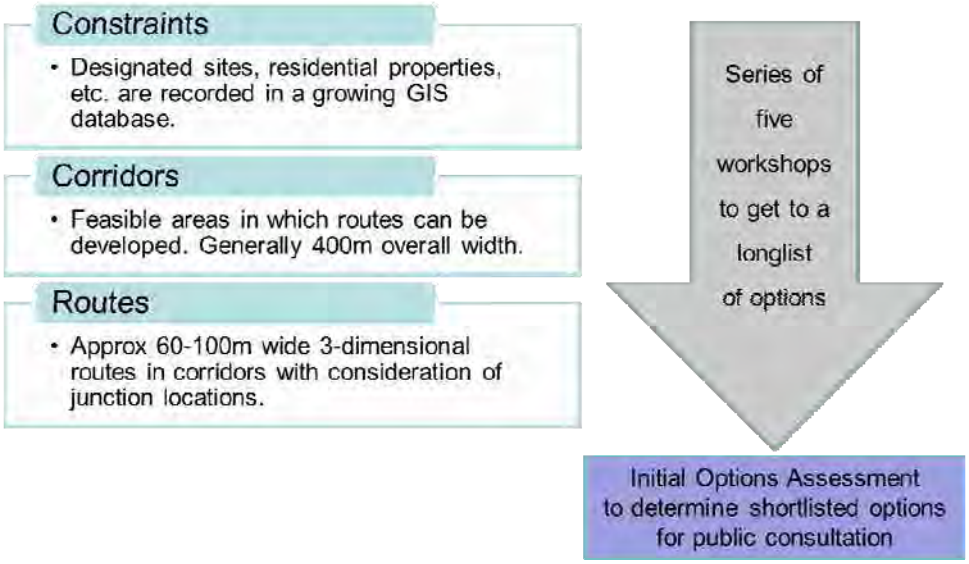

Figure 3.2: Development of Options Process

Appendix A provides key information on the Initial Options Assessment process. The assessment uses sub-criteria that measure performance of each option against the scheme objectives in order to identify poorer performing options. Appendix A contains:

- Figures showing the eight coloured route options that in combination have been drawn together to form a Longlist of 43 options;
- A preamble detailing the sub-criteria used in the Initial Options Assessment; and
- Option Assessment Tables containing quantitative and qualitative information for each sub-criterion, and the scoring of each as ratified at the workshop.

The assessment score allocated to each sub-criterion is based on a seven point scale as shown in Figure 3.3.

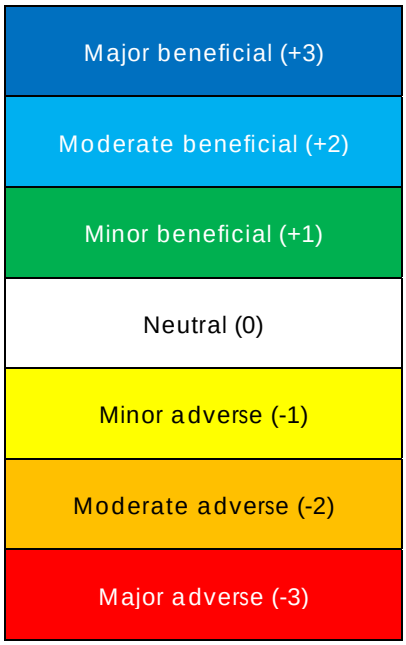

Figure 3.3 Assessment Scoring for Each Sub-criterion

Draft scores and their compilation were presented at the sifting workshop and poorer performing options were identified using the agreed scores.

3 WORKSHOP AGENDA AND OUTPUTS

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3.1 WORKSHOP AGENDA

Timings on the day were flexible but all elements of the agenda were completed.

Time	Item
09:30	**Introduction** – introductions, admin, objectives and agenda
09:40	**Information** 1. Welcome and update on project status – John MacIntyre, TS. 2. The study area and scheme objectives – MMS
09:50	**Option Development Process - MMS** • Constraints • Corridors • Routes – from 8 coloured corridor options to a long list of 43 route options • Area plan – explanation/familiarisation of the 43 options Q&A on Option Development Process
10:30	**Assessment Process and Outputs - MMS** Explanation of the assessment process followed by the outputs from each sub-criterion: 1. A96 traffic operation 2. Safety Q&A after each objective sub-criterion
11:00	**Coffee**

11:10	**Assessment Process and Outputs cont'd** 3. Growth of Regional Economies 4. Active travel 5. Public Transport Integration 6. Environmental impacts Q&A after each objective criterion and any issues/actions identified
12:30	**Lunch**
13:15	**Assessment Summary Outputs - MMS** • Presentation of collated assessment outputs and initial ranking order of route options • Explanation of the results and key findings • Sensitivity testing – does this change the ranking? • Which options perform best and ought to be taken forward? • Are there any options which have particularly poor assessment outputs? • Discussion on proposed list of options for public consultation. Q&A on the above and any issues/actions identified.
14:30	**Other Associated Matters** • Junction strategy • Major Structures • Surveys: Topo, Flood assessment, Preliminary GI Q&A on the above and any issues/actions identified.
15:00	**Coffee**

15:15	**Public Consultation** • Scope • Format/Approach • Dates/Venues Q&A on the above and any issues/actions identified
15:30 - 15:45	**Workshop Summary, Actions, AOB & Close**

3 WORKSHOP AGENDA AND OUTPUTS

3.2 WORKSHOP OUTPUTS

3.2.1 Introduction

The workshop format comprised a series of presentations covering each Agenda item. Questions and issues were raised by the workshop participants and following discussion these were recorded.

The full presentation material can be found in Appendix B and the workshop issues/comments are shown in Table 3.1.

The Assessment Summary output tables and graphs referred to in Item No 3 of Table 3.1, can be found in Appendix C.

3.2.2 Table 3.1 – Workshop Issues and Comments

No	Agenda Item - Workshop Question & Issues	Workshop Comments & Actions
		Note: the majority of the following comments are from MMS in response to the questions/issue raised. Where different this is recorded.
1	**Option Development Process**	
1.1	Forres Northern bypass: Does the bypass alignment affect the industrial development land allocation?	The initial alignments of the bypasses show that the land allocations can be avoided. The Local Development Plan and development consent land have been taken into account in the initial designs.
1.2	Spey Crossings:	
1.2.1	Is the Scottish Water abstraction scheme at Dipple a shallow abstraction rather than from bedrock?	Yes, it is a shallow abstraction taken from the gravel.
1.2.2	Has the industrial land allocation south of Mosstodloch been considered?	Yes this has been taken into account in the initial options assessment (see policies and plans sub-criteria within Workbook)
1.2.3	Would the existing A96 bridge over the Spey at Fochabers be de-trunked?	Yes it is likely it would be if either Orange, Black or Red route options were chosen.
1.2.4	The slide on the presentation shows that a 30m earthworks are required for the Red Route. Would this be embankment or cutting?	This would be a cutting to the east of River Spey.
1.2.5	Spey crossings would be designed to be outwith SAC designations, where possible.	
1.2.6	Would the Black route retain the local road underneath?	Yes, local traffic movements would be maintained.

No	Agenda Item - Workshop Question & Issues	Workshop Comments & Actions
1.2.7	Black route option	Transport Scotland noted that where the A96 crosses near the existing B9015 junction is part of a local development area.
1.2.8	What is the environmental status of the Gordon Castle Estate?	It has no major designations, but it does have a designed landscape and listed structures (gatehouse and chapel)
1.3	Developments at Elgin:	
1.3.1	Transport Scotland stated that the Findrassie development area potentially conflicts with Orange route alignment because of supplementary application for development	MMS noted this and stated that it will be the subject of discussions with Moray Council planners.
1.4	General:	
1.4.1	Has there been any consultation with Network Rail regarding rail crossings?	Not at this stage but this will commence during the next part of Stage 2.
1.4.2	How much consideration has been given to the potential volume and type of earthworks/cuttings?	General consideration has been given at this stage. MMS are aware of areas of peat, flood plains etc. Significant constraints have been identified, such as where there are areas of more difficult topography. The environmental assessment addresses materials. Geotechnical matters will be considered and assessed in greater detail during Stage 2 along with estimated quantities of cut and fill.

No	Agenda Item - Workshop Question & Issues	Workshop Comments & Actions
1.4.3	A number of structures on the existing A96 will be de-trunked and TS will want local authorities to take these over.	There will need to be surveys on existing structures that will be de-trunked and an estimated cost of bringing them up to current standard will be determined. As this is the same requirement for all options, it is not a differentiating factor at this stage.
2	**Assessment Process and Outputs**	
2.1	General: The CRAM model is being updated to include trips within Elgin. Is this a factor in the current assessment?	The parts of CRAM that are being updated will not affect the current sifting process. The updated CRAM model will be used during the next part of the Stage 2 process.
2.2	Objective 1. A96 traffic operation:	
2.2.1	Objective 1.1 - Reduced Journey Times: Where is the measurement point in Elgin, for the Elgin-Fochabers section?	Measurements are taken from the centre of Elgin.
2.2.2	Objective 1.1 - Reduced Journey Times: The scoring scale shows that up to 5 minutes is neutral. Is this correct?	An alternative scaling was considered, including a non-linear scale. A sensitivity test was undertaken and if the neutral band was reduced to less than 4 minutes it would not affect the relative scoring of options, as all options give good journey time savings.
2.2.3	Objective 1.4 - Improved efficiency of freight movements: Could "Moderate" be set at 13mins?	MMS considered this but are content with current ranges, as not thought to be sensitive to differentiating between route options.

No	Agenda Item - Workshop Question & Issues	Workshop Comments & Actions
2.2.4	Objective 1.4: Has the increased speed limit for HGVs from 40 to 50 mph been included when transferring from single to dual carriageway.	This has been taken into account in the assessment.
2.2.5	Objective 1.5 Reduced conflict with Local traffic: Could the lowest range indicate that there is more traffic on existing A96 than new dual carriageway?	Yes, this is the case at certain sections on some options.
2.3	2. Safety	
2.3.1	Reduced accident rates: Is the approach adopted consistent with that used to report the accident statistics on the Inverness-Nairn scheme e.g. Killed and Serious Injuries	It was confirmed that the use of accident rates is considered acceptable to sift options at this stage.
2.3.2	Driver stress: Is there a possible overlap with other safety objectives?	No. Also, the route options are likely to have a similar number of junctions so this is not considered a particular differentiator.
2.3.3	Reduced NMU conflicts.	Whilst there will be a benefit, at this stage there is no obvious differentiation between the options.
2.4	3. Growth of Regional Economies:	
2.4.1	Why is Inverness to Nairn not included in assessment?	Performance of options against this objective would not change it. Inverness to Nairn was accounted for in the journey time savings.

No	Agenda Item - Workshop Question & Issues	Workshop Comments & Actions
2.4.2	Jobs & services: Why is Forres not included?	Elgin is the main settlement and the 30 minute catchment includes Forres. Also, there is far less employment in Forres. However, there will be further consideration given to socio-economic impacts in Stage 2 that will include Forres.
2.5	4. Facilitation of Active Travel	
2.5.1	4.1 Traffic on old A96 that will benefit NMUs	The change in measurement from "reduction" to "residual" was noted in the description.
2.5.2	Would there be a potential reduction of speed limit on existing A96 to aid NMUs?	Use of volume as a basis of assessment at this stage considered appropriate. Traffic reduction measures which might be adopted in future on existing A96 are not defined. This will be considered further during Stage 2 detailed option assessment, but at this stage the use of residual traffic volume provides a good basis for sifting.
2.6	5. Public Transport Integration	No comments
2.7	6. Environmental impacts	
2.7.1	Fish migration issue?	Spey and other rivers are designated salmon rivers and migratory fish will be an issue in many water courses. This will be considered in the detailed options assessment.
2.7.2	People & Communities: Amount of NMU severance, different for various options?	It has been assumed that crossings of NMU routes would be accommodated, but there would still be an impact on users. At this stage the mitigation measures for severance have not been defined.

No	Agenda Item - Workshop Question & Issues	Workshop Comments & Actions
2.7.3	Noise/Air Quality: Has the existing A96 been considered in the assessment?	There will be beneficial effects on the existing route through reductions in noise and improved air quality. The current focus is on assessing any difference between the routes local to various properties/receptors. As Stage 2 progresses the effect on the existing A96 will be addressed through detailed noise and air quality analysis.
2.7.4	Nature Conservation: Noted that all options score Major adverse as this is due largely to the impact on the River Spey. Apart from the Spey, can we differentiate between options? e.g. percentage of each route that goes through ancient woodland?	Many of the routes affect various areas of woodland but unknown as to whether these could be opportunities in landscape terms or whether there are protected species impacted. At this early stage a precautionary approach has been taken to the assessment. However, one could look in more detail at specific parameters if we were to remove Spey impact from the assessment this may reveal particular assessment differentiation. The effect on woodland will be investigated further on the shortlist that is brought forward.

3 WORKSHOP AGENDA AND OUTPUT

No	Agenda Item - Workshop Question & Issues	Workshop Comments & Actions
3	**Assessment Summary Outputs** • Amalgamation of results using spreadsheet. • Graphical demonstration of scoring. • Identification of elements resulting in poorer scoring. • De-selection of options leading to the shortlist. • Sensitivity testing of results. • Presentation of options to be further developed and taken to the public for consultation.	Refer to Appendix C for further details.
3.1	Proposed deselection of Yellow, Cyan and Blue (eastern section) routes?	The workshop agreed that these perform poorly against other options and can be sifted out.
3.2	At Eastern end, is it acceptable to sift out the Orange northern route at Mosstodloch at this stage as it performs poorly compared to other sections?	The Orange route performs poorly against several of the scheme objectives and sub-criteria and it impacts additional designations when compared to the Black or Red routes. It was agreed that Eastern Orange route section can be sifted out. It was noted that further detailed discussion is required with Scottish water to mitigate the impact of the black or red routes on the Dipple Water Abstraction Scheme.
3.3	Summary: Confirm Deselection of Yellow, Cyan, Blue (eastern) and Orange (Fochabers).	The workshop agreed that this can be used as the basis to move forward. All routes and findings from sift process to be presented at Public Consultation exhibitions.

No	Agenda Item - Workshop Question & Issues	Workshop Comments & Actions
3.4	Remaining routes - are there still too many option permutations for a full Stage 2 assessment on each? Can a further assessment or sift be undertaken?	The workshop agreed that following public consultation and before detailed Stage 2 assessment, MMS will consider the consultation feedback and undertake a further review of the remaining options. The review may use a "pair-wise" analysis between routes sections, to ascertain if a further rationalisation can be achieved. Costs of schemes will be introduced into the analysis at this stage.
4	**Other Associated Matters**	
4.1	• Route development including junction design • Major structures initial design • Preliminary GI • Topographical survey • Flood modelling • Traffic surveys	No comments

No	Agenda Item - Workshop Question & Issues	Workshop Comments & Actions
5	**Public Consultation**	
5.1	• Scope • Format/Approach • Dates/Venues – Mon 19 June - Elgin Town Hall – Tue 20 June - Elgin Town Hall – Wed 21 June - Bellie Church, Fochabers – Thur 22 June - Forres Town Hall	No comments

4 WORKSHOP PARTICIPANTS

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The following people attended the workshop:

Name	Organisation
1. Alasdair Graham	TS – A96 Dualling Programme Manager
2. John MacIntyre	TS - A96 Hardmuir to Fochabers Project Manager
3. Craig Cameron	TS – A96 Inverness to Nairn Project Manager
4. Adam Gould	TS – A96 Hardmuir to Fochabers Assistant Project Manager
5. Yvette Sheppard	TS – Environmental Adviser
6. Judith McDonald	TS – Technical Analysis Branch
7. Angus Corby	TS – Landscape Adviser
8. John McDonald	TS – Development Management
9. Paul Mellon	TS – Geotechnical Adviser
10. Jim Brown	TS – Bridges
11. John Flynn	TS – Standards Branch
12. Harlene Doohan	TS – Construction Branch
13. Iain Scott	MMS – A96 Hardmuir to Fochabers Contract Director
14. Mike Hodgson	MMS – A96 Hardmuir to Fochabers Contract Manager
15. Steve Wallace	MMS - A96 Hardmuir to Fochabers Roads Manager
16. David Webster	MMS - A96 Hardmuir to Fochabers Roads Manager
17. Annie Say	MMS - A96 Hardmuir to Fochabers Environmental & Landscaping Manager
18. Henry Collin	MMS - A96 Hardmuir to Fochabers Deputy Environmental & Landscaping Manager
19. John Meehan	MMS – A96 Hardmuir to Fochabers Landscape Team Leader

4 WORKSHOP PARTICIPANTS

Name	Organisation
20. Keri Stewart	MMS - A96 Hardmuir to Fochabers Stakeholder Co-Ordinator
21. Tara O'Leary	MMS - A96 Hardmuir to Fochabers Senior Transportation Specialist
22. Gordon Gray	MMS - A96 Hardmuir to Fochabers Senior Roads Engineer
23. Ronan Lyng	MMS - A96 Hardmuir to Fochabers Senior Roads Engineer
24. Glyn Harrison	CVRL - Facilitator
25. Amanda Harrison	CVRL - Recorder

APPENDIX A - INITIAL OPTIONS ASSESSMENT

As attached.

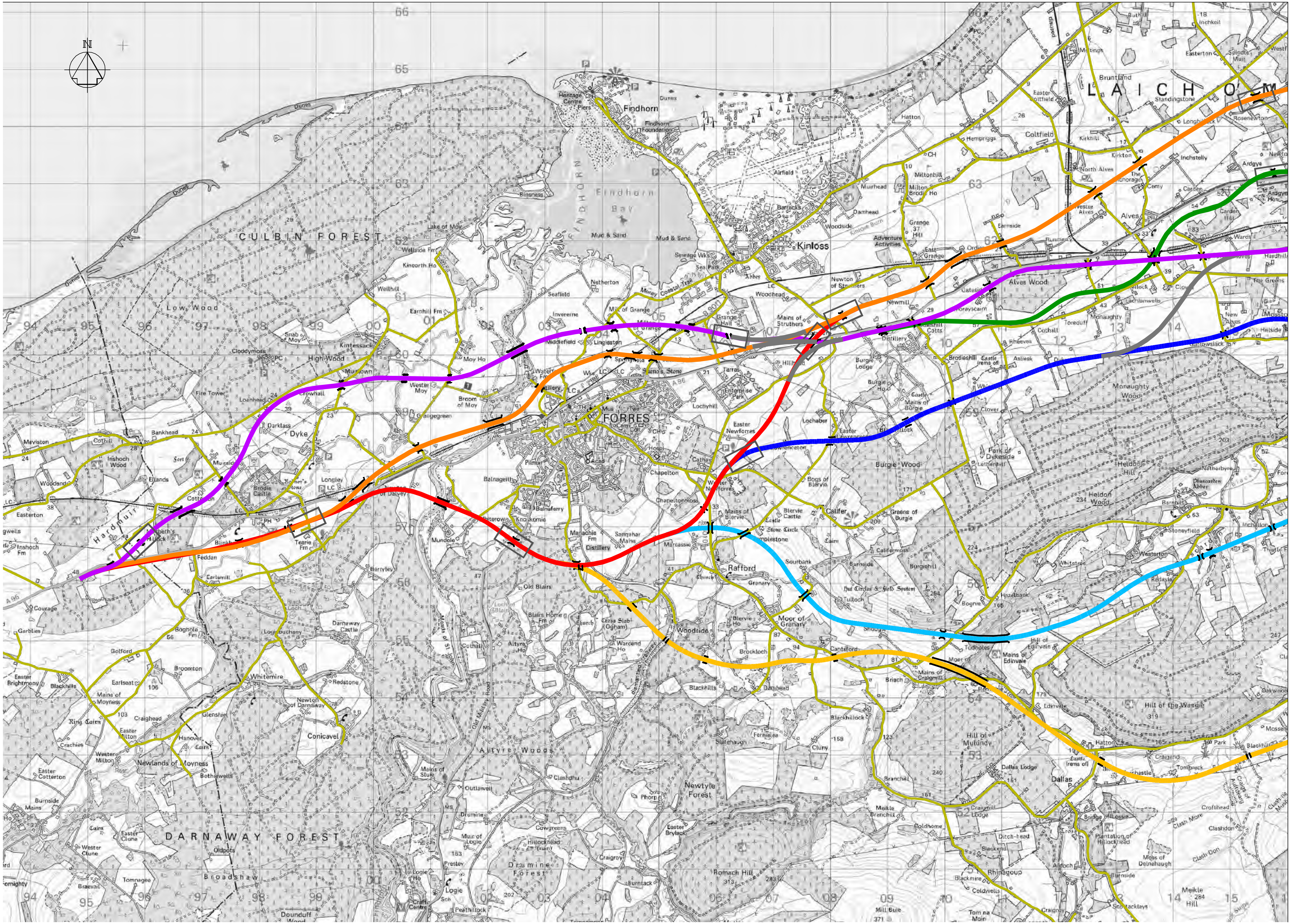
APPENDIX A

INITIAL OPTIONS ASSESSMENT

LONGLIST OF ROUTE OPTIONS

AND

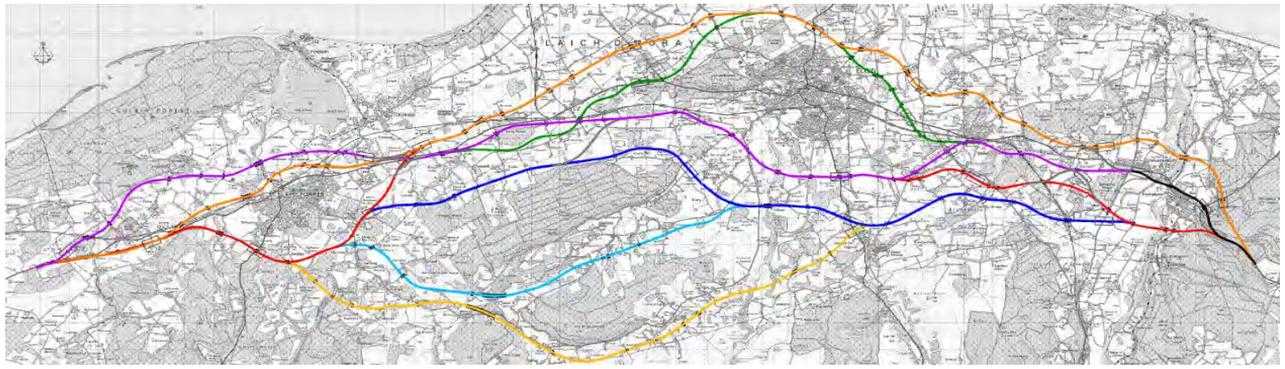
OPTION ASSESSMENT TABLES



CULBIN FOREST
Low Wood
High Wood
Findhorn Bay
FINDHORN
Findhorn
Kinloss
LAICH O' M
FORRES
Dyke
Hardmuir
DARNAWAY FOREST
Altyre Woods
Newtyle Forest
Rafford
Moor of Granary
Burgie Wood
Monaughty Wood
Heldon Hill
Hill of the Wangie
Dallas
Alves
Alves Wood
Romach Hill
Hill of Mulundy
Old Military Road
Mud & Sand
Dunes
N

LONGLIST OF OPTIONS

A96 H2F - Longlist of Routes for Initial Options Assessment: 28/02/17, Revised 03/03/17



Existing route 46.7 km

Ordnance Survey Grid Eastings

Option Name	Option Makeup	95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	Length (km)
Purple 1	Purple - Black																																												47.1
Purple 2	Purple - x - Red																																					X							47
Purple 3	Purple - Red																																												46.2
Purple 4	Purple - Red - Purple - Black																																				X								46.9
Purple 5	Purple - Orange													X																															49.8
Purple 6	Purple - Orange - Black													X																									X	X						48.8
Purple 7	Purple - Orange - Green - Purple - Black													X																															49.1
Purple 8	Purple - Orange - Green - Purple - Red													X																									X							48.9
Purple 9	Purple - Green - Purple - Black													X																															49.7
Purple 10	Purple - Green - Purple - Red													X																									X							49.6
Purple 11	Purple - Green - Orange													X																															50.4
Purple 12	Purple - Green - Orange - Black													X																									X	X						49.4
Orange 1	Orange																																												49.2
Orange 2	Orange - Black																																					X	X						48.3
Orange 3	Orange - Green - Purple - Black																																												48.6
Orange 4	Orange - Green - Purple - Red																																					X							48.4
Orange 5	Orange - Purple - Black													X																															46.6
Orange 6	Orange - Purple - x - Red													X																									X							46.5
Orange 7	Orange - Purple - Red													X																															45.7
Orange 8	Orange - Purple - Red - Purple - Black													X																								X							46.3
Orange 9	Orange - x - Green - Purple - Black													X																															49.2
Orange 10	Orange - x - Green - Purple - Red													X																									X							49.1
Orange 11	Orange - Green - Orange													X																															49.9
Orange 12	Orange - Green - Orange - Black													X																									X	X						48.9
Red 1	Red - Purple - Black													X																															47.9
Red 2	Red - Purple - x - Red													X																									X							47.8
Red 3	Red - Purple - Red													X																															47
Red 4	Red - Purple - Red - Purple - Black													X																								X							47.7
Red 5	Red - Orange													X																															50.7
Red 6	Red - Orange - x - Black													X																									X	X						49.8
Red 7	Red - Orange - Green - Purple - Black													X																															50
Red 8	Red - Orange - Green - Purple - Red													X																									X							49.9
Red 9	Red -Green - Purple - Black													X																															50.5
Red 10	Red -Green - Purple - Red													X																									X							50.4
Red 11	Red -Green - Orange													X																															51.2
Red 12	Red - Green - Orange - Black													X																									X	X						50.2
Red 13	Red - Blue - Purple - Black																			X	X																								47.6
Red 14	Red - Blue - Purple - x - Red																			X	X																			X						47.5
Red 15	Red - Blue - Purple - Red - Purple - Black																			X	X																			X						47.4
Red 16	Red - Blue - Purple - Red																			X	X																								46.7
Red 17	Red - Blue - Red																																													45.9
Red 18	Red - Cyan - Blue - Red																																													45.5
Red 19	Red - Yellow - Blue - Red																																													46.4

Option Assessment Tables - Preamble

Key issues which have been taken into account in the scope and approach to scoring each of the six scheme objectives are set out below:-

Objective 1. To improve the operation of the A96 and inter-urban connectivity

- Journey times have been derived from a 2032 scenario of the CRAM model during the off-peak period, for all user classes. Journey times have been assessed separately for scheme end-to-end journey times between Hardmuir and the East of Fochabers, between Forres and Elgin, and between Elgin and Fochabers. Results have been reported as journey time savings compared to equivalent trips in the 2032 Do-Minimum scenario (without scheme). Time savings have been averaged for both directions and rounded to the nearest minute.
- HGV journey times have also been assessed separately between Hardmuir and Fochabers to analyse improved efficiency of freight movements.
- Reduced conflict with local traffic has been assessed on the basis of modelled reductions to 2032 Annual Average Daily Traffic (AADT) flows on the existing A96 in comparison to the 2032 Do-Minimum scenario (without scheme). Locations at Brodie, Alves and Lhanbryde have been used as indicators between Hardmuir - Forres, Forres - Elgin, and Elgin - Fochabers respectively.

Objective 2. To improve safety for motorised and non-motorised users

- A collision/accident analysis assessment of the network has been undertaken using Scottish link and junction based collision rates. The assessment uses the road type, speed limit and road distance to calculate number of collisions. In this assessment, only the change in collisions along the existing route, and the number of additional collisions generated from the new route has been assessed. Collisions have been output as the reduction in the number of collisions per year along the existing and new A96 routes.
- A reduction in collisions on the overall network, including along the existing A96, will in turn reduce the number of resulting casualties from these collisions. A reduction in traffic and collisions along the existing A96 greatly improves the safety of cyclists and pedestrians who use this route.

Objective 3. To provide opportunities to grow the regional economies in the corridor

- Improved access to the wider strategic network has been assessed on the basis of improved commuting and business journey times between Elgin and the cities of Inverness and Aberdeen. Journey times have been derived from a 2032 scenario of the CRAM model during the off-peak period and reported as journey time savings compared to equivalent trips in the 2032 Do-Minimum scenario (without scheme). Results have been weighted based on commuting and business user class proportions in the model. Time savings have been averaged for both directions and rounded to the nearest minute.
- The 30 min journey time catchment for each option has been compared the 2032 do minimum catchment. The change is the number of properties within a 30 minute commuter catchment of Elgin has been recorded.

Objective 4. To facilitate active travel in the corridor

- Traffic reduction on the existing A96 that will benefit Non-Motorised Users (NMUs) has been assessed on the basis of modelled reductions to 2032 Annual Average Daily Traffic (AADT) flows on the existing A96 in comparison to the 2032 Do-Minimum scenario (without scheme). Locations at Brodie, Alves and Lhanbryde have been used as indicators between Hardmuir - Forres, Forres - Elgin, and Elgin - Fochabers respectively. Results have been presented as residual AADT on the existing A96 after traffic reductions attributable to the scheme.

Objective 5. To facilitate integration with Public Transport Facilities

- Traffic reduction on the existing A96 that will benefit bus services has been assessed on the basis of modelled reductions to 2032 Annual Average Daily Traffic (AADT) flows on the existing A96 in comparison to the 2032 Do-Minimum scenario (without scheme). Locations at Brodie, Alves and Lhanbryde have been used as indicators between Hardmuir - Forres, Forres - Elgin, and Elgin - Fochabers respectively. Results have been presented as AADT reduction on the existing A96 after traffic reductions attributable to the scheme.

Objective 6 - To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on:-

- **Communities and People: Sub-objective (6.1)**
- **Natural and Cultural Heritage: Sub-objective (6.2)**

Specific and detailed mitigation has generally not been developed at this level of environmental assessment. This reflects the very high level of design information for the initial route options and the current team knowledge of the study area, which has been based on preliminary site visits rather than detailed surveys. Where assumptions have been made about mitigation and where these are relevant to interpreting the assessments, they are recorded in the table below.

Topic	Key Mitigation Assumptions
Nature Conservation	For the qualitative assessment of impacts on Natura 2000 sites and SSSIs it has been assumed that there is potential for works within the River Spey SAC/SSSI. Although the principle of avoidance of works within the boundaries of Natura 2000 sites has been established at the DMRB Stage 1 assessment stage, it is not currently possible to confirm that this will be achieved based on the information currently available. It has been assumed that potential construction impacts from run-off, siltation etc. will be mitigated successfully including at River Spey SAC. It has been assumed that likely potential direct impacts on the more common protected species (bats, badgers, otters, water vole, breeding birds etc.) are mitigable, this is based on there being an established procedure for mitigation of impacts on these species from large scale infrastructure projects through the implementation of procedures such as ES Mitigation Commitments, CEMPs, works timings and the SNH licensing process. This assessment does not comment on the potential success of those mitigation procedures as this can be very site specific.

	It has been assumed that potential impacts (direct and indirect) upon rarer locally found protected species (e.g. wildcat, capercaillie & fresh water pearl mussel) are non-mitigable, as although SNH licensing procedures exist for these species, these have not been implemented on any significant scale for large-scale infrastructure projects and are therefore considered untested.
Cultural Heritage	It is assumed that appropriate measures would be in place to limit noise, light and dust arising from construction, in order to minimise potential temporary impacts to the setting of surrounding heritage assets during the construction phase.
Noise and Vibration	The main forms of mitigation for road traffic noise are noise reducing surfaces and roadside acoustic barriers. It is not possible to meaningfully assess the benefit of these without the calculation of road traffic noise and details, barrier extents and heights and the relative positions of the carriageways and receptors.
Landscape and Visual	It is assumed that for each of the options, the final scheme design would be subject to an appropriate level of landscape and visual mitigation, including but not limited to: earth bunds for screening; routing the road through cutting; tree planting; and barrier fences. Mitigation will be considered in detail at a later stage and will be location specific, i.e. different approaches to mitigation will be applied at different locations on the route and a combined approach with all environmental disciplines will be achieved
Road Drainage & the Water Environment	Groundwater flood risk has not been identified as a key differentiator and potential impacts are anticipated to be mitigatable for all options. Potential impacts on flood schemes are generally considered to be avoided/ mitigated through design, e.g. minor adjustment in route alignment, provision of compensatory storage. Water quality impacts during construction (e.g. sediment release, pollutant spillages) are anticipated to be mitigatable during construction of all route options. Operational road drainage will be adequately treated and attenuated via SuDS prior to outfall to watercourses for all route options. The design will seek to result in a neutral impact on flood risk, both to the development and flooding elsewhere, in line with Scottish Planning Policy. Where flood risk is increased, mitigation will be considered and incorporated (e.g. provision of compensatory storage) to minimise increase in flood risk, where possible.

To support a consistent approach to options assessment, each assessor took into account the following:

- Options were assessed on their own merits against scheme objectives using the agreed criteria.
- Quantitative data inputs/measures have been used to inform the assessments but have not been directly used in 'scoring' options. The focus has been on professional judgement to guide the assessments taking account of the varying contributing data.

Overall the environmental scoring is negative, as this reflects the general impact on the proposed road within the wider environment. This however will be offset by local improvements/benefits and incorporated into key mitigation assumptions, as outlined in table above.

Key issues which have been taken into account in the scope and approach to each of the ten environment topics are set out below:-

Objective 6 - To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on:-

Sub-objective (6.1): Communities and People:

6.1.1 Air Quality

- Considers the number of sensitive receptors within 200m bands of each option.
- The air quality team advised that since air quality in the study area is good and below UK Air Quality Objectives (AQOs), and in line with guidance in DMRB and IAN 174/13, none of the options was predicted to exceed the AQOs and therefore all options were assessed as being neutral.

6.1.2 Noise and Vibration

- Considers the number of sensitive receptors within 300m bands of each option, taking account of Noise Management Areas, areas where background noise levels are higher (e.g. near existing A96) and where they are lower (e.g. in remote rural areas).

6.1.3 People and Communities

- Considers potential effects of the options on a number of issues, including loss of prime agricultural land, potential impacts on properties within 50m of the routes, recreational woodland and community severance and effects on Non-Motorised User (NMU) routes.

6.1.4 Policies and Plans

- The approach has focused on potential severance and land take from areas designated in the Moray Local Development Plan (LDP) for future development (e.g. residential and commercial allocations).
- A review of planning applications was also undertaken and used to inform understanding of possible new development near route options. The findings were verified in the field and used to inform other assessments which drew on population/receptor data (e.g. People and Communities).
- The planning application information has not been formally scored as part of this assessment.

6.1.5 Materials

- It was acknowledged that all 43 options would have major requirements for materials.
- To provide a basis for relative assessment, length of route option and indicative locations and numbers of major earthworks and large structures (over 20m) were taken into account and options scored accordingly.
- Since the total volume of construction material required or the total volume of waste generated has not been estimated at this stage, it has not been possible to compare quantities against similar road projects or estimates of embodied carbon. In the absence of quantified values, a comparison against each route option was therefore undertaken to assess the significance of material / generation of waste.

Sub-objective (6.2): Natural and Cultural Heritage:

6.2.1 Cultural Heritage

- Considers potential effects on designated sites for Scheduled Monuments, Listed Buildings and Gardens and Designed Landscapes (GDLs) (including setting).
- Also took account of potential impacts on regionally significant archaeological sites identified in the local authority Sites and Monuments Register.

6.2.2 Landscape and Visual

- Considers potential effects of the options on designated landscapes including Areas of Great Landscape Value (AGLV) and GDLs. Assessment of effects on landscape character include consideration of topography and major earthworks and structures and length of route through woodlands.
- Sensitive receptors with the potential to experience adverse visual effects are also considered.

6.2.3 Nature Conservation

- Considers potential for likely significant effects and indirect effects on Natura 2000 sites.
- Also assesses impacts of options on other designated areas (in particular Sites of Special Scientific Interest (SSSIs) and ancient woodland) and took account of the potential for effects on protected species and on important habitats including woodland areas.

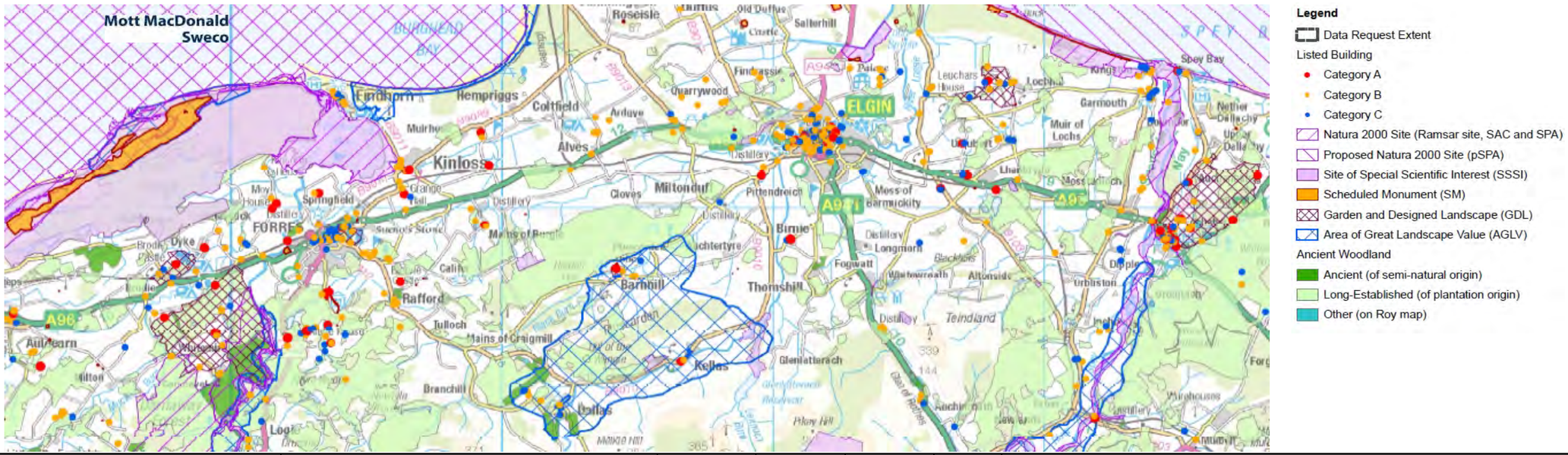
6.2.4 Geology, Soils, Contaminated Land and Groundwater

- Considers effects primarily on designated areas (e.g. Geological SSSIs) and potentially sensitive areas of hydrogeology and on potential loss of areas of peaty soils.

6.2.5 Road Drainage and the Water Environment

- Considers effects of the options on flood risk and extent, effects on existing flood alleviation schemes and river geomorphology, and potential for wider effects on water quality.
- The design will seek to result in a neutral impact on flood risk, both to the development and flooding elsewhere, in line with Scottish Planning Policy. Where flood risk is increased, mitigation will be considered and incorporated (e.g. provision of compensatory storage) to minimise increase in flood risk, where possible.

Option Assessment Tables - Preamble



Legend

- Data Request Extent

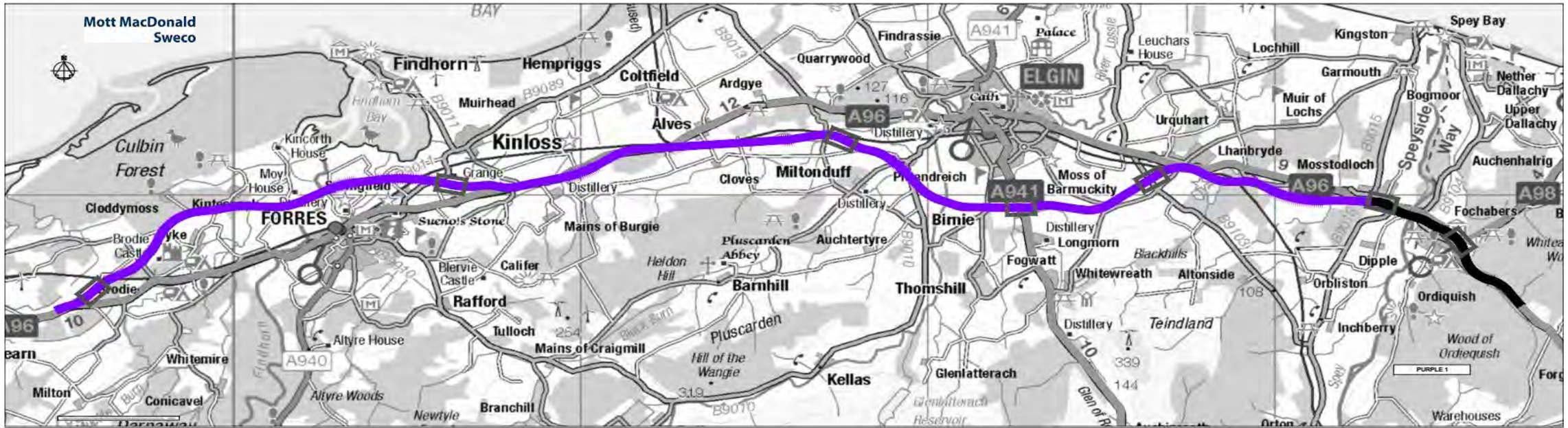
Listed Building
- Category A
- Category B
- Category C
- Natura 2000 Site (Ramsar site, SAC and SPA)
- Proposed Natura 2000 Site (pSPA)
- Site of Special Scientific Interest (SSSI)
- Scheduled Monument (SM)
- Garden and Designed Landscape (GDL)
- Area of Great Landscape Value (AGLV)

Ancient Woodland
- Ancient (of semi-natural origin)
- Long-Established (of plantation origin)
- Other (on Roy map)

Sub-criteria	Quantitative Information	Baseline Parameter	Lowest Result	Highest Result		Notes
Objective 1. To improve the operation of the A96 and inter-urban connectivity						
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	44	-12	-15	min	A combination of end-to-end traffic and that accessing the regional centre of Elgin from the west and east was used. Journey times relate to the benefit to current A96 users.
	1.1.2 Forres to Elgin	18	-1	-3	min	
	1.1.3 Elgin to Fochabers	15	-1	-3	min	
1.2 Journey time reliability						The assessment considers the improvement in conditions on both new and detrunked A96.
1.3 Increased overtaking opportunities						
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	55	-10	-16	min	End-to end HGV journey benefits that take into account 40mph speed limit of single carriageway and 50mph on dual carriageway.
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	12,000	-5,000	-9,000	AADT	These three locations at small communities are chosen as being representative of the when local traffic joins /leaves and crosses the trunk road reducing the potential for local conflicts.
	1.5.2 traffic reduction on old A96 at Alves	17,000	-5,000	-14,000	AADT	
	1.5.3 traffic reduction on old A96 at Lhanbryde	16,000	-6,000	-14,000	AADT	
Objective 2. To improve safety for motorised and non-motorised users						
2.1 Reduced accident rates and severity	2.1.1 Accident reduction for old & new A96 (combined)	112	-27	-50	per annnum	Accident reductions estimated in a spreadsheet model taking into account link length, traffic flow and default accident rate for new and detrunked A96 between Hardmuir and Fochabers.
2.2 Reduced driver stress						Driver stress have been assessed taking into account both new and detrunked A96.
2.3 Reduced NMU conflicts						The assessment considers the potential to reduce NMU conflicts in on both urban and rural sections of new and detrunked A96.
Objective 3. To provide opportunities to grow the regional economies in the corridor						
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	56	-2	-6	min	Inverness and Aberdeen have been taken as the main access points to the wider strategic road network.
	3.1.2 Improved journey time from Elgin to Aberdeen	90	-1	-4	min	
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	41,900	500	5,900	no	Elgin is the county town and the location of many jobs in the region. Nairn is currently just over 30 minutes drive time to Elgin.
Objective 4. To facilitate active travel in the corridor						
4.1 Traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	12,000	3,000	7,000	AADT	Pedestrians and particularly cyclists will find it more attractive to travel along the detrunked road if traffic flows are lower. There is also an increasing potential to provide cycle facilities with lower traffic flows.
	4.1.2 At Alves	17,000	3,000	12,000	AADT	
	4.1.3 At Lhanbryde	16,000	2,000	10,000	AADT	
Objective 5. To facilitate integration with Public Transport Facilities						
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	12,000	-5,000	-9,000	AADT	Buses will continue to route via the detrunked road to service stops at Brodie, Forres, Alves, Elgin, Mosstodloch and Fochabers. The reliability of such services will be enhanced with reduced general traffic flows on this route.
	5.1.2 At Alves	17,000	-5,000	-14,000	AADT	
	5.1.3 At Lhanbryde	16,000	-6,000	-14,000	AADT	

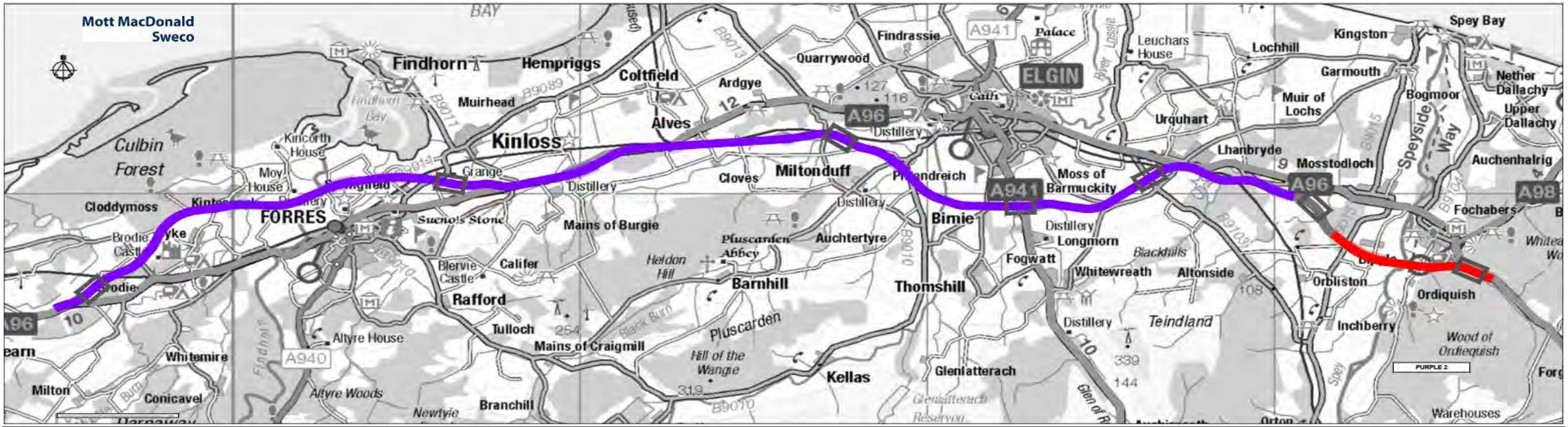
Option Assessment Tables - Preamble

Sub-criteria	Quantitative Information	Lowest Result	Highest Result		Qualitative Information	Notes
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	96	416	no		Air quality in the study area is good and below UK Air Quality Objectives (AQOs)
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	163	987	no	Potential for Candidate Noise Management Area impacts	Two Candidate Noise Management Areas (CNMAs) taken into account in Forres and on a section of the existing A96 in Elgin.
6.1.3 People & Communities	Properties within 50m of assumed centreline	2	21	no	Assessment of impacts on community severance and NMU routes	Prime agricultural land is comprised of classes 1, 2 and 3.1 (land capable of supporting arable agriculture).
	Length of route through agricultural land classes 1,2 and 3.1	8	25	km		
	Length of route through forestry / woodland used for recreation	6	10	km		
	Length of route through LDP open spaces	0	1	km		
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	0	3	km		LDP - Moray Local Development Plan 2015
6.1.5 Materials	Length of route	45	51	km		Route length is a proxy for general materials consumption. Consideration of major structures (over 20m deck span) is a proxy for the amount of concrete / steel used. An estimate of major earthworks is a proxy for vertical alignment of options which has not been developed at this stage.
	Number of bridge structures >20m span	18	35	no		
	Length of major earthworks >10m depth/height	5	22	km		
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	3	74	no		The assessment considered potential impacts on regionally significant archaeological sites identified in the local authority Sites and Monuments Register (SMR).
	Scheduled Monuments within 200m of assumed centreline	0	3	no		
	Garden & Designed Landscapes within 200m of assumed centreline	1	2	no		
	Regionally significant SMR sites within 200m of assumed centreline	5	17	no		
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	1	10	km		AGLV - Area of Great Landscape Value Sensitive receptors with the potential to experience adverse visual effects also considered in the assessment.
	Length of route through woodland	8	15	km		
	Sensitive receptors with potential to experience adverse visual effects	163	987	no		
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0	1	km	Potential for LSE and indirect effects on Natura 2000 sites	LSE - Likely Significant Effects SSSI - Site of Special Scientific Interest LEPO - Long Established of Plantation Origin
	Length of route through SSSI	0	1	km	Potential for indirect effects on SSSIs	
	Length of route through ancient woodland	5	9	km	Assessment of potential impacts on other habitats and species	
	Length of route through native woodland	1	3	km		
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0	0	km	Potential contaminated land impacts	The assessment also considers potential loss of areas of peaty soils.
	Length of route through soil resource	0	1	km	Potential groundwater impacts	
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial and/or coastal floodplain	4	11	km	Potential flood alleviation scheme impacts	The 1:1000 year flood extent was supplied by SEPA for the assessment; however the assessment was also guided by the 1:200 year flood extent on the SEPA Flood Maps, particularly where significant differences in flood extent were observed.
					Potential hydro-geomorphological impacts	



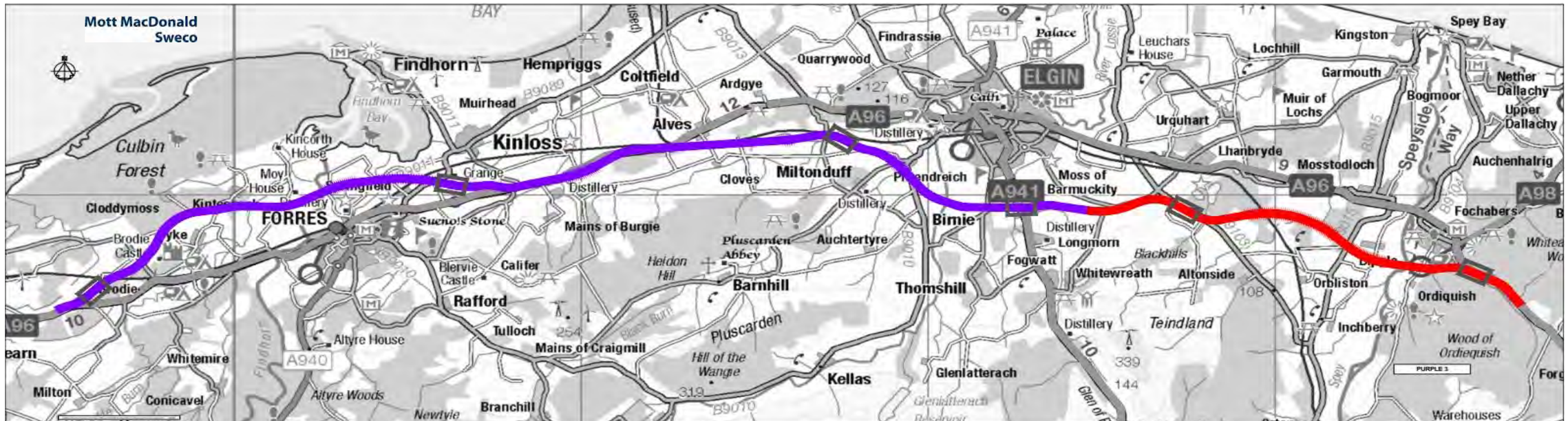
Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-14	min		Major Beneficial
	1.1.2 Forres to Elgin	-2	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a major improvement in reliability based on traffic flow reduction.	Major Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-13	min		Moderate Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT		Major Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-14,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-14,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-48	per annum		Major Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow reduction.	Major Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-5	min		Moderate Beneficial
	3.1.2 Improved journey time from Elgin to Aberdeen	-3	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	5,400	no		Major Beneficial
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	3,000	AADT		Minor Beneficial
	4.1.2 At Alves	3,000	AADT		
	4.1.3 At Lhanbryde	2,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-9,000	AADT		Moderate Beneficial
	5.1.2 At Alves	-14,000	AADT		
	5.1.3 At Lhanbryde	-14,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	377	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedance of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	922	no	Minor beneficial impact on Candidate Noise Management Areas.	Potential for moderate adverse impacts predicted in areas with low baseline noise. Assessment score reflects the relatively high number of properties potentially impacted overall.	Major Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	19	no	Potential severance and intrusion to users of NCN1, Moray Coastal Trail, Speyside Way, Moray Monster Trails, Core Paths including those north of Forres in Birkenhill & Threapland Wood & an Aspirational Core Path south of Elgin. Severance to communities: Kintessack & Forres; Kintessack & Dyke; Broom of Moy & Mains of Moy.	There is potential for significant impacts from community severance and major impacts on key NMU routes, loss of prime agricultural land and effects on 12 areas of recreational woodland including Threapland Wood and Whiteash Hill Wood.	Moderate Adverse
	Length of route through agricultural land classes 1,2 and 3.1	12.8	km			
	Length of route through forestry / woodland used for recreation	9.6	km			
	Length of route through LDP open spaces	0.3	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	0.6	km		Potential severance of a site allocated for industrial development at Mosstodloch and site allocated for housing at Fochabers (construction underway).	Minor Adverse
6.1.5 Materials	Length of route	47.1	km		The length of the route, the extent of major earthworks and the total number of bridge structures are below the average, with minimum crossing widths required on the River Spey (approx. 0.4km) and the River Findhorn (approx. 0.2km).	Minor Adverse
	Number of bridge structures >20m span	24	no			
	Length of major earthworks >10m depth/height	13.3	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	65	no		The setting of several nationally significant sensitive assets would be significantly modified, most significantly Grange Hall (listed building & regionally significant SMR), Pittensair House (listed building & regionally significant SMR) and Coxton Tower (listed building & scheduled monument). The option would directly impact two regionally significant SMR crop mark areas resulting in changes to key archaeological resources.	Moderate Adverse
	Scheduled Monuments within 200m of assumed centreline	1	no			
	Garden & Designed Landscapes within 200m of assumed centreline	2	no			
	Regionally significant SMR sites within 200m of assumed centreline	14	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	1.4	km		The western extent of option would pass through an open, arable landscape of a lower susceptibility to change. The central and eastern sections would pass through a more undulating landscape with higher susceptibility to change. The option's utilisation of a route in the vicinity of the existing A96 corridor to the north of Fochabers has potential for some localised adverse visual effects on receptors in Fochabers, Lhanbryde and Mosstodloch. Careful consideration of mitigation within Fochabers to limit visual effects and possible alignment adjustment within Brodie Castle and Gordon Castle GDLs could limit adverse effects.	Moderate Adverse
	Length of route through woodland	13.3	km			
	Sensitive receptors with potential to experience adverse visual effects	922	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.1	km	Route has narrow crossing point for River Spey. Potential for direct and indirect impacts and LSE on the Natura 2000 designation.	The overall assessment reflects impacts due to potential for LSE at River Spey, the extent of woodland loss including severance/connectivity impacts and the River Findhorn crossing location.	Major Adverse
	Length of route through SSSI	0.1	km	Potential direct impacts on River Spey SSSI due to new crossing. Potential for indirect effects on SSSIs at River Spey and Culbin Sands from emissions to air during operation.		
	Length of route through ancient woodland	8.5	km	Potential habitat severance and connectivity issues through Threapland Wood particularly, and at a few smaller woodlands. Route crosses the Findhorn at wide point increasing potential for impacts on river corridor.		
	Length of route through native woodland	2.4	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0.0	km	No significant contamination issues are predicted; likely to be typical of a rural area.	There is the potential for significant adverse impacts on hydrogeology on hydrogeology, particularly in the vicinity of watercourse crossings and crossing the downstream extent of the Dipple Abstraction scheme.	Moderate Adverse
	Length of route through soil resource	0.0	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	9.7	km	No potentially significant impacts on flood alleviation schemes. No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.	River Findhorn and Muckle Burn crossings predicted to increase flood risk to upstream receptors and adequate mitigation would be required. River Lossie and Black Burn crossings (including junction west of Elgin) predicted to increase flood risk to upstream receptors; however re-positioning the junction out with the floodplain could reduce this impact.	Major Adverse



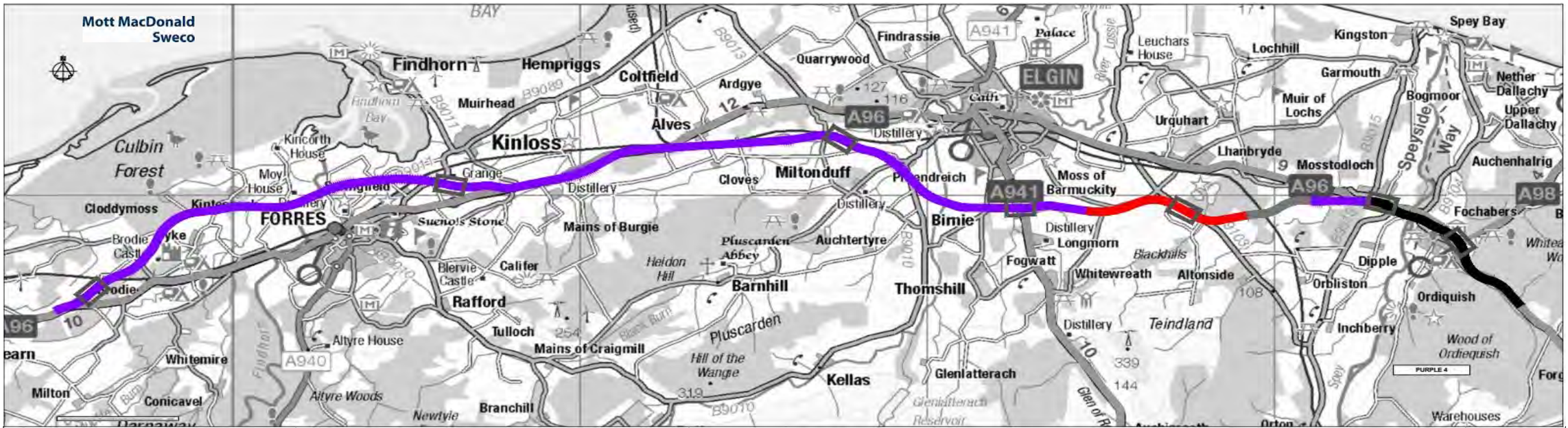
Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-14	min		Major Beneficial
	1.1.2 Forres to Elgin	-2	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a major improvement in reliability based on traffic flow reduction.	Major Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-13	min		Moderate Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT		Major Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-14,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-10,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-44	per annnum		Major Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow reduction.	Major Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-5	min		Moderate Beneficial
	3.1.2 Improved journey time from Elgin to Aberdeen	-3	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	3,300	no		Moderate Beneficial
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	3,000	AADT		Minor Beneficial
	4.1.2 At Alves	3,000	AADT		
	4.1.3 At Lhanbryde	6,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-9,000	AADT		Moderate Beneficial
	5.1.2 At Alves	-14,000	AADT		
	5.1.3 At Lhanbryde	-10,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	156	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedance of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	368	no	Minor beneficial impact on Candidate Noise Management Areas.	Potential for moderate adverse impacts predicted in areas with low baseline noise. Assessment score reflects the number of properties potentially impacted overall.	Moderate Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	7	no	Potential severance and intrusion to users of NCN1, Moray Coastal Trail, Speyside Way, Moray Monster Trails, Core Paths including those north of Forres in Birkenhill & Threapland Wood & an Aspirational Core Path south of Elgin. Severance to communities: Kintessack & Forres; Kintessack & Dyke; Broom of Moy & Mains of Moy; Ordiquish & Fochabers.	There is potential for significant impacts from community severance and major impacts on key NMU routes, loss of prime agricultural land and effects on 15 areas of recreational woodland including Threapland Wood and Slorach's Wood.	Moderate Adverse
	Length of route through agricultural land classes 1,2 and 3.1	12.8	km			
	Length of route through forestry / woodland used for recreation	10.0	km			
	Length of route through LDP open spaces	0.0	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	0.0	km		No areas of allocated land are anticipated to be impacted.	Neutral
6.1.5 Materials	Length of route	47.0	km		The length of the route, the extent of major earthworks and the total number of bridge structures are below the average, with a major span structure required on the River Spey (approx. 0.9 km).	Minor Adverse
	Number of bridge structures >20m span	26	no			
	Length of major earthworks >10m depth/height	12.6	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	4	no		The setting of several nationally significant sensitive assets would be significantly modified, most significantly Grange Hall (listed building & regionally significant SMR), Pittensair House (listed building & regionally significant SMR) and Coxton Tower (listed building & scheduled monument). The option would directly impact two regionally significant SMR crop mark areas resulting in changes to key archaeological resources.	Moderate Adverse
	Scheduled Monuments within 200m of assumed centreline	1	no			
	Garden & Designed Landscapes within 200m of assumed centreline	1	no			
	Regionally significant SMR sites within 200m of assumed centreline	11	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	0.7	km		The western extent of the option would pass through an open, arable landscape which is of a lower susceptibility to change. However, the central and eastern sections would pass through a more undulating landscape with a higher susceptibility to change. The key landscape and visual issues lie at the eastern extent, specifically: introduction of large scale earthworks and/or structures within the northern extent of the Speyside AGLV; loss of woodland; and change to Ordiquish Hill, i.e. the landform changes, introduction of structures, tree clearance and potential effects on visual receptors. Possible alignment adjustment and/or use of structures as opposed to earthworks at the eastern extent of the scheme has the potential to limit landscape change in that vicinity, including on the Speyside AGLV.	Major Adverse
	Length of route through woodland	13.5	km			
	Sensitive receptors with potential to experience adverse visual effects	368	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.1	km	Route has narrow crossing point for River Spey. Potential for direct and indirect impacts and LSE on the Natura 2000 designation.	The overall assessment reflects impacts due to potential for LSE at River Spey, the extent of woodland loss including severance/connectivity impacts and the River Findhorn crossing location.	Major Adverse
	Length of route through SSSI	0.1	km	Potential direct impacts on River Spey SSSI due to new crossing. Potential indirect effects on SSSIs at River Spey and Culbin Sands from emissions to air quality during operation.		
	Length of route through ancient woodland	8.7	km	Potential habitat severance and connectivity issues through Threapland Wood particularly, and at a few smaller woodlands. Route crosses the Findhorn at wide point increasing potential for impacts on river corridor.		
	Length of route through native woodland	2.5	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0.0	km	No significant contamination issues are predicted; likely to be typical of a rural area.	There is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings and the crossing of the Dipple Abstraction scheme.	Major Adverse
	Length of route through soil resource	0.0	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	10.2	km	No potentially significant impacts on flood alleviation schemes.	River Findhorn and Muckle Burn crossings predicted to increase flood risk to upstream receptors and adequate mitigation would be required. River Lossie and Black Burn crossings (including junction west of Elgin) predicted to increase flood risk to upstream receptors; however re-positioning the junction out with the floodplain could reduce this impact.	Major Adverse
				No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.		



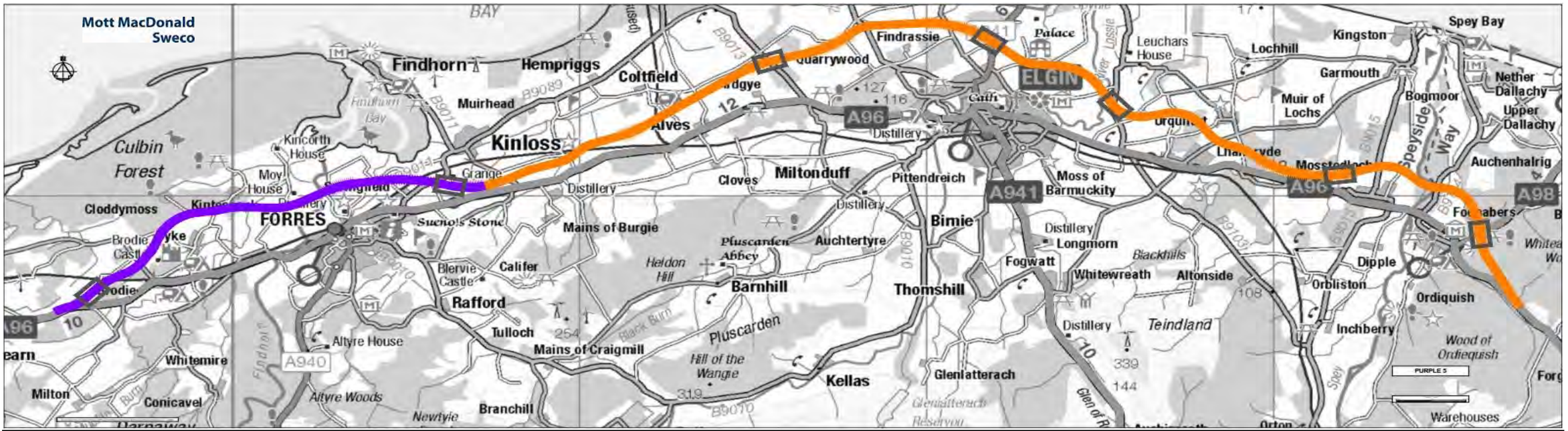
Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-14	min		Major Beneficial
	1.1.2 Forres to Elgin	-2	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a major improvement in relaibaility based on traffic flow reduction.	Major Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-13	min		Moderate Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT		Major Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-14,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-10,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-45	per annnum		Major Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow reduction.	Major Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, oppportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-5	min		Moderate Beneficial
	3.1.2 Improved journey time from Elgin to Aberdeen	-3	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	3,300	no		Moderate Beneficial
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	3,000	AADT		Minor Beneficial
	4.1.2 At Alves	3,000	AADT		
	4.1.3 At Lhanbryde	6,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-9,000	AADT		Moderate Beneficial
	5.1.2 At Alves	-14,000	AADT		
	5.1.3 At Lhanbryde	-10,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	96	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedence of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	172	no	Minor beneficial impact on Candidate Noise Management Areas.	Potential for moderate adverse impacts predicted in areas with low baseline noise. Assessment score reflects the relatively few properties potentially impacted overall.	Minor Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	6	no	Potential severance and intrusion to users of NCN1, Moray Coastal Trail, Speyside Way, Moray Monster Trails, Core Paths including those north of Forres in Birkenhill & Threapland Wood & an Aspirational Core Path south of Elgin. Severance to communities: Kintessack & Forres; Kintessack & Dyke; Broom of Moy & Mains of Moy; Ordiquish & Fochabers.	There is potential for significant impacts from community severance and major impacts on key NMU routes, loss of prime agricultural land and effects on 15 areas of recreational woodland including Threapland Wood and Slorach's Wood.	Moderate Adverse
	Length of route through agricultural land classes 1,2 and 3.1	12.8	km			
	Length of route through forestry / woodland used for recreation	9.5	km			
	Length of route through LDP open spaces	0.0	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	0.0	km		No areas of allocated land are anticipated to be impacted.	Neutral
6.1.5 Materials	Length of route	46.2	km		The length of the route is below the average and the extent of major earthworks is above the average, with a major span structure required on the River Spey (approx 0.9km).	Minor Adverse
	Number of bridge structures >20m span	27	no			
	Length of major earthworks >10m depth/height	15.1	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	3	no		The setting of Grange Hall (listed building & regionally significant SMR), a nationally important and sensitive asset would be significantly modified. The option would directly physically impact two regionally significant SMR crop mark areas resulting in changes to key archaeological resources.	Moderate Adverse
	Scheduled Monuments within 200m of assumed centreline	0	no			
	Garden & Designed Landscapes within 200m of assumed centreline	1	no			
	Regionally significant SMR sites within 200m of assumed centreline	7	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	0.7	km		The western extent of option would pass through an open, arable landscape of lower susceptibility to change. The central and eastern sections pass through a more undulating landscape with higher susceptibility to change. The key issues lie at the eastern extent, specifically: introduction of large scale earthworks and/or structures within the northern extent of the Speyside AGLV; loss of woodland; and change to Ordiquish Hill, i.e. the landform changes, introduction of structures, tree clearance and potential effects on visual receptors. Possible alignment adjustment and/or use of structures as opposed to earthworks at the eastern extent has the potential to limit landscape change in that vicinity, including on the Speyside AGLV.	Major Adverse
	Length of route through woodland	13.2	km			
	Sensitive receptors with potential to experience adverse visual effects	172	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.1	km	Route has a narrow crossing point for the River Spey. Potential for direct and indirect impacts and LSE on the Natura 2000 designation.	The overall assessment reflects impacts due to potential for LSE at River Spey, the extent of woodland loss including severance/connectivity impacts and the River Findhorn crossing location.	Major Adverse
	Length of route through SSSI	0.1	km	Potential direct impacts on River Spey SSSI due to new crossing. Potential for indirect effects on SSSIs at River Spey and Culbin Sands from emissions to air during operation.		
	Length of route through ancient woodland	8.6	km	Potential habitat severance and connectivity issues through Threapland Wood particularly, and at a few smaller woodlands. Route crosses the Findhorn at wide point increasing potential for impacts on river corridor.		
	Length of route through native woodland	2.0	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0.0	km	No significant contamination issues are predicted; likely to be typical of a rural area.	There is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings and the Dipple Abstraction scheme.	Major Adverse
	Length of route through soil resource	0.0	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	10.2	km	No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.	River Findhorn and Muckle Burn crossings predicted to increase flood risk to upstream receptors and adequate mitigation would be required. River Lossie and Black Burn crossings (including junction west of Elgin) predicted to increase flood risk to upstream receptors; however re-positioning the junction out with the floodplain could reduce this impact.	Major Adverse
				No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.		



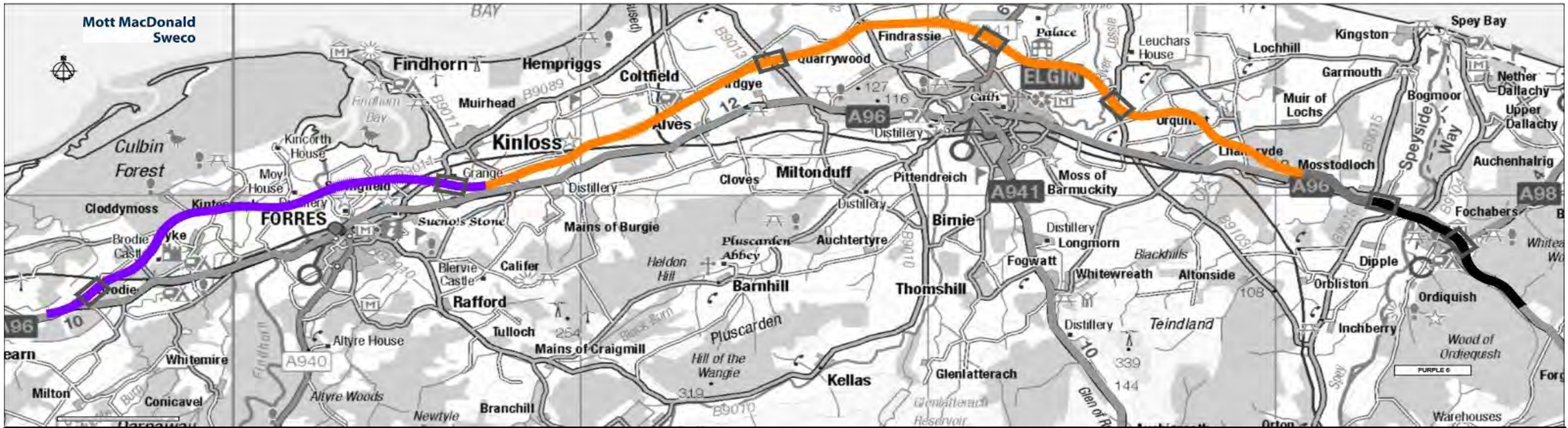
Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-14	min		Major Beneficial
	1.1.2 Forres to Elgin	-2	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a major improvement in relaibaility based on traffic flow reduction.	Major Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-13	min		Moderate Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT		Major Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-14,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-14,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-49	per annnum		Major Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow reduction.	Major Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, oppportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-5	min		Moderate Beneficial
	3.1.2 Improved journey time from Elgin to Aberdeen	-3	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	5,400	no		Major Beneficial
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	3,000	AADT		Minor Beneficial
	4.1.2 At Alves	3,000	AADT		
	4.1.3 At Lhanbryde	2,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-9,000	AADT		Moderate Beneficial
	5.1.2 At Alves	-14,000	AADT		
	5.1.3 At Lhanbryde	-14,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	324	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedence of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	737	no	Minor beneficial impact on Candidate Noise Management Areas.	Potential for moderate adverse impacts predicted in areas with low baseline noise. Assessment score reflects the relatively high number of properties potentially impacted overall.	Major Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	17	no	Potential severance and intrusion to users of NCN1, Moray Coastal Trail, Speyside Way, Moray Monster Trails, Core Paths including those north of Forres in Birkenhill & Threapland Wood & an Aspirational Core Path south of Elgin. Severance to communities: Kintessack & Forres; Kintessack & Dyke; Broom of Moy & Mains of Moy.	There is potential for significant impacts from community severance and major impacts on key NMU routes, loss of prime agricultural land and effects on 15 areas of recreational woodland including Threapland Wood and Whiteash Hill Wood.	Moderate Adverse
	Length of route through agricultural land classes 1,2 and 3.1	12.8	km			
	Length of route through forestry / woodland used for recreation	9.2	km			
	Length of route through LDP open spaces	0.3	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	0.6	km		Potential severance of site allocated for industry at Mosstodloch and site allocated for housing at Fochabers (construction underway).	Minor Adverse
6.1.5 Materials	Length of route	46.9	km		The length of the route, the extent of major earthworks and the total number of bridge structures are below the average, with minimum crossing widths required on the River Spey (approx 0.4km) and the River Findhorn (approx 0.2km).	Minor Adverse
	Number of bridge structures >20m span	26	no			
	Length of major earthworks >10m depth/height	12.9	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	64	no		The junction north-east of Forres is positioned in a highly sensitive location adjacent to Grange Hall. Grange Hall includes one category A, four category B and one category C listed buildings and a regionally significant SMR. The option would adversely impact the setting of the asset group by severing two historically connected areas of the estate.	Moderate Adverse
	Scheduled Monuments within 200m of assumed centreline	0	no			
	Garden & Designed Landscapes within 200m of assumed centreline	2	no			
	Regionally significant SMR sites within 200m of assumed centreline	10	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	1.4	km		The majority of the option would pass through an open, arable landscape which is of a lower susceptibility to change. The central and eastern sections of the option would pass through a more undulating landscape with a higher susceptibility to change. The option's utilisation of a route in the vicinity of the existing A96 corridor to the north of Fochabers has the potential for some localised adverse visual effects on receptors in Fochabers, Lhanbryde and Mosstodloch. Careful consideration of mitigation within Fochabers to limit visual effects and possible alignment adjustment within Brodie Castle and Gordon Castle GDLs could limit adverse landscape and visual effects.	Moderate Adverse
	Length of route through woodland	13.1	km			
	Sensitive receptors with potential to experience adverse visual effects	737	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.1	km	Route has a narrow crossing point for the River Spey. Potential for direct and indirect impacts and LSE on the Natura 2000 designation.	The overall assessment reflects impacts due to potential for LSE at River Spey, the extent of woodland loss including severance/connectivity impacts and the River Findhorn crossing location.	Major Adverse
	Length of route through SSSI	0.1	km	Potential direct impacts on River Spey SSSI due to new crossing. Potential for indirect effects on SSSIs at River Spey and Culbin Sands from emissions to air during operation.		
	Length of route through ancient woodland	8.4	km	Potential habitat severance and connectivity impacts through Threapland Wood particularly, and at a few smaller woodlands. Route crosses the Findhorn at wide point increasing potential for impacts on river corridor.		
	Length of route through native woodland	1.9	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0.0	km	No significant contamination issues are predicted; likely to be typical of a rural area.	There is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings and crossing the downstream extent of the Dipple Abstraction scheme.	Moderate Adverse
	Length of route through soil resource	0.0	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	9.7	km	No potentially significant impacts on flood alleviation schemes.	River Findhorn and Muckle Burn crossings predicted to increase flood risk to upstream receptors and adequate mitigation would be required. River Lossie and Black Burn crossings (including junction west of Elgin) predicted to increase flood risk to upstream receptors; however re-positioning the junction out with the floodplain could reduce this impact.	Major Adverse
				No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.		



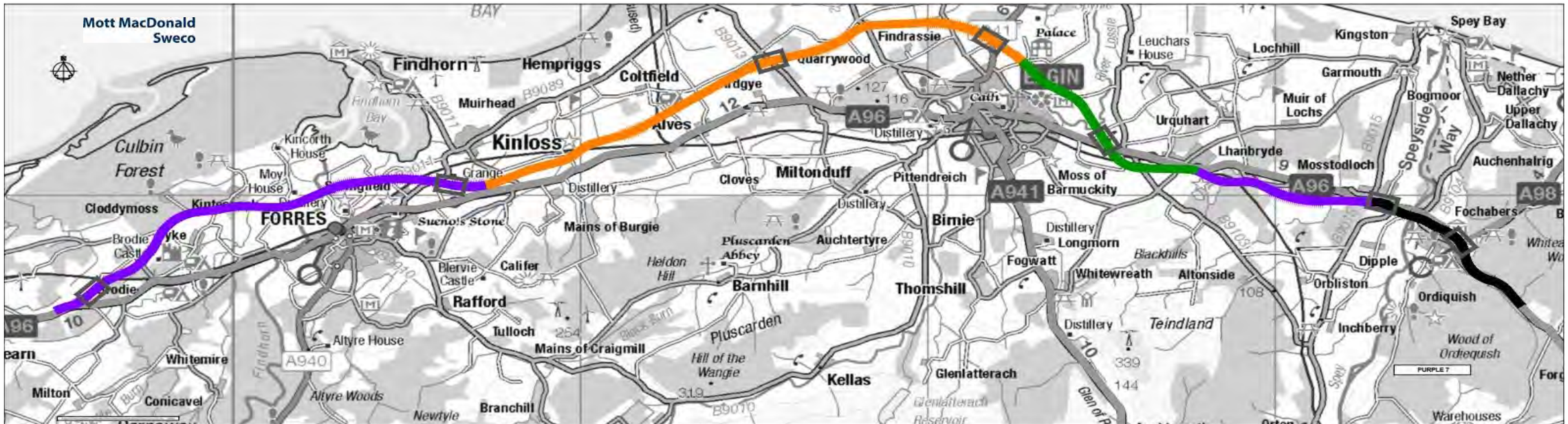
Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-14	min		Moderate Beneficial
	1.1.2 Forres to Elgin	-2	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a moderate improvement in relaibaility based on traffic flow reduction.	Moderate Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-13	min		Moderate Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT		Moderate Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-10,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-7,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-40	per annnum		Major Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a moderate improvement in driver stress based on traffic flow reduction.	Moderate Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, oppportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-5	min		Moderate Beneficial
	3.1.2 Improved journey time from Elgin to Aberdeen	-3	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	5,300	no		Major Beneficial
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	3,000	AADT		Neutral
	4.1.2 At Alves	7,000	AADT		
	4.1.3 At Lhanbryde	9,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-9,000	AADT		Minor Beneficial
	5.1.2 At Alves	-10,000	AADT		
	5.1.3 At Lhanbryde	-7,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	101	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedence of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	163	no	Minor beneficial impact on Candidate Noise Management Areas.	Potential for moderate adverse impacts predicted in areas with low baseline noise. Assessment score reflects the relatively few properties potentially impacted overall.	Minor Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	3	no	Potential severance and intrusion to users of NCN1, Moray Coastal Trail, Speyside Way, Moray Monster Trails, Core Paths including those north of Forres & Elgin, Mosstodloch & Fochabers, within Crooked Wood & an Aspirational Core Path near Wester Alves. Severance to communities: Kintessack & Forres; Kintessack & Dyke; Broom of Moy & Mains of Moy; Easter Coxton and Coxton Tower; Lhanbryde & Urquhart.	There is potential for significant impacts from community severance and major impacts on key NMU routes, substantial loss of prime agricultural land and effects on 12 areas of recreational woodland including Crooked Wood, Sleepieshill Wood and Whiteash Hill Wood.	Major Adverse
	Length of route through agricultural land classes 1,2 and 3.1	17.3	km			
	Length of route through forestry / woodland used for recreation	8.6	km			
	Length of route through LDP open spaces	0.0	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	1.4	km		Potential severance of sites allocated for housing (including long-term) and industry to the north of Elgin.	Moderate Adverse
6.1.5 Materials	Length of route	49.8	km		The length of the route and the extent of major earthworks are above the average, with a major span structure required on the River Spey (approx 1.6km).	Major Adverse
	Number of bridge structures >20m span	26	no			
	Length of major earthworks >10m depth/height	21.8	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	5	no		The nationally important Gordon Castle Garden and Designed Landscape (GDL) would be bisected by the option. This would affect a key view within the GDL and sever the physical relationship between important listed buildings on the estate (including category A). The setting of Grange Hall (listed building & regionally significant SMR), a nationally important and sensitive asset would be significantly modified. The option would directly impact six regionally significant SMR areas resulting in changes to key archaeological resources.	Major Adverse
	Scheduled Monuments within 200m of assumed centreline	0	no			
	Garden & Designed Landscapes within 200m of assumed centreline	2	no			
	Regionally significant SMR sites within 200m of assumed centreline	13	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	2.3	km		The majority of the option would pass through an open, arable landscape which is of a lower susceptibility to change. Key landscape issues lie at the eastern extent and specifically: routing through the Gordon Castle GDL, which is a highly susceptible and valued landscape; and loss of woodland. Possible alignment adjustment and/or use of structures as opposed to earthworks at the eastern extent of the scheme has the potential to limit landscape change in that vicinity, including on the Gordon Castle GDL.	Major Adverse
	Length of route through woodland	11.7	km			
	Sensitive receptors with potential to experience adverse visual effects	163	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.3	km	Route has long crossing of the River Spey SAC, and crosses the Moray & Nairn Coast SPA & Ramsar site and the Lower River Spey/Spey Bay SAC. Potential risk of LSE from direct and indirect impacts from pollution and air quality changes on multiple designated sites.	The overall assessment reflects impacts due to risk of impact and LSE on Natura 2000 sites at River Spey and extent of woodland loss including severance/connectivity impacts.	Major Adverse
	Length of route through SSSI	0.3	km	Potential for long crossing through SSSIs at the River Spey with potential for direct impacts and indirect effects from pollution and air quality changes. Potential for indirect effects at Culbin Sands & Forest SSSI.		
	Length of route through ancient woodland	7.2	km	Route crosses the Findhorn at a wide point increasing the potential for impacts on the river corridor. Potential for significant habitat severance and connectivity impacts through Whiteash Hill Wood, Sleepieshill Wood and Crooked Wood.		
	Length of route through native woodland	0.9	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0.2	km	No significant contamination issues are predicted; likely to be typical of a rural area.	Route passes just within the southern end of the Lower River Spey GCR site / SSSI. There is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings (including to the north of Fochabers).	Moderate Adverse
	Length of route through soil resource	0	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	10.6	km	No potentially significant impacts on flood alleviation schemes.	River Findhorn and Muckle Burn crossings predicted to increase flood risk to upstream receptors and adequate mitigation would be required. River Lossie crossing (including junction east of Elgin) predicted to increase flood risk to upstream receptors and adequate mitigation would be required. High erosion potential immediately downstream of the River Spey crossing predicted to be significant.	Major Adverse
				Potentially significant impact at hydro-geomorphologically active reach at the River Spey crossing.		



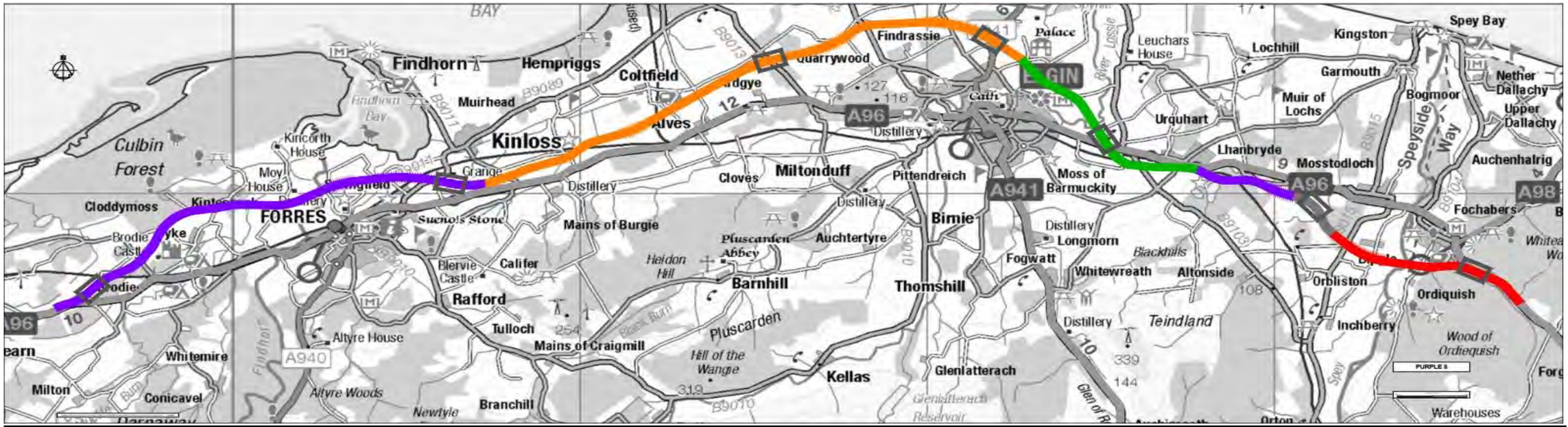
Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-14	min		Major Beneficial
	1.1.2 Forres to Elgin	-2	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a major improvement in reliability based on traffic flow reduction.	Major Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-13	min		Moderate Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT		Major Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-10,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-13,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-43	per annnum		Major Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow reduction.	Major Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-5	min		Moderate Beneficial
	3.1.2 Improved journey time from Elgin to Aberdeen	-3	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	5,400	no		Major Beneficial
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	3,000	AADT		Minor Beneficial
	4.1.2 At Alves	7,000	AADT		
	4.1.3 At Lhanbryde	3,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-9,000	AADT		Moderate Beneficial
	5.1.2 At Alves	-10,000	AADT		
	5.1.3 At Lhanbryde	-13,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	341	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedance of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	760	no	Minor beneficial impact on Candidate Noise Management Areas.	Potential for moderate adverse impacts predicted in areas with low baseline noise. Assessment score reflects the relatively high number of properties potentially impacted overall.	Major Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	14	no	Potential severance and intrusion to users of NCN1, Moray Coastal Trail, Speyside Way, Moray Monster Trails, Core Paths including those north of Forres & Elgin, within Crooked Wood & an Aspirational Core Path near Wester Alves. Severance to communities: Kintessack & Forres; Kintessack & Dyke; Broom of Moy & Mains of Moy.	There is potential for significant impacts from community severance and major impacts on key NMU routes, substantial loss of prime agricultural land and effects on 12 areas of recreational woodland including Crooked Wood, Sleepieshill Wood and Whiteash Hill Wood.	Major Adverse
	Length of route through agricultural land classes 1,2 and 3.1	17.5	km			
	Length of route through forestry / woodland used for recreation	7.8	km			
	Length of route through LDP open spaces	0.8	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	2.0	km		Potential severance of a site allocated for housing (including long-term) and industry to the north of Elgin, an industrial allocation at Mosstodloch and site allocated for housing at Fochabers (construction underway).	Moderate Adverse
6.1.5 Materials	Length of route	48.8	km		The length of the route and the extent of major earthworks are above the average, however only minimum crossing widths are required on the River Spey (approx. 0.4km) and the River Findhorn (approx. 0.2km).	Moderate Adverse
	Number of bridge structures >20m span	24	no			
	Length of major earthworks >10m depth/height	19.5	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	65	no		The setting of Grange Hall (listed building & regionally significant SMR), a nationally important and sensitive asset would be significantly modified. The option would directly impact six regionally significant SMR areas resulting in changes to key archaeological resources.	Moderate Adverse
	Scheduled Monuments within 200m of assumed centreline	0	no			
	Garden & Designed Landscapes within 200m of assumed centreline	2	no			
	Regionally significant SMR sites within 200m of assumed centreline	16	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	1.4	km		The majority of the option would pass through an open, arable landscape which is of a lower susceptibility to change. The option's utilisation of a route in the vicinity of the existing A96 corridor to the north of Fochabers has the potential for some localised adverse visual effects on receptors in Fochabers, Lhanbryde and Mosstodloch. Careful consideration of mitigation within Fochabers to limit visual effects and possible alignment adjustment within Brodie Castle and Gordon Castle GDLs could limit adverse landscape and visual effects.	Moderate Adverse
	Length of route through woodland	10.8	km			
	Sensitive receptors with potential to experience adverse visual effects	760	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.1	km	This route option has a narrow crossing point for the River Spey. Potential for direct and indirect impacts and LSE on the Natura 2000 designation.	The overall assessment reflects impacts due to potential for LSE at River Spey, the extent of woodland loss including severance/connectivity impacts and the River Findhorn crossing location.	Major Adverse
	Length of route through SSSI	0.1	km	Potential direct impacts on River Spey SSSI due to new crossing. Potential for indirect effects on SSSIs at River Spey and Culbin Sands from emissions to air during operation.		
	Length of route through ancient woodland	6.8	km	Potential for significant habitat severance and connectivity impacts through Sleepieshill Wood and Crooked Wood. Route crosses the Findhorn at a wide point increasing potential for impacts on the river corridor.		
	Length of route through native woodland	0.9	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0	km	No significant contamination issues are predicted; likely to be typical of a rural area.	There is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings and crossing the downstream extent of the Dipple Abstraction scheme.	Moderate Adverse
	Length of route through soil resource	0	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	10.7	km	No potentially significant impacts on flood alleviation schemes. No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.	River Findhorn and Muckle Burn crossings predicted to increase flood risk to upstream receptors and adequate mitigation would be required. River Lossie crossing (including junction east of Elgin) predicted to increase flood risk to upstream receptors and adequate mitigation would be required.	Major Adverse



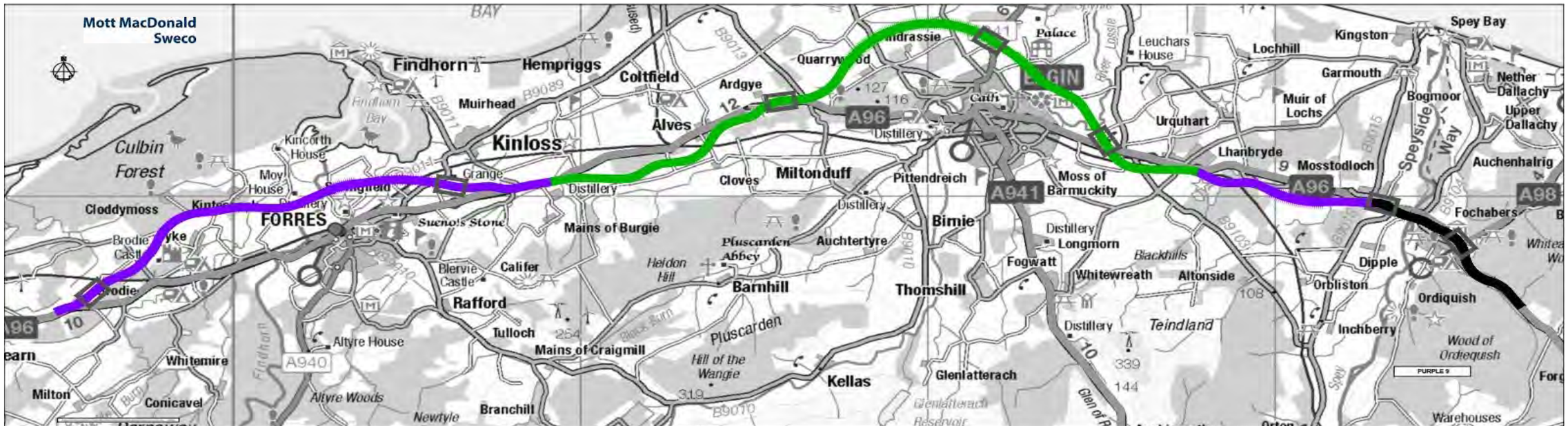
Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-14	min		Major Beneficial
	1.1.2 Forres to Elgin	-2	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a major improvement in reliability based on traffic flow reduction.	Major Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-13	min		Moderate Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT		Major Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-10,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-13,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-43	per annnum		Major Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow reduction.	Major Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-5	min		Major Beneficial
	3.1.2 Improved journey time from Elgin to Aberdeen	-3	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	5,500	no		Major Beneficial
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	3,000	AADT		Minor Beneficial
	4.1.2 At Alves	7,000	AADT		
	4.1.3 At Lhanbryde	3,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-9,000	AADT		Moderate Beneficial
	5.1.2 At Alves	-10,000	AADT		
	5.1.3 At Lhanbryde	-13,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	350	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedance of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	860	no	Minor beneficial impact on Candidate Noise Management Areas.	Potential for moderate adverse impacts predicted in areas with low baseline noise. Assessment score reflects the relatively high number of properties potentially impacted overall.	Major Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	15	no	Potential severance and intrusion to users of NCN1, Moray Coastal Trail, Speyside Way, Moray Monster Trails, Core Paths including those north of Forres & Elgin, within Threapland Wood & an Aspirational Core Path near Wester Alves. Severance to communities: Kintessack & Forres; Kintessack & Dyke; Broom of Moy & Mains of Moy; Easter Coxton & Coxton Tower.	There is potential for significant impacts from community severance and major impacts on key NMU routes, loss of prime agricultural land and effects on 8 areas of recreational woodland including Threapland Wood and Whiteash Hill Wood.	Moderate Adverse
	Length of route through agricultural land classes 1,2 and 3.1	16.0	km			
	Length of route through forestry / woodland used for recreation	7.0	km			
	Length of route through LDP open spaces	0.3	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	2.1	km		Potential severance of a site allocated for housing (including long-term) and industry to the north of Elgin, an industrial allocation at Mosstodloch, and site allocated for housing at Fochabers (construction underway).	Moderate Adverse
6.1.5 Materials	Length of route	49.1	km		The length of the route, the extent of major earthworks and the total number of bridges are below the average, with minimum crossing widths required on the River Spey (approx. 0.4km) and the River Findhorn (approx. 0.2km).	Minor Adverse
	Number of bridge structures >20m span	29	no			
	Length of major earthworks >10m depth/height	14.4	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	68	no		The setting of several nationally important and sensitive assets would be significantly modified, including Grange Hall (listed building & regionally significant SMR), Pittensair House (listed building & regionally significant SMR) and Coxton Tower (listed building & scheduled monument). The option would directly impact three regionally significant SMR crop mark areas resulting in changes to key archaeological resources.	Moderate Adverse
	Scheduled Monuments within 200m of assumed centreline	2	no			
	Garden & Designed Landscapes within 200m of assumed centreline	2	no			
	Regionally significant SMR sites within 200m of assumed centreline	17	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	1.4	km		The majority of the option would pass through an open, arable landscape which is of a lower susceptibility to change. The option's utilisation of a route in the vicinity of the existing A96 corridor to the north of Fochabers has the potential for some localised adverse visual effects on receptors in Fochabers, Lhanbryde and Mosstodloch. Careful consideration of mitigation within Fochabers to limit visual effects and possible alignment adjustment within Brodie Castle and Gordon Castle GDLs could limit adverse landscape and visual effects.	Moderate Adverse
	Length of route through woodland	10.1	km			
	Sensitive receptors with potential to experience adverse visual effects	860	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.1	km	This route option has a narrow crossing point for the River Spey. Potential for direct and indirect impacts and LSE on the Natura 2000 designation.	The overall assessment reflects impacts due to potential for LSE at River Spey, the extent of woodland loss including severance/connectivity impacts and the River Findhorn crossing location.	Major Adverse
	Length of route through SSSI	0.1	km	Potential direct impacts on River Spey SSSI due to new crossing. Potential for indirect effects on SSSIs at River Spey and Culbin Sands from emissions to air during operation.		
	Length of route through ancient woodland	6.5	km	Potential habitat severance and connectivity impacts through Threapland Wood particularly, and at a few smaller woodlands. Route crosses the Findhorn at wide point increasing potential for impacts on river corridor.		
	Length of route through native woodland	0.9	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0.0	km	No significant contamination issues are predicted; likely to be typical of a rural area.	The route passes through areas of peat, and there is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings and crossing the downstream extent of the Dipple Abstraction scheme.	Moderate Adverse
	Length of route through soil resource	0.1	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	8.9	km	No potentially significant impacts on flood alleviation schemes.	River Findhorn and Muckle Burn crossings predicted to increase flood risk to upstream receptors and adequate mitigation would be required. River Lossie crossing (including junction east of Elgin) predicted to increase flood risk to roads and agricultural land; however re-positioning the route option and junction could reduce this impact.	Major Adverse
				No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.		



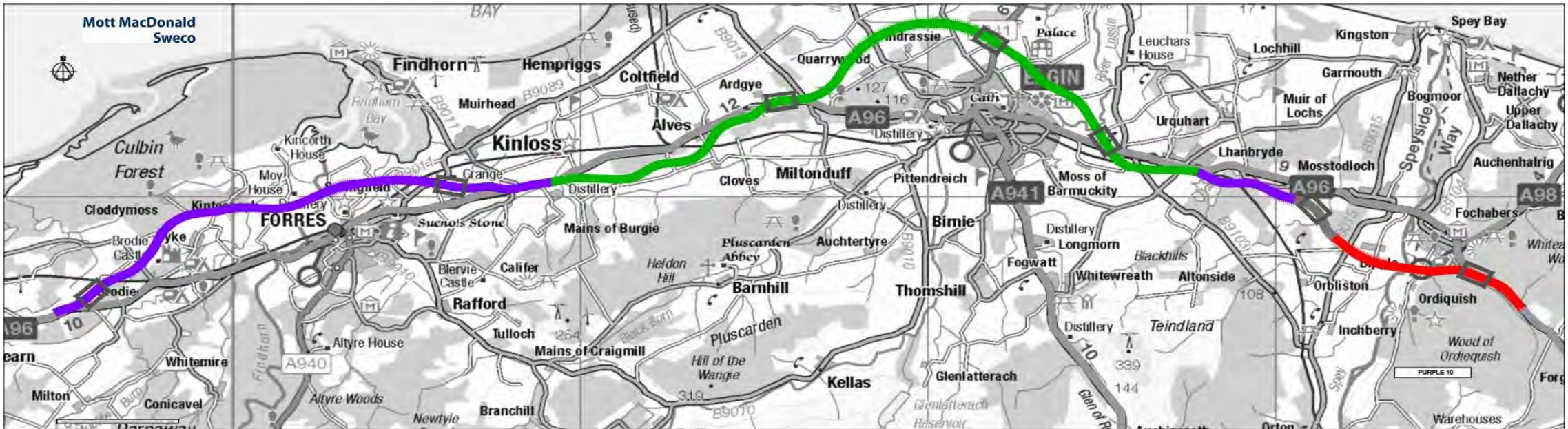
Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-13	min		Major Beneficial
	1.1.2 Forres to Elgin	-1	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a major improvement in reliability based on traffic flow reduction.	Major Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min		Moderate Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT		Major Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-10,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-14,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-42	per annnum		Major Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow reduction.	Major Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min		Major Beneficial
	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	5,500	no		Major Beneficial
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	3,000	AADT		Minor Beneficial
	4.1.2 At Alves	7,000	AADT		
	4.1.3 At Lhanbryde	2,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-9,000	AADT		Moderate Beneficial
	5.1.2 At Alves	-10,000	AADT		
	5.1.3 At Lhanbryde	-14,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	127	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedance of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	303	no	Minor beneficial impact on Candidate Noise Management Areas.	Potential for moderate adverse impacts predicted in areas with low baseline noise. Assessment score reflects the number of properties potentially impacted overall.	Moderate Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	3	no	Potential severance and intrusion to users of NCN1, Moray Coastal Trail, Speyside Way, Moray Monster Trails, Core Paths including those north of Forres & Elgin, within Threapland Wood & an Aspirational Core Path near Wester Alves. Severance to communities: Kintessack & Forres; Kintessack & Dyke; Broom of Moy & Mains of Moy; Easter Coxton & Coxton Tower; Ordiquish & Fochabers.	There is potential for significant impacts from community severance and major impacts on key NMU routes, loss of prime agricultural land and effects on 8 areas of recreational woodland including Threapland Wood and Slorach's Wood.	Moderate Adverse
	Length of route through agricultural land classes 1,2 and 3.1	16.1	km			
	Length of route through forestry / woodland used for recreation	7.4	km			
	Length of route through LDP open spaces	0.0	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	1.5	km		Potential severance of a site allocated for housing (including long-term) and industry to the north of Elgin.	Moderate Adverse
6.1.5 Materials	Length of route	48.9	km		The length of the route and the extent of major earthworks are above the average for all route options, with a major span structure required on the River Spey (approx. 0.9km).	Moderate Adverse
	Number of bridge structures >20m span	31	no			
	Length of major earthworks >10m depth/height	15.1	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	7	no		The setting of several nationally important and sensitive assets would be significantly modified, including Grange Hall (listed building & regionally significant SMR), Pittensair House (listed building & regionally significant SMR) and Coxton Tower (listed building & scheduled monument). The option would directly impact three regionally significant SMR crop mark areas resulting in changes to key archaeological resources.	Moderate Adverse
	Scheduled Monuments within 200m of assumed centreline	2	no			
	Garden & Designed Landscapes within 200m of assumed centreline	1	no			
	Regionally significant SMR sites within 200m of assumed centreline	14	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	0.7	km		The majority of the option would pass through an open, arable landscape which is of a lower susceptibility to change. The key landscape and visual issues lie at the eastern extent and specifically: introduction of large scale earthworks and/or structures within the northern extent of the Speyside AGLV; loss of woodland; and change to Ordiquish Hill, i.e. the landform changes, introduction of structures, tree clearance and potential effects on visual receptors. Possible alignment adjustment and/or use of structures as opposed to earthworks at the eastern extent of the scheme has the potential to limit landscape change in that vicinity, including on the Speyside AGLV.	Major Adverse
	Length of route through woodland	10.3	km			
	Sensitive receptors with potential to experience adverse visual effects	303	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.9	km	Route option has a narrow crossing point for the River Spey. Potential for direct and indirect impacts and LSE on the Natura 2000 designation.	The overall assessment reflects impacts due to potential for LSE at River Spey, the extent of woodland loss including severance/connectivity impacts and the River Findhorn crossing location.	Major Adverse
	Length of route through SSSI	0.9	km	Potential direct impacts on River Spey SSSI due to new crossing. Potential for indirect effects on SSSIs at River Spey and Culbin Sands from emissions to air during operation.		
	Length of route through ancient woodland	6.7	km	Potential habitat severance and connectivity impacts through Threapland Wood particularly, and at a few smaller woodlands. Route crosses the Findhorn at wide point increasing potential for impacts on river corridor.		
	Length of route through native woodland	1.0	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0.0	km	No significant contamination issues are predicted; likely to be typical of a rural area.	The route passes within areas of peat, and there is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings and the Dipple Abstraction scheme.	Major Adverse
	Length of route through soil resource	0.1	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	9.4	km	No potentially significant impacts on flood alleviation schemes. No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.	River Findhorn and Muckle Burn crossings predicted to increase flood risk to upstream receptors and adequate mitigation would be required. River Lossie crossing (including junction east of Elgin) predicted to increase flood risk to roads and agricultural land; however re-positioning the route option and junction could reduce this impact.	Major Adverse



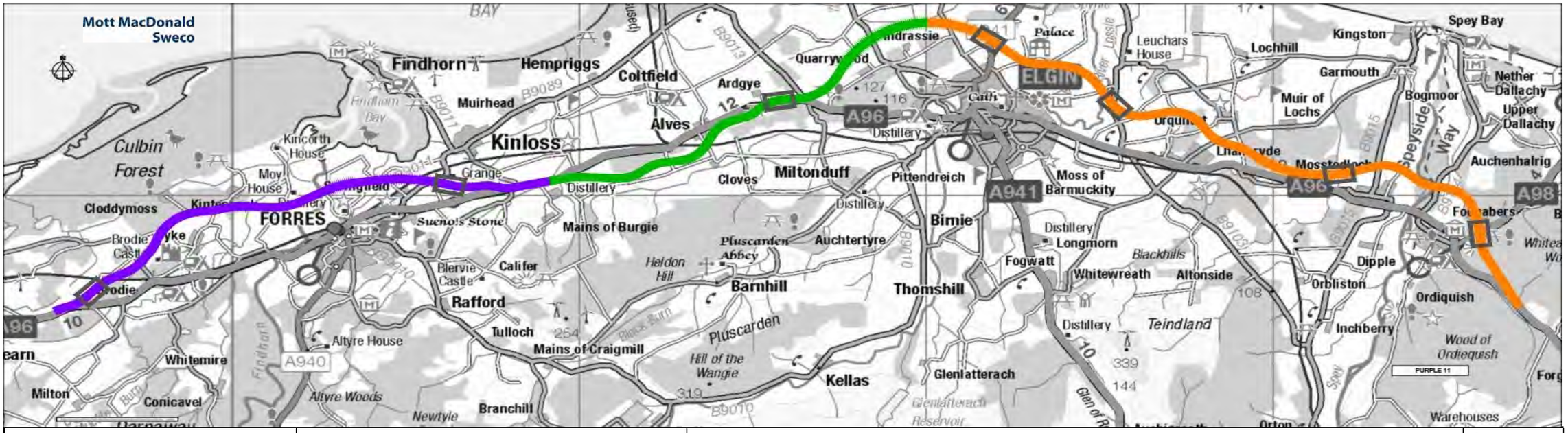
Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-13	min		Major Beneficial
	1.1.2 Forres to Elgin	-1	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a major improvement in reliability based on traffic flow reduction.	Major Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min		Moderate Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT		Major Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-14,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-13,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-45	per annnum		Major Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow reduction.	Major Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min		Moderate Beneficial
	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	4,900	no		Major Beneficial
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	3,000	AADT		Minor Beneficial
	4.1.2 At Alves	3,000	AADT		
	4.1.3 At Lhanbryde	3,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-9,000	AADT		Moderate Beneficial
	5.1.2 At Alves	-14,000	AADT		
	5.1.3 At Lhanbryde	-13,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	363	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedance of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	900	no	Minor beneficial impact on Candidate Noise Management Areas.	Potential for moderate adverse impacts predicted in areas with low baseline noise. Assessment score reflects relatively high number of properties potentially impacted overall.	Major Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	18	no	Potential severance and intrusion to users of NCN1, Moray Coastal Trail, Speyside Way, Moray Monster Trails, Core Paths including those north of Forres & Elgin, within Threapland Wood & an Aspirational Core Path near Quarrelwood. Severance to communities: Kintessack & Forres; Kintessack & Dyke; Broom of Moy & Mains of Moy; Easter Coxton & Coxton Tower.	There is potential for significant impacts from community severance and major impacts on key NMU routes, substantial loss of prime agricultural land and effects on 8 areas of recreational woodland including Threapland Wood and Whiteash Hill Wood.	Major Adverse
	Length of route through agricultural land classes 1,2 and 3.1	20.9	km			
	Length of route through forestry / woodland used for recreation	8.2	km			
	Length of route through LDP open spaces	0.3	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	2.1	km		Potential severance of a site allocated for housing (including long-term) and industry to north of Elgin, industrial allocation at Mosstodloch and site allocated for housing at Fochabers (construction underway)	Moderate Adverse
6.1.5 Materials	Length of route	49.7	km		The length of the route is above the average and the extent of major earthworks is below the average, with minimum crossing widths required on the River Spey (approx. 0.4km) and the River Findhorn (approx. 0.2km).	Minor Adverse
	Number of bridge structures >20m span	28	no			
	Length of major earthworks >10m depth/height	14.9	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	67	no		The setting of several nationally important and sensitive assets would be significantly modified, including Grange Hall (listed building & regionally significant SMR), Pittensair House (listed building & regionally significant SMR) and Coxton Tower (listed building & scheduled monument). The option would directly impact three regionally significant SMR crop mark areas resulting in changes to key archaeological resources.	Moderate Adverse
	Scheduled Monuments within 200m of assumed centreline	2	no			
	Garden & Designed Landscapes within 200m of assumed centreline	2	no			
	Regionally significant SMR sites within 200m of assumed centreline	17	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	1.4	km		The majority of the option would pass through an open, arable landscape which is of a lower susceptibility to change. The option's utilisation of a route in the vicinity of the existing A96 corridor to the north of Fochabers has the potential for some localised adverse visual effects on receptors in Fochabers, Lhanbryde and Mosstodloch. Careful consideration of mitigation within Fochabers to limit visual effects and possible alignment adjustment within Brodie Castle and Gordon Castle GDLs could limit adverse landscape and visual effects.	Moderate Adverse
	Length of route through woodland	10.9	km			
	Sensitive receptors with potential to experience adverse visual effects	900	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.1	km	This route option has a narrow crossing point for the River Spey. Potential for direct and indirect impacts and LSE on the Natura 2000 designation.	The overall assessment reflects impacts due to potential for LSE at River Spey, the extent of woodland loss including severance/connectivity impacts and the River Findhorn crossing location.	Major Adverse
	Length of route through SSSI	0.1	km	Potential direct impacts on River Spey SSSI due to new crossing. Potential for indirect effects on SSSIs at River Spey and Culbin Sands from emissions to air during operation.		
	Length of route through ancient woodland	6.4	km	Potential habitat severance and connectivity impacts through Threapland Wood particularly, and at a few smaller woodlands. Route crosses the Findhorn at wide point increasing potential for impacts on river corridor.		
	Length of route through native woodland	0.9	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0.0	km	No significant contamination issues are predicted; likely to be typical of a rural area.	The route passes through areas of peat, and there is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings and crossing the downstream extent of the Dipple Abstraction scheme.	Moderate Adverse
	Length of route through soil resource	0.1	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	7.0	km	No potentially significant impacts on flood alleviation schemes. No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.	River Findhorn and Muckle Burn crossings predicted to increase flood risk to upstream receptors and adequate mitigation would be required. River Lossie crossing (including junction east of Elgin) predicted to increase flood risk to roads and agricultural land; however re-positioning the route option and junction could reduce this impact.	Major Adverse



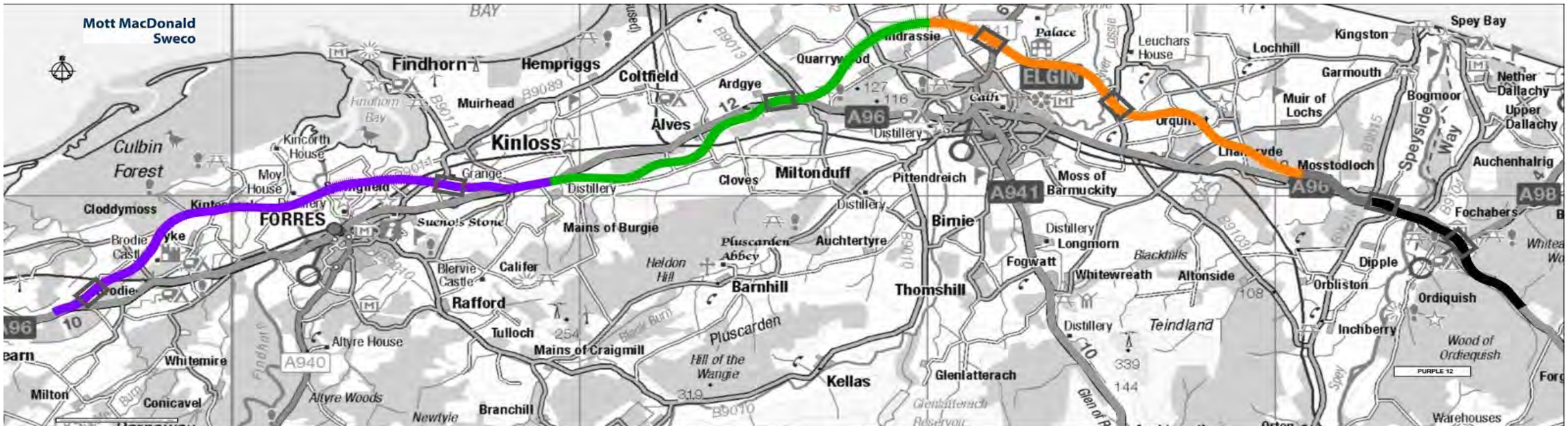
Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-13	min		Major Beneficial
	1.1.2 Forres to Elgin	-1	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a major improvement in reliability based on traffic flow reduction.	Major Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min		Moderate Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT		Major Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-14,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-14,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-44	per annnum		Major Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow reduction.	Major Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min		Moderate Beneficial
	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	4,900	no		Major Beneficial
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	3,000	AADT		Minor Beneficial
	4.1.2 At Alves	3,000	AADT		
	4.1.3 At Lhanbryde	2,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-9,000	AADT		Moderate Beneficial
	5.1.2 At Alves	-14,000	AADT		
	5.1.3 At Lhanbryde	-14,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	137	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedance of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	349	no	Minor beneficial impact on Candidate Noise Management Areas	Potential for moderate adverse impacts predicted in areas with low baseline noise. Assessment score reflects the number of properties potentially impacted overall.	Moderate Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	6	no	Potential severance and intrusion to users of NCN1, Moray Coastal Trail, Speyside Way, Moray Monster Trails, Core Paths including those north of Forres & Elgin, within Threapland Wood & an Aspirational Core Path near Quarrelwood. Severance to communities: Kintessack & Forres; Kintessack & Dyke; Broom of Moy & Mains of Moy; Easter Coxton & Coxton Tower; Oriquish & Fochabers.	There is potential for significant impacts from community severance and major impacts on key NMU routes, substantial loss of prime agricultural land and effects on 8 areas of recreational woodland including Threapland Wood and Slorach's Wood.	Major Adverse
	Length of route through agricultural land classes 1,2 and 3.1	20.9	km			
	Length of route through forestry / woodland used for recreation	8.6	km			
	Length of route through LDP open spaces	0.0	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	1.5	km		Potential severance of site allocated for housing (including long-term) & industry to north of Elgin, and industrial allocation at Mosstodloch.	Moderate Adverse
6.1.5 Materials	Length of route	49.6	km		The length of the route and the extent of major earthworks are above the average, with a major span structure required on the River Spey (approx. 0.9km).	Moderate Adverse
	Number of bridge structures >20m span	30	no			
	Length of major earthworks >10m depth/height	19.2	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	6	no		The setting of several nationally important and sensitive assets would be significantly modified, including Grange Hall (listed building & regionally significant SMR), Pittensair House (listed building & regionally significant SMR) and Coxton Tower (listed building & scheduled monument). The option would directly impact three regionally significant SMR crop mark areas resulting in changes to key archaeological resources.	Moderate Adverse
	Scheduled Monuments within 200m of assumed centreline	2	no			
	Garden & Designed Landscapes within 200m of assumed centreline	1	no			
	Regionally significant SMR sites within 200m of assumed centreline	14	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	0.7	km		The majority of the option would pass through an open, arable landscape which is of a lower susceptibility to change. The key landscape and visual issues lie at the eastern extent, specifically: introduction of large scale earthworks and/or structures within the northern extent of the Speyside AGLV; loss of woodland; and change to Ordiquish Hill, i.e. the landform changes, introduction of structures, tree clearance and potential effects on visual receptors. Possible alignment adjustment and/or use of structures as opposed to earthworks at the eastern extent of the scheme has the potential to limit landscape change in that vicinity, including on Speyside AGLV.	Major Adverse
	Length of route through woodland	11.0	km			
	Sensitive receptors with potential to experience adverse visual effects	349	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.1	km	This route option has a narrow crossing point for the River Spey. Potential for direct and indirect impacts and LSE on the Natura 2000 designation.	The overall assessment reflects impacts due to potential for LSE at River Spey, the extent of woodland loss including severance/connectivity impacts and the River Findhorn crossing location.	Major Adverse
	Length of route through SSSI	0.1	km	Potential direct impacts on River Spey SSSI due to new crossing. Potential for indirect effects on SSSIs at River Spey and Culbin Sands from emissions to air during operation.		
	Length of route through ancient woodland	6.6	km	Potential habitat severance and connectivity impacts through Threapland Wood particularly, and at a few smaller woodlands. Route crosses the Findhorn at wide point increasing potential for impacts on river corridor.		
	Length of route through native woodland	1.0	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0.0	km	No significant contamination issues are predicted; likely to be typical of a rural area.	The route passes within areas of peat, and there is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings and the Dipple Abstraction scheme.	Major Adverse
	Length of route through soil resource	0.1	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	7.6	km	No potentially significant impacts on flood alleviation schemes	River Findhorn and Muckle Burn crossings predicted to increase flood risk to upstream receptors and adequate mitigation would be required. River Lossie crossing (including junction east of Elgin) predicted to increase flood risk to roads and agricultural land; however re-positioning the route option and junction could reduce this impact.	Major Adverse
				No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings		



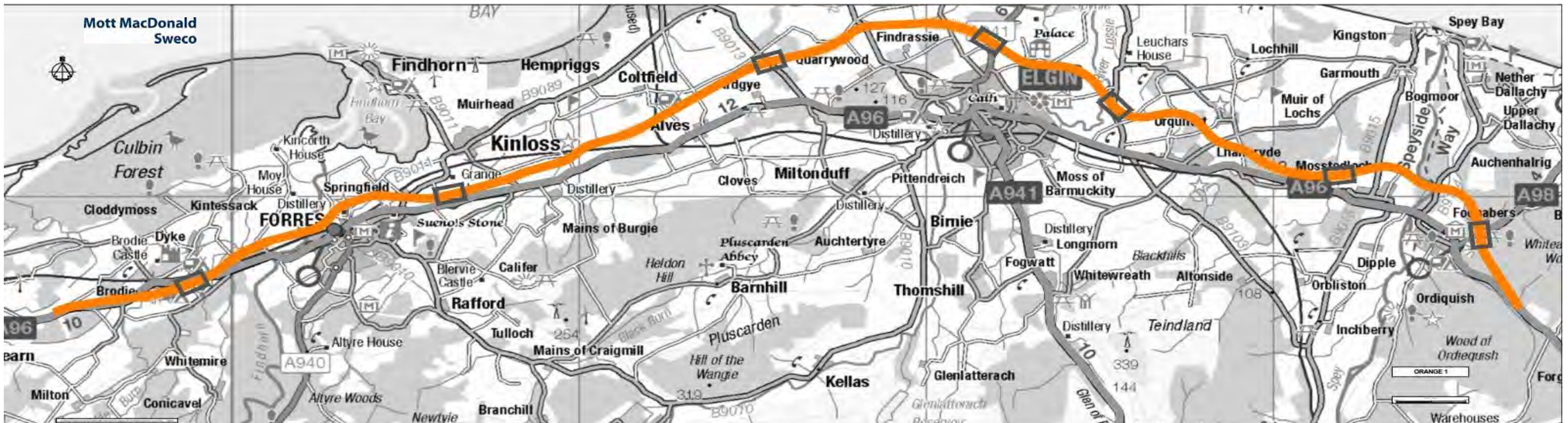
Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-13	min		Moderate Beneficial
	1.1.2 Forres to Elgin	-1	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a major improvement in reliability based on traffic flow reduction.	Major Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min		Minor Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT		Major Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-14,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-7,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-42	per annnum		Major Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow reduction.	Major Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min		Minor Beneficial
	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	4,400	no		Moderate Beneficial
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	3,000	AADT		Neutral
	4.1.2 At Alves	3,000	AADT		
	4.1.3 At Lhanbryde	9,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-9,000	AADT		Moderate Beneficial
	5.1.2 At Alves	-14,000	AADT		
	5.1.3 At Lhanbryde	-7,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	112	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedance of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	202	no	Minor beneficial impact on Candidate Noise Management Areas.	Potential for moderate adverse impacts predicted in areas with low baseline noise. Assessment score reflects the relatively few properties potentially impacted overall.	Minor Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	6	no	Potential severance and intrusion to users of NCN1, Moray Coastal Trail, Speyside Way, Moray Monster Trails, Core Paths including those north of Forres, Elgin, Mosstodloch & Fochabers, within Crooked Wood & an Aspirational Core Path near Quarrelwood. Severance to communities: Kintessack & Forres; Kintessack & Dyke; Broom of Moy & Mains of Moy; Lhanbryde & Urquhart.	There is potential for significant impacts from community severance and major impacts on key NMU routes, substantial loss of prime agricultural land and effects on 12 areas of recreational woodland including Crooked Wood, Sleepieshill Wood and Whiteash Hill Wood.	Major Adverse
	Length of route through agricultural land classes 1,2 and 3.1	22.2	km			
	Length of route through forestry / woodland used for recreation	9.8	km			
	Length of route through LDP open spaces	0.0	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	1.4	km		Potential severance of a site allocated for housing (including long-term) and industry to the north of Elgin, and an industrial allocation at Mosstodloch.	Moderate Adverse
6.1.5 Materials	Length of route	50.4	km		The length of the route and the extent of major earthworks are above the average, with a major span structure required on the River Spey (approx. 1.6km).	Major Adverse
	Number of bridge structures >20m span	27	no			
	Length of major earthworks >10m depth/height	21.8	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	4	no		The nationally important Gordon Castle Garden and Designed Landscape (GDL) would be bisected. This would affect a key view within the GDL and sever the physical relationship between important listed buildings on the estate (including category A). The setting of Grange Hall (listed building & regionally significant SMR), a nationally important and sensitive asset would be significantly modified. The option would directly impact six regionally significant SMR areas resulting in changes to key archaeological resources.	Major Adverse
	Scheduled Monuments within 200m of assumed centreline	0	no			
	Garden & Designed Landscapes within 200m of assumed centreline	2	no			
	Regionally significant SMR sites within 200m of assumed centreline	14	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	2.3	km		The majority of the option would pass through an open, arable landscape which is of a lower susceptibility to change. Key landscape issues lie at the eastern extent and specifically: routing through the Gordon Castle GDL, which is a highly susceptible and valued landscape; and loss of woodland. Possible alignment adjustment and/or use of structures as opposed to earthworks at the eastern extent of the scheme has the potential to limit landscape change in that vicinity, including on the Gordon Castle GDL.	Major Adverse
	Length of route through woodland	12.5	km			
	Sensitive receptors with potential to experience adverse visual effects	202	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.3	km	Route has long crossing of the River Spey SAC, and also crosses the Moray & Nairn Coast SPA & Ramsar site and the Lower River Spey/Spey Bay SAC. Potential risk of LSE from direct and indirect impacts from pollution and air quality changes on multiple designated sites.	The overall assessment reflects risk of impact and LSE on Natura 2000 sites at River Spey and extent of woodland loss including severance/connectivity impacts.	Major Adverse
	Length of route through SSSI	0.3	km	Potential for a long crossing through SSSIs at the River Spey with potential risk of direct and indirect impacts from pollution and air quality changes. Potential for indirect effects at Culbin Sands & Forest SSSI.		
	Length of route through ancient woodland	7.1	km	Route crosses the Findhorn at a wide point increasing the potential for impacts on the river corridor. Potential for significant habitat severance and connectivity impacts through Whiteash Hill Wood, Sleepieshill Wood and Crooked Wood.		
	Length of route through native woodland	0.9	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0.2	km	No significant contamination issues are predicted; likely to be typical of a rural area.	The route passes just within the southern end of the Lower River Spey GCR site and SSSI. There is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings (including to the north of Fochabers).	Moderate Adverse
	Length of route through soil resource	0.0	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	8.8	km	No potentially significant impacts on flood alleviation schemes.	River Findhorn and Muckle Burn crossings predicted to increase flood risk to upstream receptors and adequate mitigation would be required. River Lossie crossing (including junction east of Elgin) predicted to increase flood risk to upstream receptors and adequate mitigation would be required. High erosion potential immediately downstream of the River Spey crossing predicted to be significant.	Major Adverse
				Potentially significant impact at hydro-geomorphologically active reach at the River Spey crossing.		



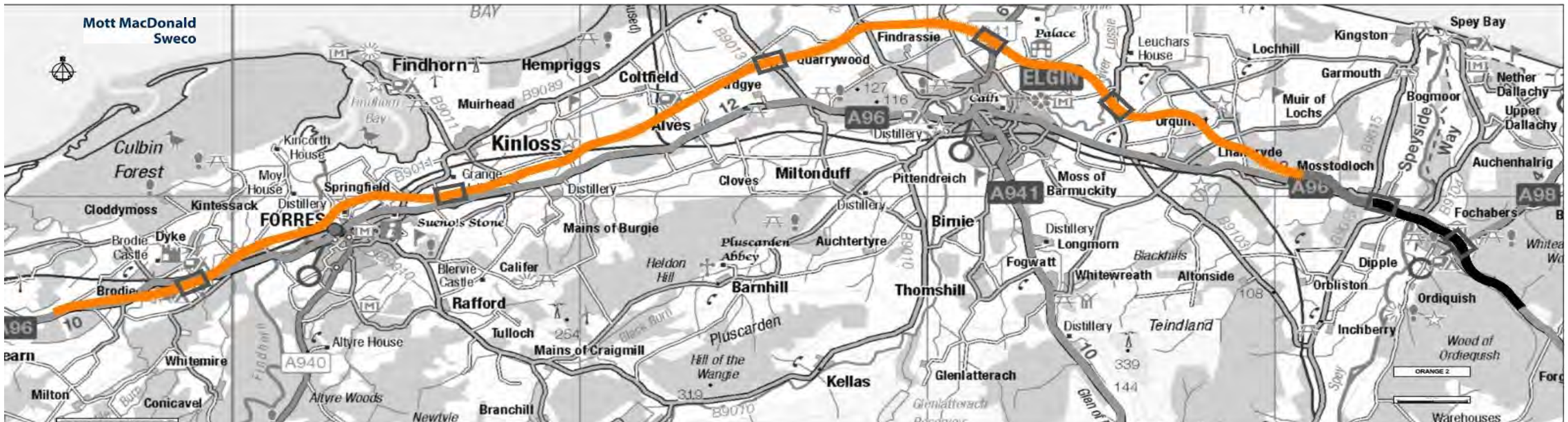
Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-13	min		Major Beneficial
	1.1.2 Forres to Elgin	-1	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a major improvement in reliability based on traffic flow reduction.	Major Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min		Moderate Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT		Major Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-14,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-12,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-45	per annnum		Major Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow reduction.	Major Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min		Moderate Beneficial
	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	4,500	no		Moderate Beneficial
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	3,000	AADT		Minor Beneficial
	4.1.2 At Alves	3,000	AADT		
	4.1.3 At Lhanbryde	4,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-9,000	AADT		Moderate Beneficial
	5.1.2 At Alves	-14,000	AADT		
	5.1.3 At Lhanbryde	-12,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	352	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedance of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	800	no	Minor beneficial impact on Candidate Noise Management Areas.	Potential for minor adverse impacts predicted in areas with low baseline noise. Assessment score reflects the relatively high number of properties potentially impacted overall.	Major Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	17	no	Potential severance and intrusion to users of NCN1, Moray Coastal Trail, Speyside Way, Moray Monster Trails, Core Paths including those north of Forres & Elgin, within Crooked Wood & an Aspirational Core Path near Quarrelwood. Severance to communities: Kintessack & Forres; Kintessack & Dyke; Lhanbryde & Urquhart.	There is potential for significant impacts from community severance and major impacts on key NMU routes, substantial loss of prime agricultural land and effects on 12 areas of recreational woodland including Crooked Wood, Sleepieshill Wood and Whiteash Hill Wood.	Major Adverse
	Length of route through agricultural land classes 1,2 and 3.1	22.4	km			
	Length of route through forestry / woodland used for recreation	9.0	km			
	Length of route through LDP open spaces	0.8	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	2.0	km		Potential severance of a site allocated for housing (including long-term) and industry to the north of Elgin, an industrial allocation at Mosstodloch and site allocated for housing at Fochabers (construction underway)	Moderate Adverse
6.1.5 Materials	Length of route	49.4	km		The length of the route and the extent of earthworks are above the average, however only minimum crossing widths are required on the River Spey (approx. 0.4km) and the River Findhorn (approx. 0.2km).	Moderate Adverse
	Number of bridge structures >20m span	26	no			
	Length of major earthworks >10m depth/height	20.1	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	64	no		The setting of Grange Hall (listed building & regionally significant SMR), a nationally important and sensitive asset would be significantly modified. The option would directly physically impact six regionally significant SMR areas resulting in changes to key archaeological resources.	Moderate Adverse
	Scheduled Monuments within 200m of assumed centreline	0	no			
	Garden & Designed Landscapes within 200m of assumed centreline	2	no			
	Regionally significant SMR sites within 200m of assumed centreline	16	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	1.4	km		The majority of the option would pass through an open, arable landscape which is of a lower susceptibility to change. The option's utilisation of a route in the vicinity of the existing A96 corridor to the north of Fochabers has the potential for some localised adverse visual effects on receptors in Fochabers, Lhanbryde and Mosstodloch. Careful consideration of mitigation within Fochabers to limit visual effects and possible alignment adjustment within Brodie Castle and Gordon Castle GDLs could limit adverse landscape and visual effects.	Moderate Adverse
	Length of route through woodland	11.6	km			
	Sensitive receptors with potential to experience adverse visual effects	800	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.1	km	This route option has a narrow crossing point for the River Spey. Potential for direct and indirect impacts and LSE on the Natura 2000 designation.	The overall assessment reflects impacts due to potential for LSE at River Spey, the extent of woodland loss including severance / connectivity impacts and the River Findhorn crossing location.	Major Adverse
	Length of route through SSSI	0.1	km	Potential direct impacts on River Spey SSSI due to new crossing. Potential for indirect effects on SSSIs at River Spey and Culbin Sands from emissions to air during operation.		
	Length of route through ancient woodland	6.8	km	Potential for significant habitat severance and connectivity impacts through Sleepieshill Wood and Crooked Wood. The route crosses the Findhorn at a wide point increasing the potential for impacts on the river corridor.		
	Length of route through native woodland	0.9	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0.0	km	No significant contamination issues are predicted; likely to be typical of a rural area.	There is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings and crossing the downstream extent of the Dipple Abstraction scheme.	Moderate Adverse
	Length of route through soil resource	0.0	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	8.8	km	No potentially significant impacts on flood alleviation schemes. No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.	River Findhorn and Muckle Burn crossings predicted to increase flood risk to upstream receptors and adequate mitigation would be required. River Lossie crossing (including junction east of Elgin) predicted to increase flood risk to upstream receptors and adequate mitigation would be required.	Major Adverse



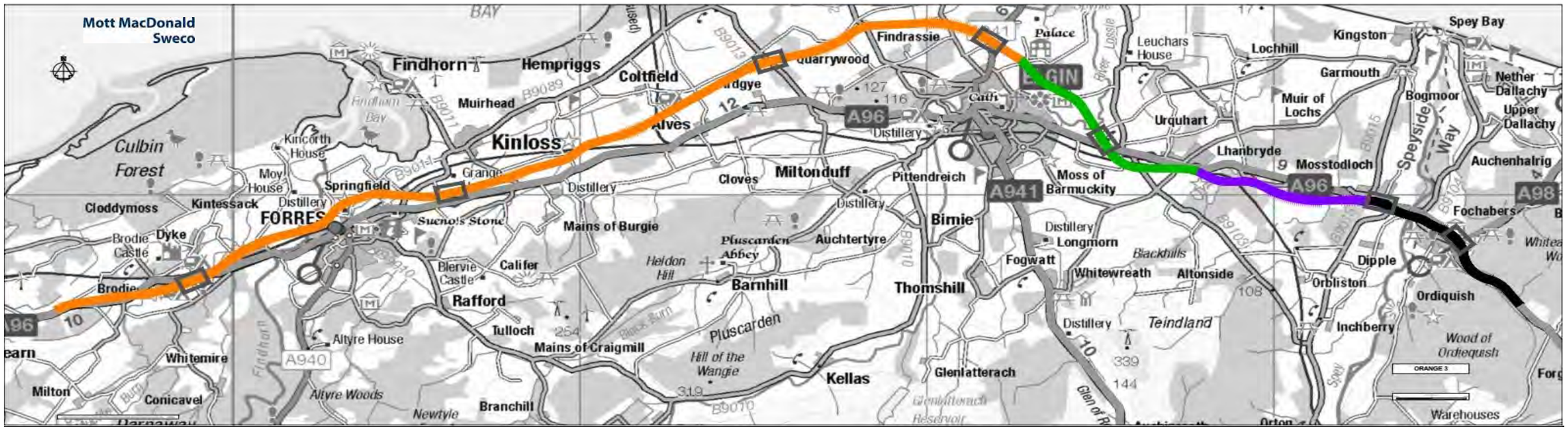
Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-13	min		Major Beneficial
	1.1.2 Forres to Elgin	-1	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a moderate improvement in reliability based on traffic flow reduction.	Moderate Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min		Moderate Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT		Moderate Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-8,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-7,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-40	per annnum		Major Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a moderate improvement in driver stress based on traffic flow reduction.	Moderate Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min		Moderate Beneficial
	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	5,700	no		Major Beneficial
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic reduction on old A96 that will benefit NMUs	4.1.1 At Brodie	3,000	AADT		Neutral
	4.1.2 At Alves	9,000	AADT		
	4.1.3 At Lhanbryde	9,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-9,000	AADT		Minor Beneficial
	5.1.2 At Alves	-8,000	AADT		
	5.1.3 At Lhanbryde	-7,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	116	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedance of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	175	no	Minor beneficial impact on Candidate Noise Management Areas.	Potential for moderate adverse impacts predicted in areas with low baseline noise. Assessment score reflects the relatively few properties potentially impacted overall.	Minor Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	5	no	Potential severance and intrusion to users of NCN1, Moray Coastal Trail, Speyside Way, Moray Monster Trails, Core Paths including those north of Forres, Elgin, Mosstodloch & Fochabers, within Crooked Wood & an Aspirational Core Path near Wester Alves. Severance to communities: Dyke & Forres; Kintessack & Forres; Monkland & Forres; Middlefield & Forres.	There is potential for significant impacts from community severance and major impacts on key NMU routes, substantial loss of prime agricultural land and effects on 12 areas of recreational woodland including Crooked Wood, Sleepieshill Wood and Whiteash Hill Wood.	Major Adverse
	Length of route through agricultural land classes 1,2 and 3.1	19.6	km			
	Length of route through forestry / woodland used for recreation	7.3	km			
	Length of route through LDP open spaces	0.0	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	1.7	km		Potential severance of site allocated for industry at Forres, and sites allocated for housing (including long-term) and industry north of Elgin.	Moderate Adverse
6.1.5 Materials	Length of route	49.3	km		The length of the route and the extent of major earthworks are above the average, with major span structures required on the River Spey (approx. 1.6km) and the River Findhorn (approx. 0.3km).	Major Adverse
	Number of bridge structures >20m span	31	no			
	Length of major earthworks >10m depth/height	21.5	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	11	no		The nationally important Gordon Castle Garden and Designed Landscape (GDL) would be bisected by the option. This would affect a key view within the GDL and would sever the physical relationship between important listed buildings on the estate (including category A). The setting of Grange Hall (listed building & regionally significant SMR), a nationally important and sensitive asset would be significantly modified. The option would directly impact seven regionally significant SMR areas resulting in changes to key archaeological resources.	Major Adverse
	Scheduled Monuments within 200m of assumed centreline	0	no			
	Garden & Designed Landscapes within 200m of assumed centreline	2	no			
	Regionally significant SMR sites within 200m of assumed centreline	13	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	2.3	km		The majority of the option would pass through an open, arable landscape which is of a lower susceptibility to change. Key landscape issues lie at the eastern extent and specifically: routing through the Gordon Castle GDL, which is a highly susceptible and valued landscape; and loss of woodland. Possible alignment adjustment and/or use of structures as opposed to earthworks at the eastern extent of the scheme has the potential to limit landscape change in that vicinity, including on the Gordon Castle GDL.	Major Adverse
	Length of route through woodland	10.1	km			
	Sensitive receptors with potential to experience adverse visual effects	175	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.3	km	Route has long crossing of the River Spey SAC, which also crosses the Moray & Nairn Coast SPA & Ramsar site and the Lower River Spey/Spey Bay SAC. Potential risk of LSE from direct and indirect impacts from pollution and air quality changes on multiple designated sites.	The overall assessment reflects impacts due to risk of impact and LSE on Natura 2000 sites at the River Spey and extent of woodland loss including severance/connectivity impacts.	Major Adverse
	Length of route through SSSI	0.3	km	Potential for a long crossing through SSSIs at the River Spey with potential risk of direct impacts and indirect effects from pollution, air quality changes.		
	Length of route through ancient woodland	6.1	km	Potential for significant habitat severance and connectivity impacts through Whiteash Hill Wood, Sleepieshill Wood and Crooked Wood. Capercaillie are present in Whiteash Hill Wood east of Fochabers (DMRB Stage1 HRA), which potentially will be significantly impacted and difficult to mitigate.		
	Length of route through native woodland	0.9	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0.2	km	No significant contamination issues are predicted; likely to be typical of a rural area.	The route passes just within the southern end of the Lower River Spey GCR site and SSSI. There is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings (including to the north of Fochabers).	Moderate Adverse
	Length of route through soil resource	0.0	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	10.1	km	No potentially significant impacts on flood alleviation schemes.	River Lossie crossing (including junction east of Elgin) predicted to increase flood risk to upstream receptors and adequate mitigation would be required. High erosion potential immediately downstream of the River Spey crossing predicted to be significant.	Major Adverse
				Potentially significant impact at hydro-geomorphologically active reach at the River Spey crossing.		



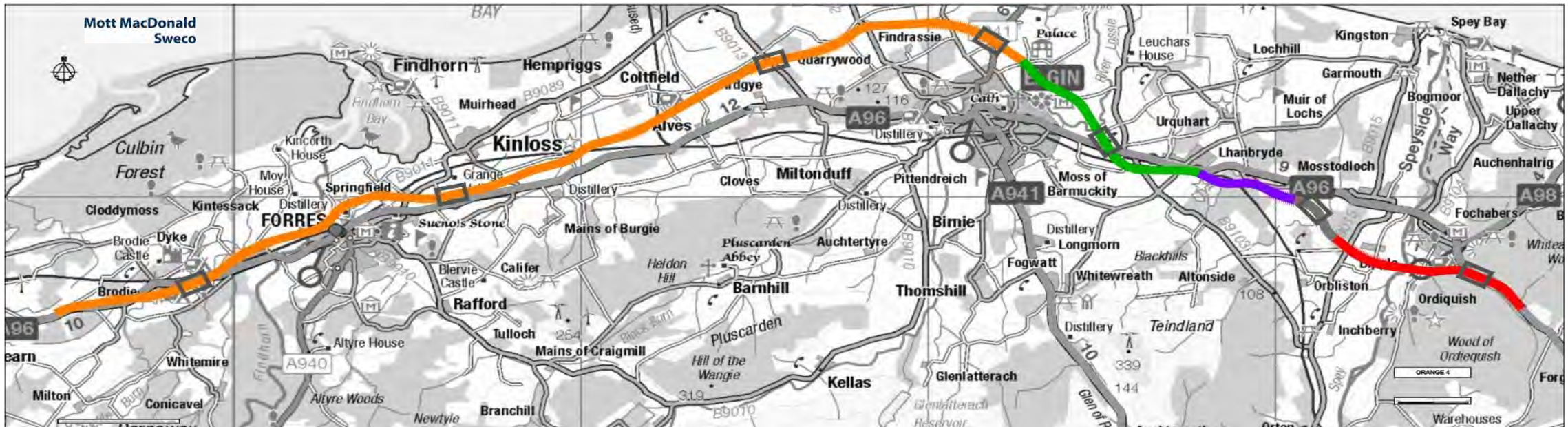
Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-13	min		Major Beneficial
	1.1.2 Forres to Elgin	-1	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a major improvement in reliability based on traffic flow reduction.	Major Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min		Moderate Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT		Major Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-8,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-13,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-39	per annnum		Moderate Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow reduction.	Major Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min		Moderate Beneficial
	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	5,800	no		Major Beneficial
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic reduction on old A96 that will benefit NMUs	4.1.1 At Brodie	3,000	AADT		Neutral
	4.1.2 At Alves	9,000	AADT		
	4.1.3 At Lhanbryde	3,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-9,000	AADT		Moderate Beneficial
	5.1.2 At Alves	-8,000	AADT		
	5.1.3 At Lhanbryde	-13,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	358	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedance of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	777	no	Minor beneficial impact on Candidate Noise Management Areas.	Potential for moderate adverse impacts predicted in areas with low baseline noise. Assessment score reflects the relatively high number of properties potentially impacted overall.	Major Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	16	no	Potential severance and intrusion to users of NCN1, Moray Coastal Trail, Speyside Way, Moray Monster Trails, Core Paths including those north of Forres & Elgin, within Crooked Wood & an Aspirational Core Path near Wester Alves. Severance to communities: Dyke, Kintessack, Monkland, Middlefield & Cassieford from Forres; Monkland & Forres.	There is potential for significant impacts from community severance and major impacts on key NMU routes, substantial loss of prime agricultural land and effects on 12 areas of recreational woodland including Crooked Wood, Sleepieshill Wood and Whiteash Hill Wood.	Major Adverse
	Length of route through agricultural land classes 1,2 and 3.1	19.7	km			
	Length of route through forestry / woodland used for recreation	6.5	km			
	Length of route through LDP open spaces	0.8	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	2.4	km		Potential severance of site allocated for industry at Forres, sites allocated for housing (including long-term) and industry north of Elgin, an industrial allocation at Mosstodloch and site allocated for housing at Fochabers (construction underway)	Moderate Adverse
6.1.5 Materials	Length of route	48.3	km		The extent of major earthworks is above the average, however the length of the route and the total number of bridge structures are below the average, with a span structure required on the River Findhorn (approx. 0.3km) which exceeds the width of the minimum crossing option.	Minor Adverse
	Number of bridge structures >20m span	29	no			
	Length of major earthworks >10m depth/height	17.9	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	71	no		The setting of Grange Hall (listed building & regionally significant SMR), a nationally important and sensitive asset would be significantly modified. The option would directly impact seven regionally significant SMR areas resulting in changes to key archaeological resources.	Moderate Adverse
	Scheduled Monuments within 200m of assumed centreline	0	no			
	Garden & Designed Landscapes within 200m of assumed centreline	2	no			
	Regionally significant SMR sites within 200m of assumed centreline	15	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	1.4	km		The majority of the option would pass through an open, arable landscape which is of a lower susceptibility to change. The option's utilisation of a route in the vicinity of the existing A96 corridor to the north of Fochabers has the potential for some localised adverse visual effects on receptors in Fochabers, Lhanbryde and Mosstodloch. Careful consideration of mitigation within Fochabers to limit visual effects and possible alignment adjustment within impacted GDLs could limit adverse landscape and visual effects.	Moderate Adverse
	Length of route through woodland	9.2	km			
	Sensitive receptors with potential to experience adverse visual effects	777	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.1	km	This route option has a narrow crossing point for the River Spey. Potential for direct and indirect impacts and LSE on the Natura 2000 designation.	The overall assessment reflects impacts due to the potential for LSE at the River Spey and the extent of woodland loss including severance/connectivity impacts.	Major Adverse
	Length of route through SSSI	0.1	km	Potential direct impacts on River Spey SSSI due to new crossing. Potential for indirect effects on SSSI from emissions to air during operation.		
	Length of route through ancient woodland	5.8	km	Potential for significant habitat severance and connectivity impacts through Sleepieshill Wood and Crooked Wood. The route crosses the Findhorn at a narrow point decreasing the potential for impacts on the river corridor.		
	Length of route through native woodland	0.9	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0.0	km	No significant contamination issues are predicted; likely to be typical of a rural area.	There is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings and crossing the downstream extent of the Dipple Abstraction scheme.	Moderate Adverse
	Length of route through soil resource	0.0	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	10.1	km	No potentially significant impacts on flood alleviation schemes.	River Lossie crossing (including junction east of Elgin) predicted to increase flood risk to upstream receptors and adequate mitigation would be required.	Major Adverse
				No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.		



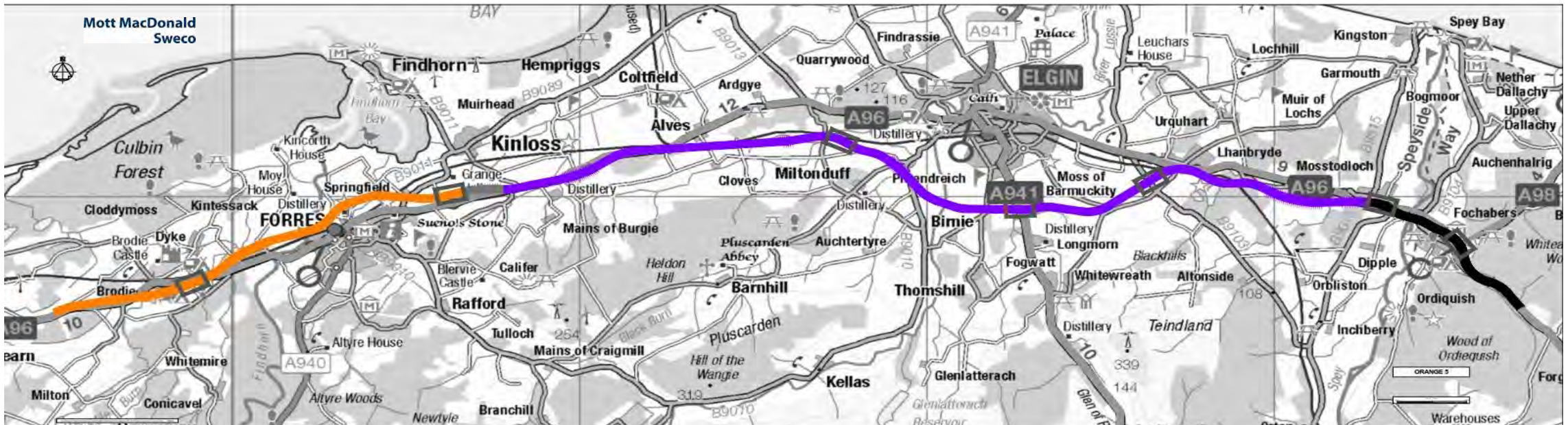
Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-13	min		Major Beneficial
	1.1.2 Forres to Elgin	-1	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a major improvement in reliability based on traffic flow reduction.	Major Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min		Moderate Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT		Major Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-9,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-13,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-43	per annnum		Major Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow reduction.	Major Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min		Major Beneficial
	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	5,900	no		Major Beneficial
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic reduction on old A96 that will benefit NMUs	4.1.1 At Brodie	3,000	AADT		Minor Beneficial
	4.1.2 At Alves	8,000	AADT		
	4.1.3 At Lhanbryde	3,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-9,000	AADT		Moderate Beneficial
	5.1.2 At Alves	-9,000	AADT		
	5.1.3 At Lhanbryde	-13,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	372	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedance of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	901	no	Minor beneficial impact on Candidate Noise Management Areas.	Potential for minor adverse impacts predicted in areas with low baseline noise. Assessment score reflects the relatively high number of properties potentially impacted overall.	Major Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	16	no	Potential severance and intrusion to users of NCN1, Moray Coastal Trail, Speyside Way, Moray Monster Trails, Core Paths including those north of Forres & Elgin, within Threapland Wood & an Aspirational Core Path near Wester Alves. Severance to communities: Dyke, Kintessack, Monkland, Middlefield & Cassieford from Forres; Monkland & Forres; Easter Coxton and Coxton Tower.	There is potential for significant impacts from community severance and impacts on key NMU routes, substantial loss of prime agricultural land and effects on 8 areas of recreational woodland including Threapland Wood and Whiteash Hill Wood.	Moderate Adverse
	Length of route through agricultural land classes 1,2 and 3.1	18.3	km			
	Length of route through forestry / woodland used for recreation	5.7	km			
	Length of route through LDP open spaces	0.3	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	2.5	km		Potential severance of a site allocated for industry at Forres, sites allocated for housing (including long-term) and industry to the north of Elgin, an industrial allocation at Mosstodloch and site allocated for housing at Fochabers (construction underway).	Moderate Adverse
6.1.5 Materials	Length of route	48.6	km		The length of the route and the extent of major earthworks are above the average, with a span structure required on the River Findhorn (approx. 0.3km) which exceeds the width of the minimum crossing option.	Moderate Adverse
	Number of bridge structures >20m span	32	no			
	Length of major earthworks >10m depth/height	19.6	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	74	no		The setting of several nationally important and sensitive assets would be significantly modified, including Grange Hall (listed building & regionally significant SMR), Pittensair House (listed building & regionally significant SMR) and Coxton Tower (listed building & scheduled monument). The option would directly impact three regionally significant SMR crop mark areas resulting in changes to key archaeological resources.	Moderate Adverse
	Scheduled Monuments within 200m of assumed centreline	2	no			
	Garden & Designed Landscapes within 200m of assumed centreline	2	no			
	Regionally significant SMR sites within 200m of assumed centreline	17	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	1.4	km		The majority of the option would pass through an open, arable landscape which is of a lower susceptibility to change. The option's utilisation of a route in the vicinity of the existing A96 corridor to the north of Fochabers has the potential for some localised adverse visual effects on receptors in Fochabers, Lhanbryde and Mosstodloch. Careful consideration of mitigation within Fochabers to limit visual effects and possible alignment adjustment within impacted GDLs could limit adverse landscape and visual effects.	Moderate Adverse
	Length of route through woodland	8.5	km			
	Sensitive receptors with potential to experience adverse visual effects	901	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.1	km	This route option has a narrow crossing point for the River Spey. Potential for direct and indirect impacts and LSE on the Natura 2000 designation.	The overall assessment reflects impacts due to the potential for LSE at the River Spey and the extent of woodland loss including severance/connectivity impacts.	Major Adverse
	Length of route through SSSI	0.1	km	Potential direct impacts on River Spey SSSI due to new crossing. Potential for indirect effects on SSSI from emissions to air during operation.		
	Length of route through ancient woodland	5.4	km	Potential for significant habitat severance and connectivity impacts through Threapland Wood. The route crosses the Findhorn at a narrow point decreasing the potential for impacts on the river corridor.		
	Length of route through native woodland	0.9	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0.0	km	No significant contamination issues are predicted; likely to be typical of a rural area.	The route passes through areas of peat, and there is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings and crossing the downstream extent of the Dipple Abstraction scheme.	Moderate Adverse
	Length of route through soil resource	0.1	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	8.3	km	No potentially significant impacts on flood alleviation schemes.	River Findhorn crossing immediately downstream of railway embankment not predicted to have an significant impact on flood risk. River Lossie crossing (including junction east of Elgin) predicted to increase flood risk to roads and agricultural land; however re-positioning the route option and junction could reduce this impact.	Minor Adverse
				No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.		



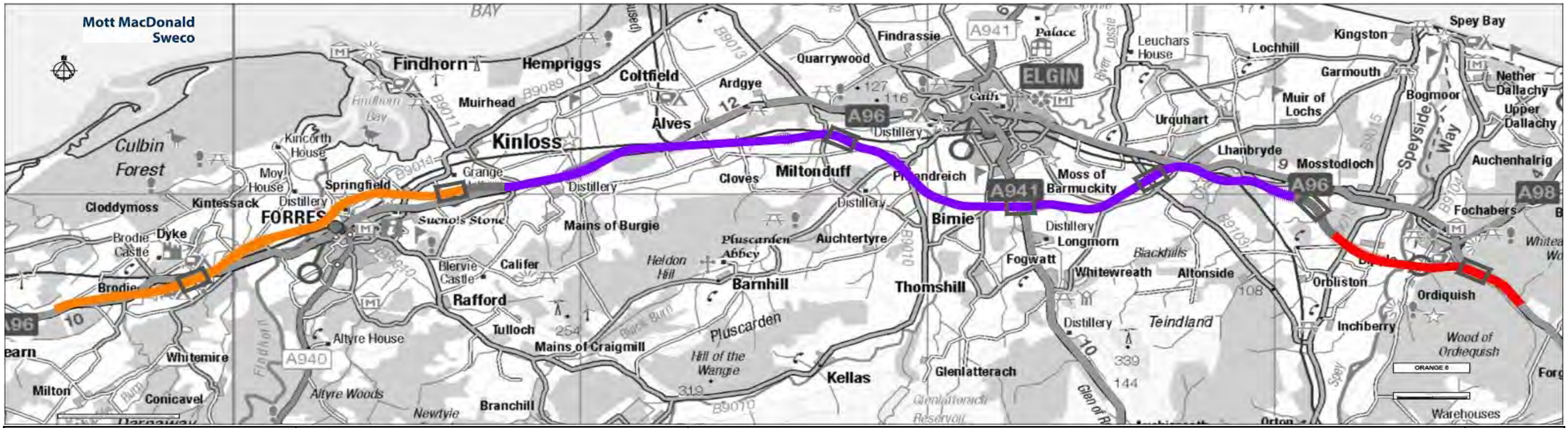
Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-13	min		Major Beneficial
	1.1.2 Forres to Elgin	-1	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a major improvement in reliability based on traffic flow reduction.	Major Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min		Moderate Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT		Major Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-9,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-14,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-42	per annnum		Major Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow reduction.	Major Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min		Major Beneficial
	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	5,900	no		Major Beneficial
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	3,000	AADT		Minor Beneficial
	4.1.2 At Alves	8,000	AADT		
	4.1.3 At Lhanbryde	2,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-9,000	AADT		Moderate Beneficial
	5.1.2 At Alves	-9,000	AADT		
	5.1.3 At Lhanbryde	-14,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	144	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedance of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	318	no	Minor beneficial impact on Candidate Noise Management Areas.	Potential for moderate adverse impacts predicted in areas with low baseline noise. Assessment score reflects the number of properties potentially impacted overall.	Moderate Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	5	no	Potential severance and intrusion to users of NCN1, Moray Coastal Trail, Speyside Way, Moray Monster Trails, Core Paths including those north of Forres & Elgin, within Threapland Wood & an Aspirational Core Path near Wester Alves. Severance to communities: Dyke, Kintessack, Monkland, Middlefield & Cassieford from Forres; Monkland & Forres; Easter Coxton & Coxton Tower; Ordiquish & Fochabers.	There is potential for significant impacts from community severance and impacts on key NMU routes, substantial loss of prime agricultural land and effects on 8 areas of recreational woodland including Threapland Wood and Slorach's Wood.	Moderate Adverse
	Length of route through agricultural land classes 1,2 and 3.1	18.2	km			
	Length of route through forestry / woodland used for recreation	6.1	km			
	Length of route through LDP open spaces	0.0	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	1.9	km		Potential severance of site allocated for industry at Forres and sites allocated for housing (including long-term) & industry north of Elgin.	Moderate Adverse
6.1.5 Materials	Length of route	48.5	km		The length of the route and the extent of major earthworks are above the average, with major span structures required on the River Spey (approx. 0.9 km) and the River Findhorn (approx. 0.3km).	Moderate Adverse
	Number of bridge structures >20m span	34	no			
	Length of major earthworks >10m depth/height	15.8	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	13	no		The setting of several nationally important and sensitive assets would be significantly modified, including Grange Hall (listed building & regionally significant SMR), Pittensair House (listed building & regionally significant SMR) and Coxton Tower (listed building & scheduled monument). The option would directly impact three regionally significant SMR crop mark areas resulting in changes to key archaeological resources.	Moderate Adverse
	Scheduled Monuments within 200m of assumed centreline	2	no			
	Garden & Designed Landscapes within 200m of assumed centreline	1	no			
	Regionally significant SMR sites within 200m of assumed centreline	14	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	0.6	km		The majority of the option would pass through an open, arable landscape which is of a lower susceptibility to change. The key landscape and visual issues lie at the eastern extent, specifically: introduction of large scale earthworks and/or structures within the northern extent of the Speyside AGLV; loss of woodland; and change to Ordiquish Hill, i.e. the landform changes, introduction of structures, tree clearance and potential effects on visual receptors. Possible alignment adjustment and/or use of structures as opposed to earthworks at the eastern extent of the scheme has the potential to limit landscape change in that vicinity, including on the Speyside AGLV.	Major Adverse
	Length of route through woodland	8.7	km			
	Sensitive receptors with potential to experience adverse visual effects	318	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.1	km	This route option has a narrow crossing point for the River Spey. Potential for direct and indirect impacts and LSE on the Natura 2000 designation.	The overall assessment reflects impacts due to the potential for LSE at the River Spey and the extent of woodland loss including severance/connectivity impacts.	Major Adverse
	Length of route through SSSI	0.1	km	Potential direct impacts on River Spey SSSI due to new crossing. Potential for indirect effects on SSSI from emissions to air during operation.		
	Length of route through ancient woodland	5.6	km	Potential for significant habitat severance and connectivity impacts through Threapland Wood. The route crosses the Findhorn at a narrow point decreasing the potential for impacts on the river corridor.		
	Length of route through native woodland	1.0	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0.0	km	No significant contamination issues are predicted; likely to be typical of a rural area.	The route passes within areas of peat, and there is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings and the Dipple Abstraction scheme.	Major Adverse
	Length of route through soil resource	0.1	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	8.9	km	No potentially significant impacts on flood alleviation schemes. No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.	River Findhorn crossing immediately downstream of railway embankment not predicted to have a significant impact on flood risk. River Lossie crossing (including junction east of Elgin) predicted to increase flood risk to roads and agricultural land; however re-positioning the route option and junction could reduce this impact.	Minor Adverse



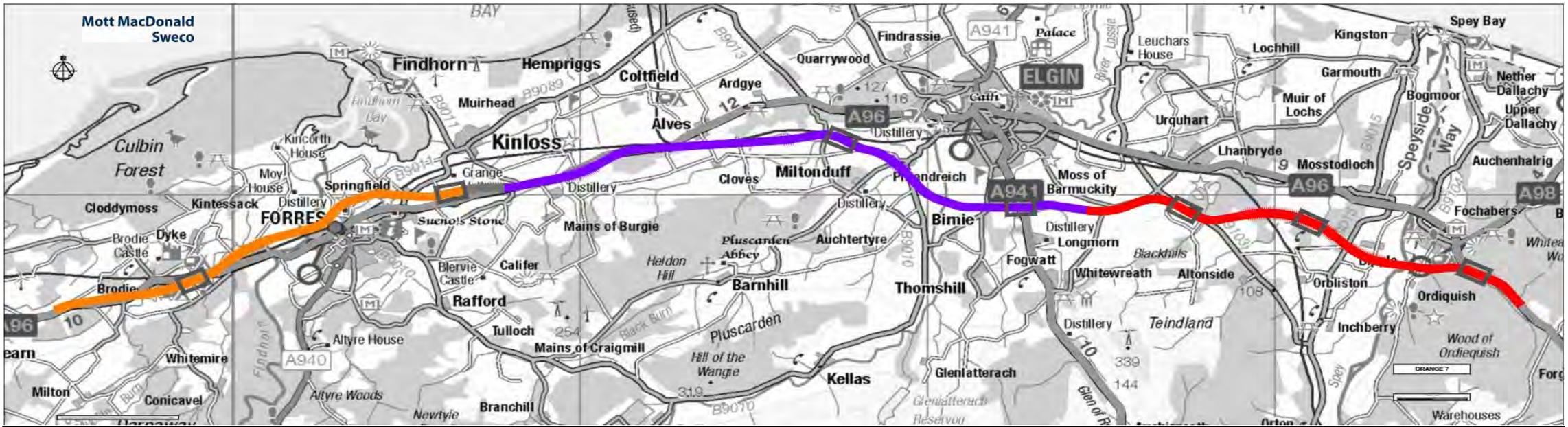
Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-13	min		Major Beneficial
	1.1.2 Forres to Elgin	-1	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a major improvement in reliability based on traffic flow reduction.	Major Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min		Moderate Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT		Major Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-14,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-14,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-49	per annnum		Major Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow reduction.	Major Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min		Moderate Beneficial
	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	5,400	no		Major Beneficial
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	3,000	AADT		Minor Beneficial
	4.1.2 At Alves	3,000	AADT		
	4.1.3 At Lhanbryde	2,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-9,000	AADT		Moderate Beneficial
	5.1.2 At Alves	-14,000	AADT		
	5.1.3 At Lhanbryde	-14,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	399	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedance of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	957	no	Minor beneficial impact on Candidate Noise Management Areas	Potential for minor adverse impacts predicted in areas with low baseline noise. Assessment score reflects the relatively high number of properties potentially impacted overall.	Major Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	20	no	Potential severance and intrusion to users of NCN1, Moray Coastal Trail, Speyside Way, Moray Monster Trails, Core Paths including those north of Forres, in Birkenhill & Threapland Wood & an Aspirational Core Path south of Elgin. Severance to communities: Dyke, Kintessack, Monkland, Middlefield & Cassieford from Forres; Monkland & Forres.	There is potential for significant impacts from community severance and impacts on key NMU routes, substantial loss of prime agricultural land and effects on 15 areas of recreational woodland including Threapland Wood and Whiteash Hill Wood.	Moderate Adverse
	Length of route through agricultural land classes 1,2 and 3.1	15.0	km			
	Length of route through forestry / woodland used for recreation	8.3	km			
	Length of route through LDP open spaces	0.3	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	1.0	km		Potential severance of a site allocated for industry at Forres and Mosstodloch and site allocated for housing at Fochabers (construction underway)	Minor Adverse
6.1.5 Materials	Length of route	46.6	km		The length of the route, the extent of major earthworks and the total number of bridge structures are below the average, with a major span structure required on the River Findhorn (approx. 0.3km) which exceeds the width of the minimum crossing option.	Minor Adverse
	Number of bridge structures >20m span	29	no			
	Length of major earthworks >10m depth/height	10.5	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	71	no		The setting of several nationally important and sensitive assets would be significantly modified, including Grange Hall (listed building & regionally significant SMR), Pittensair House (listed building & regionally significant SMR) and Coxton Tower (listed building & scheduled monument). The option would directly impact three regionally significant SMR crop mark areas resulting in changes to key archaeological resources.	Moderate Adverse
	Scheduled Monuments within 200m of assumed centreline	1	no			
	Garden & Designed Landscapes within 200m of assumed centreline	2	no			
	Regionally significant SMR sites within 200m of assumed centreline	14	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	1.4	km		The option would have some limited adverse effects on the Gordon Castle and Brodie Castle GDLs. The option's utilisation of a route in the vicinity of the existing A96 corridor to the north of Fochabers has the potential for some localised adverse visual effects on receptors in Fochabers, Lhanbryde and Mosstodloch. Careful consideration of mitigation within Fochabers to limit visual effects and possible alignment adjustment within impacted GDLs could limit adverse landscape and visual effects.	Moderate Adverse
	Length of route through woodland	11.7	km			
	Sensitive receptors with potential to experience adverse visual effects	957	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.1	km	This route option has a narrow crossing point for the River Spey. Potential for direct and indirect impacts and LSE on the Natura 2000 designation.	The overall assessment reflects impacts due to the potential for LSE at the River Spey and the extent of woodland loss including severance/connectivity impacts.	Major Adverse
	Length of route through SSSI	0.1	km	Potential direct impacts on River Spey SSSI due to new crossing. Potential for indirect effects on SSSI from emissions to air during operation.		
	Length of route through ancient woodland	7.5	km	Potential for significant habitat severance and connectivity impacts through Threapland Wood. The route crosses the Findhorn at a narrow point decreasing the potential for impacts on the river corridor.		
	Length of route through native woodland	2.4	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0	km	No significant contamination issues are predicted; likely to be typical of a rural area.	There is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings and crossing the downstream extent of the Dipple Abstraction scheme.	Moderate Adverse
	Length of route through soil resource	0	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	9.1	km	No potentially significant impacts on flood alleviation schemes	River Lossie and Black Burn crossings (including junction west of Elgin) predicted to increase flood risk to upstream receptors; however re-positioning the junction out with the floodplain could reduce this impact.	Moderate Adverse
				No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings		



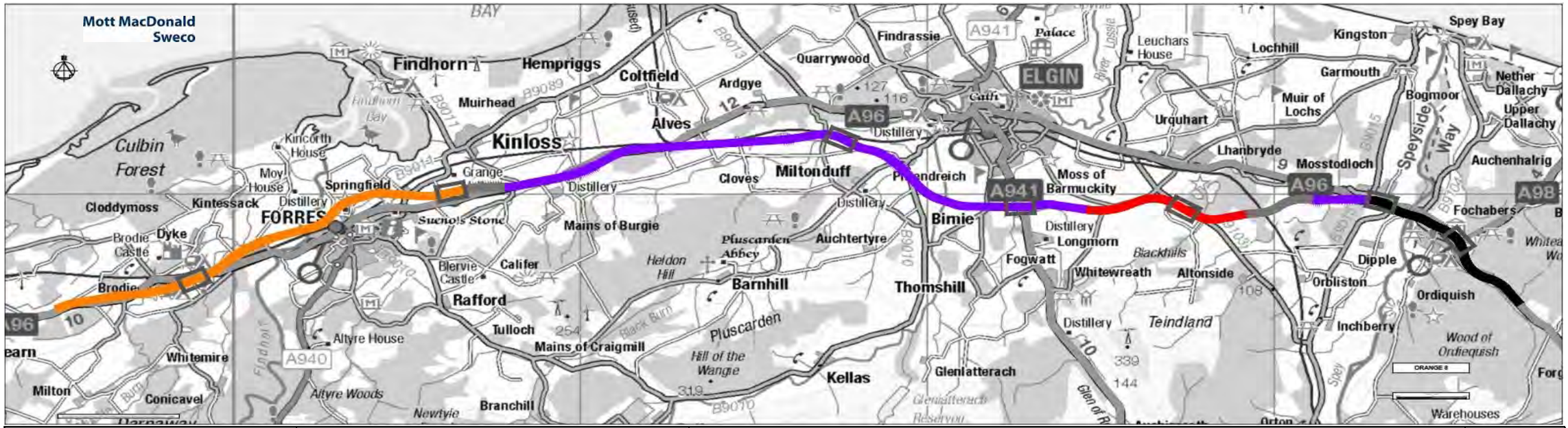
Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-13	min		Major Beneficial
	1.1.2 Forres to Elgin	-1	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a major improvement in reliability based on traffic flow reduction.	Major Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min		Moderate Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT		Major Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-14,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-10,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-45	per annnum		Major Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow reduction.	Major Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min		Moderate Beneficial
	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	3,300	no		Moderate Beneficial
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	3,000	AADT		Minor Beneficial
	4.1.2 At Alves	3,000	AADT		
	4.1.3 At Lhanbryde	6,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-9,000	AADT		Moderate Beneficial
	5.1.2 At Alves	-14,000	AADT		
	5.1.3 At Lhanbryde	-10,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	173	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedance of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	375	no	Minor beneficial impact on Candidate Noise Management Areas.	Potential for moderate adverse impacts predicted in areas with low baseline noise. Assessment score reflects the number of properties potentially impacted overall.	Moderate Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	9	no	Potential severance and intrusion to users of NCN1, Moray Coastal Trail, Speyside Way, Moray Monster Trails, Core Paths including those north of Forres, in Birkenhill & Threapland Wood & an Aspirational Core Path south of Elgin. Severance to communities: Dyke, Kintessack, Monkland, Middlefield & Cassieford from Forres; Monkland & Forres; Ordiquish & Fochabers.	There is potential for significant impacts from community severance and impacts on key NMU routes, substantial loss of prime agricultural land and effects on 15 areas of recreational woodland including Threapland Wood and Slorach's Wood.	Moderate Adverse
	Length of route through agricultural land classes 1,2 and 3.1	15.0	km			
	Length of route through forestry / woodland used for recreation	8.3	km			
	Length of route through LDP open spaces	0.0	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	0.4	km		Potential severance of a site allocated for industry at Forres.	Minor Adverse
6.1.5 Materials	Length of route	46.5	km		The length of the route and the extent of major earthworks are below the average, with major span structures required on the River Spey (approx. 0.9km) and the River Findhorn (approx. 0.3km).	Minor Adverse
	Number of bridge structures >20m span	31	no			
	Length of major earthworks >10m depth/height	9.8	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	10	no		The setting of several nationally important and sensitive assets would be significantly modified, including Grange Hall (listed building & regionally significant SMR), Pittensair House (listed building & regionally significant SMR) and Coxton Tower (listed building & scheduled monument). The option would directly impact two regionally significant SMR crop mark areas resulting in changes to key archaeological resources.	Moderate Adverse
	Scheduled Monuments within 200m of assumed centreline	1	no			
	Garden & Designed Landscapes within 200m of assumed centreline	1	no			
	Regionally significant SMR sites within 200m of assumed centreline	11	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	0.6	km		The western extent of the option would pass through an open, arable landscape which is less susceptible to change. However, the central and eastern sections of the option would pass through a more undulating landscape and is of a higher susceptibility to change. The key landscape and visual issues lie at the eastern extent, specifically: introduction of large scale earthworks and/or structures within the northern extent of the Speyside AGLV; loss of woodland; and change to Ordiquish Hill, i.e. the landform changes, introduction of structures, tree clearance and potential effects on visual receptors. Possible alignment adjustment and/or use of structures as opposed to earthworks at the eastern extent of the scheme has the potential to limit landscape change in that vicinity, including on the Speyside AGLV.	Major Adverse
	Length of route through woodland	11.9	km			
	Sensitive receptors with potential to experience adverse visual effects	375	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.1	km	This route option has a narrow crossing point for the River Spey. Potential for direct and indirect impacts and LSE on the Natura 2000 designation.	The overall assessment reflects impacts due to potential for LSE at River Spey and the extent of woodland loss including severance/connectivity impacts.	Major Adverse
	Length of route through SSSI	0.1	km	Potential direct impacts on River Spey SSSI due to new crossing. Potential for indirect effects on SSSI from emissions to air during operation.		
	Length of route through ancient woodland	7.7	km	Potential for significant habitat severance and connectivity impacts through Threapland Wood. The route crosses the Findhorn at a narrow point decreasing the potential for impacts on the river corridor.		
	Length of route through native woodland	2.5	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0	km	No significant contamination issues are predicted; likely to be typical of a rural area.	There is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings and the crossing of the Dipple Abstraction scheme.	Major Adverse
	Length of route through soil resource	0	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	9.6	km	No potentially significant impacts on flood alleviation schemes.	River Lossie and Black Burn crossings (including junction west of Elgin) predicted to increase flood risk to upstream receptors; however re-positioning the junction out with the floodplain could reduce this impact.	Moderate Adverse
				No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.		



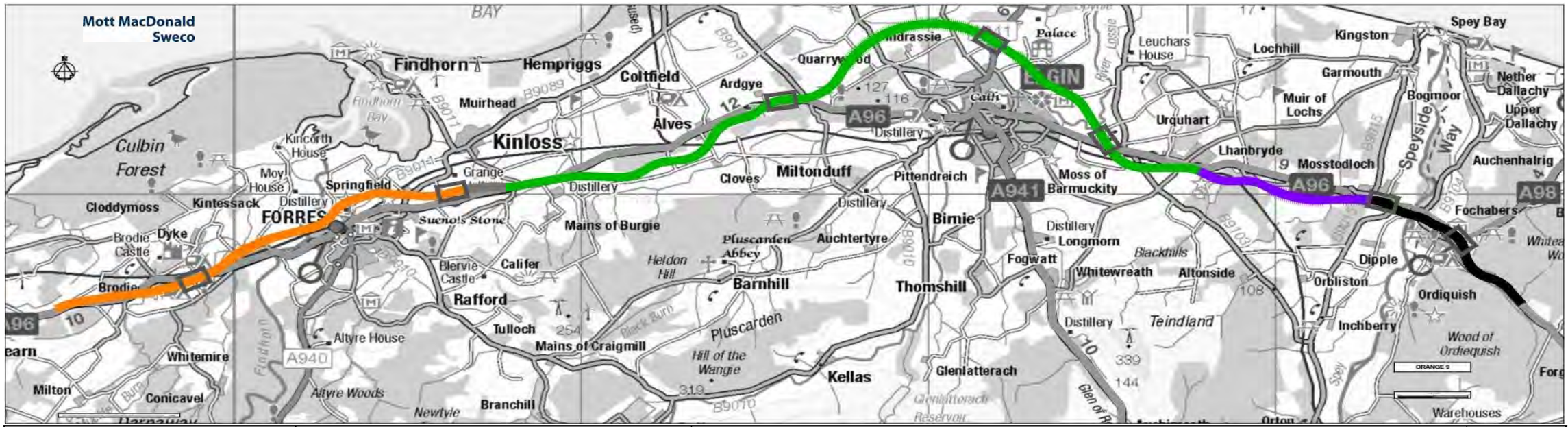
Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-13	min		Major Beneficial
	1.1.2 Forres to Elgin	-1	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a major improvement in reliability based on traffic flow reduction.	Major Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min		Major Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT		Major Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-14,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-10,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-46	per annnum		Major Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow reduction.	Major Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min		Moderate Beneficial
	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	3,300	no		Moderate Beneficial
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	3,000	AADT		Minor Beneficial
	4.1.2 At Alves	3,000	AADT		
	4.1.3 At Lhanbryde	6,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-9,000	AADT		Moderate Beneficial
	5.1.2 At Alves	-14,000	AADT		
	5.1.3 At Lhanbryde	-10,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	113	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedance of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	180	no	Minor beneficial impact on Candidate Noise Management Areas.	Potential for moderate adverse impacts predicted in areas with low baseline noise. Assessment score reflects the relatively few properties potentially impacted overall.	Minor Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	8	no	Potential severance and intrusion to users of NCN1, Moray Coastal Trail, Speyside Way, Moray Monster Trails, Core Paths including those north of Forres, in Birkenhill & Threapland Wood & an Aspirational Core Path south of Elgin. Severance to communities: Dyke, Kintessack, Monkland, Middlefield & Cassieford from Forres; Monkland & Forres; Ordiquish & Fochabers.	There is potential for significant impacts from community severance and impacts on key NMU routes, substantial loss of prime agricultural land and effects on 15 areas of recreational woodland including the southern edge of Threapland Wood and Slorach's Wood.	Moderate Adverse
	Length of route through agricultural land classes 1,2 and 3.1	15.0	km			
	Length of route through forestry / woodland used for recreation	8.2	km			
	Length of route through LDP open spaces	0.0	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	0.4	km		Potential severance of a site allocated for industry at Forres.	Minor Adverse
6.1.5 Materials	Length of route	45.7	km		The length of the route and the extent of major earthworks are below the average, with major span structures required on the River Spey (approx. 0.9km) and the River Findhorn (approx. 0.3km).	Minor Adverse
	Number of bridge structures >20m span	33	no			
	Length of major earthworks >10m depth/height	12.3	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	9	no		The setting of Grange Hall (listed building & regionally significant SMR), a nationally important and sensitive asset would be significantly modified. The option would directly impact two regionally significant SMR crop mark areas resulting in changes to key archaeological resources.	Moderate Adverse
	Scheduled Monuments within 200m of assumed centreline	0	no			
	Garden & Designed Landscapes within 200m of assumed centreline	1	no			
	Regionally significant SMR sites within 200m of assumed centreline	7	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	0.6	km		The western extent of the option would pass through an open, arable landscape which is less susceptible to change. However, the central and eastern sections of the option would pass through a more undulating landscape and is of a higher susceptibility to change. The key landscape and visual issues lie at the eastern extent, specifically: introduction of large scale earthworks and/or structures within the northern extent of the Speyside AGLV; loss of woodland; and change to Ordiquish Hill, i.e. the landform changes, introduction of structures, tree clearance and potential effects on visual receptors. Possible alignment adjustment and/or use of structures as opposed to earthworks at the eastern extent of the scheme has the potential to limit landscape change in that vicinity, including on the Speyside AGLV.	Major Adverse
	Length of route through woodland	11.6	km			
	Sensitive receptors with potential to experience adverse visual effects	180	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.1	km	This route option has a narrow crossing point for the River Spey. Potential for direct and indirect impacts and LSE on the Natura 2000 designation.	The overall assessment reflects impacts due to the potential for LSE at the River Spey and the overall extent of woodland loss.	Major Adverse
	Length of route through SSSI	0.1	km	Potential direct impacts on River Spey SSSI due to new crossing. Potential for indirect effects on SSSI from emissions to air during operation.		
	Length of route through ancient woodland	7.5	km	The route crosses the Findhorn at a narrow point decreasing the potential for impacts on the river corridor. The route potentially impacts several LEPO woodlands.		
	Length of route through native woodland	2.0	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0	km	No significant contamination issues are predicted; likely to be typical of a rural area.	There is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings and the crossing of the Dipple Abstraction scheme.	Major Adverse
	Length of route through soil resource	0	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	9.6	km	No potentially significant impacts on flood alleviation schemes.	River Lossie and Black Burn crossings (including junction west of Elgin) predicted to increase flood risk to upstream receptors; however re-positioning the junction out with the floodplain could reduce this impact.	Moderate Adverse
				No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.		



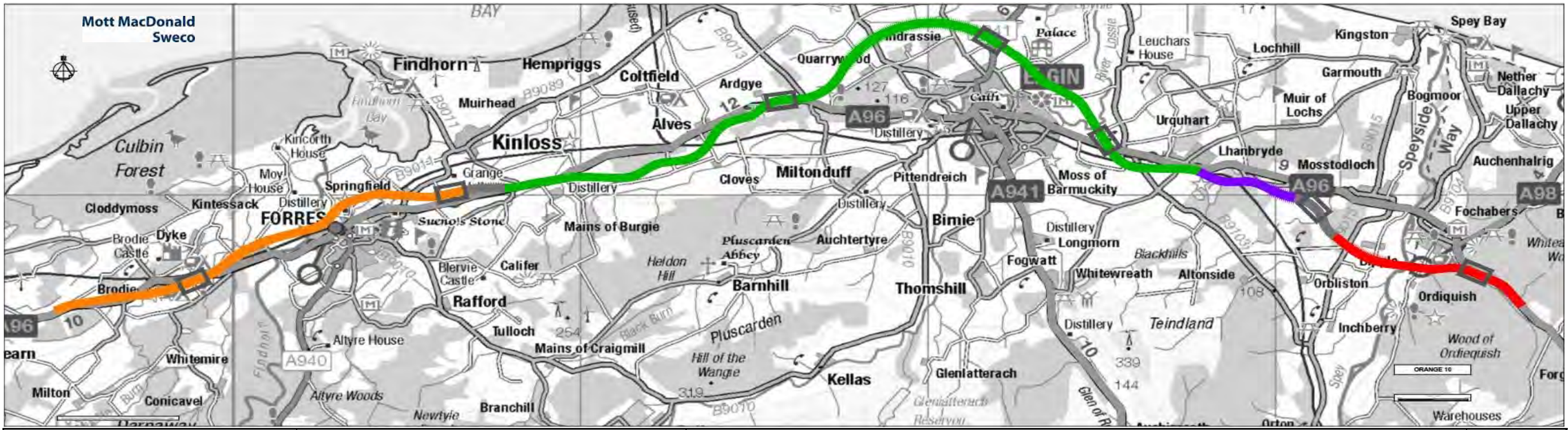
Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-13	min		Major Beneficial
	1.1.2 Forres to Elgin	-1	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a major improvement in reliability based on traffic flow reduction.	Major Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min		Moderate Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT		Major Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-14,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-14,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-50	per annnum		Major Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow reduction.	Major Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min		Moderate Beneficial
	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	5,400	no		Major Beneficial
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	3,000	AADT		Minor Beneficial
	4.1.2 At Alves	3,000	AADT		
	4.1.3 At Lhanbryde	2,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-9,000	AADT		Moderate Beneficial
	5.1.2 At Alves	-14,000	AADT		
	5.1.3 At Lhanbryde	-14,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	342	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedance of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	763	no	Minor beneficial impact on Candidate Noise Management Areas.	Potential for moderate adverse impacts predicted in areas with low baseline noise. Assessment score reflects the relatively high number of properties potentially impacted overall.	Major Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	19	no	Potential severance and intrusion to users of NCN1, Moray Coastal Trail, Speyside Way, Moray Monster Trails, Core Paths including those north of Forres & Elgin, in Birkenhill & Threapland Wood & an Aspirational Core Path south of Elgin. Severance to communities: Dyke, Kintessack, Monkland, Middlefield & Cassieford from Forres; Monkland & Forres.	There is potential for significant impacts from community severance and impacts on key NMU routes, substantial loss of prime agricultural land and effects on 15 areas of recreational woodland including the southern edge of Threapland Wood and Whiteash Hill Wood.	Moderate Adverse
	Length of route through agricultural land classes 1,2 and 3.1	15.0	km			
	Length of route through forestry / woodland used for recreation	7.9	km			
	Length of route through LDP open spaces	0.3	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	1.0	km		Potential severance of a site allocated for industry at Forres and Mosstodloch, and site allocated for housing at Fochabers (construction underway).	Minor Adverse
6.1.5 Materials	Length of route	46.4	km		The length of the route is above the average and the extent of major earthworks is below the average, with a span structure required on the River Findhorn (approx. 0.3km) which exceeds the width of the minimum crossing option.	Minor Adverse
	Number of bridge structures >20m span	31	no			
	Length of major earthworks >10m depth/height	10.1	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	70	no		The setting of Grange Hall (listed building & regionally significant SMR), a nationally important and sensitive asset would be significantly modified. The option would directly impact three regionally significant SMR crop mark areas resulting in changes to key archaeological resources.	Moderate Adverse
	Scheduled Monuments within 200m of assumed centreline	0	no			
	Garden & Designed Landscapes within 200m of assumed centreline	2	no			
	Regionally significant SMR sites within 200m of assumed centreline	10	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	1.4	km		The western extent of the option would pass through an open, arable landscape which is less susceptible to change. The central and eastern sections of the option would pass through a more undulating landscape and is of a higher susceptibility to change. The option's utilisation of a route in the vicinity of the existing A96 corridor to the north of Fochabers has the potential for some localised adverse visual effects on receptors in Fochabers, Lhanbryde and Mosstodloch. Careful consideration of mitigation within Fochabers to limit visual effects and possible alignment adjustment within impacted GDLs could limit adverse landscape and visual effects.	Moderate Adverse
	Length of route through woodland	11.4	km			
	Sensitive receptors with potential to experience adverse visual effects	763	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.1	km	This route option has a narrow crossing point for the River Spey. Potential for direct and indirect impacts and LSE on the Natura 2000 designation.	The overall assessment reflects impacts due to the potential for LSE at the River Spey and the overall extent of woodland loss.	Major Adverse
	Length of route through SSSI	0.1	km	Potential direct impacts on River Spey SSSI due to new crossing. Potential for indirect effects on SSSI from emissions to air during operation.		
	Length of route through ancient woodland	7.4	km	The route crosses the Findhorn at a narrow point decreasing the potential for impacts on the river corridor. The route potentially impacts several LEPO woodlands.		
	Length of route through native woodland	1.9	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0.0	km	No significant contamination issues are predicted; likely to be typical of a rural area.	There is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings and crossing the downstream extent of the Dipple Abstraction scheme.	Moderate Adverse
	Length of route through soil resource	0.0	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	9.1	km	No potentially significant impacts on flood alleviation schemes. No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.	River Lossie and Black Burn crossings (including junction west of Elgin) predicted to increase flood risk to upstream receptors; however re-positioning the junction out with the floodplain could reduce this impact.	Moderate Adverse



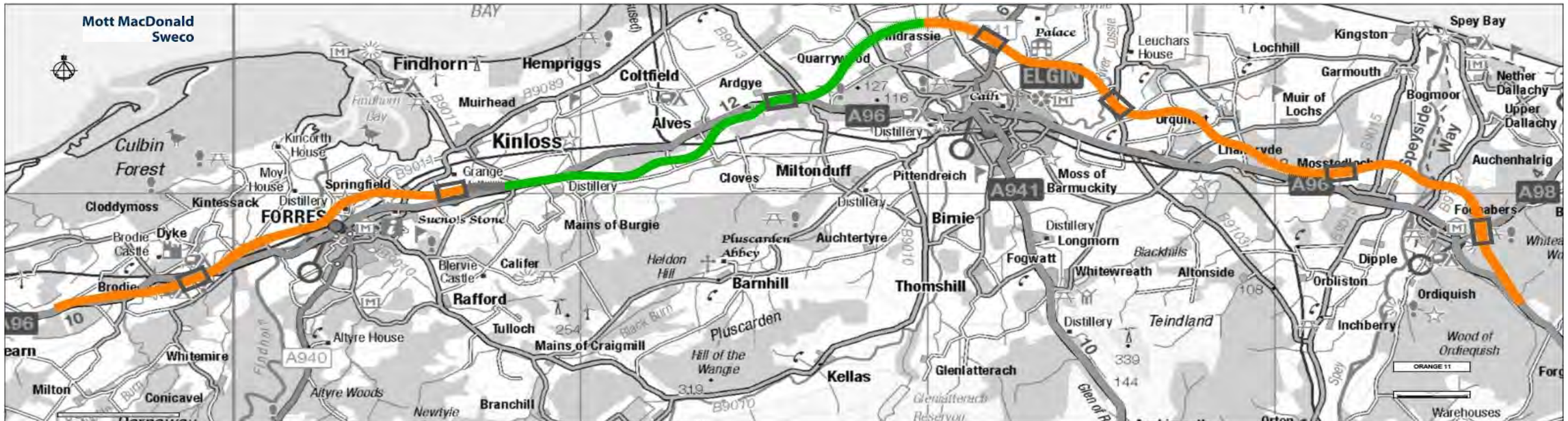
Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-13	min		Major Beneficial
	1.1.2 Forres to Elgin	-1	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a major improvement in reliability based on traffic flow reduction.	Major Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min		Moderate Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT		Major Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-14,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-13,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-46	per annnum		Major Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow reduction.	Major Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min		Moderate Beneficial
	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	5,400	no		Major Beneficial
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	3,000	AADT		Minor Beneficial
	4.1.2 At Alves	3,000	AADT		
	4.1.3 At Lhanbryde	3,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-9,000	AADT		Moderate Beneficial
	5.1.2 At Alves	-14,000	AADT		
	5.1.3 At Lhanbryde	-13,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	391	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedance of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	945	no	Minor beneficial impact on Candidate Noise Management Areas.	Potential for minor adverse impacts predicted in areas with low baseline noise. Assessment score reflects the relatively high number of properties potentially impacted overall.	Major Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	19	no	Potential severance and intrusion to users of NCN1, Moray Coastal Trail, Speyside Way, Moray Monster Trails, Core Paths including those north of Forres & Elgin, within Threapland Wood & an Aspirational Core Path near Quarrelwood. Severance to communities: Dyke, Kintessack, Monkland, Middlefield & Cassieford from Forres; Monkland & Forres.	There is potential for significant impacts from community severance and major impacts on key NMU routes, substantial loss of prime agricultural land and effects on 8 areas of recreational woodland including Threapland Wood and Whiteash Hill Wood.	Major Adverse
	Length of route through agricultural land classes 1,2 and 3.1	23.2	km			
	Length of route through forestry / woodland used for recreation	6.8	km			
	Length of route through LDP open spaces	0.3	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	2.5	km		Potential severance of a site allocated for industry at Forres, sites allocated for housing (including long-term) and industry to the north of Elgin, an industrial allocation at Mosstodloch and site allocated for housing at Fochabers (construction underway).	Moderate Adverse
6.1.5 Materials	Length of route	49.2	km		The length of the route is above the average and the extent of major earthworks is below the average, with a span structure required on the River Findhorn (approx. 0.3km) which exceeds the width of the minimum crossing option.	Minor Adverse
	Number of bridge structures >20m span	32	no			
	Length of major earthworks >10m depth/height	12.2	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	73	no		The setting of several nationally important and sensitive assets would be significantly modified, including Grange Hall (listed building & regionally significant SMR), Pittensair House (listed building & regionally significant SMR) and Coxton Tower (listed building & scheduled monument). The option would directly impact four regionally significant SMR crop mark areas resulting in changes to key archaeological resources.	Moderate Adverse
	Scheduled Monuments within 200m of assumed centreline	2	no			
	Garden & Designed Landscapes within 200m of assumed centreline	2	no			
	Regionally significant SMR sites within 200m of assumed centreline	17	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	1.4	km		Key landscape issues lie at the eastern extent and specifically: loss of woodland at: Ardyge House; Loch Na Bo; and Whiteash Hill Wood. The option's utilisation of a route in the vicinity of the existing A96 corridor to the north of Fochabers has the potential for some localised adverse visual effects on receptors in Fochabers, Lhanbryde and Mosstodloch. Careful consideration of mitigation within Fochabers to limit visual effects and possible alignment adjustment within impacted GDLs could limit adverse landscape and visual effects.	Moderate Adverse
	Length of route through woodland	9.0	km			
	Sensitive receptors with potential to experience adverse visual effects	945	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.1	km	This route option has a narrow crossing point for the River Spey. Potential for direct and indirect impacts and LSE on the Natura 2000 designation.	The overall assessment reflects impacts due to potential for LSE at the River Spey, the extent of woodland loss including severance/connectivity impacts and the River Findhorn crossing location.	Major Adverse
	Length of route through SSSI	0.1	km	Potential direct impacts on River Spey SSSI due to new crossing. Potential for indirect effects on SSSI from emissions to air during operation.		
	Length of route through ancient woodland	5.4	km	Potential habitat severance and connectivity impacts through Threapland Wood particularly, and at a few smaller woodlands. The route crosses the Findhorn at a narrow point decreasing the potential for impacts on river corridor.		
	Length of route through native woodland	0.9	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0	km	No significant contamination issues are predicted; likely to be typical of a rural area.	The route passes through areas of peat, and there is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings and crossing the downstream extent of the Dipple Abstraction scheme.	Moderate Adverse
	Length of route through soil resource	0.1	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	6.5	km	No potentially significant impacts on flood alleviation schemes.	River Findhorn crossing immediately downstream of railway embankment not predicted to have a significant impact on flood risk. River Lossie crossing (including junction east of Elgin) predicted to increase flood risk to roads and agricultural land; re-positioning the route option and junction could reduce this impact.	Minor Adverse
				No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.		



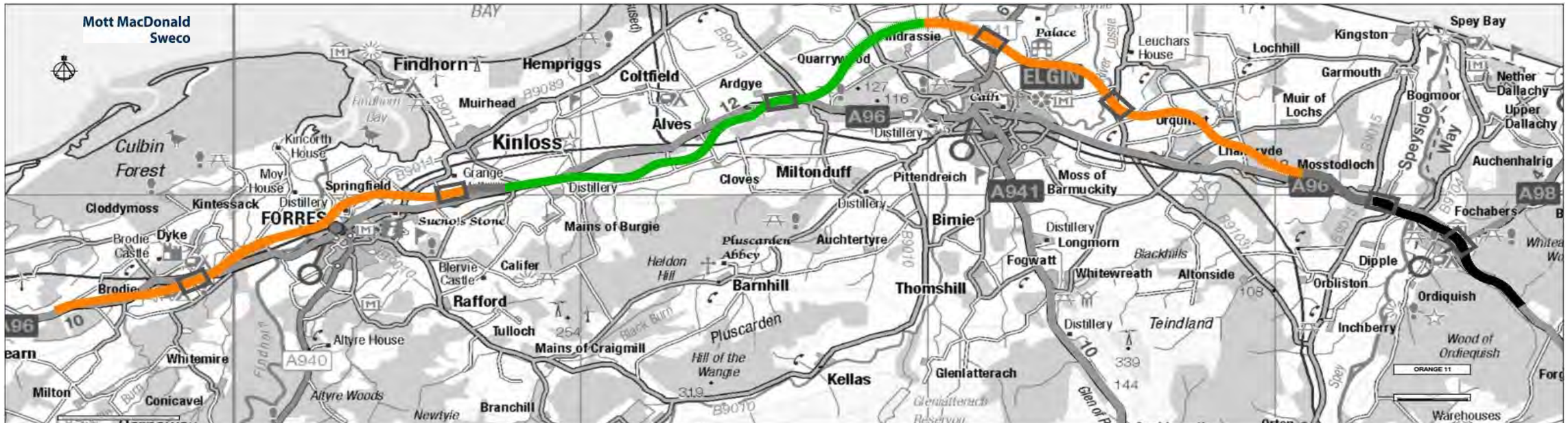
Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-13	min		Major Beneficial
	1.1.2 Forres to Elgin	-1	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a major improvement in reliability based on traffic flow reduction.	Major Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min		Moderate Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT		Major Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-14,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-14,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-45	per annnum		Major Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow reduction.	Major Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min		Moderate Beneficial
	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	5,400	no		Major Beneficial
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	3,000	AADT		Minor Beneficial
	4.1.2 At Alves	3,000	AADT		
	4.1.3 At Lhanbryde	2,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-9,000	AADT		Moderate Beneficial
	5.1.2 At Alves	-14,000	AADT		
	5.1.3 At Lhanbryde	-14,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	155	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedance of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	360	no	Minor beneficial impact on Candidate Noise Management Areas.	Potential for moderate adverse impacts predicted in areas with low baseline noise. Assessment score reflects the number of properties potentially impacted overall.	Moderate Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	8	no	Potential severance and intrusion to users of NCN1, Moray Coastal Trail, Speyside Way, Moray Monster Trails, Core Paths including those north of Forres & Elgin, within Threapland Wood & an Aspirational Core Path near Quarrelwood. Severance to communities: Dyke, Kintessack, Monkland, Middlefield & Cassieford from Forres; Monkland & Forres; Easter Coxton & Coxton Tower; Ordiquish & Fochabers.	There is potential for significant impacts from community severance and major impacts on key NMU routes, substantial loss of prime agricultural land and effects on 8 areas of recreational woodland including Threapland Wood and Slorach's Wood.	Major Adverse
	Length of route through agricultural land classes 1,2 and 3.1	23.1	km			
	Length of route through forestry / woodland used for recreation	7.3	km			
	Length of route through LDP open spaces	0.0	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	1.9	km		Potential severance of a site allocated for industry at Forres, sites allocated for housing (including long-term) and industry to the north of Elgin.	Moderate Adverse
6.1.5 Materials	Length of route	49.1	km		The length of the route and the extent of major earthworks are above the average, with major span structures required on the River Spey (approx. 0.9km) and the River Findhorn (approx. 0.3km).	Moderate Adverse
	Number of bridge structures >20m span	35	no			
	Length of major earthworks >10m depth/height	16.4	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	12	no		The setting of several nationally important and sensitive assets would be significantly modified, including Grange Hall (listed building & regionally significant SMR), Pittensair House (listed building & regionally significant SMR) and Coxton Tower (listed building & scheduled monument). The option would directly impact four regionally significant SMR crop mark areas resulting in changes to key archaeological resources.	Moderate Adverse
	Scheduled Monuments within 200m of assumed centreline	2	no			
	Garden & Designed Landscapes within 200m of assumed centreline	1	no			
	Regionally significant SMR sites within 200m of assumed centreline	14	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	0.6	km		The key landscape and visual issues lie at the eastern extent, specifically: introduction of large scale earthworks and/or structures within the northern extent of the Speyside AGLV; loss of woodland; and change to Ordiquish Hill, i.e. the landform changes, introduction of structures, tree clearance and potential effects on visual receptors. Possible alignment adjustment and/or use of structures as opposed to earthworks at the eastern extent of the scheme has the potential to limit landscape change in that vicinity, including on the Speyside AGLV.	Major Adverse
	Length of route through woodland	9.4	km			
	Sensitive receptors with potential to experience adverse visual effects	360	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.1	km	This route option has a narrow crossing point for the River Spey. Potential for direct and indirect impacts and LSE on the Natura 2000 designation.	The overall assessment reflects impacts due to the potential for LSE at the River Spey, the extent of woodland loss including severance/connectivity impacts and the River Findhorn crossing location.	Major Adverse
	Length of route through SSSI	0.1	km	Potential direct impacts on River Spey SSSI due to new crossing. Potential for indirect effects on SSSI from emissions to air during operation.		
	Length of route through ancient woodland	5.6	km	Potential habitat severance and connectivity impacts through Threapland Wood particularly, and at a few smaller woodlands. The route crosses the Findhorn at a narrow point decreasing the potential for impacts on the river corridor.		
	Length of route through native woodland	1.0	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0	km	No significant contamination issues are predicted; likely to be typical of a rural area.	The route passes within areas of peat, and there is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings and the crossing of the Dipple Abstraction scheme.	Major Adverse
	Length of route through soil resource	0.1	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	7	km	No potentially significant impacts on flood alleviation schemes.	River Findhorn crossing immediately downstream of railway embankment not predicted to have a significant impact on flood risk. River Lossie crossing (including junction east of Elgin) predicted to increase flood risk to roads and agricultural land; however re-positioning the route option and junction could reduce this impact.	Minor Adverse
				No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.		



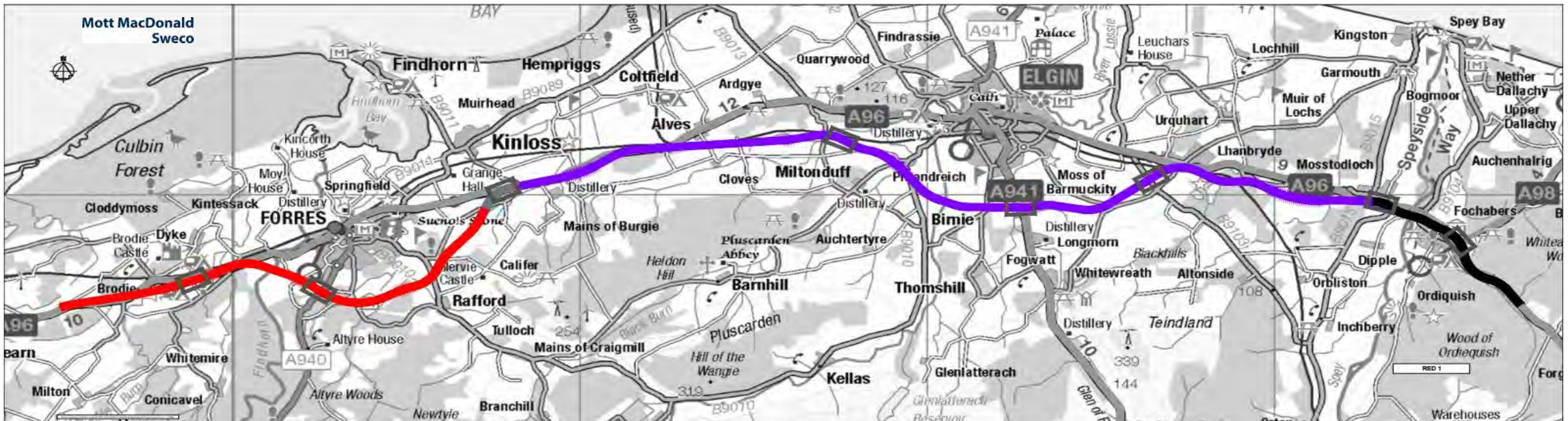
Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-13	min		Moderate Beneficial
	1.1.2 Forres to Elgin	-1	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a major improvement in reliability based on traffic flow reduction.	Major Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min		Moderate Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT		Major Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-14,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-7,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-42	per annnum		Major Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow reduction.	Major Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min		Minor Beneficial
	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	5,100	no		Major Beneficial
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	3,000	AADT		Neutral
	4.1.2 At Alves	3,000	AADT		
	4.1.3 At Lhanbryde	9,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-9,000	AADT		Moderate Beneficial
	5.1.2 At Alves	-14,000	AADT		
	5.1.3 At Lhanbryde	-7,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	129	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedance of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	210	no	Minor beneficial impact on Candidate Noise Management Areas.	Potential for moderate adverse impacts predicted in areas with low baseline noise. Assessment score reflects the relatively few properties potentially impacted overall.	Minor Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	10	no	Potential severance and intrusion to users of NCN1, Moray Coastal Trail, Speyside Way, Moray Monster Trails, Core Paths including those north of Forres, Elgin, Mosstodloch & Fochabers, within Crooked Wood & an Aspirational Core Path near Quarrelwood. Severance to communities: Dyke, Kintessack, Monkland, Middlefield & Cassieford from Forres; Monkland & Forres; Lhanbryde & Urquhart.	There is potential for significant impacts from community severance and major impacts on key NMU routes, substantial loss of prime agricultural land and effects on 12 areas of recreational woodland including Crooked Wood, Sleepieshill Wood and Whiteash Hill Wood.	Major Adverse
	Length of route through agricultural land classes 1,2 and 3.1	24.4	km			
	Length of route through forestry / woodland used for recreation	8.5	km			
	Length of route through LDP open spaces	0.0	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	1.7	km		Potential severance of a site allocated for industry at Forres, sites allocated for housing (including long-term) and industry north of Elgin.	Moderate Adverse
6.1.5 Materials	Length of route	49.9	km		The length of the route and the extent of major earthworks are above the average, with major span structures required on the River Spey (approx. 1.6km) and the River Findhorn (approx. 0.3 km).	Major Adverse
	Number of bridge structures >20m span	32	no			
	Length of major earthworks >10m depth/height	19.1	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	10	no		The nationally important Gordon Castle Garden and Designed Landscape (GDL) would be bisected. This would affect a key view within the GDL and would sever the physical relationship between important listed buildings on the estate (including category A). The setting of Grange Hall (listed building & regionally significant SMR), a nationally important and sensitive asset would be significantly modified. The option would directly impact six regionally significant SMR areas resulting in changes to key archaeological resources.	Major Adverse
	Scheduled Monuments within 200m of assumed centreline	0	no			
	Garden & Designed Landscapes within 200m of assumed centreline	2	no			
	Regionally significant SMR sites within 200m of assumed centreline	13	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	2.3	km		Key landscape issues lie at the eastern extent, specifically: routing through the Gordon Castle GDL, which is a highly susceptible and valued landscape; and loss of woodland. Possible alignment adjustment and/or use of structures as opposed to earthworks at the eastern extent of the scheme has the potential to limit landscape change in that vicinity, including on the Gordon Castle GDL.	Major Adverse
	Length of route through woodland	10.8	km			
	Sensitive receptors with potential to experience adverse visual effects	210	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.3	km	Route has long crossing of the River Spey SAC, which also crosses the Moray & Nairn Coast SPA & Ramsar site and the Lower River Spey/Spey Bay SAC. Potential risk of LSE from direct and indirect impacts from pollution and air quality changes on multiple designated sites.	The overall assessment reflects impacts due to the risk of impact and LSE on Natura 2000 sites at the River Spey and the extent of woodland loss including severance / connectivity impacts.	Major Adverse
	Length of route through SSSI	0.3	km	There is potential for a long crossing through SSSIs at the River Spey with potential risk of direct and indirect impacts from pollution and air quality changes.		
	Length of route through ancient woodland	6.1	km	Potential for significant habitat severance and connectivity impacts through Whiteash Hill Wood, Sleepieshill Wood and Crooked Wood. Capercaillie are present in Whiteash Hill Wood east of Fochabers (DMRB Stage1 HRA), which potentially will be significantly impacted and difficult to mitigate.		
	Length of route through native woodland	0.8	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0.2	km	No significant contamination issues are predicted; likely to be typical of a rural area.	The route passes just within the southern end of the Lower River Spey GCR site and SSSI. There is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings (including to the north of Fochabers).	Moderate Adverse
	Length of route through soil resource	0.0	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	8.2	km	No potentially significant impacts on flood alleviation schemes.	River Lossie crossing (including junction east of Elgin) predicted to increase flood risk to upstream receptors and adequate mitigation would be required. High erosion potential immediately downstream of the River Spey crossing predicted to be significant.	Major Adverse
				Potentially significant impact at hydro-geomorphologically active reach at the River Spey crossing.		



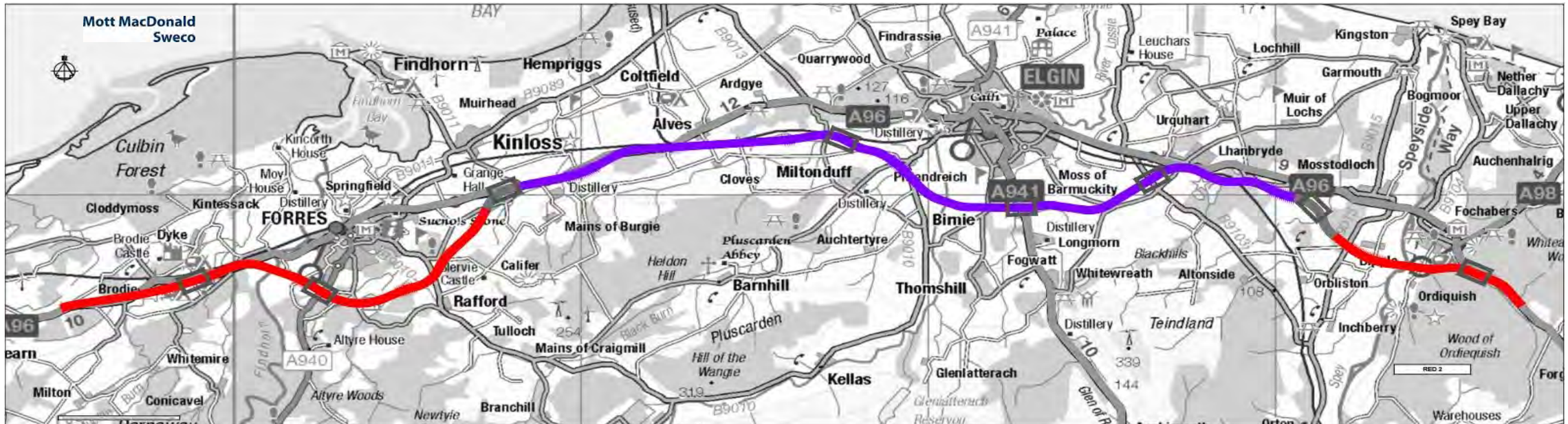
Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-13	min		Major Beneficial
	1.1.2 Forres to Elgin	-1	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a major improvement in reliability based on traffic flow reduction.	Major Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min		Moderate Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT		Major Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-14,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-13,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-46	per annnum		Major Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow reduction.	Major Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min		Moderate Beneficial
	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	5,300	no		Major Beneficial
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	3,000	AADT		Minor Beneficial
	4.1.2 At Alves	3,000	AADT		
	4.1.3 At Lhanbryde	3,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-9,000	AADT		Moderate Beneficial
	5.1.2 At Alves	-14,000	AADT		
	5.1.3 At Lhanbryde	-13,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	369	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedance of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	811	no	Minor beneficial impact on Candidate Noise Management Areas.	Potential for moderate adverse impacts predicted in areas with low baseline noise. Assessment score reflects the relatively high number of properties potentially impacted overall.	Major Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	21	no	Potential severance and intrusion to users of NCN1, Moray Coastal Trail, Speyside Way, Moray Monster Trails, Core Paths including those north of Forres & Elgin, within Crooked Wood & an Aspirational Core Path near Quarrelwood. Severance to communities: Dyke, Kintessack, Monkland, Middlefield & Cassieford from Forres; Monkland & Forres; Lhanbryde & Urquhart.	There is potential for significant impacts from community severance and major impacts on key NMU routes, substantial loss of prime agricultural land and effects on 12 areas of recreational woodland including Crooked Wood, Sleepieshill Wood and Whiteash Hill Wood.	Major Adverse
	Length of route through agricultural land classes 1,2 and 3.1	24.6	km			
	Length of route through forestry / woodland used for recreation	7.7	km			
	Length of route through LDP open spaces	0.8	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	2.3	km		Potential severance of a site allocated for industry at Forres, sites allocated for housing (including long-term) & industry north of Elgin, an industrial allocation at Mosstodloch and site allocated for housing at Fochabers (construction underway).	Moderate Adverse
6.1.5 Materials	Length of route	48.9	km		The length of the route and the extent of major earthworks are above the average, with a span structure required on the River Findhorn (approx. 0.3 km) which exceeds the width of the minimum crossing option.	Moderate Adverse
	Number of bridge structures >20m span	31	no			
	Length of major earthworks >10m depth/height	17.4	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	70	no		The setting of Grange Hall (listed building & regionally significant SMR), a nationally important and sensitive asset would be significantly modified. The option would directly impact six regionally significant SMR areas resulting in changes to key archaeological resources.	Moderate Adverse
	Scheduled Monuments within 200m of assumed centreline	0	no			
	Garden & Designed Landscapes within 200m of assumed centreline	2	no			
	Regionally significant SMR sites within 200m of assumed centreline	15	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	1.4	km		The majority of the option would pass through a flat, open landscape. Key landscape issues lie at the eastern extent, specifically: loss of woodland at Crooked Wood, Steepleshill Wood and Whiteash Hill Wood The option's utilisation of a route in the vicinity of the existing A96 corridor to the north of Fochabers has the potential for some localised adverse visual effects on receptors in Fochabers, Lhanbryde and Mosstodloch. Careful consideration of mitigation within Fochabers to limit visual effects and possible alignment adjustment within impacted GDLs could limit adverse landscape and visual effects.	Moderate Adverse
	Length of route through woodland	9.9	km			
	Sensitive receptors with potential to experience adverse visual effects	811	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.1	km	This route option has a narrow crossing point for the River Spey. Potential for direct and indirect impacts and LSE on the Natura 2000 designation.	The overall assessment reflects impacts due to the potential for LSE at the River Spey, the extent of woodland loss including severance / connectivity impacts.	Major Adverse
	Length of route through SSSI	0.1	km	Potential direct impacts on River Spey SSSI due to new crossing. Potential for indirect effects on SSSI from emissions to air during operation.		
	Length of route through ancient woodland	5.7	km	Potential for significant habitat severance and connectivity issues through Sleepieshill Wood and Crooked Wood.		
	Length of route through native woodland	0.8	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0	km	No significant contamination issues are predicted; likely to be typical of a rural area.	There is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings and crossing the downstream extent of the Dipple Abstraction scheme.	Moderate Adverse
	Length of route through soil resource	0	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	8.2	km	No potentially significant impacts on flood alleviation schemes.	River Lossie crossing (including junction east of Elgin) predicted to increase flood risk to upstream receptors and adequate mitigation would be required.	Major Adverse
				No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.		



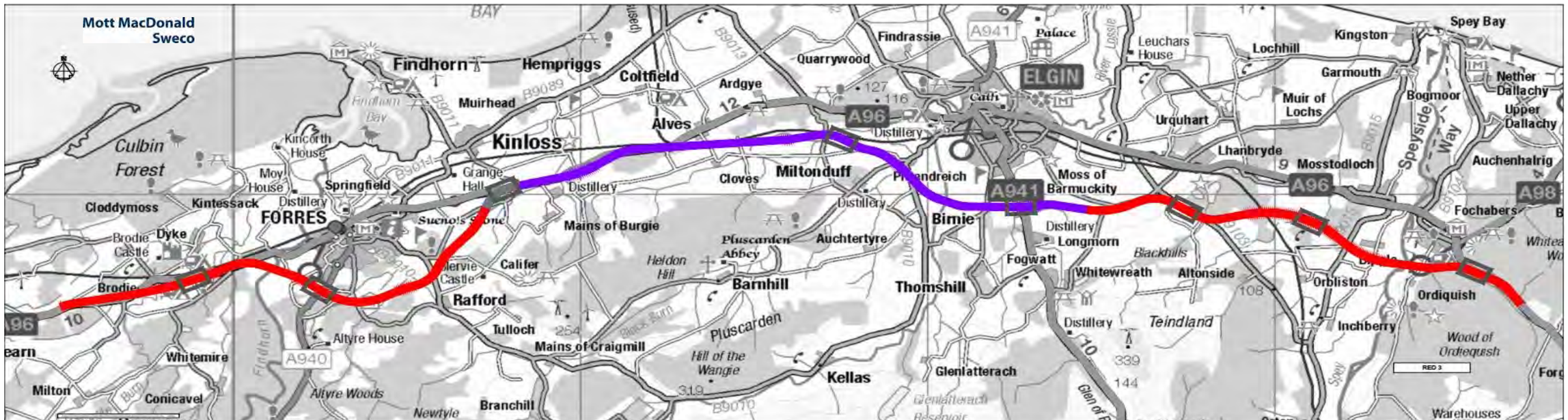
Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-13	min		Major Beneficial
	1.1.2 Forres to Elgin	-1	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a major improvement in reliability based on traffic flow reduction.	Major Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min		Moderate Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-8,000	AADT		Major Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-14,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-14,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-46	per annnum		Major Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow reduction.	Major Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min		Moderate Beneficial
	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	4,200	no		Moderate Beneficial
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	4,000	AADT		Minor Beneficial
	4.1.2 At Alves	3,000	AADT		
	4.1.3 At Lhanbryde	2,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-8,000	AADT		Moderate Beneficial
	5.1.2 At Alves	-14,000	AADT		
	5.1.3 At Lhanbryde	-14,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	416	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedance of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	987	no	Minor beneficial impact on Candidate Noise Management Areas.	Potential for moderate adverse impacts predicted in areas with low baseline noise. Assessment score reflects the relatively high number of properties potentially impacted overall.	Major Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	21	no	Potential severance and intrusion to users of Dava Way, Speyside Way, Moray Monster Trails, Core Paths including those in Birkenhill, Threapland Wood & an Aspirational Core Path south of Elgin. Severance to communities: south of Forres at Red Craig and Mundole area; Rafford & Forres.	There is potential for significant impacts from community severance and impacts on key NMU routes, loss of prime agricultural land and effects on 12 areas of recreational woodland including Fairyhills Wood, Threapland Wood and Whiteash Hill Wood.	Moderate Adverse
	Length of route through agricultural land classes 1,2 and 3.1	10.8	km			
	Length of route through forestry / woodland used for recreation	9.5	km			
	Length of route through LDP open spaces	0.3	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	0.6	km		Potential severance of the industrial allocation at Mosstodloch and site allocated for housing at Fochabers (construction underway).	Minor Adverse
6.1.5 Materials	Length of route	47.9	km		The length of the route, the extent of major earthworks and the total number of bridge structures are below the average, with minimum crossing widths required on the River Spey (approx. 0.4km) and the Findhorn (approx. 0.2km).	Minor Adverse
	Number of bridge structures >20m span	22	no			
	Length of major earthworks >10m depth/height	9.5	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	66	no		The nationally important Dallas Dhu Distillery (listed building & scheduled monument) would be physically impacted and the setting of the asset significantly altered. The setting of Pittensair House (listed building & regionally significant SMR) and Coxton Tower (listed building & scheduled monument) would also be significantly modified. The option would directly impact three regionally significant SMR crop mark areas resulting in changes to key archaeological resources.	Major Adverse
	Scheduled Monuments within 200m of assumed centreline	2	no			
	Garden & Designed Landscapes within 200m of assumed centreline	2	no			
	Regionally significant SMR sites within 200m of assumed centreline	14	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	1.7	km		The majority of the option would pass through a gently undulating rural landscape which is of a higher susceptibility to change. In addition, it would have some limited adverse effects on the Gordon Castle and Darnaway Castle GDLs. The option's utilisation of a route in the vicinity of the existing A96 corridor to the north of Fochabers has the potential for some localised adverse visual effects on receptors in Fochabers, Lhanbryde and Mosstodloch. Careful consideration of mitigation within Fochabers to limit visual effects and possible alignment adjustment within Gordon Castle and Darnaway Castle GDLs could limit adverse landscape and visual effects.	Moderate Adverse
	Length of route through woodland	12.9	km			
	Sensitive receptors with potential to experience adverse visual effects	987	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.1	km	This route option has a narrow crossing point for the River Spey. Potential for direct and indirect impacts and LSE on the Natura 2000 designation.	The overall assessment reflects impacts due to potential for LSE at the River Spey, the extent of woodland loss including severance/connectivity impacts.	Major Adverse
	Length of route through SSSI	0.1	km	Potential direct impacts on River Spey SSSI due to new crossing. Potential for indirect effects on SSSI from emissions to air during operation.		
	Length of route through ancient woodland	9.1	km	Potential habitat severance and connectivity impacts through Threapland Wood particularly, and at a few smaller woodlands. The route crosses the Findhorn at a narrow point. Some riparian woodland is present at crossing points of the Findhorn & Lossie.		
	Length of route through native woodland	2.5	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0	km	No significant contamination issues are predicted; likely to be typical of a rural area.	The route passes through areas of peat, and there is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings and crossing the downstream extent of the Dipple Abstraction scheme.	Moderate Adverse
	Length of route through soil resource	0.3	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	7.7	km	No potentially significant impacts on flood alleviation schemes.	River Lossie and Black Burn crossings (including junction west of Elgin) predicted to increase flood risk to upstream receptors; however re-positioning the junction out with the floodplain could reduce this impact.	Moderate Adverse
				No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.		



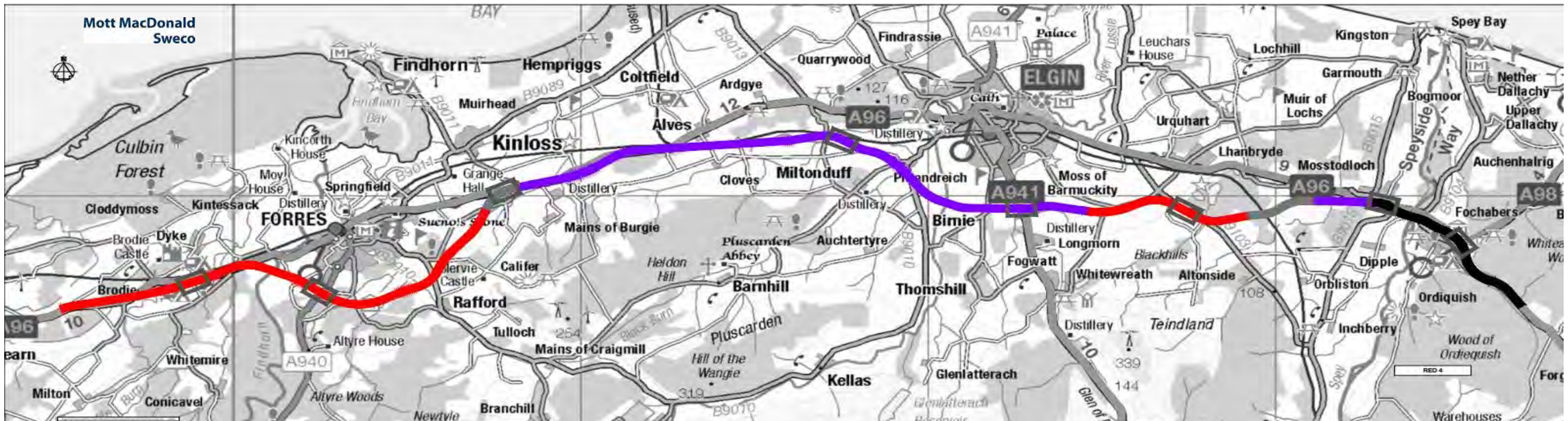
Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-13	min		Major Beneficial
	1.1.2 Forres to Elgin	-1	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a major improvement in reliability based on traffic flow reduction.	Major Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min		Moderate Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-8,000	AADT		Major Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-14,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-10,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-43	per annnum		Major Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow reduction.	Major Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min		Moderate Beneficial
	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	2,000	no		Minor Beneficial
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	4,000	AADT		Minor Beneficial
	4.1.2 At Alves	3,000	AADT		
	4.1.3 At Lhanbryde	6,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-8,000	AADT		Moderate Beneficial
	5.1.2 At Alves	-14,000	AADT		
	5.1.3 At Lhanbryde	-10,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	192	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedance of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	431	no	Minor beneficial impact on Candidate Noise Management Areas.	Potential for moderate adverse impacts predicted in areas with low baseline noise. Assessment score reflects the number of properties potentially impacted overall.	Moderate Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	9	no	Potential severance and intrusion to users of Dava Way, Speyside Way, Moray Monster Trails, Core Paths including those in Birkenhill & Threapland Wood & an Aspirational Core Path south of Elgin. Severance to communities: south of Forres at Red Craig and Mundole area; Rafford & Forres; Ordiquish & Fochabers.	There is potential for significant impacts from community severance and impacts on key NMU routes, loss of prime agricultural land and effects on 12 areas of recreational woodland including Fairyhills Wood, the southern edge of Threapland Wood and Slorach's Wood.	Moderate Adverse
	Length of route through agricultural land classes 1,2 and 3.1	10.8	km			
	Length of route through forestry / woodland used for recreation	9.9	km			
	Length of route through LDP open spaces	0.0	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	0.0	km		No areas of allocated land are anticipated to be impacted.	Neutral
6.1.5 Materials	Length of route	47.8	km		The length of the route is above the average and the extent of major earthworks is below the average, with a major span structure required on the River Spey (approx. 0.9km).	Minor Adverse
	Number of bridge structures >20m span	24	no			
	Length of major earthworks >10m depth/height	8.8	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	5	no		The nationally important Dallas Dhu Distillery (listed building & scheduled monument) would be physically impacted and the setting of the asset significantly altered. The setting of Pittensair House (listed building & regionally significant SMR) and Coxton Tower (listed building & scheduled monument) would also be significantly modified. The option would directly impact three regionally significant SMR crop mark areas resulting in changes to many archaeological resources.	Major Adverse
	Scheduled Monuments within 200m of assumed centreline	2	no			
	Garden & Designed Landscapes within 200m of assumed centreline	1	no			
	Regionally significant SMR sites within 200m of assumed centreline	11	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	1.0	km		The key landscape and visual issues lie at the eastern extent, specifically: introduction of large scale earthworks and/or structures within the northern extent of the Speyside AGLV; loss of woodland; and change to Ordiquish Hill, i.e. the landform changes, introduction of structures, tree clearance and potential effects on visual receptors. Possible alignment adjustment and/or use of structures as opposed to earthworks at the eastern extent of the scheme has the potential to limit landscape change in that vicinity, including on the Speyside AGLV.	Major Adverse
	Length of route through woodland	13.1	km			
	Sensitive receptors with potential to experience adverse visual effects	431	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.1	km	This route option has a narrow crossing point for the River Spey. Potential for direct and indirect impacts and LSE on the Natura 2000 designation.	The overall assessment reflects impacts due to the potential for LSE at the River Spey, the extent of woodland loss including severance / connectivity impacts.	Major Adverse
	Length of route through SSSI	0.1	km	Potential direct impacts on River Spey SSSI due to new crossing. Potential indirect effects on SSSI from emissions to air during operation.		
	Length of route through ancient woodland	9.3	km	Potential habitat severance/connectivity issues through Threapland Wood particularly, and at a few smaller woodlands. The route crosses the Findhorn at a narrow point. Some riparian woodland is present at crossing points of the Findhorn & Lossie.		
	Length of route through native woodland	2.7	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0.0	km	No significant contamination issues are predicted; likely to be typical of a rural area.	The route passes within areas of peat, and there is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings and the crossing of the Dipple Abstraction scheme.	Major Adverse
	Length of route through soil resource	0.3	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	8.3	km	No potentially significant impacts on flood alleviation schemes. No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.	River Lossie and Black Burn crossings (including junction west of Elgin) predicted to increase flood risk to upstream receptors; however re-positioning the junction out with the floodplain could reduce this impact.	Moderate Adverse



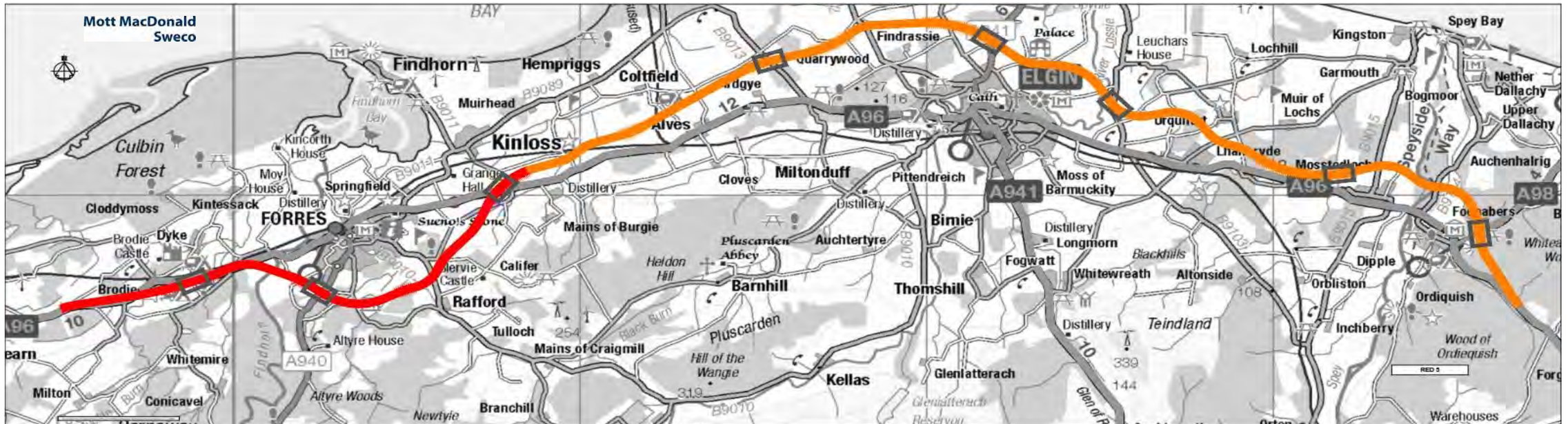
Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-13	min		Major Beneficial
	1.1.2 Forres to Elgin	-1	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a major improvement in reliability based on traffic flow reduction.	Major Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min		Moderate Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-8,000	AADT		Major Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-14,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-10,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-44	per annnum		Major Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow reduction.	Major Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min		Moderate Beneficial
	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	2,000	no		Minor Beneficial
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	4,000	AADT		Minor Beneficial
	4.1.2 At Alves	3,000	AADT		
	4.1.3 At Lhanbryde	6,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-8,000	AADT		Moderate Beneficial
	5.1.2 At Alves	-14,000	AADT		
	5.1.3 At Lhanbryde	-10,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	134	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedance of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	237	no	Minor beneficial impact on Candidate Noise Management Areas.	Potential for moderate adverse impacts predicted in areas with low baseline noise. Assessment score reflects the relatively few properties potentially impacted overall.	Minor Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	8	no	Potential severance and intrusion to users of Dava Way, Speyside Way, Moray Monster Trails, Core Paths including those in Birkenhill & Threapland Wood & an Aspirational Core Path south of Elgin. Severance to communities: south of Forres at Red Craig and Mundole area; Rafford & Forres; Ordiquish & Fochabers.	There is potential for significant impacts from community severance and impacts on key NMU routes, loss of prime agricultural land and effects on 12 areas of recreational woodland including Fairyhills Wood, the southern edge of Threapland Wood and Slorach's Wood.	Moderate Adverse
	Length of route through agricultural land classes 1,2 and 3.1	10.8	km			
	Length of route through forestry / woodland used for recreation	9.4	km			
	Length of route through LDP open spaces	0.0	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	0.0	km		No areas of allocated land are anticipated to be impacted.	Neutral
6.1.5 Materials	Length of route	47.0	km		The length of the route and the extent of major earthworks are below the average, with a major span structure required on the River Spey (approx. 0.9km).	Minor Adverse
	Number of bridge structures >20m span	26	no			
	Length of major earthworks >10m depth/height	11.3	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	4	no		The nationally important Dallas Dhu Distillery (listed building & scheduled monument) would be physically impacted and the setting of the asset significantly altered. The option would also directly impact three regionally significant SMR crop mark areas resulting in changes to key archaeological resources.	Major Adverse
	Scheduled Monuments within 200m of assumed centreline	1	no			
	Garden & Designed Landscapes within 200m of assumed centreline	1	no			
	Regionally significant SMR sites within 200m of assumed centreline	7	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	1.0	km		The key landscape and visual issues lie at the eastern extent, specifically: introduction of large scale earthworks and/or structures within the northern extent of the Speyside AGLV; loss of woodland; and change to Ordiquish Hill, i.e. the landform changes, introduction of structures, tree clearance and potential effects on visual receptors. Possible alignment adjustment and/or use of structures as opposed to earthworks at the eastern extent of the scheme has the potential to limit landscape change in that vicinity, including on the Speyside AGLV.	Major Adverse
	Length of route through woodland	12.8	km			
	Sensitive receptors with potential to experience adverse visual effects	237	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.1	km	This route option has a narrow crossing point for the River Spey. Potential for direct and indirect impacts and LSE on the Natura 2000 designation.	The overall assessment reflects impacts due to the potential for LSE at the River Spey, the extent of woodland loss including severance / connectivity impacts.	Major Adverse
	Length of route through SSSI	0.1	km	Potential direct impacts on River Spey SSSI due to new crossing. Potential for indirect effects on SSSI from emissions to air during operation.		
	Length of route through ancient woodland	9.2	km	Potential habitat severance and connectivity impacts through a number of woodlands. The route crosses the Findhorn at a narrow point. Some riparian woodland is present at crossing points of the Findhorn and Lossie.		
	Length of route through native woodland	2.2	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0.0	km	No significant contamination issues are predicted; likely to be typical of a rural area.	The route passes within areas of peat, and there is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings and the crossing of the Dipple Abstraction scheme.	Major Adverse
	Length of route through soil resource	0.3	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	8.3	km	No potentially significant impacts on flood alleviation schemes.	River Lossie and Black Burn crossings (including junction west of Elgin) predicted to increase flood risk to upstream receptors; however re-positioning the junction out with the floodplain could reduce this impact.	Moderate Adverse
				No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.		



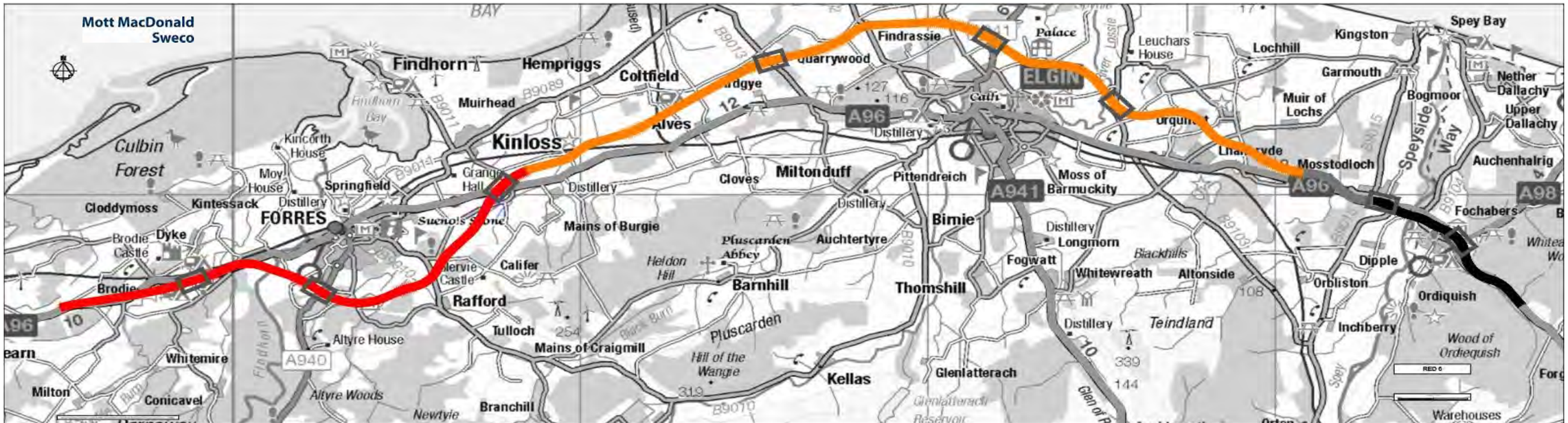
Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-13	min		Major Beneficial
	1.1.2 Forres to Elgin	-1	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a major improvement in reliability based on traffic flow reduction.	Major Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min		Moderate Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-8,000	AADT		Major Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-14,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-14,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-47	per annnum		Major Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow reduction.	Major Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min		Moderate Beneficial
	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	4,200	no		Moderate Beneficial
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	4,000	AADT		Minor Beneficial
	4.1.2 At Alves	3,000	AADT		
	4.1.3 At Lhanbryde	2,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-8,000	AADT		Moderate Beneficial
	5.1.2 At Alves	-14,000	AADT		
	5.1.3 At Lhanbryde	-14,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	358	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedance of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	793	no	Minor beneficial impact on Candidate Noise Management Areas.	Potential for moderate adverse impacts predicted in areas with low baseline noise. Assessment score reflects the relatively high number of properties potentially impacted overall.	Major Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	20	no	Potential severance and intrusion to users of Dava Way, Speyside Way, Moray Monster Trails, Core Paths including those in Birkenhill & Threapland Wood & an Aspirational Core Path south of Elgin. Severance to communities: south of Forres at Red Craig and Mundole area; Rafford & Forres.	There is potential for significant impacts from community severance and impacts on key NMU routes, loss of prime agricultural land and effects on 12 areas of recreational woodland including Fairyhills Wood, the southern edge of Threapland Wood and Whiteash Hill Wood.	Moderate Adverse
	Length of route through agricultural land classes 1,2 and 3.1	10.8	km			
	Length of route through forestry / woodland used for recreation	9.1	km			
	Length of route through LDP open spaces	0.3	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	0.6	km		Potential severance of the industrial allocation at Mosstodloch and site allocated for housing at Fochabers (construction underway).	Minor Adverse
6.1.5 Materials	Length of route	47.7	km		The length of the route, the extent of major earthworks and the total number of bridge structures are below the average, with minimum crossing widths required on the River Spey (approx. 0.4km) and the Findhorn (approx. 0.2km).	Minor Adverse
	Number of bridge structures >20m span	24	no			
	Length of major earthworks >10m depth/height	9.1	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	65	no		The nationally important Dallas Dhu Distillery would be physically impacted and the setting of the asset significantly altered. The option would also directly impact three regionally significant SMR crop mark areas resulting in changes to key archaeological resources.	Major Adverse
	Scheduled Monuments within 200m of assumed centreline	1	no			
	Garden & Designed Landscapes within 200m of assumed centreline	2	no			
	Regionally significant SMR sites within 200m of assumed centreline	10	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	1.7	km		The majority of the option would pass through a gently undulating rural landscape which is which is of a higher susceptibility to change. In addition, it would have some limited adverse effects on the Gordon Castle and Darnaway Castle GDLs. The option's utilisation of a route in the vicinity of the existing A96 corridor to the north of Fochabers has the potential for some localised adverse visual effects on receptors in Fochabers, Lhanbryde and Mosstodloch. Careful consideration of mitigation within Fochabers to limit visual effects and possible alignment adjustment within Gordon Castle and Darnaway Castle GDLs could limit adverse landscape and visual effects.	Moderate Adverse
	Length of route through woodland	12.7	km			
	Sensitive receptors with potential to experience adverse visual effects	793	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.1	km	This route option has a narrow crossing point for the River Spey. Potential for direct and indirect impacts and LSE on the Natura 2000 designation.	The overall assessment reflects impacts due to the potential for LSE at the River Spey, the extent of woodland loss including severance / connectivity impacts.	Major Adverse
	Length of route through SSSI	0.1	km	Potential direct impacts on River Spey SSSI due to new crossing. Potential for indirect effects on SSSI from emissions to air during operation.		
	Length of route through ancient woodland	9.0	km	Potential habitat severance and connectivity impacts through a number of woodlands. The route crosses the Findhorn at a narrow point. Some riparian woodland is present at crossing points of the Findhorn and Lossie.		
	Length of route through native woodland	2.0	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0.0	km	No significant contamination issues are predicted; likely to be typical of a rural area.	The route passes through areas of peat, and there is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings and crossing the downstream extent of the Dipple Abstraction scheme.	Moderate Adverse
	Length of route through soil resource	0.3	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	7.7	km	No potentially significant impacts on flood alleviation schemes. No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.	River Lossie and Black Burn crossings (including junction west of Elgin) predicted to increase flood risk to upstream receptors; however re-positioning the junction out with the floodplain could reduce this impact.	Moderate Adverse



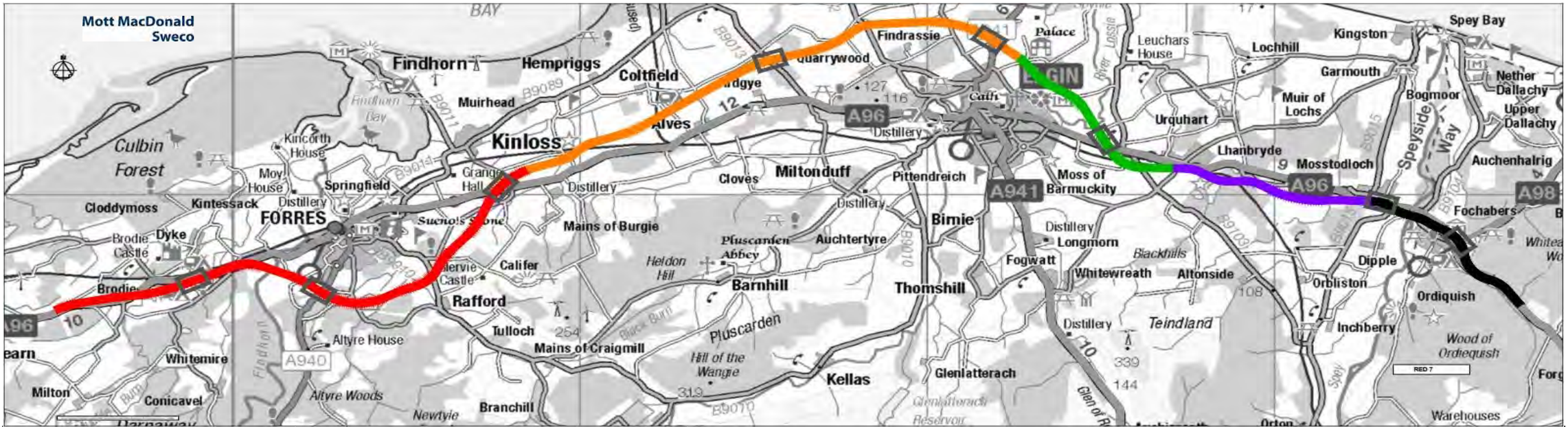
Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-13	min		Moderate Beneficial
	1.1.2 Forres to Elgin	-1	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a moderate improvement in reliability based on traffic flow reduction.	Moderate Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min		Moderate Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-8,000	AADT		Moderate Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-8,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-7,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-37	per annnum		Moderate Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a moderate improvement in driver stress based on traffic flow reduction.	Moderate Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min		Minor Beneficial
	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	3,900	no		Moderate Beneficial
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	4,000	AADT		Neutral
	4.1.2 At Alves	9,000	AADT		
	4.1.3 At Lhanbryde	9,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-8,000	AADT		Minor Beneficial
	5.1.2 At Alves	-8,000	AADT		
	5.1.3 At Lhanbryde	-7,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	126	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedance of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	225	no	Minor beneficial impact on Candidate Noise Management Areas	Potential for moderate adverse impacts predicted in areas with low baseline noise. Assessment score reflects the relatively few properties potentially impacted overall.	Minor Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	4	no	Potential severance and intrusion to users of Dava Way, Speyside Way, Moray Monster Trails, Core Paths including those north of Elgin, Mosstodloch & Fochabers, within Crooked Wood & an Aspirational Core Path near Wester Alves. Severance to communities: south of Forres at Red Craig and Mundole area; Rafford & Forres; Lhanbryde & Urquhart.	There is potential for significant impacts from community severance and impacts on key NMU routes, substantial loss of prime agricultural land and effects on 11 areas of recreational woodland including Crooked Wood, Fairyhills Wood, Sleepieshill Wood and Whiteash Hill Wood.	Major Adverse
	Length of route through agricultural land classes 1,2 and 3.1	15.6	km			
	Length of route through forestry / woodland used for recreation	8.5	km			
	Length of route through LDP open spaces	0.0	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	1.4	km		Potential severance of sites allocated for housing (including long-term) and industry to the north of Elgin.	Moderate Adverse
6.1.5 Materials	Length of route	50.7	km		The length of the route and the extent of major earthworks are above the average, with a major span structure required on the River Spey (approx. 1.6km).	Major Adverse
	Number of bridge structures >20m span	25	no			
	Length of major earthworks >10m depth/height	18.3	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	6	no		The nationally important Gordon Castle Garden and Designed Landscape (GDL) would be bisected by the option. This would affect a key view within the GDL and sever the physical relationship between important listed buildings on the estate (including category A). The nationally important Dallas Dhu Distillery (listed building & scheduled monument) would be physically impacted and the setting of the asset significantly altered. The option would directly impact seven regionally significant SMR areas resulting in changes to key archaeological resources.	Major Adverse
	Scheduled Monuments within 200m of assumed centreline	1	no			
	Garden & Designed Landscapes within 200m of assumed centreline	2	no			
	Regionally significant SMR sites within 200m of assumed centreline	13	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	2.6	km		The majority of the option would pass through a flat, open landscape, however at its western extent it passes through a gently undulating landscape which is of a higher susceptibility to change. Key landscape issues lie at the eastern extent, specifically: routing through the Gordon Castle GDL, which is a highly susceptible and valued landscape; and loss of woodland. Possible alignment adjustment and/or use of structures as opposed to earthworks at the eastern extent of the route has the potential to limit landscape change in that vicinity, including on the Gordon Castle GDL.	Major Adverse
	Length of route through woodland	11.3	km			
	Sensitive receptors with potential to experience adverse visual effects	225	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.3	km	Route has long crossing of the River Spey SAC, which also crosses the Moray & Nairn Coast SPA & Ramsar site and the Lower River Spey/Spey Bay SAC. There is potential risk of LSE from direct impacts and indirect effects from pollution and air quality changes on multiple designated sites.	The overall assessment reflects the risk of impact and LSE on Natura 2000 sites at the River Spey and the extent of woodland loss including severance / connectivity impacts.	Major Adverse
	Length of route through SSSI	0.3	km	Potential for a long crossing through SSSIs at the River Spey with potential risk of direct and indirect impacts from pollution and air quality changes.		
	Length of route through ancient woodland	7.8	km	Route crosses the Findhorn at a narrow point although some riparian woodland is present at crossing points of the Findhorn and Lossie. Potential for significant habitat severance and connectivity impacts through Whiteash Hill Wood, Sleepieshill Wood and Crooked Wood. Capercaillie are present in Whiteash Hill Wood east of Fochabers (DMRB Stage1 HRA), which potentially will be significantly impacted and difficult to mitigate.		
	Length of route through native woodland	1.0	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0.2	km	No significant contamination issues are predicted; likely to be typical of a rural area.	The route passes just within the southern end of the Lower River Spey GCR site and SSSI and through areas of peat. There is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings (including to the north of Fochabers).	Moderate Adverse
	Length of route through soil resource	0.3	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	8.7	km	No potentially significant impacts on flood alleviation schemes.	River Lossie crossing (including junction east of Elgin) predicted to increase flood risk to upstream receptors and adequate mitigation would be required. High erosion potential immediately downstream of the River Spey crossing predicted to be significant.	Major Adverse
				Potentially significant impact at hydro-geomorphologically active reach at the River Spey crossing.		



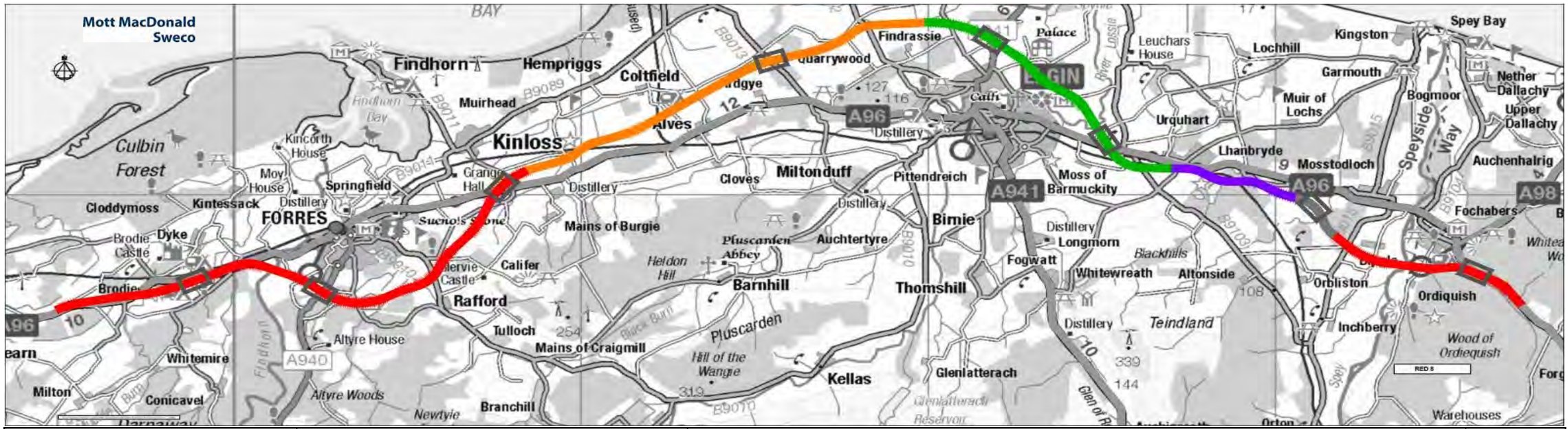
Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-13	min		Major Beneficial
	1.1.2 Forres to Elgin	-1	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a moderate improvement in reliability based on traffic flow reduction.	Moderate Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min		Moderate Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-8,000	AADT		Moderate Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-8,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-12,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-40	per annnum		Major Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a moderate improvement in driver stress based on traffic flow reduction.	Moderate Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min		Moderate Beneficial
	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	4,000	no		Moderate Beneficial
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	4,000	AADT		Neutral
	4.1.2 At Alves	9,000	AADT		
	4.1.3 At Lhanbryde	4,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-8,000	AADT		Moderate Beneficial
	5.1.2 At Alves	-8,000	AADT		
	5.1.3 At Lhanbryde	-12,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	366	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedance of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	822	no	Minor beneficial impact on Candidate Noise Management Areas.	Potential for moderate adverse impacts predicted in areas with low baseline noise. Assessment score reflects the relatively high number of properties potentially impacted overall.	Major Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	15	no	Potential severance and intrusion to users of Dava Way, Speyside Way, Moray Monster Trails, Core Paths including those north of Elgin, within Crooked Wood & an Aspirational Core Path near Wester Alves. Severance to communities: south of Forres at Red Craig and Mundole area; Rafford & Forres; Lhanbryde & Urquhart.	There is potential for significant impacts from community severance and impacts on key NMU routes, substantial loss of prime agricultural land and effects on 11 areas of recreational woodland including Fairyhills Wood, Crooked Wood, Sleepieshill Wood and Whiteash Hill Wood.	Major Adverse
	Length of route through agricultural land classes 1,2 and 3.1	15.8	km			
	Length of route through forestry / woodland used for recreation	7.7	km			
	Length of route through LDP open spaces	0.8	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	2.0	km		Potential impacts on sites allocated for housing (including long-term) and industry north of Elgin, an industrial allocation at Mosstodloch and site allocated for housing at Fochabers (construction underway).	Moderate Adverse
6.1.5 Materials	Length of route	49.8	km		The length of the route and the extent of major earthworks are above the average, with minimum crossing widths required on the River Spey (approx. 0.4km) and the River Findhorn (approx. 0.2km).	Minor Adverse
	Number of bridge structures >20m span	23	no			
	Length of major earthworks >10m depth/height	16.0	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	66	no		The nationally important Dallas Dhu Distillery (listed building & scheduled monument) would be physically impacted and the setting of the asset significantly altered. The option would directly impact three regionally significant SMR crop mark areas resulting in changes to key archaeological resources.	Major Adverse
	Scheduled Monuments within 200m of assumed centreline	1	no			
	Garden & Designed Landscapes within 200m of assumed centreline	2	no			
	Regionally significant SMR sites within 200m of assumed centreline	15	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	1.7	km		The key landscape issues are: junction locations in the vicinity of Forres; and loss of woodland, including at Crooked Wood and Whiteash Hill Wood. The option's utilisation of a route in the vicinity of the existing A96 corridor to the north of Fochabers would limit further change to the landscape outside of this settlement, however from a visual perspective it has the potential for some localised adverse visual effects on receptors in Fochabers, Lhanbryde and Mosstodloch. Careful consideration of mitigation within Fochabers to limit visual effects and possible alignment adjustment within the Gordon Castle and Darnaway Castle GDLs could limit adverse landscape and visual effects.	Moderate Adverse
	Length of route through woodland	10.5	km			
	Sensitive receptors with potential to experience adverse visual effects	822	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.1	km	Option has a narrow crossing point for the River Spey. Potential for direct and indirect impacts and LSE on the Natura 2000 designation.	The overall assessment reflects impacts due to the potential for LSE at the River Spey, the extent of woodland loss including severance / connectivity impacts.	Major Adverse
	Length of route through SSSI	0.1	km	Potential direct impacts on River Spey SSSI due to new crossing. Potential for indirect effects on SSSI from emissions to air during operation.		
	Length of route through ancient woodland	7.4	km	Potential for significant habitat severance and connectivity issues through Sleepieshill Wood and Crooked Wood.		
	Length of route through native woodland	1.0	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0	km	No significant contamination issues are predicted; likely to be typical of a rural area.	The route passes through areas of peat, and there is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings and crossing the downstream extent of the Dipple Abstraction scheme.	Moderate Adverse
	Length of route through soil resource	0.3	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	8.7	km	No potentially significant impacts on flood alleviation schemes.	River Lossie crossing (including junction east of Elgin) predicted to increase flood risk to upstream receptors and adequate mitigation would be required.	Major Adverse
				No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.		



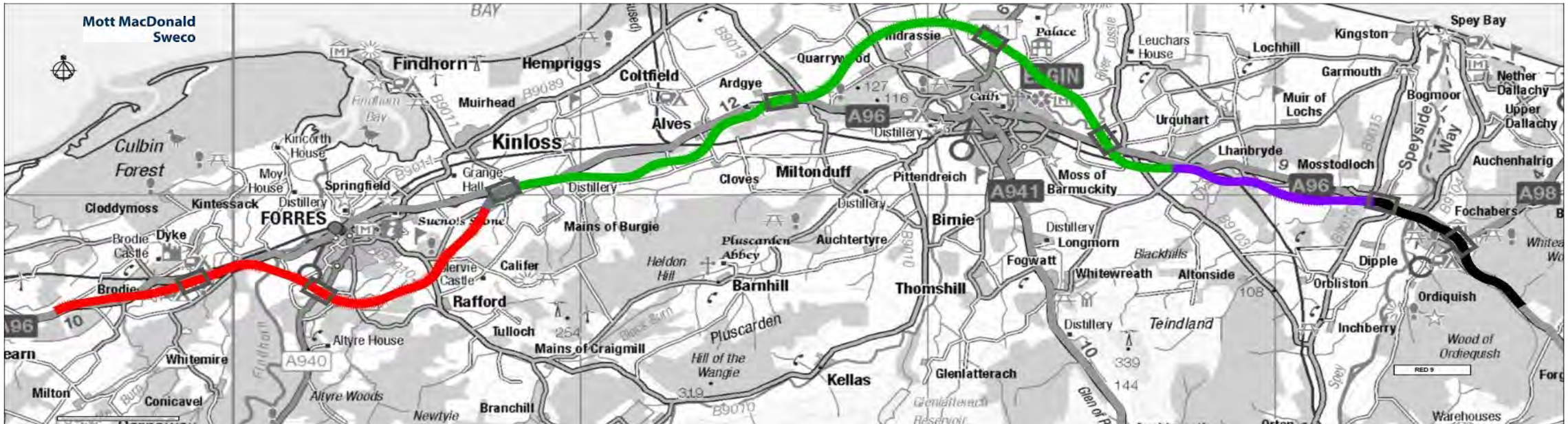
Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-13	min		Major Beneficial
	1.1.2 Forres to Elgin	-1	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a moderate improvement in reliability based on traffic flow reduction.	Moderate Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min		Moderate Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-8,000	AADT		Moderate Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-8,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-13,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-40	per annnum		Major Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a moderate improvement in driver stress based on traffic flow reduction.	Moderate Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min		Moderate Beneficial
	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	4,200	no		Moderate Beneficial
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	4,000	AADT		Neutral
	4.1.2 At Alves	9,000	AADT		
	4.1.3 At Lhanbryde	3,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-8,000	AADT		Moderate Beneficial
	5.1.2 At Alves	-8,000	AADT		
	5.1.3 At Lhanbryde	-13,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	376	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedance of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	923	no	Minor beneficial impact on Candidate Noise Management Areas.	Potential for moderate adverse impacts predicted in areas with low baseline noise. Assessment score reflects the relatively high number of properties potentially impacted overall.	Major Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	16	no	Potential severance and intrusion to users of Dava Way, Speyside Way, Moray Monster Trails, Core Paths including those north of Elgin, within Threapland Wood & an Aspirational Core Path near Wester Alves. Severance to communities: south of Forres at Red Craig and Mundole area; Rafford & Forres; Easter Coxton & Coxton Tower.	There is potential for significant impacts from community severance and impacts on key NMU routes, loss of prime agricultural land and effects on 7 areas of recreational woodland including Fairyhills Wood, Threapland Wood and Whiteash Hill Wood.	Moderate Adverse
	Length of route through agricultural land classes 1,2 and 3.1	14.3	km			
	Length of route through forestry / woodland used for recreation	6.9	km			
	Length of route through LDP open spaces	0.3	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	2.1	km		Potential impacts on sites allocated for housing (including long-term) and industry north of Elgin, an industrial allocation at Mosstodloch and site allocated for housing at Fochabers (construction underway).	Moderate Adverse
6.1.5 Materials	Length of route	50.0	km		The length of the route is above the average and the extent of major earthworks is below the average, with minimum crossing widths required on the River Spey (approx. 0.4km) and the Findhorn (approx. 0.2km).	Minor Adverse
	Number of bridge structures >20m span	25	no			
	Length of major earthworks >10m depth/height	10.9	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	69	no		The nationally important Dallas Dhu Distillery (listed building & scheduled monument) would be physically impacted and the setting of the asset significantly altered. The setting of two high value assets would also be significantly modified; Pittensair House (listed building & regionally significant SMR) and Coxton Tower (listed building & scheduled monument). The option would directly impact three regionally significant SMR crop mark areas resulting in changes to key archaeological resources.	Major Adverse
	Scheduled Monuments within 200m of assumed centreline	3	no			
	Garden & Designed Landscapes within 200m of assumed centreline	2	no			
	Regionally significant SMR sites within 200m of assumed centreline	17	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	1.7	km		The key landscape issues are: junction locations in the vicinity of Forres; and loss of woodland, including at Loch Na Bo and Whiteash Hill Wood. The option's utilisation of a route in the vicinity of the existing A96 corridor to the north of Fochabers would limit further change to the landscape outside of this settlement. From a visual perspective it has the potential for some localised adverse visual effects on receptors in Fochabers, Lhanbryde and Mosstodloch. Careful consideration of mitigation within Fochabers to limit visual effects and possible alignment adjustment within the Gordon Castle and Darnaway Castle GDLs could limit adverse landscape and visual effects.	Moderate Adverse
	Length of route through woodland	9.7	km			
	Sensitive receptors with potential to experience adverse visual effects	923	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.1	km	This route option has a narrow crossing point for the River Spey. Potential for direct and indirect impacts and LSE on the Natura 2000 designation.	The overall assessment reflects impacts due to the potential for LSE at the River Spey, the extent of woodland loss including severance / connectivity impacts.	Major Adverse
	Length of route through SSSI	0.1	km	Potential direct impacts on River Spey SSSI due to new crossing. Potential for indirect effects on SSSI from emissions to air during operation.		
	Length of route through ancient woodland	7.1	km	Potential for habitat severance and connectivity impacts through Threapland Wood particularly, and at a few smaller woodlands. Route crosses the Findhorn at a narrow point. Some riparian woodland is present at crossing points of the Findhorn and Lossie.		
	Length of route through native woodland	1.0	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0.0	km	No significant contamination issues are predicted; likely to be typical of a rural area.	The route passes through areas of peat, and there is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings and crossing the downstream extent of the Dipple Abstraction scheme.	Moderate Adverse
	Length of route through soil resource	0.3	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	6.9	km	No potentially significant impacts on flood alleviation schemes.	The River Findhorn crossing is upstream of existing route, which may increase flood risk at Mundole. River Lossie crossing (including junction east of Elgin) predicted to increase flood risk to roads and agricultural land; re-positioning the route option and junction could reduce this impact. There is not predicted to be a significant impact on flood risk or hydrogeomorphology overall.	Minor Adverse
				No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.		



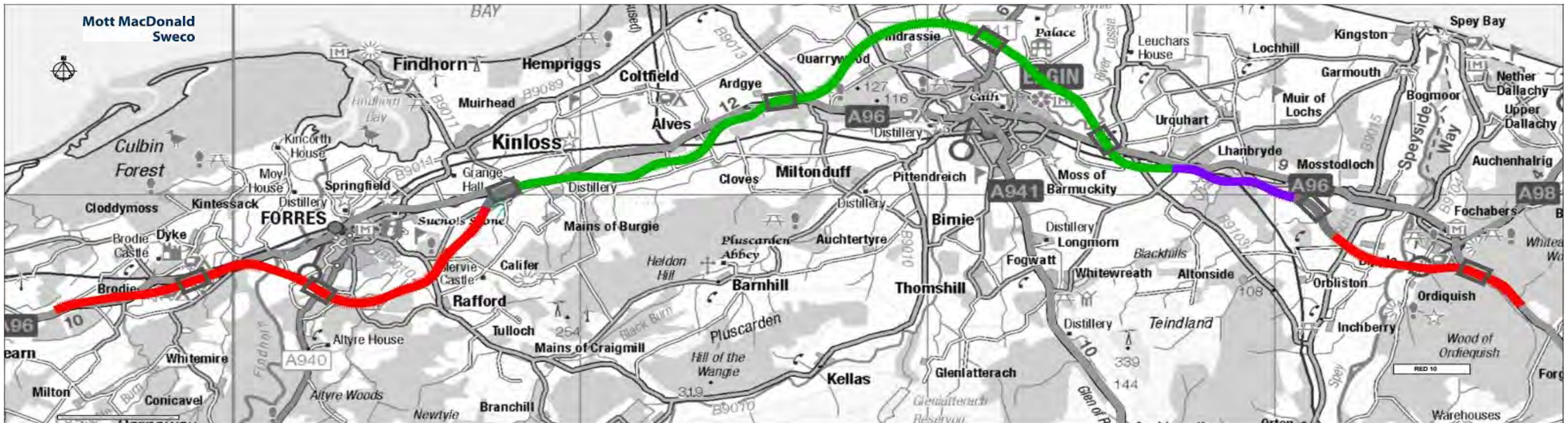
Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-13	min		Major Beneficial
	1.1.2 Forres to Elgin	-1	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a major improvement in reliability based on traffic flow reduction.	Major Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min		Moderate Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-8,000	AADT		Major Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-8,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-14,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-39	per annnum		Moderate Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow reduction.	Major Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min		Moderate Beneficial
	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	4,200	no		Moderate Beneficial
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	4,000	AADT		Neutral
	4.1.2 At Alves	9,000	AADT		
	4.1.3 At Lhanbryde	2,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-8,000	AADT		Moderate Beneficial
	5.1.2 At Alves	-8,000	AADT		
	5.1.3 At Lhanbryde	-14,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	152	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedance of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	367	no	Minor beneficial impact on Candidate Noise Management Areas.	Potential for moderate adverse impacts predicted in areas with low baseline noise. Assessment score reflects the number of properties potentially impacted overall.	Moderate Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	4	no	Potential severance and intrusion to users of Dava Way, Speyside Way, Moray Monster Trails, Core Paths including those north of Elgin, within Threapland Wood & an Aspirational Core Path near Wester Alves. Severance to communities: south of Forres at Red Craig and Mundole area; Rafford & Forres; Easter Coxton & Coxton Tower; Ordiquish & Fochabers.	There is potential for significant impacts from community severance and impacts on key NMU routes, loss of prime agricultural land and effects on 7 areas of recreational woodland including Fairyhills Wood, Threapland Wood and Slorach's Wood.	Moderate Adverse
	Length of route through agricultural land classes 1,2 and 3.1	14.3	km			
	Length of route through forestry / woodland used for recreation	7.3	km			
	Length of route through LDP open spaces	0.0	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	1.5	km		Potential severance of sites allocated for housing (including long-term) and industry to the north of Elgin.	Moderate Adverse
6.1.5 Materials	Length of route	49.9	km		The length of the route is above the average and the extent of major earthworks is below the average, with a major span structure required on the River Spey (approx. 0.9km).	Minor Adverse
	Number of bridge structures >20m span	28	no			
	Length of major earthworks >10m depth/height	12.3	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	8	no		The nationally important Dallas Dhu Distillery (listed building & scheduled monument) would be physically impacted and the setting of the asset significantly altered. The setting of two high value assets would also be significantly modified; Pittensair House (listed building & regionally significant SMR) and Coxton Tower (listed building & scheduled monument). The option would directly impact three regionally significant SMR crop mark areas resulting in changes to key archaeological resources.	Major Adverse
	Scheduled Monuments within 200m of assumed centreline	3	no			
	Garden & Designed Landscapes within 200m of assumed centreline	1	no			
	Regionally significant SMR sites within 200m of assumed centreline	14	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	1.0	km		The key landscape and visual issues lie at the eastern extent, specifically: introduction of large scale earthworks and/or structures within the northern extent of the Speyside AGLV; loss of woodland; and change to Ordiquish Hill, i.e. the landform changes, introduction of structures, tree clearance and potential effects on visual receptors. Possible alignment adjustment and/or use of structures as opposed to earthworks at the eastern extent of the scheme has the potential to limit landscape change in that vicinity, including on the Speyside AGLV.	Major Adverse
	Length of route through woodland	9.9	km			
	Sensitive receptors with potential to experience adverse visual effects	367	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.1	km	This route option has a narrow crossing point for the River Spey. Potential for direct and indirect impacts and LSE on the Natura 2000 designation.	The overall assessment reflects impacts due to the potential for LSE at the River Spey, the extent of woodland loss including severance / connectivity impacts.	Major Adverse
	Length of route through SSSI	0.1	km	Potential direct impacts on River Spey SSSI due to new crossing. Potential for indirect effects on SSSI from emissions to air during operation.		
	Length of route through ancient woodland	7.3	km	Potential for habitat severance and connectivity impacts through Threapland Wood particularly, and at a few smaller woodlands. Route crosses the Findhorn at a narrow point. Some riparian woodland is present at crossing points of the Findhorn and Lossie.		
	Length of route through native woodland	1.1	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0.0	km	No significant contamination issues are predicted; likely to be typical of a rural area.	The route passes within areas of peat, and there is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings and the crossing of the Dipple Abstraction scheme.	Major Adverse
	Length of route through soil resource	0.3	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	7.5	km	No potentially significant impacts on flood alleviation schemes.	The River Findhorn crossing is upstream of existing route, which may increase flood risk at Mundole. River Lossie crossing (including junction east of Elgin) predicted to increase flood risk to roads and agricultural land. Re-positioning the route and junction could reduce this impact. There is not predicted to be a significant impact on flood risk or hydrogeomorphology overall.	Minor Adverse
				No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.		



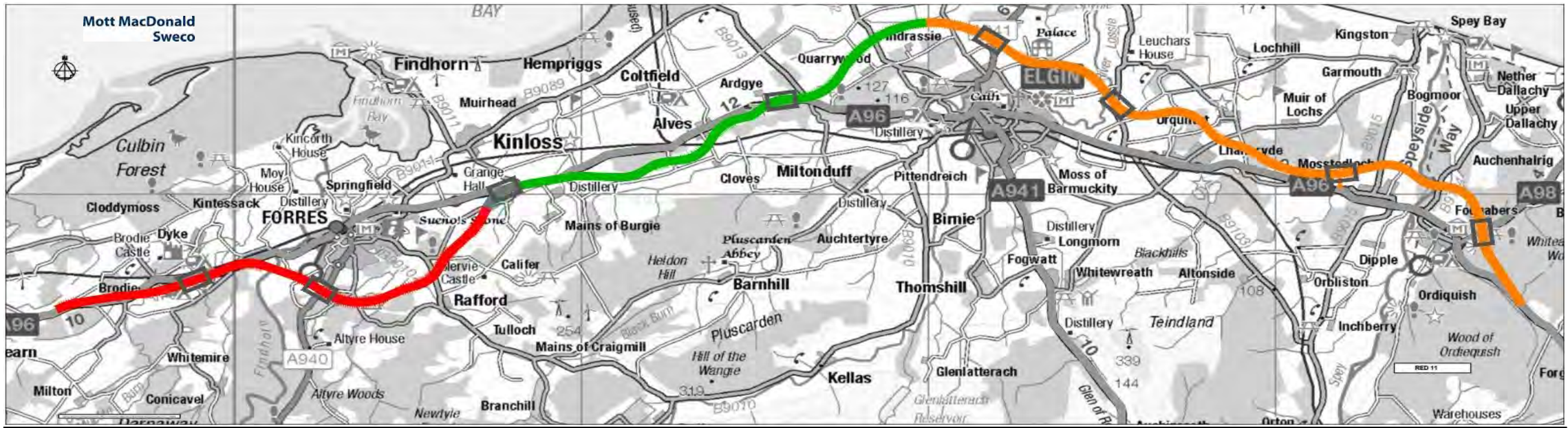
Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-13	min		Major Beneficial
	1.1.2 Forres to Elgin	-1	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a major improvement in reliability based on traffic flow reduction.	Major Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min		Moderate Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-8,000	AADT		Major Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-14,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-13,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-43	per annnum		Major Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow reduction.	Major Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min		Moderate Beneficial
	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	3,600	no		Moderate Beneficial
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	4,000	AADT		Minor Beneficial
	4.1.2 At Alves	3,000	AADT		
	4.1.3 At Lhanbryde	3,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-8,000	AADT		Moderate Beneficial
	5.1.2 At Alves	-14,000	AADT		
	5.1.3 At Lhanbryde	-13,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	400	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedance of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	965	no	Minor beneficial impact on Candidate Noise Management Areas.	Potential for moderate adverse impacts predicted in areas with low baseline noise. Assessment score reflects the relatively high number of properties potentially impacted overall.	Major Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	20	no	Potential severance and intrusion to users of Dava Way, Speyside Way, Moray Monster Trails, Core Paths including those north of Elgin, within Threapland Wood & an Aspirational Core Path near Quarrelwood. Severance to communities: south of Forres at Red Craig and Mundole area; Rafford & Forres.	There is potential for significant impacts from community severance and impacts on key NMU routes, substantial loss of prime agricultural land and effects on 7 areas of recreational woodland including Fairyhills Wood, Threapland Wood and Whiteash Hill Wood.	Moderate Adverse
	Length of route through agricultural land classes 1,2 and 3.1	18.9	km			
	Length of route through forestry / woodland used for recreation	8.1	km			
	Length of route through LDP open spaces	0.3	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	2.1	km		Potential impacts on sites allocated for housing (including long-term) and industry north of Elgin, an industrial allocation at Mosstodloch and site allocated for housing at Fochabers (construction underway).	Moderate Adverse
6.1.5 Materials	Length of route	50.5	km		The length of the route is above the average and the extent of major earthworks is below the average, with minimum crossing widths required on the River Spey (approx. 0.4km) and the River Findhorn (approx. 0.2km).	Minor Adverse
	Number of bridge structures >20m span	26	no			
	Length of major earthworks >10m depth/height	11.1	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	68	no		The nationally important Dallas Dhu Distillery (listed building & scheduled monument) would be physically impacted and the setting of the asset significantly altered. The setting of two high value assets would also be significantly modified; Pittensair House (listed building & regionally significant SMR) and Coxton Tower (listed building & scheduled monument). The option would directly impact four regionally significant SMR crop mark areas resulting in changes to many archaeological resources.	Major Adverse
	Scheduled Monuments within 200m of assumed centreline	3	no			
	Garden & Designed Landscapes within 200m of assumed centreline	2	no			
	Regionally significant SMR sites within 200m of assumed centreline	17	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	1.7	km		The key landscape issues are: junction locations in the vicinity of Forres; and loss of woodland, including at Loch Na Bo and Leitch's Wood. The option's utilisation of a route in the vicinity of the existing A96 corridor to the north of Fochabers would limit further change to the landscape outside of this settlement, however from a visual perspective it has the potential for some localised adverse visual effects on receptors in Fochabers, Lhanbryde and Mosstodloch. Careful consideration of mitigation within Fochabers to limit visual effects and possible alignment adjustment within the impacted Gordon Castle and Darnaway Castle GDLs could limit adverse landscape and visual effects.	Moderate Adverse
	Length of route through woodland	10.5	km			
	Sensitive receptors with potential to experience adverse visual effects	965	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.1	km	Option has a narrow crossing point for the River Spey. Potential for direct and indirect impacts and LSE on the Natura 2000 designation.	The overall assessment reflects impacts due to the potential for LSE at the River Spey, the extent of woodland loss including severance / connectivity impacts.	Major Adverse
	Length of route through SSSI	0.1	km	Potential direct impacts on River Spey SSSI due to new crossing. Potential for indirect effects on SSSI from emissions to air during operation.		
	Length of route through ancient woodland	7.0	km	Potential habitat severance and connectivity impacts through Threapland Wood particularly, and at a few smaller woodlands. Route crosses the Findhorn at a narrow point. Some riparian woodland is present at crossing points of the Findhorn and Lossie.		
	Length of route through native woodland	1.0	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0.0	km	No significant contamination issues are predicted; likely to be typical of a rural area.	The route passes through areas of peat, and there is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings and crossing the downstream extent of the Dipple Abstraction scheme.	Moderate Adverse
	Length of route through soil resource	0.3	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	5.1	km	No potentially significant impacts on flood alleviation schemes. No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.	The River Findhorn crossing is upstream of existing route, which may increase flood risk at Mundole. River Lossie crossing (including junction east of Elgin) predicted to increase flood risk to roads and agricultural land; however re-positioning the route option and junction could reduce this impact. There is not predicted to be a significant impact on flood risk or hydrogeomorphology overall.	Minor Adverse



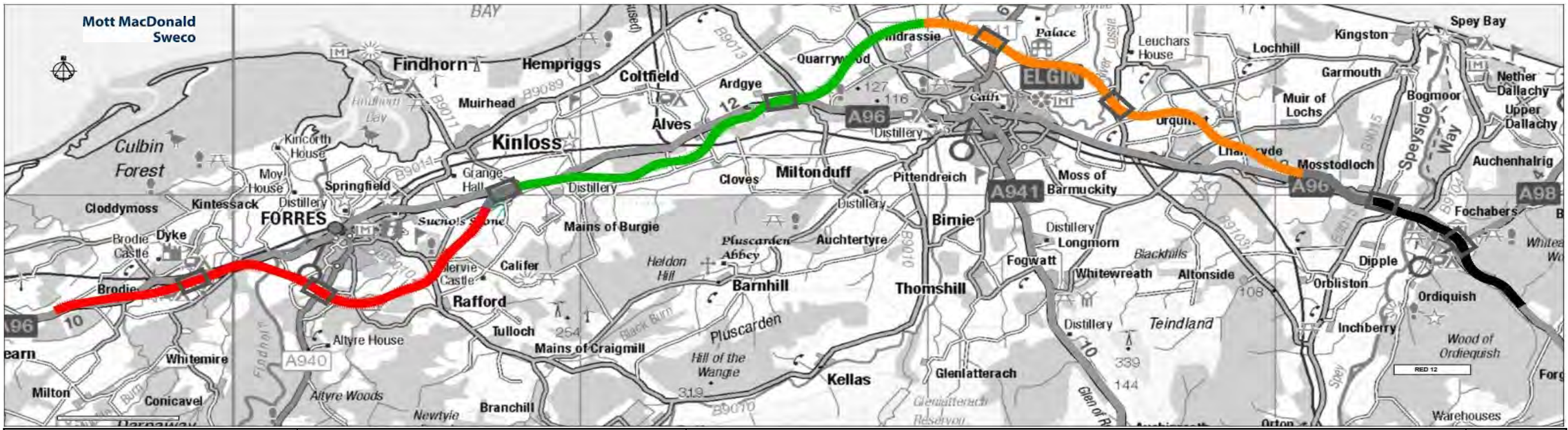
Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-13	min		Major Beneficial
	1.1.2 Forres to Elgin	-1	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a major improvement in reliability based on traffic flow reduction.	Major Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min		Moderate Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-8,000	AADT		Major Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-14,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-14,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-43	per annnum		Major Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow reduction.	Major Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min		Moderate Beneficial
	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	3,600	no		Moderate Beneficial
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	4,000	AADT		Minor Beneficial
	4.1.2 At Alves	3,000	AADT		
	4.1.3 At Lhanbryde	2,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-8,000	AADT		Moderate Beneficial
	5.1.2 At Alves	-14,000	AADT		
	5.1.3 At Lhanbryde	-14,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	176	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedance of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	409	no	Minor beneficial impact on Candidate Noise Management Areas.	Potential for moderate adverse impacts predicted in areas with low baseline noise. Assessment score reflects the number of properties potentially impacted overall.	Moderate Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	8	no	Potential severance and intrusion to users of Dava Way, Speyside Way, Moray Monster Trails, Core Paths including those north of Elgin, within Threapland Wood & an Aspirational Core Path near Quarrelwood. Severance to communities: south of Forres at Red Craig and Mundole area; Rafford & Forres; Easter Coxton & Coxton Tower; Ordiquish & Fochabers.	There is potential for significant impacts from community severance and impacts on key NMU routes, substantial loss of prime agricultural land and effects on 8 areas of recreational woodland including Fairyhills Wood, Threapland Wood and Slorach's Wood.	Moderate Adverse
	Length of route through agricultural land classes 1,2 and 3.1	19.0	km			
	Length of route through forestry / woodland used for recreation	8.5	km			
	Length of route through LDP open spaces	0.0	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	1.5	km		Potential severance of sites allocated for housing (including long-term) and industry to the north of Elgin.	Moderate Adverse
6.1.5 Materials	Length of route	50.4	km		The length of the route and the extent of major earthworks are above the average, with a major span structure required on the River Spey (approx. 0.9km).	Moderate Adverse
	Number of bridge structures >20m span	28	no			
	Length of major earthworks >10m depth/height	15.4	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	7	no		The nationally important Dallas Dhu Distillery (listed building & scheduled monument) would be physically impacted and the setting of the asset significantly altered. The setting of two high value assets would also be significantly modified; Pittensair House (listed building & regionally significant SMR) and Coxton Tower (listed building & scheduled monument). The option would directly impact four regionally significant SMR crop mark areas resulting in changes to key archaeological resources.	Major Adverse
	Scheduled Monuments within 200m of assumed centreline	3	no			
	Garden & Designed Landscapes within 200m of assumed centreline	1	no			
	Regionally significant SMR sites within 200m of assumed centreline	14	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	1.0	km		The key landscape and visual issues lie at the eastern extent, specifically: introduction of large scale earthworks and/or structures within the northern extent of the Speyside AGLV; loss of woodland; and change to Ordiquish Hill, i.e. the landform changes, introduction of structures, tree clearance and potential effects on visual receptors. Possible alignment adjustment and/or use of structures as opposed to earthworks at the eastern extent of the scheme has the potential to limit landscape change in that vicinity, including on the Speyside AGLV.	Major Adverse
	Length of route through woodland	10.7	km			
	Sensitive receptors with potential to experience adverse visual effects	409	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.1	km	Route option has a narrow crossing point for the River Spey. Potential for direct and indirect impacts and LSE on the Natura 2000 designation.	The overall assessment reflects impacts due to the potential for LSE at the River Spey, the extent of woodland loss including severance / connectivity impacts.	Major Adverse
	Length of route through SSSI	0.1	km	Potential direct impacts on River Spey SSSI due to new crossing. Potential for indirect effects on SSSI from emissions to air during operation.		
	Length of route through ancient woodland	7.2	km	Potential habitat severance and connectivity impacts through Threapland Wood particularly, and at a few smaller woodlands. The route crosses the Findhorn at a narrow point. Some riparian woodland is present at crossing points of the Findhorn and Lossie.		
	Length of route through native woodland	1.1	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0.0	km	No significant contamination issues are predicted; likely to be typical of a rural area.	The route passes within areas of peat, and there is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings and the crossing of the Dipple Abstraction scheme.	Major Adverse
	Length of route through soil resource	0.3	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	5.6	km	No potentially significant impacts on flood alleviation schemes.	The River Findhorn crossing is upstream of existing route, which may increase flood risk at Mundole. River Lossie crossing (including junction east of Elgin) predicted to increase flood risk to roads and agricultural land; however re-positioning the route option and junction could reduce this impact. There is not predicted to be a significant impact on flood risk or hydrogeomorphology overall.	Minor Adverse
				No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.		



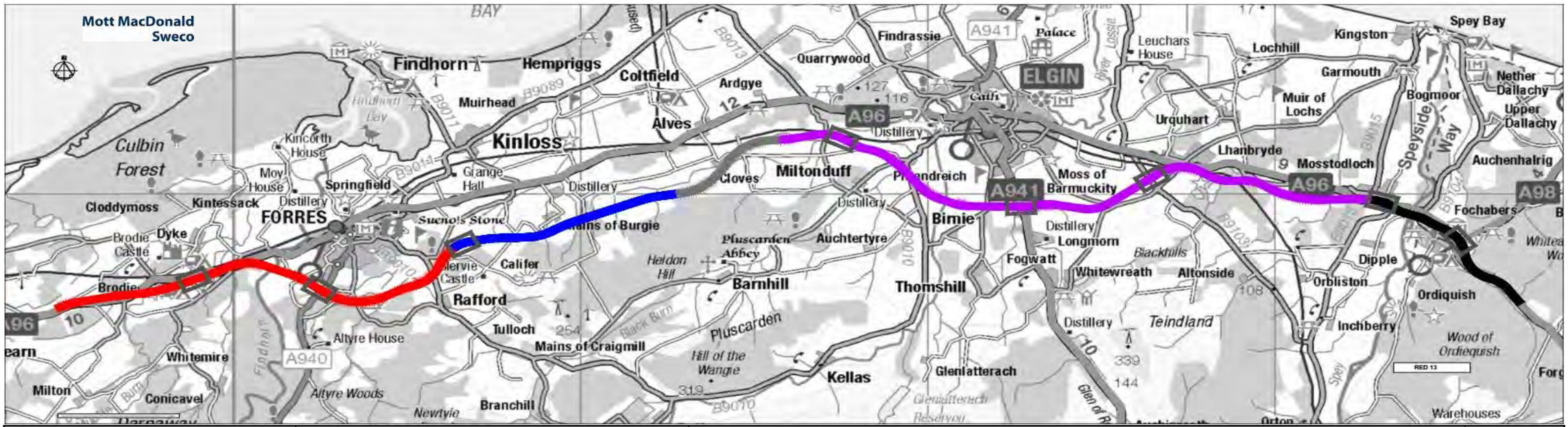
Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-13	min		Moderate Beneficial
	1.1.2 Forres to Elgin	-1	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a moderate improvement in reliability based on traffic flow reduction.	Moderate Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min		Minor Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-8,000	AADT		Moderate Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-14,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-7,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-40	per annnum		Major Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a moderate improvement in driver stress based on traffic flow reduction.	Moderate Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min		Minor Beneficial
	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	3,300	no		Moderate Beneficial
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	4,000	AADT		Neutral
	4.1.2 At Alves	3,000	AADT		
	4.1.3 At Lhanbryde	9,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-8,000	AADT		Moderate Beneficial
	5.1.2 At Alves	-14,000	AADT		
	5.1.3 At Lhanbryde	-7,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	150	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedance of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	267	no	Minor beneficial impact on Candidate Noise Management Areas.	Potential for moderate adverse impacts predicted in areas with low baseline noise. Assessment score reflects the relatively few properties potentially impacted overall.	Minor Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	8	no	Potential severance and intrusion to users of Dava Way, Speyside Way, Moray Monster Trails, Core Paths including those north of Elgin, Mosstodloch & Fochabers, within Crooked Wood & an Aspirational Core Path near Quarrelwood. Severance to communities: south of Forres at Red Craig and Mundole area; Rafford & Forres; Lhanbryde & Urquhart.	There is potential for significant impacts from community severance and impacts on key NMU routes, substantial loss of prime agricultural land and effects on 12 areas of recreational woodland including Fairyhills Wood, Crooked Wood, Sleepieshill Wood and Whiteash Hill Wood.	Major Adverse
	Length of route through agricultural land classes 1,2 and 3.1	20.2	km			
	Length of route through forestry / woodland used for recreation	9.7	km			
	Length of route through LDP open spaces	0.0	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	1.4	km		Potential severance of sites allocated for housing (including long-term) and industry to the north of Elgin.	Moderate Adverse
6.1.5 Materials	Length of route	51.2	km		The length of the route and the extent of major earthworks are above the average, with a major span structure required on the River Spey (approx. 1.6km).	Major Adverse
	Number of bridge structures >20m span	25	no			
	Length of major earthworks >10m depth/height	18.1	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	5	no		The nationally important Gordon Castle Garden and Designed Landscape (GDL) would be bisected. This would affect a key view within the GDL and sever the physical relationship between important listed buildings on the estate (including category A). The nationally important Dallas Dhu Distillery (listed building & scheduled monument) would be physically impacted and the setting of the asset significantly altered. The option would directly impact seven regionally significant SMR areas resulting in changes to key archaeological resources.	Major Adverse
	Scheduled Monuments within 200m of assumed centreline	1	no			
	Garden & Designed Landscapes within 200m of assumed centreline	2	no			
	Regionally significant SMR sites within 200m of assumed centreline	13	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	2.6	km		The majority of the option would pass through a flat, open landscape, however at its western extent it passes through a gently undulating landscape which is of a higher susceptibility to change. Key landscape issues lie at the eastern extent and specifically: routing through the Gordon Castle GDL, which is a highly susceptible and valued landscape; and loss of woodland. Possible alignment adjustment and/or use of structures as opposed to earthworks at the eastern extent of the scheme has the potential to limit landscape change in that vicinity, including on the Gordon Castle GDL.	Major Adverse
	Length of route through woodland	12.1	km			
	Sensitive receptors with potential to experience adverse visual effects	267	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.3	km	Route has long crossing of the River Spey SAC, which also crosses the Moray & Nairn Coast SPA & Ramsar site and the Lower River Spey/Spey Bay SAC. There is potential risk of LSE from direct impacts and indirect effects from pollution and air quality changes on multiple designated sites.	The overall assessment reflects the risk of impact and LSE on Natura 2000 sites at the River Spey and the extent of woodland loss including severance / connectivity impacts.	Major Adverse
	Length of route through SSSI	0.3	km	Potential for a long crossing through SSSIs at the River Spey with potential risk of impacts and indirect impacts from pollution and air quality changes.		
	Length of route through ancient woodland	7.7	km	Route crosses the Findhorn at a narrow point. Some riparian woodland is present at crossing points of the Findhorn and Lossie. Potential for significant habitat severance and connectivity impacts through Whiteash Hill Wood, Sleepieshill Wood & Crooked Wood. Capercaillie present in Whiteash Hill Wood east of Fochabers (DMRB Stage1 HRA), potentially significantly impacted and difficult to mitigate.		
	Length of route through native woodland	1.0	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0.2	km	No significant contamination issues are predicted; likely to be typical of a rural area.	The route passes just within the southern end of the Lower River Spey GCR site and SSSI and through areas of peat, and there is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings (including to the north of Fochabers).	Moderate Adverse
	Length of route through soil resource	0.3	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	6.9	km	No potentially significant impacts on flood alleviation schemes.	River Lossie crossing (including junction east of Elgin) predicted to increase flood risk to upstream receptors and adequate mitigation would be required. High erosion potential immediately downstream of the River Spey crossing predicted to be significant.	Major Adverse
				Potentially significant impact at hydro-geomorphologically active reach at the River Spey crossing.		



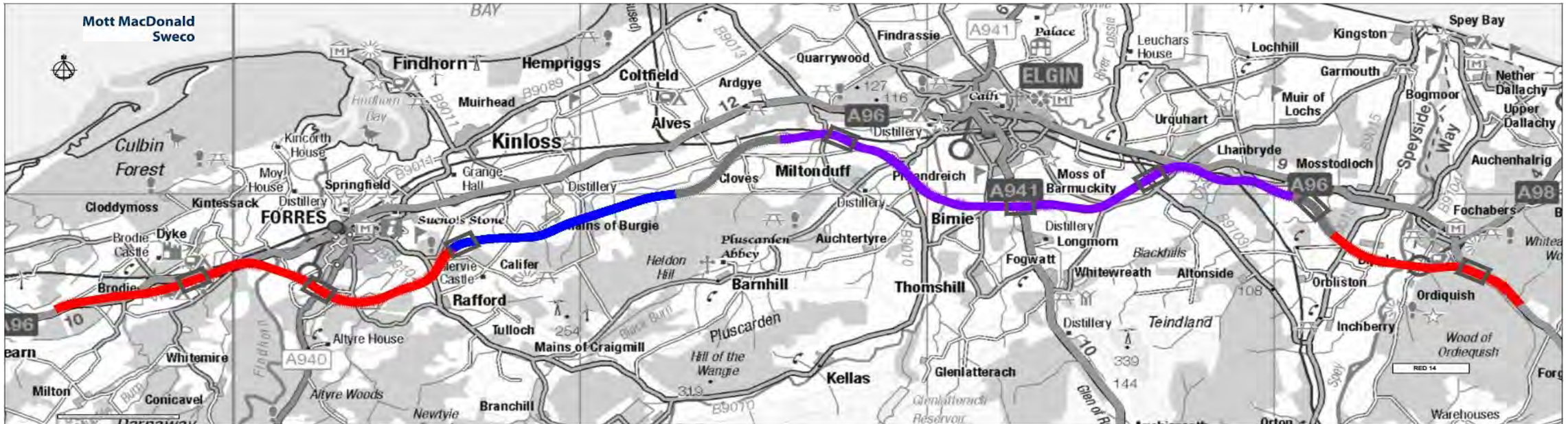
Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-13	min		Major Beneficial
	1.1.2 Forres to Elgin	-1	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a major improvement in reliability based on traffic flow reduction.	Major Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min		Moderate Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-8,000	AADT		Major Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-14,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-12,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-43	per annnum		Major Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow reduction.	Major Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min		Minor Beneficial
	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	3,400	no		Moderate Beneficial
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	4,000	AADT		Minor Beneficial
	4.1.2 At Alves	3,000	AADT		
	4.1.3 At Lhanbryde	4,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-8,000	AADT		Moderate Beneficial
	5.1.2 At Alves	-14,000	AADT		
	5.1.3 At Lhanbryde	-12,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	391	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedance of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	864	no	Minor beneficial impact on Candidate Noise Management Areas.	Potential for moderate adverse impacts predicted in areas with low baseline noise. Assessment score reflects the relatively high number of properties potentially impacted overall.	Major Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	19	no	Potential severance and intrusion to users of Dava Way, Speyside Way, Moray Monster Trails, Core Paths including those north of Elgin, within Crooked Wood & an Aspirational Core Path near Quarrelwood. Severance to communities: south of Forres at Red Craig and Mundole area; Rafford & Forres; Lhanbryde & Urquhart.	There is potential for significant impacts from community severance and impacts on key NMU routes, substantial loss of prime agricultural land and effects on 12 areas of recreational woodland including Fairyhills Wood, Sleepieshill Wood and Whiteash Hill Wood.	Major Adverse
	Length of route through agricultural land classes 1,2 and 3.1	20.4	km			
	Length of route through forestry / woodland used for recreation	8.9	km			
	Length of route through LDP open spaces	0.8	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	2.0	km		Potential impacts on sites allocated for housing (including long-term) and industry north of Elgin, an industrial allocation at Mosstodloch and site allocated for housing at Fochabers (construction underway).	Moderate Adverse
6.1.5 Materials	Length of route	50.2	km		The length of the route and the extent of major earthworks are above the average, with minimum crossing widths required on the River Spey (approx. 0.4km) and the Findhorn (approx. 0.2km).	Moderate Adverse
	Number of bridge structures >20m span	23	no			
	Length of major earthworks >10m depth/height	16.3	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	65	no		The nationally important Dallas Dhu Distillery (listed building & scheduled monument) would be physically impacted and the setting of the asset significantly altered. The option would directly impact seven regionally significant SMR areas resulting in changes to key archaeological resources.	Major Adverse
	Scheduled Monuments within 200m of assumed centreline	1	no			
	Garden & Designed Landscapes within 200m of assumed centreline	2	no			
	Regionally significant SMR sites within 200m of assumed centreline	15	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	1.7	km		The key landscape issues are: junction locations in the vicinity of Forres; and loss of woodland at Crooked Wood and Leitch's Wood. The option's utilisation of a route in the vicinity of the existing A96 corridor to the north of Fochabers would limit further change to the landscape outside of this settlement, however from a visual perspective it has the potential for some localised adverse visual effects on receptors in Fochabers, Lhanbryde and Mosstodloch. Careful consideration of mitigation within Fochabers to limit visual effects and possible alignment adjustment within the impacted Gordon Castle GDL could limit adverse effects.	Moderate Adverse
	Length of route through woodland	11.2	km			
	Sensitive receptors with potential to experience adverse visual effects	864	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.1	km	This route option has a narrow crossing point for the River Spey. Potential for direct and indirect impacts and LSE on the Natura 2000 designation.	The overall assessment reflects impacts due to the potential for LSE at the River Spey, the extent of woodland loss including severance / connectivity impacts.	Major Adverse
	Length of route through SSSI	0.1	km	Potential direct impacts on River Spey SSSI due to new crossing. Potential for indirect effects on SSSI from emissions to air during operation.		
	Length of route through ancient woodland	7.4	km	Potential for significant habitat severance and connectivity impacts through Sleepieshill Wood and Crooked Wood.		
	Length of route through native woodland	1.0	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0.0	km	No significant contamination issues are predicted; likely to be typical of a rural area.	The route passes through areas of peat, and there is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings and crossing the downstream extent of the Dipple Abstraction scheme.	Moderate Adverse
	Length of route through soil resource	0.3	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	6.8	km	No potentially significant impacts on flood alleviation schemes.	River Lossie crossing (including junction east of Elgin) predicted to increase flood risk to upstream receptors and adequate mitigation would be required.	Major Adverse
				No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.		



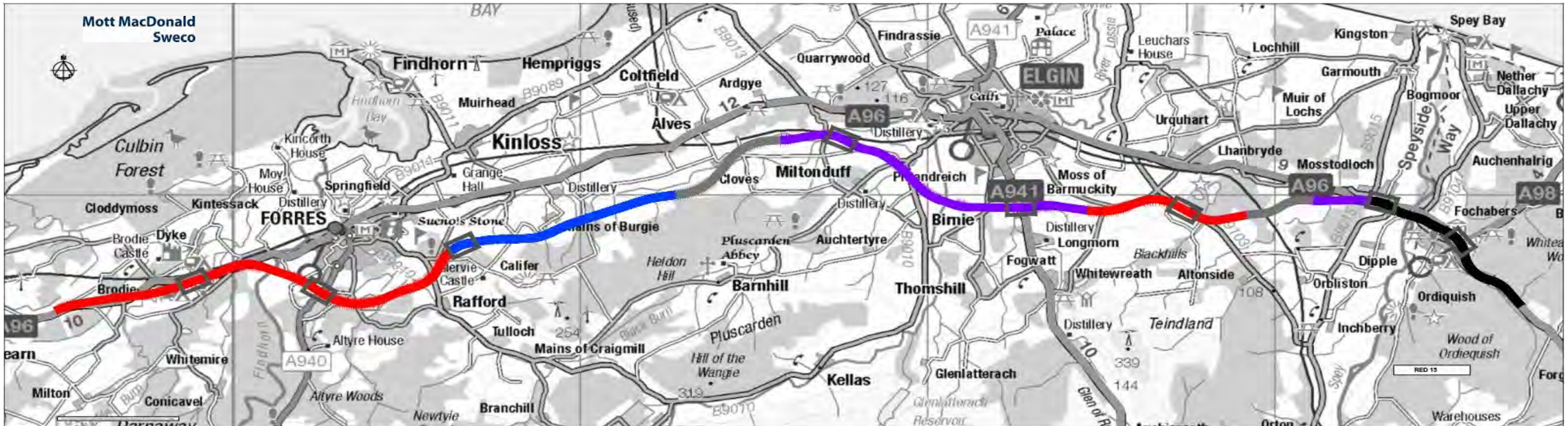
Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-13	min		Major Beneficial
	1.1.2 Forres to Elgin	-1	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a major improvement in reliability based on traffic flow reduction.	Major Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min		Moderate Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT		Major Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-11,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-14,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-44	per annnum		Major Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow reduction.	Major Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min		Moderate Beneficial
	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	5,500	no		Major Beneficial
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	3,000	AADT		Minor Beneficial
	4.1.2 At Alves	6,000	AADT		
	4.1.3 At Lhanbryde	2,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-9,000	AADT		Moderate Beneficial
	5.1.2 At Alves	-11,000	AADT		
	5.1.3 At Lhanbryde	-14,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	397	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedance of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	974	no	Minor beneficial impact on Candidate Noise Management Areas.	Potential for moderate adverse impacts predicted in areas with low baseline noise. Assessment score reflects the relatively high number of properties potentially impacted overall.	Major Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	18	no	Potential severance and intrusion to users of Dava Way, Speyside Way, Moray Monster Trails, Core Paths including those in Birkenhill & Threapland Wood & an Aspirational Core Path south of Elgin. Severance to communities: south of Forres at Red Craig and Mundole area; Easter & Wester Lawrenceton.	There is potential for significant impacts from community severance and impacts on key NMU routes, loss of prime agricultural land and effects on 12 areas of recreational woodland including Fairyhills Wood, Threapland Wood and Whiteash Hill Wood.	Moderate Adverse
	Length of route through agricultural land classes 1,2 and 3.1	9.3	km			
	Length of route through forestry / woodland used for recreation	8.2	km			
	Length of route through LDP open spaces	0.3	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	0.6	km		Potential impacts on an industrial allocation at Mosstodloch and site allocated for housing at Fochabers (construction underway).	Minor Adverse
6.1.5 Materials	Length of route	47.6	km		The length of the route is above the average and the extent of major earthworks is below the average, with minimum crossing widths required on the River Spey (approx. 0.4km) and the River Findhorn (approx. 0.2km).	Minor Adverse
	Number of bridge structures >20m span	18	no			
	Length of major earthworks >10m depth/height	9.4	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	65	no		The nationally important Dallas Dhu Distillery (listed building & scheduled monument) would be physically impacted and the setting of the asset significantly altered. The setting of two high value assets would also be significantly modified; Pittensair House (listed building & regionally significant SMR) and Coxton Tower (listed building & scheduled monument). The option would directly impact three regionally significant SMR crop mark areas resulting in changes to key archaeological resources.	Major Adverse
	Scheduled Monuments within 200m of assumed centreline	2	no			
	Garden & Designed Landscapes within 200m of assumed centreline	2	no			
	Regionally significant SMR sites within 200m of assumed centreline	12	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	1.7	km		The majority of the option would pass through a gently undulating and wooded rural landscape which is which is of a higher susceptibility to landscape change. In addition, it would have some limited adverse effects on the Gordon Castle and Darnaway Castle GDLs. The option's utilisation of a route in the vicinity of the existing A96 corridor to the north of Fochabers has the potential for some localised adverse visual effects on receptors in Fochabers, Lhanbryde and Mosstodloch. Careful consideration of mitigation within Fochabers to limit visual effects and possible alignment adjustment within Gordon Castle and Darnaway Castle GDLs could limit adverse landscape and visual effects.	Moderate Adverse
	Length of route through woodland	11.9	km			
	Sensitive receptors with potential to experience adverse visual effects	974	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.1	km	This route option has a narrow crossing point for the River Spey. Potential for direct and indirect impacts and LSE on the Natura 2000 designation.	The overall assessment reflects impacts due to the potential for LSE at the River Spey, the extent of woodland loss including severance / connectivity impacts.	Major Adverse
	Length of route through SSSI	0.1	km	Potential direct impacts on River Spey SSSI due to new crossing. Potential for indirect effects on SSSI from emissions to air during operation.		
	Length of route through ancient woodland	7.5	km	Potential habitat severance/connectivity impacts through Threapland Wood particularly, and at a few smaller woodlands. The route crosses the Findhorn at a narrow point. Some riparian woodland is present at crossing points of the Findhorn and Lossie.		
	Length of route through native woodland	2.3	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0.0	km	No significant contamination issues are predicted; likely to be typical of a rural area.	The route passes through areas of peat, and there is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings and crossing the downstream extent of the Dipple Abstraction scheme.	Moderate Adverse
	Length of route through soil resource	0.3	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	7.7	km	No potentially significant impacts on flood alleviation schemes.	River Lossie and Black Burn crossings (including junction west of Elgin) predicted to increase flood risk to upstream receptors; however re-positioning the junction out with the floodplain could reduce this impact.	Moderate Adverse
				No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.		



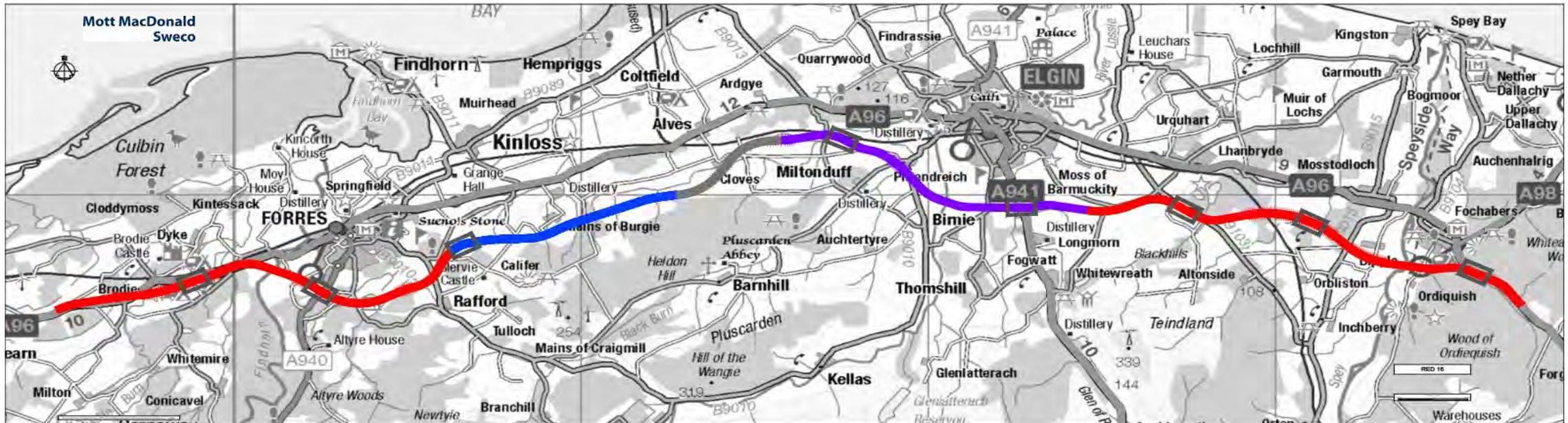
Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-13	min		Major Beneficial
	1.1.2 Forres to Elgin	-1	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a major improvement in reliability based on traffic flow reduction.	Major Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min		Moderate Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT		Major Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-11,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-10,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-41	per annnum		Major Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow reduction.	Major Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min		Moderate Beneficial
	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	3,400	no		Moderate Beneficial
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	3,000	AADT		Minor Beneficial
	4.1.2 At Alves	6,000	AADT		
	4.1.3 At Lhanbryde	6,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-9,000	AADT		Moderate Beneficial
	5.1.2 At Alves	-11,000	AADT		
	5.1.3 At Lhanbryde	-10,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	168	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedance of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	391	no	Minor beneficial impact on Candidate Noise Management Areas.	Potential for moderate adverse impacts predicted in areas with low baseline noise. Assessment score reflects the number of properties potentially impacted overall.	Moderate Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	7	no	Potential severance and intrusion to users of Dava Way, Speyside Way, Moray Monster Trails, Core Paths including those in Birkenhill & Threapland Wood & an Aspirational Core Path south of Elgin. Severance to communities: south of Forres at Red Craig and Mundole area; Rafford & Forres; Easter & Wester Lawrenceton; Ordiequish & Fochabers.	There is potential for significant impacts from community severance and impacts on key NMU routes, loss of prime agricultural land and effects on 12 areas of recreational woodland including Fairyhills Wood, Threapland Wood and Slorach's Wood.	Moderate Adverse
	Length of route through agricultural land classes 1,2 and 3.1	9.3	km			
	Length of route through forestry / woodland used for recreation	8.6	km			
	Length of route through LDP open spaces	0.0	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	0	km		No areas of allocated land are anticipated to be impacted.	Neutral
6.1.5 Materials	Length of route	47.5	km		The length of the route and the extent of major earthworks are below the average, with minimum crossing widths required on the River Spey (approx. 0.4km) and the River Findhorn (approx. 0.2km).	Minor Adverse
	Number of bridge structures >20m span	20	no			
	Length of major earthworks >10m depth/height	8.7	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	4	no		The nationally important Dallas Dhu Distillery (listed building & scheduled monument) would be physically impacted and the setting of the asset significantly altered. The setting of two high value assets would also be significantly modified; Pittensair House (listed building & regionally significant SMR) and Coxton Tower (listed building & scheduled monument). The option would directly impact three regionally significant SMR crop mark areas resulting in changes to key archaeological resources.	Major Adverse
	Scheduled Monuments within 200m of assumed centreline	2	no			
	Garden & Designed Landscapes within 200m of assumed centreline	1	no			
	Regionally significant SMR sites within 200m of assumed centreline	9	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	1.0	km		The majority of the option would pass through an open, arable landscape which is large in scale and limits its susceptibility to change. However, the key landscape and visual issues lie at the eastern extent and specifically: introduction of large scale earthworks and/or structures within the northern extent of the Speyside AGLV; loss of woodland; and change to Ordiquish Hill, i.e. the landform changes, introduction of structures, tree clearance and potential effects on visual receptors. Possible alignment adjustment and/or use of structures as opposed to earthworks at the eastern extent of the scheme has the potential to limit landscape change in that vicinity, including on the Speyside AGLV.	Major Adverse
	Length of route through woodland	12.1	km			
	Sensitive receptors with potential to experience adverse visual effects	391	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.1	km	This route option has a narrow crossing point for the River Spey. Potential for direct and indirect impacts and LSE on the Natura 2000 designation.	The overall assessment reflects impacts due to the potential for LSE at the River Spey, the extent of woodland loss including severance / connectivity impacts.	Major Adverse
	Length of route through SSSI	0.1	km	Potential direct impacts on River Spey SSSI due to new crossing. Potential for indirect effects on SSSI from emissions to air during operation.		
	Length of route through ancient woodland	7.7	km	Potential habitat severance and connectivity impacts through Threapland Wood particularly, and at a few smaller woodlands. Route crosses the Findhorn at a narrow point. Some riparian woodland is present at crossing points of the Findhorn and Lossie.		
	Length of route through native woodland	2.5	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0.0	km	No significant contamination issues are predicted; likely to be typical of a rural area.	The route passes within areas of peat, and there is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings and the crossing of the Dipple Abstraction scheme.	Major Adverse
	Length of route through soil resource	0.3	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	8.2	km	No potentially significant impacts on flood alleviation schemes.	River Lossie and Black Burn crossings (including junction west of Elgin) predicted to increase flood risk to upstream receptors; however re-positioning the junction out with the floodplain could reduce this impact.	Moderate Adverse
				No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.		



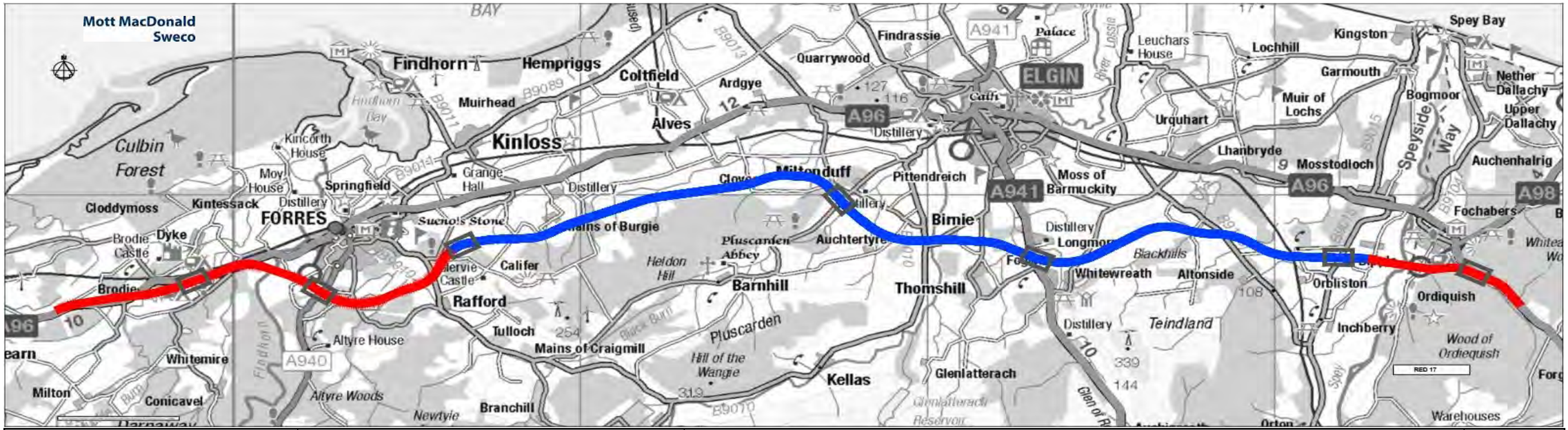
Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-13	min		Major Beneficial
	1.1.2 Forres to Elgin	-1	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a major improvement in reliability based on traffic flow reduction.	Major Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min		Moderate Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT		Major Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-11,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-14,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-45	per annnum		Major Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow reduction.	Major Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min		Moderate Beneficial
	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	5,500	no		Major Beneficial
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	3,000	AADT		Minor Beneficial
	4.1.2 At Alves	6,000	AADT		
	4.1.3 At Lhanbryde	2,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-9,000	AADT		Moderate Beneficial
	5.1.2 At Alves	-11,000	AADT		
	5.1.3 At Lhanbryde	-14,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	340	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedance of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	780	no	Minor beneficial impact on Candidate Noise Management Areas.	Potential for moderate adverse impacts predicted in areas with low baseline noise. Assessment score reflects the relatively high number of properties potentially impacted overall.	Major Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	17	no	Potential severance and intrusion to users of Dava Way, Speyside Way, Moray Monster Trails, Core Paths including those in Birkenhill & Threapland Wood & an Aspirational Core Path south of Elgin. Severance to communities: south of Forres at Red Craig and Mundole area; Rafford & Forres; Easter & Wester Lawrenceton.	There is potential for significant impacts from community severance and impacts on key NMU routes, loss of prime agricultural land and effects on 12 areas of recreational woodland including Fairyhills Wood, the southern edge of Threapland Wood and Whiteash Hill Wood.	Moderate Adverse
	Length of route through agricultural land classes 1,2 and 3.1	9.3	km			
	Length of route through forestry / woodland used for recreation	7.7	km			
	Length of route through LDP open spaces	0.3	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	0.6	km		Potential impacts on an industrial allocation at Mosstodloch and site allocated for housing at Fochabers (construction underway).	Minor Adverse
6.1.5 Materials	Length of route	47.4	km		The length of the route and the extent of major earthworks are below the average, with minimum crossing widths required on the River Spey (approx. 0.4km) and the River Findhorn (approx. 0.2km).	Minor Adverse
	Number of bridge structures >20m span	20	no			
	Length of major earthworks >10m depth/height	9.4	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	64	no		The nationally important Dallas Dhu Distillery would be physically impacted and the setting of the asset significantly altered. The option would also directly impact three regionally significant SMR crop mark areas resulting in changes to key archaeological resources.	Major Adverse
	Scheduled Monuments within 200m of assumed centreline	1	no			
	Garden & Designed Landscapes within 200m of assumed centreline	2	no			
	Regionally significant SMR sites within 200m of assumed centreline	8	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	1.7	km		The majority of the option would pass through a gently undulating rural landscape which is which is moderately susceptible to landscape change. In addition, it would have some limited adverse effects on the Gordon Castle and Darnaway Castle GDLs. The option's utilisation of a route in the vicinity of the existing A96 corridor to the north of Fochabers has the potential for some localised adverse visual effects on receptors in Fochabers, Lhanbryde and Mosstodloch. Careful consideration of mitigation within Fochabers to limit visual effects and possible alignment adjustment within Gordon Castle and Darnaway Castle GDLs could limit adverse landscape and visual effects.	Moderate Adverse
	Length of route through woodland	11.6	km			
	Sensitive receptors with potential to experience adverse visual effects	780	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.1	km	This route option has a narrow crossing point for the River Spey. Potential for direct and indirect impacts and LSE on the Natura 2000 designation.	The overall assessment reflects impacts due to the potential for LSE at River Spey, the extent of woodland loss including severance / connectivity impacts.	Major Adverse
	Length of route through SSSI	0.1	km	Potential direct impacts on River Spey SSSI due to new crossing. Potential for indirect effects on SSSI from emissions to air during operation.		
	Length of route through ancient woodland	7.4	km	Potential habitat severance and connectivity impacts through a number of woodlands. The route crosses the Findhorn at a narrow point although some riparian woodland is present at crossing points of the Findhorn and Lossie.		
	Length of route through native woodland	1.8	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0.0	km	No significant contamination issues are predicted; likely to be typical of a rural area.	The route passes through areas of peat, and there is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings and crossing the downstream extent of the Dipple Abstraction scheme.	Moderate Adverse
	Length of route through soil resource	0.3	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	7.7	km	No potentially significant impacts on flood alleviation schemes.	River Lossie and Black Burn crossings (including junction west of Elgin) predicted to increase flood risk to upstream receptors; however re-positioning the junction out with the floodplain could reduce this impact.	Moderate Adverse
				No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.		



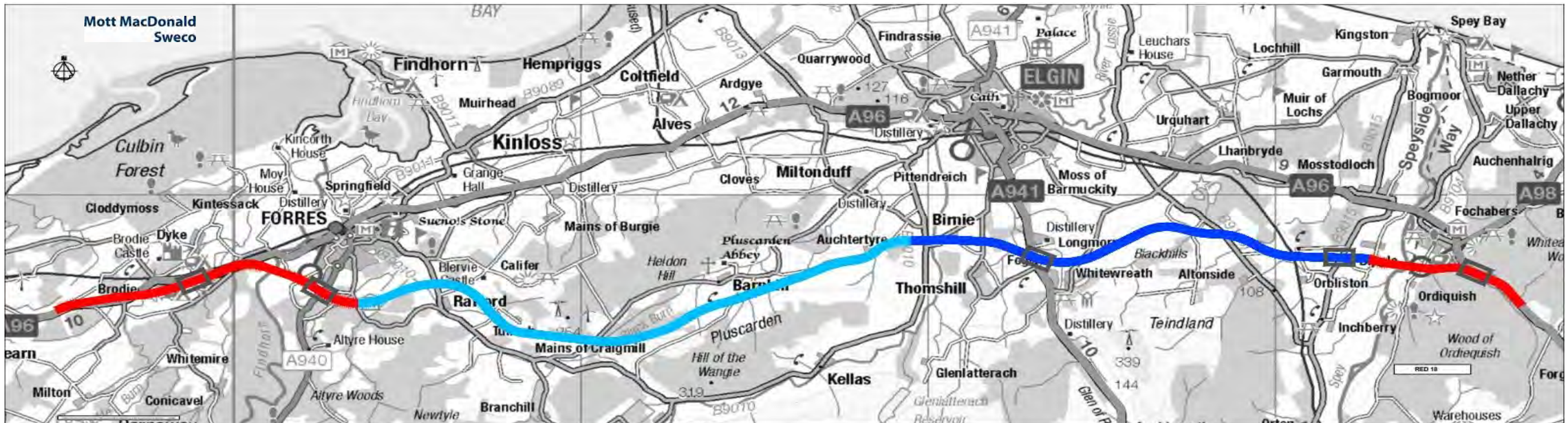
Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-13	min		Major Beneficial
	1.1.2 Forres to Elgin	-1	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a major improvement in reliability based on traffic flow reduction.	Major Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min		Moderate Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT		Major Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-11,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-10,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-42	per annnum		Major Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow reduction.	Major Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min		Moderate Beneficial
	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	3,400	no		Moderate Beneficial
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	3,000	AADT		Minor Beneficial
	4.1.2 At Alves	6,000	AADT		
	4.1.3 At Lhanbryde	6,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-9,000	AADT		Moderate Beneficial
	5.1.2 At Alves	-11,000	AADT		
	5.1.3 At Lhanbryde	-10,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	111	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedance of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	197	no	Minor beneficial impact on Candidate Noise Management Areas.	Potential for moderate adverse impacts predicted in areas with low baseline noise. Assessment score reflects the relatively few properties potentially impacted overall.	Minor Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	6	no	Potential severance and intrusion to users of Dava Way, Speyside Way, Moray Monster Trails, Core Paths including those in Birkenhill & Threapland Wood & an Aspirational Core Path south of Elgin. Severance to communities: south of Forres at Red Craig and Mundole area; Rafford & Forres; Easter & Wester Lawrenceton; Ordiquish & Fochabers.	There is potential for significant impacts from community severance and impacts on key NMU routes, loss of prime agricultural land and effects on 12 areas of recreational woodland including Fairyhills Wood, the southern edge of Threapland Wood and Slorach's Wood.	Moderate Adverse
	Length of route through agricultural land classes 1,2 and 3.1	9.3	km			
	Length of route through forestry / woodland used for recreation	8.1	km			
	Length of route through LDP open spaces	0.0	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	0.0	km		No areas of allocated land are anticipated to be impacted	Neutral
6.1.5 Materials	Length of route	46.7	km		The length of the route and the extent of major earthworks are below the average, with a major span structure required on the River Spey (approx. 0.9km).	Minor Adverse
	Number of bridge structures >20m span	22	no			
	Length of major earthworks >10m depth/height	11.2	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	3	no		The nationally important Dallas Dhu Distillery (listed building & scheduled monument) would be physically impacted and the setting of the asset significantly altered. The option would also directly physically impact three regionally significant SMR crop mark areas resulting in changes to key archaeological resources.	Major Adverse
	Scheduled Monuments within 200m of assumed centreline	1	no			
	Garden & Designed Landscapes within 200m of assumed centreline	1	no			
	Regionally significant SMR sites within 200m of assumed centreline	5	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	1.0	km		The key landscape and visual issues lie at the eastern extent, specifically: introduction of large scale earthworks and/or structures within the northern extent of the Speyside AGLV; loss of woodland; and change to Ordiquish Hill, i.e. the landform changes, introduction of structures, tree clearance and potential effects on visual receptors. Possible alignment adjustment and/or use of structures as opposed to earthworks at the eastern extent of the scheme has the potential to limit landscape change in that vicinity, including on the Speyside AGLV.	Major Adverse
	Length of route through woodland	11.8	km			
	Sensitive receptors with potential to experience adverse visual effects	197	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.1	km	This route option has a narrow crossing point for the River Spey. Potential for direct and indirect impacts and LSE on the Natura 2000 designation.	The overall assessment reflects impacts due to the potential for LSE at the River Spey, the extent of woodland loss including severance / connectivity impacts.	Major Adverse
	Length of route through SSSI	0.1	km	Potential direct impacts on River Spey SSSI due to new crossing. Potential for indirect effects on SSSI from emissions to air during operation.		
	Length of route through ancient woodland	7.6	km	Potential habitat severance and connectivity impacts through a number of woodlands. The route crosses the Findhorn at a narrow point although some riparian woodland is present at crossing points of the Findhorn and Lossie.		
	Length of route through native woodland	2.0	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0.0	km	No significant contamination issues are predicted; likely to be typical of a rural area.	The route passes within areas of peat, and The route passes through areas of peat, and there is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings and the crossing of the Dipple Abstraction scheme.	Major Adverse
	Length of route through soil resource	0.3	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	8.2	km	No potentially significant impacts on flood alleviation schemes.	River Lossie and Black Burn crossings (including junction west of Elgin) predicted to increase flood risk to upstream receptors; however re-positioning the junction out with the floodplain could reduce this impact.	Moderate Adverse
				No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.		



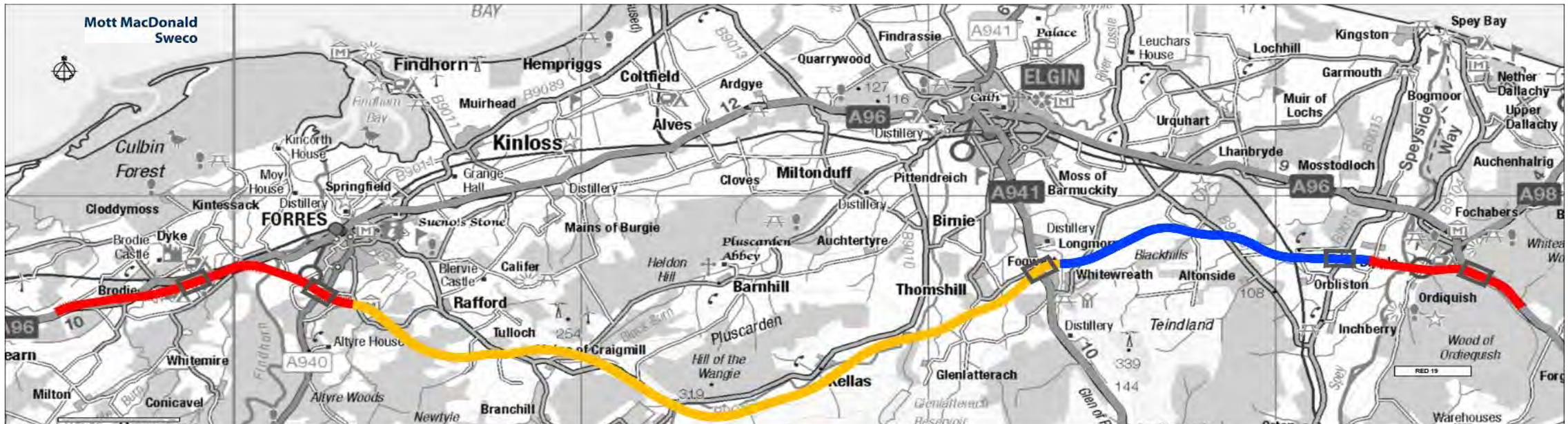
Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-13	min		Major Beneficial
	1.1.2 Forres to Elgin	-1	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a moderate improvement in reliability based on traffic flow reduction.	Moderate Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min		Moderate Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-8,000	AADT		Moderate Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-9,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-7,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-38	per annnum		Moderate Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a moderate improvement in driver stress based on traffic flow reduction.	Moderate Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min		Minor Beneficial
	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	1,600	no		Minor Beneficial
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	4,000	AADT		Neutral
	4.1.2 At Alves	8,000	AADT		
	4.1.3 At Lhanbryde	9,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-8,000	AADT		Minor Beneficial
	5.1.2 At Alves	-9,000	AADT		
	5.1.3 At Lhanbryde	-7,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	118	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedance of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	240	no	Minor beneficial impact on Candidate Noise Management Areas.	Potential for major adverse impacts predicted in areas with low baseline noise. Assessment score reflects the relatively few properties potentially impacted overall.	Moderate Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	2	no	Potential severance and intrusion to users of Dava Way, Speyside Way, Moray Monster Trails, two Aspirational Core Paths between Elgin & Fogwatt and Elgin & Thomshill. Severance to communities: south of Forres at Red Craig and Mundole area; Rafford & Forres; Easter & Wester Lawrenceton; Fogwatt & Longmorn; Fogwatt & Clackmarras; Ordiquish & Fochabers.	There is potential for significant impacts from community severance and impacts on key NMU routes, loss of prime agricultural land and effects on 7 areas of recreational woodland including Fairyhills, Balnacoul & Slorach's Woods.	Moderate Adverse
	Length of route through agricultural land classes 1,2 and 3.1	9.4	km			
	Length of route through forestry / woodland used for recreation	5.5	km			
	Length of route through LDP open spaces	0.0	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	0.0	km		No areas of allocated land are anticipated to be impacted	Neutral
6.1.5 Materials	Length of route	45.9	km		The length of the route and the extent of major earthworks are below the average, with major span structures required on the River Spey (approx. 0.9km) and at the Blackhill Viaduct (approx. 0.1km).	Minor Adverse
	Number of bridge structures >20m span	18	no			
	Length of major earthworks >10m depth/height	5.2	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	3	no		The nationally significant Dallas Dhu Distillery (listed building & scheduled monument) would be physically impacted and the setting of the asset significantly altered. Birnie Kirk, which includes nationally important listed buildings and a scheduled monument, features a sensitive setting which has the potential to be adversely affected by the option. The option would also directly physically impact two regionally significant SMR areas resulting in changes to key archaeological resources.	Major Adverse
	Scheduled Monuments within 200m of assumed centreline	1	no			
	Garden & Designed Landscapes within 200m of assumed centreline	1	no			
	Regionally significant SMR sites within 200m of assumed centreline	6	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	1.0	km		The key landscape and visual issues lie at the eastern extent and specifically: introduction of large scale earthworks and/or structures within the northern extent of the Speyside AGLV; loss of woodland; and change to Ordiquish Hill, i.e. the landform changes, introduction of structures, tree clearance and potential effects on visual receptors. Possible alignment adjustment and/or use of structures as opposed to earthworks at the eastern extent of the scheme has potential to limit landscape change in that vicinity, including on the Speyside AGLV.	Major Adverse
	Length of route through woodland	8.5	km			
	Sensitive receptors with potential to experience adverse visual effects	240	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.1	km	This route option has a narrow crossing point for the River Spey. Potential for direct and indirect impacts and LSE on the Natura 2000 designation.	The overall assessment reflects the potential for major adverse impacts due to the potential for LSE at the River Spey.	Major Adverse
	Length of route through SSSI	0.1	km	Potential direct impacts on River Spey SSSI due to new crossing. Potential for indirect effects on SSSI from emissions to air during operation.		
	Length of route through ancient woodland	7.2	km	Route minimises potential woodland severance and habitat connectivity impacts by avoiding the majority of the larger woodlands. Route crosses the Findhorn at a narrow point. Some riparian woodland is present at crossing points of the Findhorn and Lossie.		
	Length of route through native woodland	1.2	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0.0	km	No significant contamination issues are predicted; likely to be typical of a rural area.	The route passes within areas of peat, and there is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings and the crossing of the Dipple Abstraction scheme.	Major Adverse
	Length of route through soil resource	0.3	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	4.3	km	No potentially significant impacts on flood alleviation schemes.	The River Findhorn crossing is upstream of existing route, which may increase flood risk at Mundole; however there is not predicted to be a significant impact on flood risk or hydrogeomorphology overall.	Minor Adverse
				No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.		



Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-13	min		Major Beneficial
	1.1.2 Forres to Elgin	-1	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a moderate improvement in reliability based on traffic flow reduction.	Minor Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min		Moderate Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-6,000	AADT		Minor Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-6,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-7,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-28	per annnum		Moderate Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a moderate improvement in driver stress based on traffic flow reduction.	Minor Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min		Neutral
	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	500	no		Neutral
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	6,000	AADT		Neutral
	4.1.2 At Alves	11,000	AADT		
	4.1.3 At Lhanbryde	9,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-6,000	AADT		Minor Beneficial
	5.1.2 At Alves	-6,000	AADT		
	5.1.3 At Lhanbryde	-7,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	124	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedance of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	234	no	Minor beneficial impact on Candidate Noise Management Areas.	Potential for major adverse impacts predicted in areas with low baseline noise. Assessment score reflects the relatively few properties potentially impacted overall.	Moderate Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	3	no	Potential severance and intrusion to users of Dava Way, Speyside Way, Moray Monster Trails, two Aspirational Core Paths between Elgin & Fogwatt and Elgin & Thomshill. Severance to communities: south of Forres at Red Craig and Mundole area; Rafford & Forres; Fogwatt & Longmorn; Fogwatt & Clackmarras; Ordiequish & Fochabers.	There is potential for significant impacts from community severance and impacts on key NMU routes, loss of prime agricultural land and effects on 8 areas of recreational woodland including Fairyhills, Balnacoul & Slorach's Woods.	Moderate Adverse
	Length of route through agricultural land classes 1,2 and 3.1	8.6	km			
	Length of route through forestry / woodland used for recreation	5.7	km			
	Length of route through LDP open spaces	0.0	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	0	km		No areas of allocated land are anticipated to be impacted	Neutral
6.1.5 Materials	Length of route	45.5	km		The length of the route and the extent of major earthworks are below the average, with major span structures required on the River Spey (approx. 0.9km) and at the Blackhill (approx. 0.2km) and Blackburn (Pluscarden Valley) (approx. 0.7km) viaducts.	Moderate Adverse
	Number of bridge structures >20m span	21	no			
	Length of major earthworks >10m depth/height	5.0	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	4	no		The nationally important Dallas Dhu Distillery (listed building & scheduled monument) would be physically impacted and the setting of the asset significantly altered. Birnie Kirk, which includes nationally important listed buildings and a scheduled monument, features a sensitive setting which has the potential to be adversely affected. The option would also directly impact two regionally significant SMR areas resulting in changes to many key archaeological resources.	Major Adverse
	Scheduled Monuments within 200m of assumed centreline	2	no			
	Garden & Designed Landscapes within 200m of assumed centreline	1	no			
	Regionally significant SMR sites within 200m of assumed centreline	10	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	5.5	km		The majority of the option would pass through an undulating and well wooded rural landscape which is highly susceptible to change. The key landscape issue lies at the Pluscarden Valley, which is a highly susceptible and valued landscape. Option requires a viaduct structure which would be prominent within the landscape. Relatively limited effects on visual receptors, however recreational receptors within the Pluscarden area have the potential for significant adverse visual effects. Scoring reflects significant impact on the Pluscarden Valley AGLV.	Major Adverse
	Length of route through woodland	9.8	km			
	Sensitive receptors with potential to experience adverse visual effects	234	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.1	km	Potential for LSE from direct and indirect effects on Natura 2000 sites. The route potentially severs the habitat connectivity corridor for Capercaillie that runs east-west from Darnaway Forest SPA to Heldon Hill woodlands. This could potentially be considered a LSE on Darnaway Forest SPA. This route option has a narrow crossing point for the River Spey. Potential for direct and indirect impacts and LSE on the Natura 2000 designation.	The overall assessment reflects impacts due to the potential for LSE on both the River Spey SAC and the Darnaway SPA features and potential impacts on Wildcat.	Major Adverse
	Length of route through SSSI	0.1	km	Potential direct impacts on River Spey SSSI due to new crossing. Potential for indirect effects on SSSI from emissions to air during operation.		
	Length of route through ancient woodland	5.7	km	This route potentially creates severance between potential Wildcat habitats by bisecting them through Pluscarden Valley. The route crosses the Findhorn at a narrow point. Some riparian woodland is present at crossing points of the Findhorn and Lossie.		
	Length of route through native woodland	1.6	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0.0	km	No significant contamination issues are predicted; likely to be typical of a rural area.	The route passes within areas of peat, and there is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings and the crossing of the Dipple Abstraction scheme.	Major Adverse
	Length of route through soil resource	0.3	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	3.6	km	No potentially significant impacts on flood alleviation schemes.	The River Findhorn crossing is upstream of existing route, which may increase flood risk at Mundole; however there is not predicted to be a significant impact on flood risk or hydrogeomorphology overall.	Minor Adverse
				No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.		



Sub-criteria	Quantitative Information			Qualitative Information	Assessment Score
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times	1.1.1 Hardmuir to East of Fochabers	-13	min		Major Beneficial
	1.1.2 Forres to Elgin	-1	min		
	1.1.3 Elgin to Fochabers	-2	min		
1.2 Journey time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A96 there will be a moderate improvement in reliability based on traffic flow reduction.	Minor Beneficial
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Beneficial
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min		Moderate Beneficial
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-5,000	AADT		Minor Beneficial
	1.5.2 traffic reduction on old A96 at Alves	-5,000	AADT		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-6,000	AADT		
Objective 2. To improve safety for motorised and non-motorised users					
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-27	per annnum		Moderate Beneficial
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicles to travel closer to their desired speed. On the detrunked A96 there will be a moderate improvement in driver stress based on traffic flow reduction.	Minor Beneficial
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
Objective 3. To provide opportunities to grow the regional economies in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min		Neutral
	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min		
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	500	no		Neutral
Objective 4. To facilitate active travel in the corridor					
4.1 Traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	7,000	AADT		Neutral
	4.1.2 At Alves	12,000	AADT		
	4.1.3 At Lhanbryde	10,000	AADT		
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	-5,000	AADT		Minor Beneficial
	5.1.2 At Alves	-5,000	AADT		
	5.1.3 At Lhanbryde	-6,000	AADT		

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on: 6.1 communities and people in the corridor, and 6.2 natural and cultural heritage assets.						
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	119	no		Existing air pollutant concentrations are well below air quality objectives and the option is not predicted to result in an exceedance of these objectives.	Neutral
6.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	220	no	Minor beneficial impact on Candidate Noise Management Areas.	Potential for major adverse impacts predicted in areas with low baseline noise. Assessment score reflects the relatively few properties potentially impacted overall.	Moderate Adverse
6.1.3 People & Communities	Properties within 50m of assumed centreline	3	no	Potential severance and intrusion to users of Dava Way, Speyside Way, Moray Monster Trails, Core Path in Thomshill & one Aspirational Core Path in Fogwatt. Severance to communities: south of Forres at Red Craig and Mundole area; Rafford & Forres; Fogwatt & Longmorn; Fogwatt & Clackmarras; Hatton & Dallas; Ordiquish & Fochabers.	There is potential for significant impacts from community severance and impacts on key NMU routes, loss of prime agricultural land and effects on 5 areas of recreational woodland including Fairyhills, Newtyle, Balnacoul & Slorach's Woods.	Moderate Adverse
	Length of route through agricultural land classes 1,2 and 3.1	8.1	km			
	Length of route through forestry / woodland used for recreation	7.2	km			
	Length of route through LDP open spaces	0.0	km			
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	0	km		No areas of allocated land are anticipated to be impacted	Neutral
6.1.5 Materials	Length of route	46.4	km		The length of the route and the extent of major earthworks are below the average, with major span structures required on the River Spey (approx. 0.9km) and at the Remichie (approx. 0.6km), Craighead (approx. 0.4km), Knows of Brokentore (approx. 0.2km), White Hillock (approx. 0.3km), Burn of Middleton/Shougle Burn (approx. 0.3km) and Blackhill (approx. 0.2km) viaducts.	Major Adverse
	Number of bridge structures >20m span	21	no			
	Length of major earthworks >10m depth/height	6.9	km			
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	3	no		The nationally important Dallas Dhu Distillery (listed building & scheduled monument) would be physically impacted and the setting of the asset significantly altered. The option would also directly impact two regionally significant SMRs resulting in changes to key archaeological resources.	Major Adverse
	Scheduled Monuments within 200m of assumed centreline	1	no			
	Garden & Designed Landscapes within 200m of assumed centreline	1	no			
	Regionally significant SMR sites within 200m of assumed centreline	6	no			
6.2.2 Landscape & Visual	Length of route through AGLV or other designated landscapes	10.2	km		The majority of option passes through undulating, well wooded landscape which is highly susceptible to change. The key landscape issue lies at the Pluscarden Valley, a highly susceptible and valued landscape. Option requires viaduct structures which would be prominent in the landscape. Relatively limited effects on visual receptors, however recreational receptors within Pluscarden have potential for significant adverse visual effects. Scoring reflects significant impact on Pluscarden AGLV.	Major Adverse
	Length of route through woodland	14.8	km			
	Sensitive receptors with potential to experience adverse visual effects	220	no			
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.1	km	Potential LSE from direct and indirect effects on Natura 2000 sites. Potentially severs habitat connectivity corridor for Capercaillie from Darnaway Forest SPA to Heldon Hill. This could potentially be considered a LSE on Darnaway Forest SPA. Option has a narrow crossing point for the River Spey. Potential for direct and indirect impacts and LSE on the Natura 2000 designation.	Overall assessment reflects potential impacts on Buinach & Glenlatterach SSSI, potential for LSE on both the River Spey SAC and the Darnaway Forest SPA and potential loss of Ancient Woodland (Semi-Natural).	Major Adverse
	Length of route through SSSI	0.7	km	Route passes through Buinach & Glenlatterach SSSI and crosses the River Spey SSSI. Potential for direct and indirect impacts on both sites including operational impacts from emissions to air.		
	Length of route through ancient woodland	8.4	km	Route through area of semi-natural AWI at Edinvale and through LEPO woodland south of Dallas Dhu. The LEPO woodland may provide habitat for Capercaillie associated with Darnaway Forest SPA. The route also has potential to impact on areas of upland habitats such as bog and heath through Kellas valley. Route crosses the Findhorn at a narrow point although some riparian woodland is present at crossing points of the Findhorn and Lossie. Route severs Heldon Hill & Hill of the Wangie woodland habitats from the Capercaillie dispersal corridor from Darnaway Forest.		
	Length of route through native woodland	2.3	km			
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through designated geological sites	0.0	km	No significant contamination issues are predicted; likely to be typical of a rural area.	The route passes within areas of peat, and there is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings and the crossing of the Dipple Abstraction scheme.	Major Adverse
	Length of route through soil resource	0.8	km	Significant hydrogeological impacts predicted due to identified underlying geology.		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	4.7	km	No potentially significant impacts on flood alleviation schemes.	River Lossie crossing predicted to increase flood risk to properties in Dallas. River Findhorn and River Spey crossing not predicted to have a significant impact on flood risk and hydro-geomorphology.	Moderate Adverse
				No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.		

APPENDIX B WORKSHOP PRESENTATION INFORMATION

As attached.

A96 Dualling
Hardmuir to Fochabers
DMRB Stage 2
Options Sifting Workshop
19 April 2017

Welcome

- Review the outcome of the initial sifting work that has been carried out to date
- Confirm options to be taken forward to full DMRB Stage 2 assessment
- We are not seeking to identify the best option today

A96 Project History and Status

- **Strategic Transport Projects Review (2008)**

– Intervention to upgrade A96 between Inverness and Nairn to dual carriageway

- **Infrastructure Investment Plan 2011**

– Commitment to dual the A96 between Inverness and Aberdeen by 2030

- **Ministerial Announcement, 9th May 2013**

– Preliminary engineering and strategic environmental assessment work was announced

- **Ministerial Announcement, 11th May 2015**

– Based on outcome of preliminary work, next stage of design to be taken forward based on Western (46km), Central (31km) and Eastern (42km) Sections

- **A96 Dualling Hardmuir to Fochabers (Western Section)**

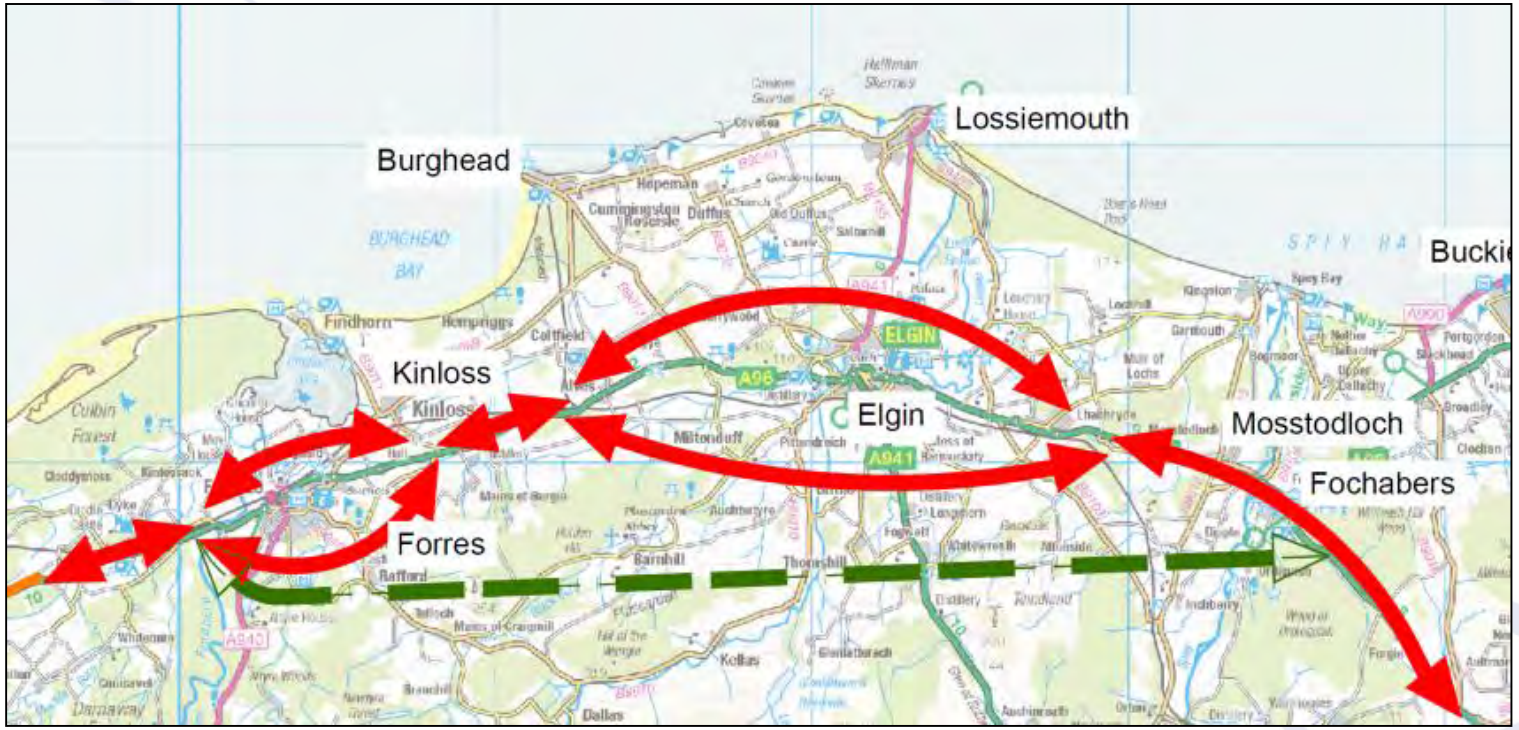
- Mott MacDonald Sweco Joint Venture was appointed in June 2016
- Inception workshop (30 September 2016)
- Meet the Team Events (4-6 October 2016 at Fochabers, Forres and Elgin)
- Community Council Forums (14, 15 November 2016 – East, West and Central Regions)

Study Area &
Scheme Objectives

A96 Dualling Hardmuir to Fochabers Stage 1 Outcome

Outcome of DMRB Stage 1 for Hardmuir – Fochabers :

Take Improvement Strategies Option B & Option N into DMRB Stage 2



Improvement Strategy Option B (Red)

Primarily following existing A96 corridor with offline bypasses, likely to be offline within existing corridor with A96 retained as local road

Improvement Strategy Option N (Green)

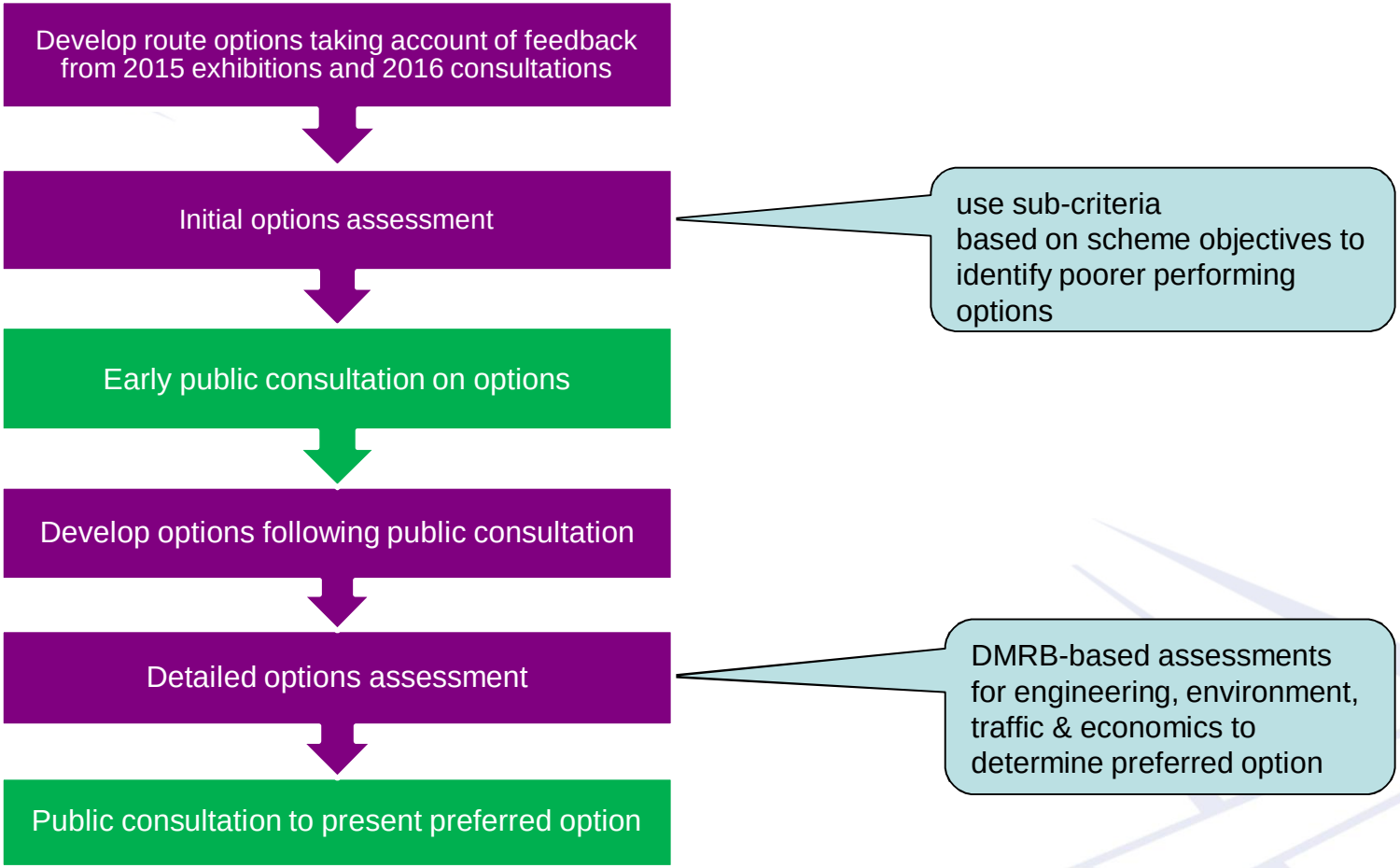
Offline from east of Nairn to south of Fochabers

A96 Dualling Hardmuir to Fochabers Scheme Objectives

- 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; and
  - 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; and
  - 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; and
  - Enhanced access to jobs and services.
- To facilitate active travel in the corridor;
- To facilitate integration with Public Transport Facilities; and
- To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on :
  - the communities and people in the corridor; and
  - natural and cultural heritage assets.

Option Development Process

Approach to DMRB Stage 2



Development of Options

Constraints

- Designated sites, residential properties, etc. are recorded in a growing GIS database.

Corridors

- Feasible areas in which routes can be developed. Generally 400m overall width.

Routes

- Approx 60-100m wide 3-dimensional routes in corridors with consideration of junction locations.

Series of five workshops to get to a longlist of options

Initial Options Assessment to determine shortlisted options for public consultation

Decisions Register
used during workshop sequence

ID Number	Date and Forum	Location/ Corridor	Drawing Document No.	Drawing Document Version	Information (I) / Amendment (A) / Other Action (O) or Design Decision (D) Description / Issue	Descriptor (I), (A), (O) or (D)	Amendment, Decision or Action Justification / Outcome
W4.2	Workshop 4 (West) 24/01/2017	**Purple** North of Mains of Moy vs South of Mains of Moy	A96PHF-MMS-HGN-AD003-M2-D-00002	P01.1	Drop North split option, keep South split option North not considered further due to: 1. Number and extent of structures crossing Muckle Burn, River Findhorn and backrun, and side roads and; 2. Greater loss of ancient woodland (Muirtown Wood, Long Established Plantation Origin (LEPO)) and proximity to Kintessack.	D	**Northern split of this option at Mains of May to be removed from further consideration due to extensive constraints encountered**
W4.4	Workshop 4 (West) 24/01/2017	**Orange** Route option split at Cassieford	A96PHF-MMS-HGN-AD004-M2-D-00002	P01.1	Drop South option, keep North in. Relative constraints were discussed at the workshop. It was noted that the north option provides adequate road geometry. The south option was agreed not to be considered further at this stage primarily as it passed through land currently zoned for development (footbridge crossing exsiting A96 was constructed to access this site from Forres)	D	**Southern split of this option at Cassieford to be removed from further consideration.**
W4.6	Workshop 4 (West) 24/01/2017	**Green** Route option split West of Enterprise Park vs East of Enterprise Park	A96PHF-MMS-HGN-AD001-M2-D-00002	P01.1	Drop West option, keep East option in. West option tighter geometry where it crosses existing A96 and potentially difficult to fit in a junction. LDP sites extend from east of Forres to Enterprise Park, some of which are likely to be built by time scheme is built (ref meeting with TMC 18.01.17). Close to Grange Hall Cat A listed building and grounds - setting impacts. South option doesn't cross over A96 and has better geometry. No preference from landscape perspective.	D	**Eastern split of this option at the Forres Enterprise Park to be removed from further consideration.**
W4.8	Workshop 4 (West) 24/01/2017	**Blue (Strategy N)** Route option split for Strategy N options at their western extremity - Wester Lawrenceton (N) vs Blervie Castle (M) vs Rafford (S)	A96PHF-MMS-HGN-CJ001-M2-D-00001	P01.1	Keep North option, drop Middle and South. North option better for geometry, less impact on properties and cultural heritage designations. It was agreed that the route should be developed to follow contours and existing landform at Blackhillock to integrate with landscape. Consider side road crossing to south of Easter Lawrenceton. South: Decision to drop this option due to proximity to Rafford. Also affects largest area of woodland (particularly Altyre Woods). Middle: Decision to drop this option due to demanding topography, proximity to Blervie Castle SM and Mains of Blervie Cat A listed building and potential setting impacts, extensive scattered properties, potential impacts on springs/GWDTEs (e.g. Bogs of Blervie), planning applications near Mains of Blervie	D	**Central (Blervie Castle) and southern (Rafford) sub options to be removed from further consideration.** Amend the northern split option to follow contours and allow for side road crossing.
W4.9	Workshop 4 (West) 24/01/2017	**Blue (Strategy N)** Route option split for options North of Blackhills vs South of Blackhills	A96PHF-MMS-HGN-CJ001-M2-D-00001	P01.1	Retain North Split Options and remove South. Action: South split option crosses much more undulating topography, requiring more extensive earthworks. Potentially this option crosses more boggy ground with higher risk of affecting GWDTEs (e.g. near Bog O'Fearn) and ancient woodland. It was also agreed that the North split route option should be realigned slightly further north to avoid Blackhills House (Cat B listed building) and grounds.	D	**Southern sub option to be removed from further consideration.** Amend the northern split option to provide greater separation from area of cultural heritage importance at Mains of Blervie
W4.10	Workshop 4 (West) 24/01/2017	**Cyan (Strategy N)** Route option split for options in	A96PHF-MMS-	P01.1	Drop North, keep South. Close to Pluscarden Priory SM, Category A, B and C listed buildings and impacts on	D	**Northern sub option to be removed from further consideration.**

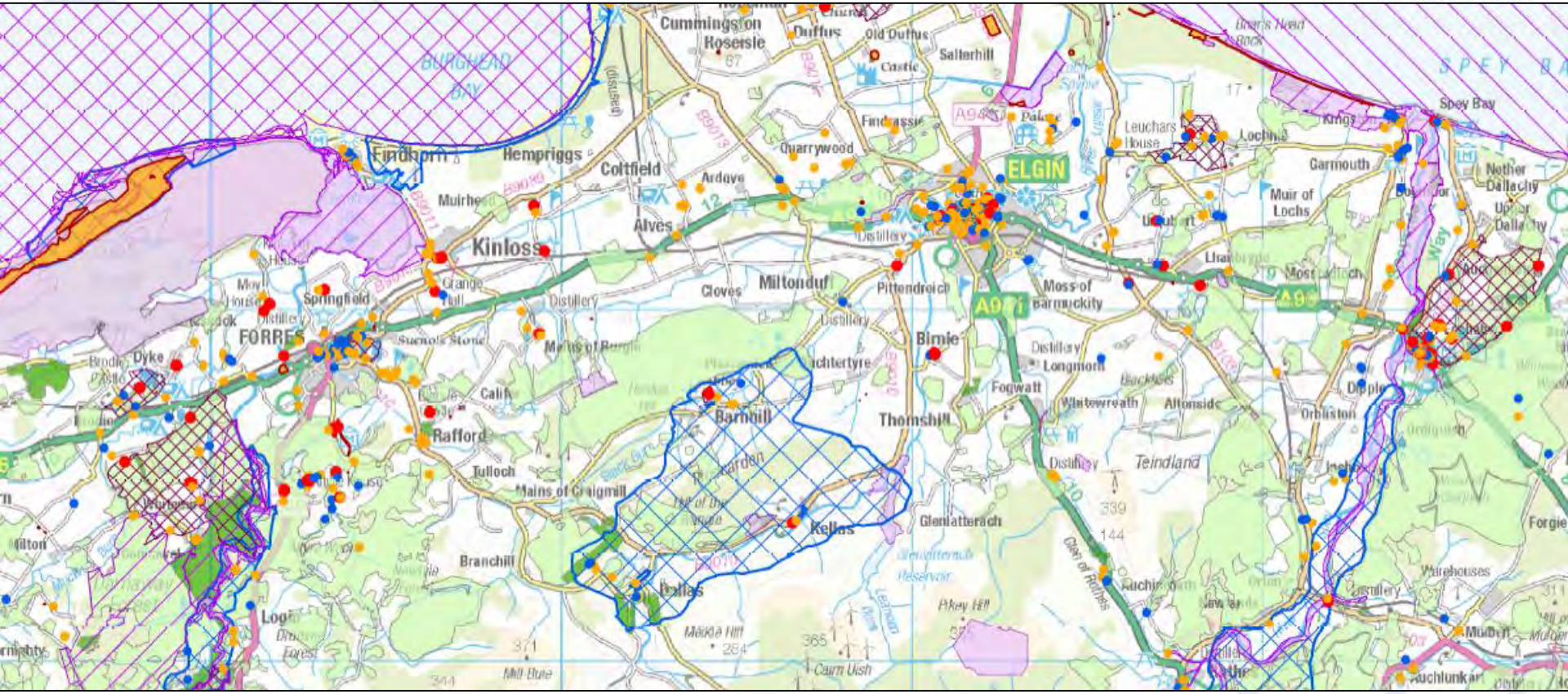
Options Workshop 1

(early November 2016)

Purpose : to generate corridors

A96 DUALLING
HARDMUIR TO FOCHABERS

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA



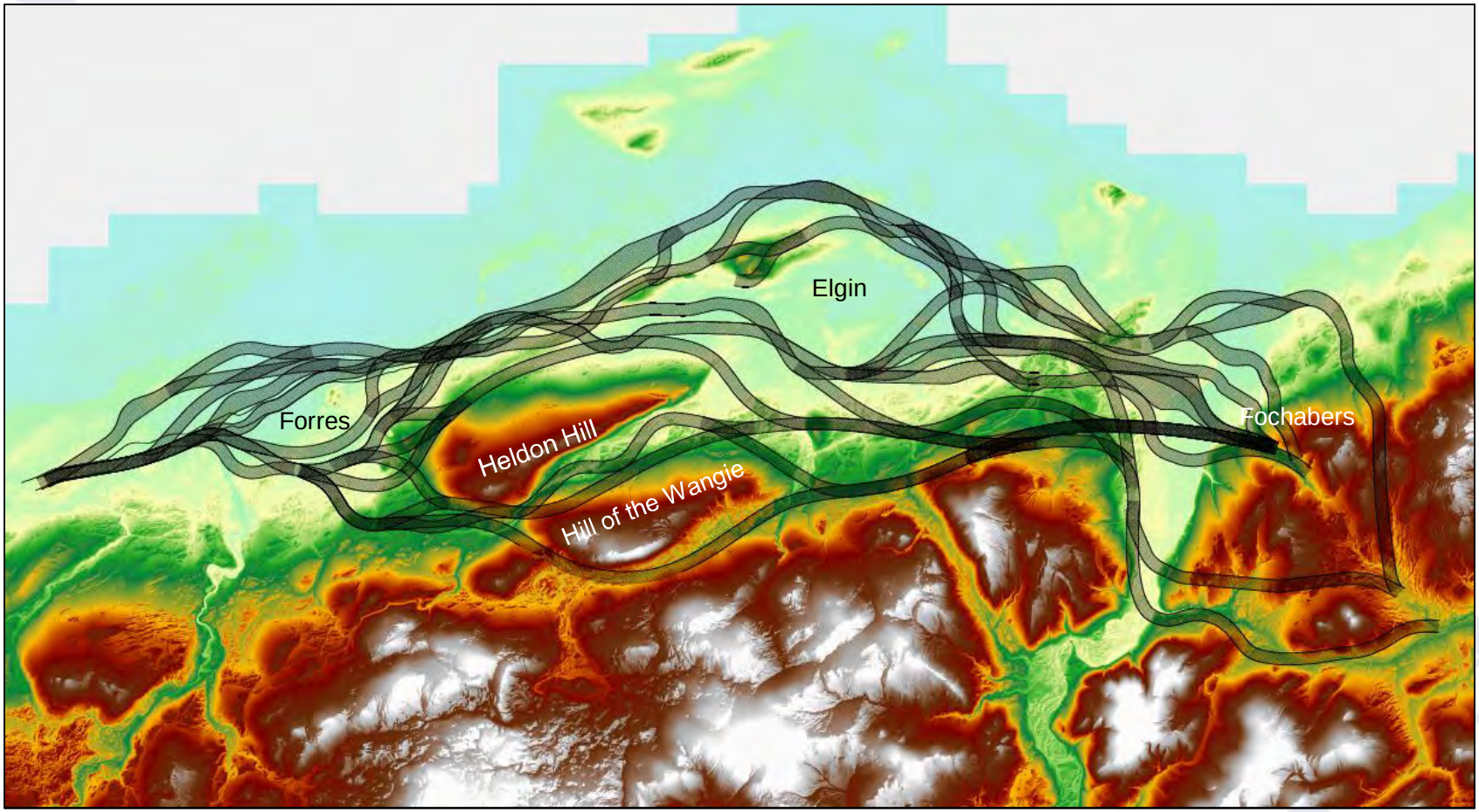
Legend

- Data Request Extent
- Listed Building
  - Category A
  - Category B
  - Category C
- Natura 2000 Site (Ramsar site, SAC and SPA)
- Proposed Natura 2000 Site (pSPA)
- Site of Special Scientific Interest (SSSI)
- Scheduled Monument (SM)
- Garden and Designed Landscape (GDL)
- Area of Great Landscape Value (AGLV)
- Ancient Woodland
- Ancient (of semi-natural origin)
- Long-Established (of plantation origin)
- Other (on Roy map)

Options Workshop 2

(late November 2016)

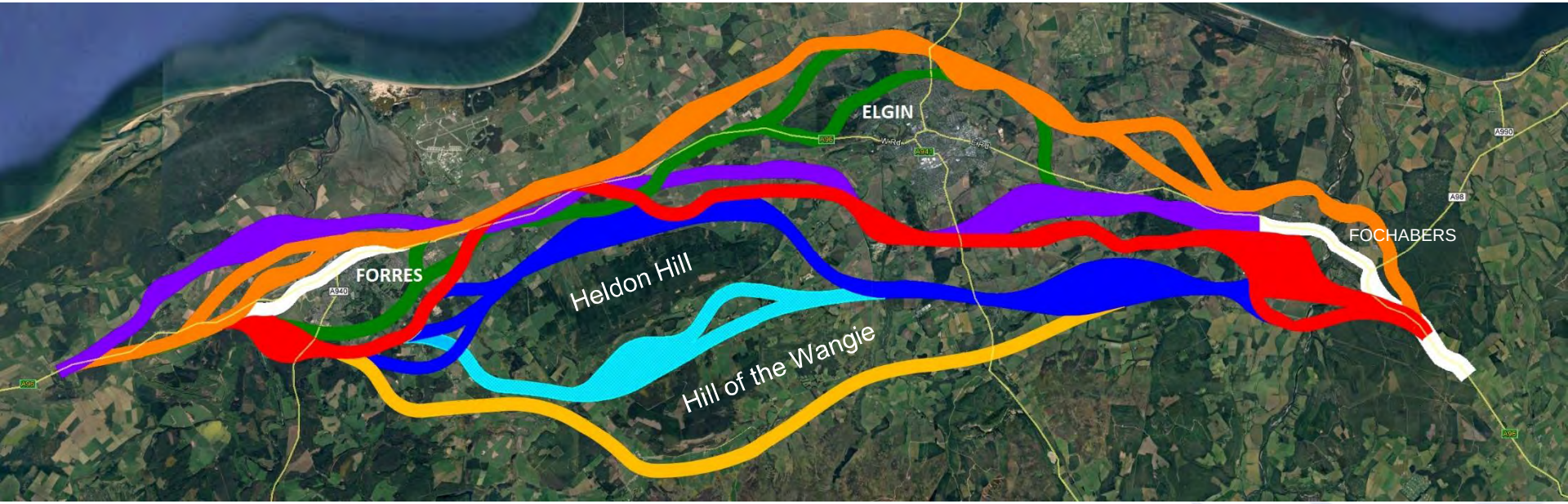
Purpose : to refine and adjust corridors



Options Workshop 3

(December 2016)

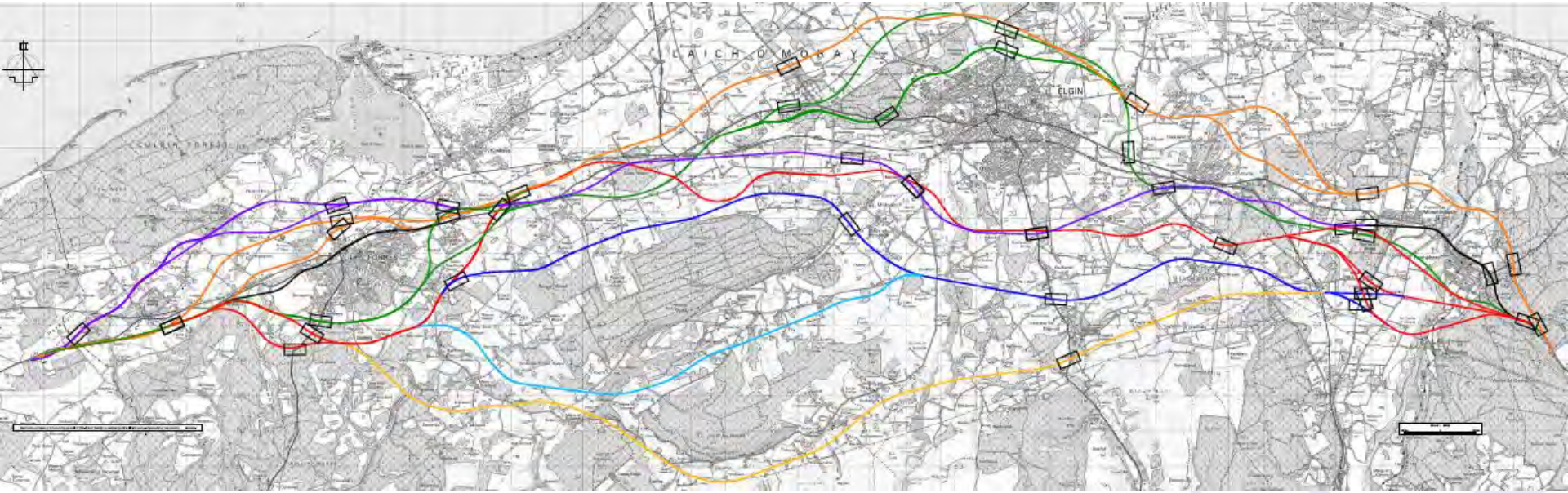
Purpose : following site verification visits, firm up on eight coloured corridors



Options Workshop 4

(January 2017)

Purpose : develop routes within the eight coloured corridors, including modelling junction locations



Determination Meeting

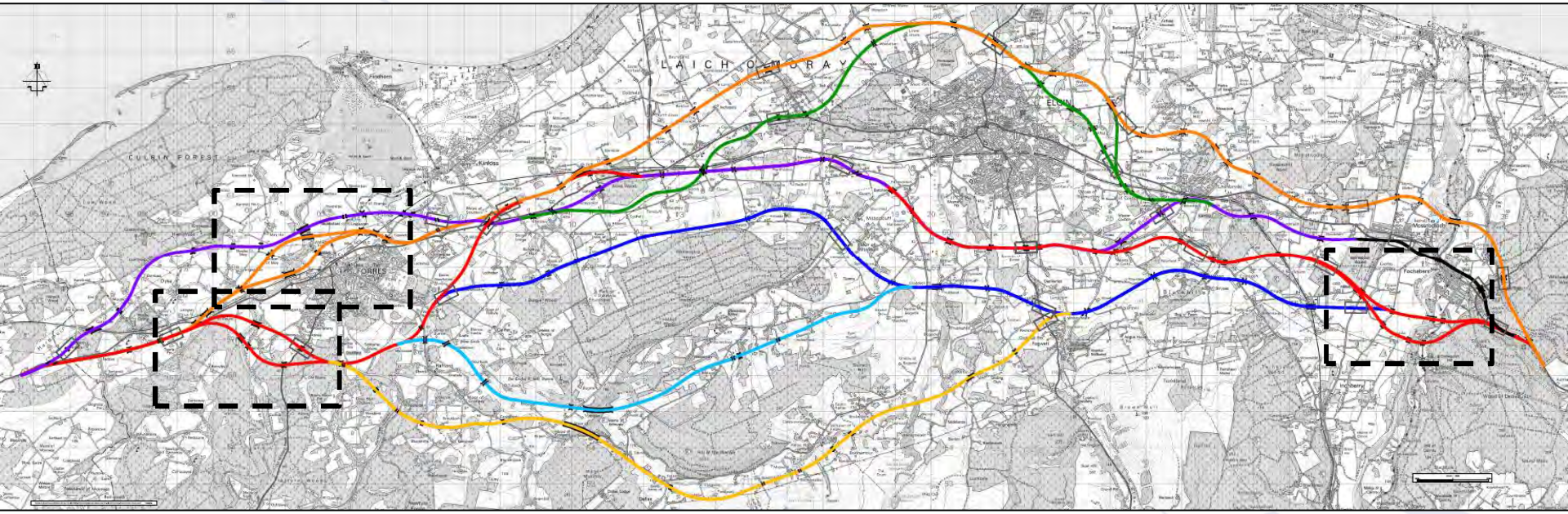
(February 2017 following site verification visits)

			Dropped	Set Aside	Finalised
West					
1a	Crowhall & Mains of Moy Options	Purple			x
1b	Mundole Options	Red		x	
1c	Grangegreen Options	Orange	x		
1d	Knockomie Feasibility	Green	x		
1e	Black at Forres Feasibility	Black	x		
1f	Blackhills Options	Blue			x
1g	Fogwatt North Feasibility	Yellow			x
1h	Pluscarden Options	Cyan			x
East					
2a	Spey Crossings	Red			x
2b	Mosstodloch Options	Black			x
2c	Calcots Confirmation	Orange/Green			x
2d	Sleepieshill Wood Options	Orange	x		
2e	Whitefield Croft Confirmation	Purple/Red			x
2f	Quarrelwood South Feasibility	Green	x		

Options Workshop 5

(March 2017)

Purpose : confirm Longlist for Initial Options Assessment



indicates 3 specific areas where two sub-options remain active but only one has been taken into the end-to-end assessment

The longlist – 43 “combination” options
(with several short crossovers in grey)

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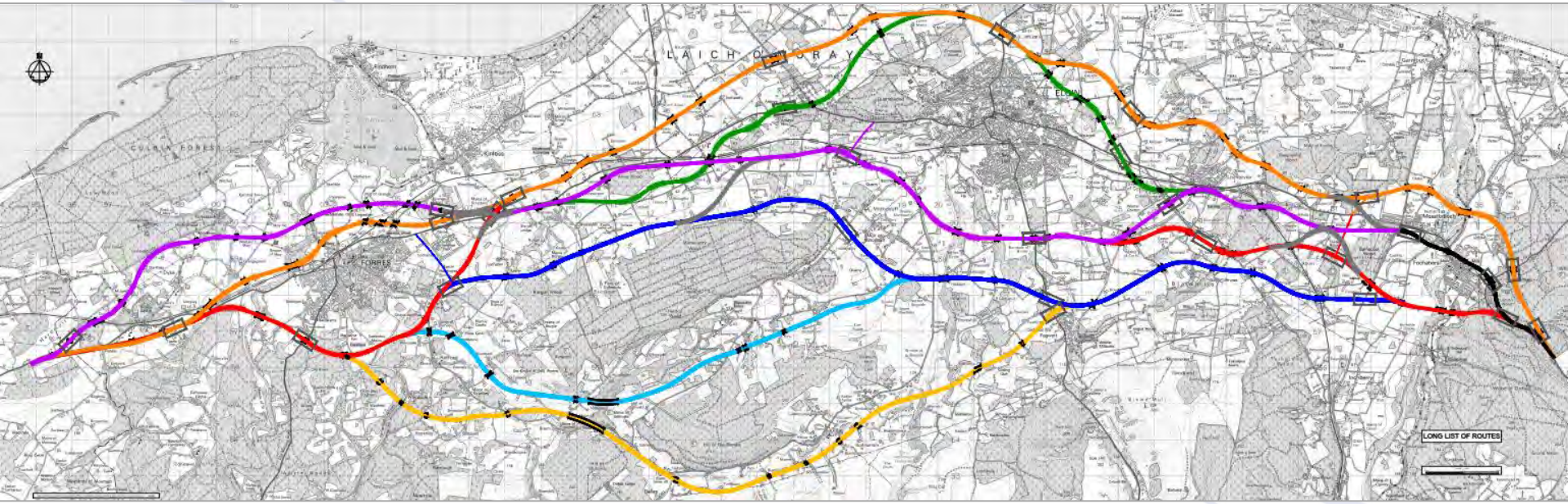
TRANSPORT SCOTLAND
CÒMHDHAIL ALBA



Option Referencing for Initial Options Assessment

A96 DUALLING
HARDMUIR TO FOCHABERS

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

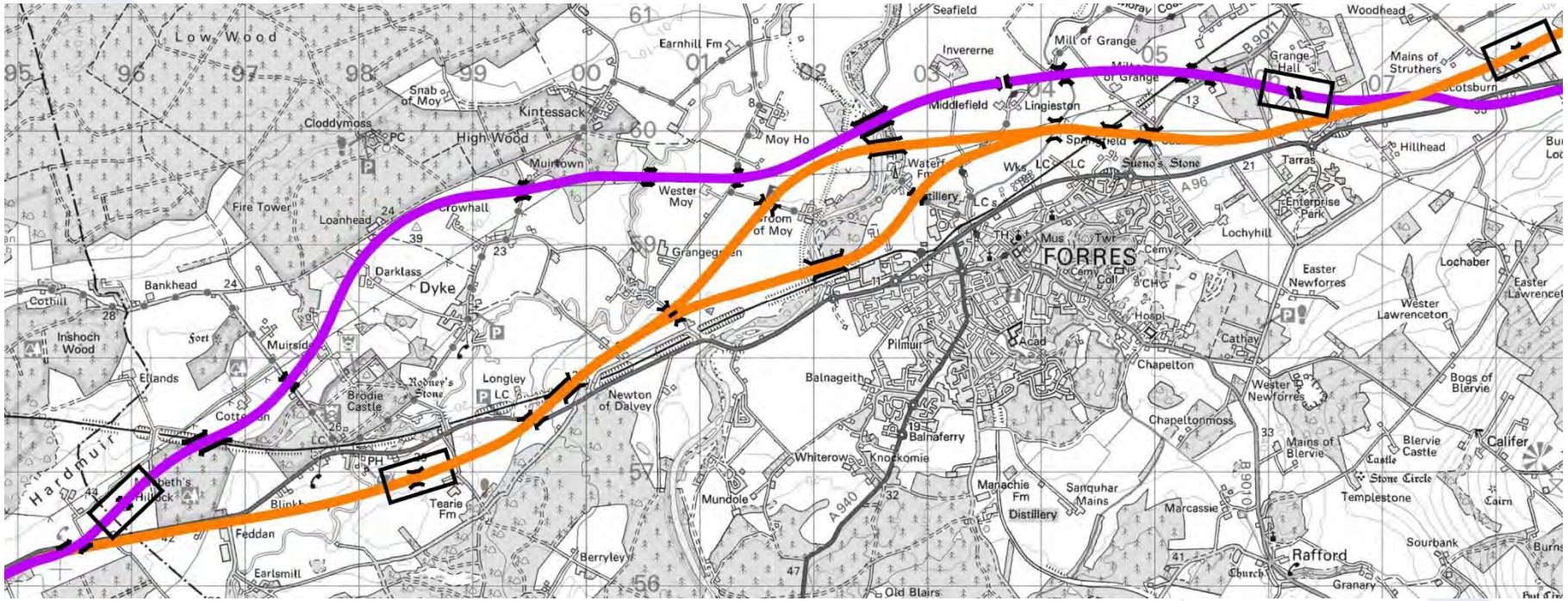
Existing route
46.7 km

Option Name	Option Makeup	Option Name	Length (km)
Purple 01	Purple - Black	Purple 01	47.1
Purple 02	Purple - x - Red	Purple 02	47
Purple 03	Purple - Red	Purple 03	46.2
Purple 04	Purple - Red - Purple - Black	Purple 04	46.9
Purple 05	Purple - Orange	Purple 05	49.8
Purple 06	Purple - Orange - Black	Purple 06	48.8
Purple 07	Purple - Orange - Green - Purple - Black	Purple 07	49.1
Purple 08	Purple - Orange - Green - Purple - Red	Purple 08	48.9
Purple 09	Purple - Green - Purple - Black	Purple 09	49.7
Purple 10	Purple - Green - Purple - Red	Purple 10	49.6
Purple 11	Purple - Green - Orange	Purple 11	50.4
Purple 12	Purple - Green - Orange - Black	Purple 12	49.4
Orange 01	Orange	Orange 01	49.2
Orange 02	Orange - Black	Orange 02	48.3
Orange 03	Orange - Green - Purple - Black	Orange 03	48.6
Orange 04	Orange - Green - Purple - Red	Orange 04	48.4
Orange 05	Orange - Purple - Black	Orange 05	46.6
Orange 06	Orange - Purple - x - Red	Orange 06	46.5
Orange 07	Orange - Purple - Red	Orange 07	45.7
Orange 08	Orange - Purple - Red - Purple - Black	Orange 08	46.3
Orange 09	Orange - x - Green - Purple - Black	Orange 09	49.2
Orange 10	Orange - x - Green - Purple - Red	Orange 10	49.1
Orange 11	Orange - Green - Orange	Orange 11	49.9
Orange 12	Orange - Green - Orange - Black	Orange 12	48.9
Red 01	Red - Purple - Black	Red 01	47.9
Red 02	Red - Purple - x - Red	Red 02	47.8
Red 03	Red - Purple - Red	Red 03	47
Red 04	Red - Purple - Red - Purple - Black	Red 04	47.7
Red 05	Red - Orange	Red 05	50.7
Red 06	Red - Orange - x - Black	Red 06	49.8
Red 07	Red - Orange - Green - Purple - Black	Red 07	50
Red 08	Red - Orange - Green - Purple - Red	Red 08	49.9
Red 09	Red -Green - Purple - Black	Red 09	50.5
Red 10	Red -Green - Purple - Red	Red 10	50.4
Red 11	Red -Green - Orange	Red 11	51.2
Red 12	Red - Green - Orange - Black	Red 12	50.2
Red 13	Red - Blue - Purple - Black	Red 13	47.6
Red 14	Red - Blue - Purple - x - Red	Red 14	47.5
Red 15	Red - Blue - Purple - Red - Purple - Black	Red 15	47.4
Red 16	Red - Blue - Purple - Red	Red 16	46.7
Red 17	Red - Blue - Red	Red 17	45.9
Red 18	Red - Cyan - Blue - Red	Red 18	45.5
Red 19	Red - Yellow - Blue - Red	Red 19	46.4

Western Routes: Key Issues

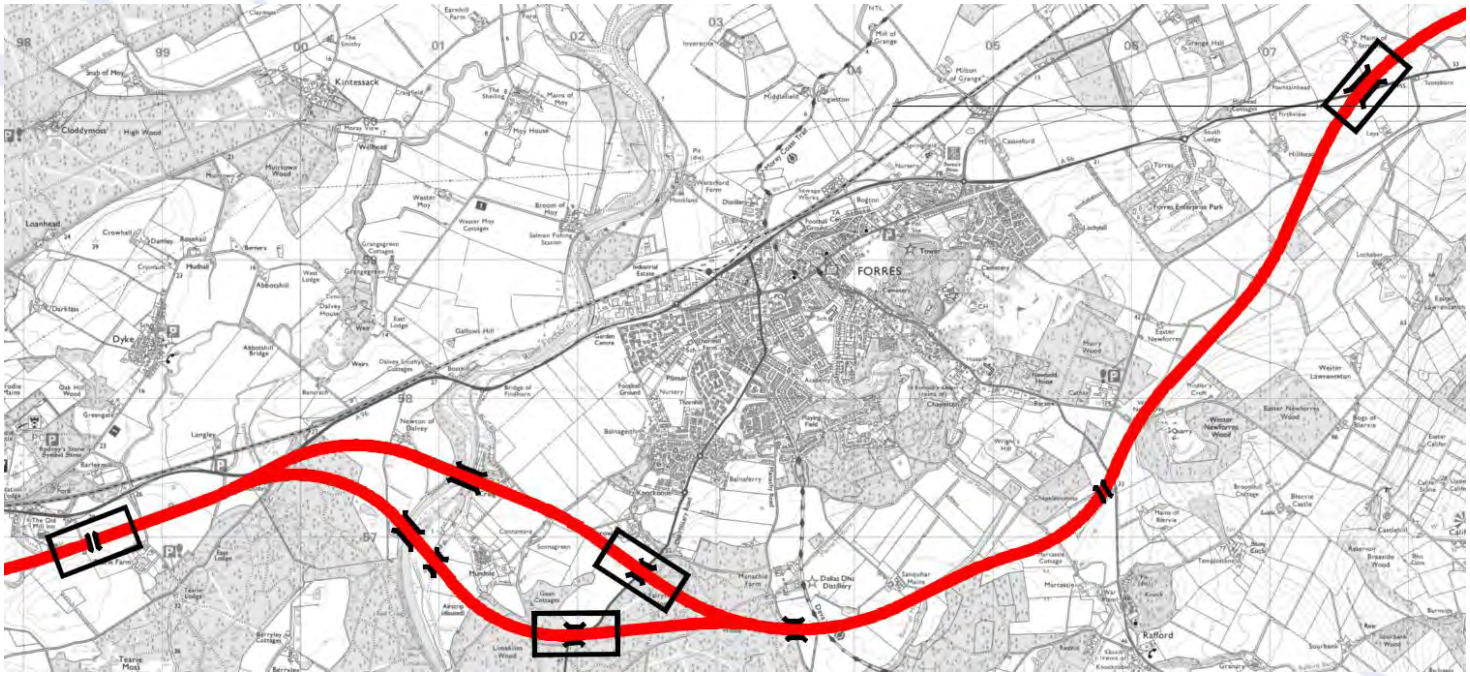
- **Forres Northern bypass**
- **Forres Southern bypass**
- **Findhorn Crossings**
- **Pluscarden Valley**
  - Topography and Structures
- **Southern Route by Dallas**
  - Topography and Structures

Western Routes: Key Issues
Forres Northern bypass



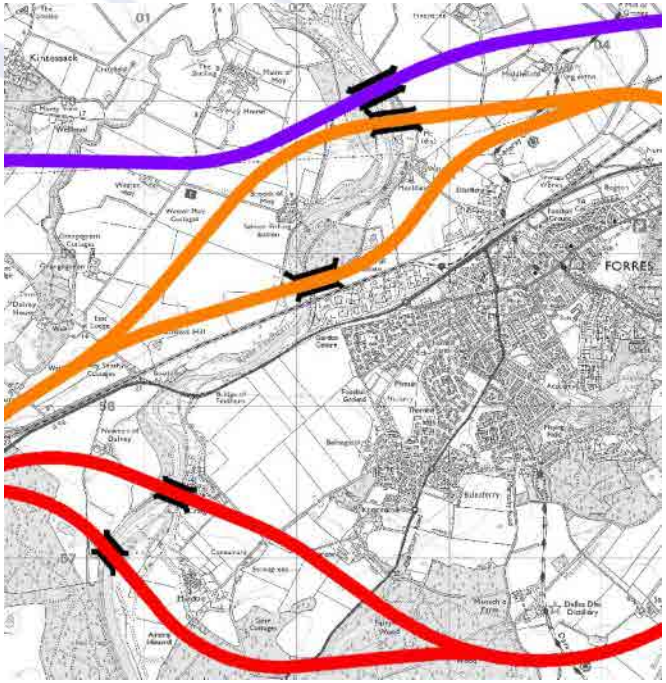
- **Orange Route**
  - Two options crossing Findhorn
  - Closest route to Forres
  - Junctions East & West of Forres
  - Through large extent Floodplain
- **Purple Route**
  - Passes north of Forres
  - One option for Findhorn Crossing
  - Junctions East & West of Forres
  - Through large extent Floodplain

Western Routes: Key Issues
Forres Southern bypass



- **Red Route**
  - Two options for crossing Findhorn
  - Route(s) pass through Northern edge of Darnaway Forrest
  - Route passes through Historic Monument south of Dallas Dhu Distillery
  - 3 Junctions; East & West of Forres and at A940 south of Forres
  - Route passes south of Forres flood scheme at Chapelton Dam

Western Routes: Key Issues
Findhorn Crossing



- **All Routes**
  - 5 crossing locations considered
  - Wide river crossing; spans ranging from 120m to 260m
  - Structural form still to be considered
  - Extensive flood plain on options to north of Forres

Western Routes: Key Issues
Pluscarden Valley

- **Cyan Route**
  - Passes through challenging topography; steep sided Valley
  - Major Viaduct at western end of valley, Length = 750m
  - Route passes through an AGLV designation within setting of Pluscarden Abbey

Western Routes: Key Issues
Hill of the Wangie

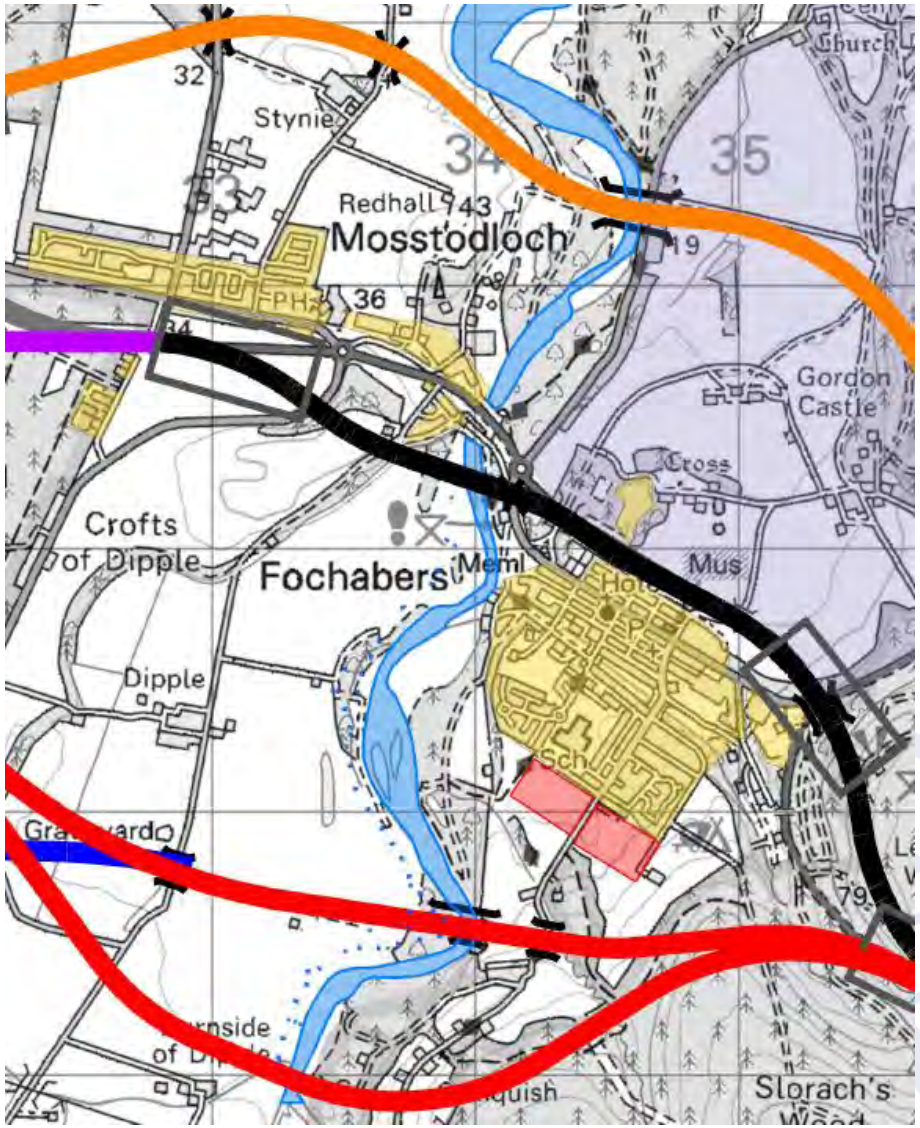
- **Yellow Route**
  - Passes through challenging topography; steep sided Valley in west
  - Major Viaduct at western end of valley, Length = 900 m
  - Route passes through AGLV designation associated with Pluscarden

Eastern Options: Key Issues

- **Spey Crossings**
- **Lhanbryde north and south**
- **Elgin developments**

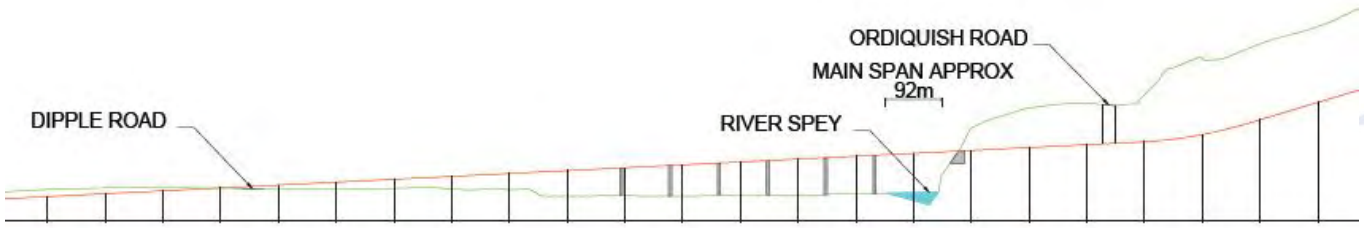
Eastern Options: Key Issues
Spey Crossings

- **All Routes**
  - Gordon Castle GDL
  - River Spey Designations
  - Fochabers
  - Mosstodloch
  - SW Abstraction Scheme
  - Topography
  - Development

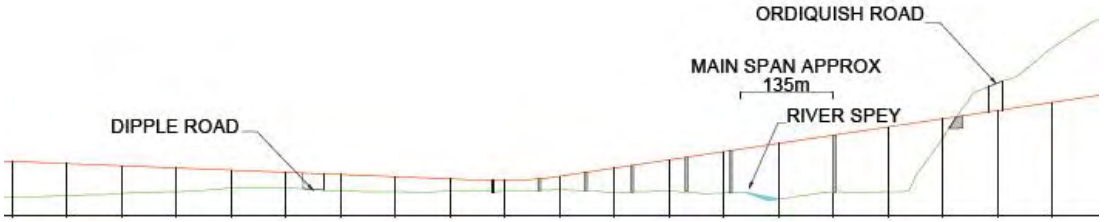


Eastern Options: Key Issues
Spey Crossing

- **Red 2 Route**
  - River Spey – SAC; SSSI; AGLV
  - SW Abstraction scheme
  - Approx. 30m Earthworks

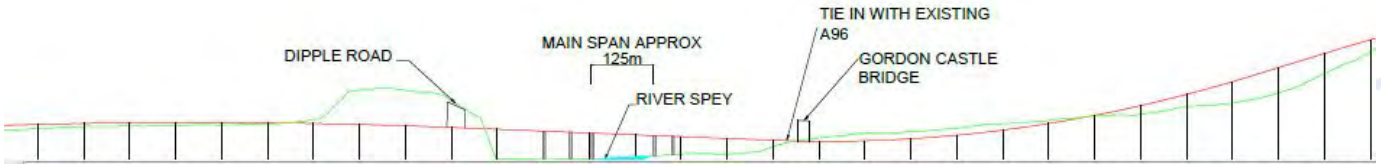


Eastern Options: Key Issues
Spey Crossing



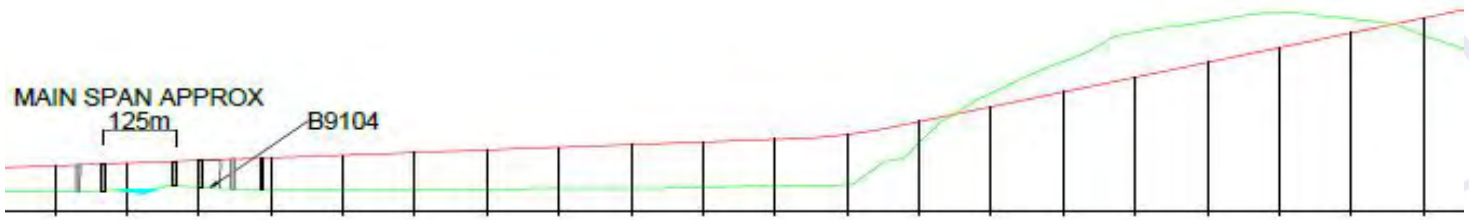
- **Red 3 Route**
  - River Spey – SAC; SSSI; AGLV
  - SW Abstraction scheme
  - Approx. 30m Earthworks

Eastern Options: Key Issues
Spey Crossing



- **Black 2 Route**
  - River Spey – SAC; SSSI.
  - SW Abstraction scheme
  - Approx. 15m Earthworks
  - Gordon Castle GDL

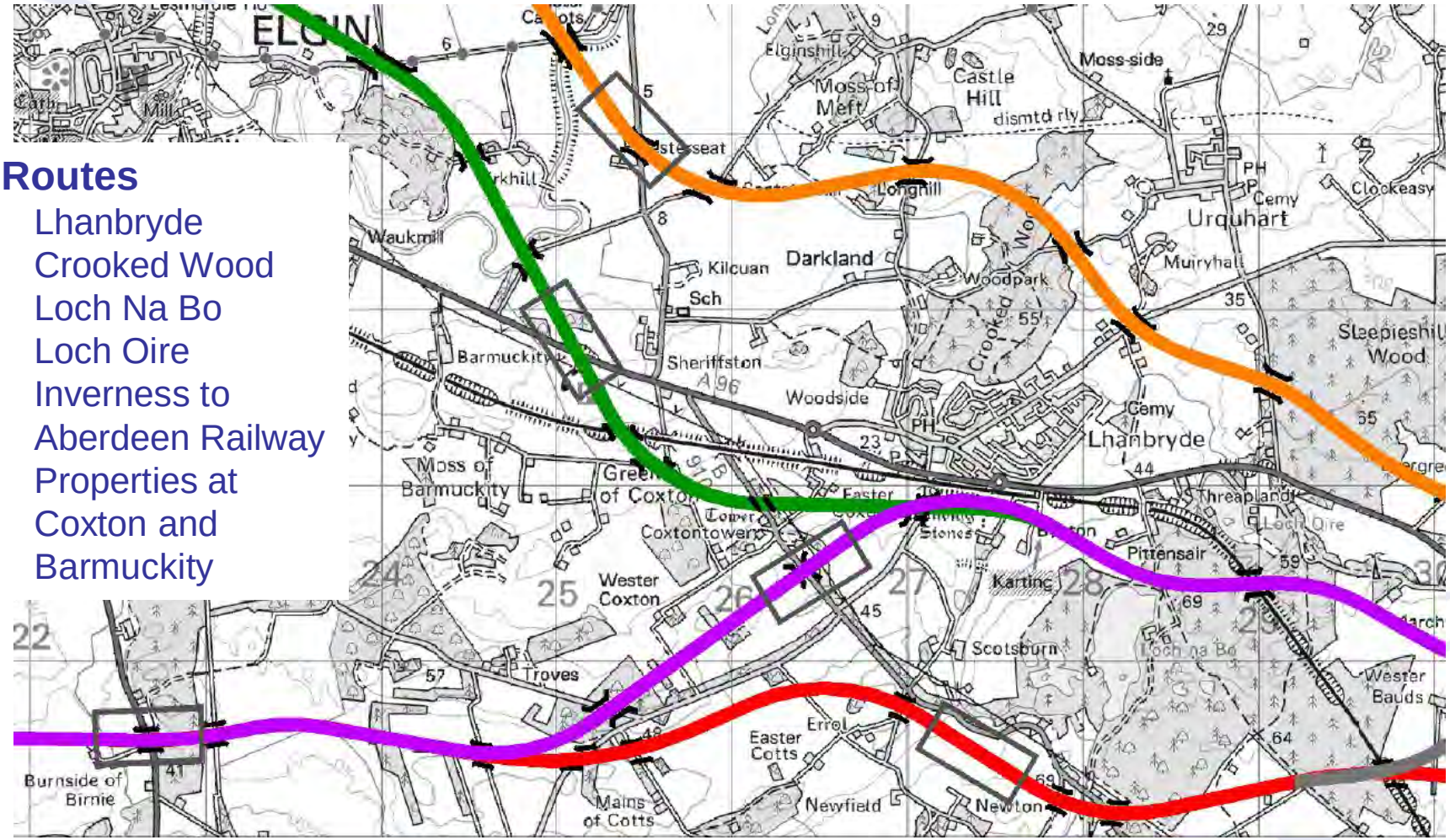
Eastern Options: Key Issues
Spey Crossing



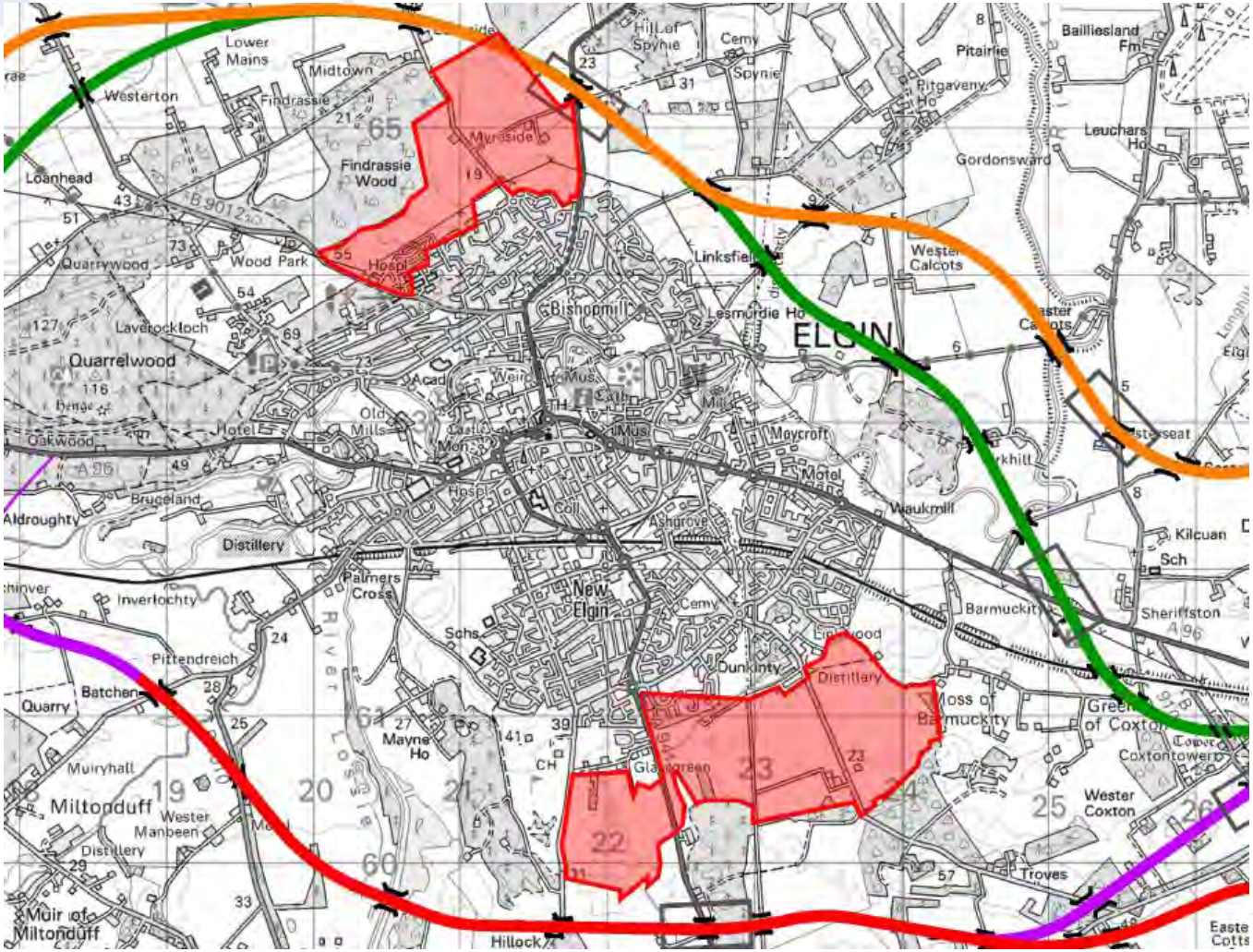
- **Orange Route**
  - River Spey – SAC; RAMSAR; SSSI.
  - Appx. 10m Earthworks
  - Gordon Castle GDL

Eastern Options: Key Issues Constraints by Lhanbryde

- **All Routes**
  - Lhanbryde
  - Crooked Wood
  - Loch Na Bo
  - Loch Oire
  - Inverness to Aberdeen Railway
  - Properties at Coxton and Barmuckity



Eastern Options: Key Issues Developments at Elgin



- **All Routes**
  - Findrassie (1500 houses)
  - Springfield (2800 houses)

Assessment Process & Outputs

Initial Options Assessment
First Five Objectives – Sub-Criteria

1. **A96 Operation**	1.1 Reduced journey times on A96 1.1.1 Hardmuir to East of Fochabers (off peak, min) 1.1.2 Forres to Elgin (off peak, min) 1.1.3 Elgin to Fochabers (off peak, min) *1.2 Journey time reliability (qualitative)* *1.3 Increased overtaking opportunities (qualitative)* 1.4 Improved efficiency of freight movements (journey time, min) 1.5 Reduced conflict with local traffic 1.5.1 traffic reduction on old A96 at Brodie (no) 1.5.2 traffic reduction on old A96 at Alves (no) 1.5.3 traffic reduction on old A96 at Lhanbryde (no)
2. **Safety**	2.1 Reduced accident rates and severity (on old and new A96) *2.2 Reduced driver stress (qualitative)* *2.3 Reduced NMU conflicts (qualitative)*
3. **Regional Economy**	3.1 Improved access to wider strategic network 3.1.1 journey time from Elgin to Inverness (min) 3.1.2 journey time from Elgin to Aberdeen (min) 3.2 Enhanced access to jobs and services 3.2.2 Residential properties within 30 min journey time to Elgin (no)
4. **Active Travel**	4.1 Traffic reduction on old A96 at Brodie (no) 4.2 Traffic reduction on old A96 at Alves (no) 4.3 Traffic reduction on old A96 at Lhanbryde (no)
5. **Public Transport**	5.1 Traffic reduction on old A96 at Brodie (no) 5.2 Traffic reduction on old A96 at Alves (no) 5.3 Traffic reduction on old A96 at Lhanbryde (no)

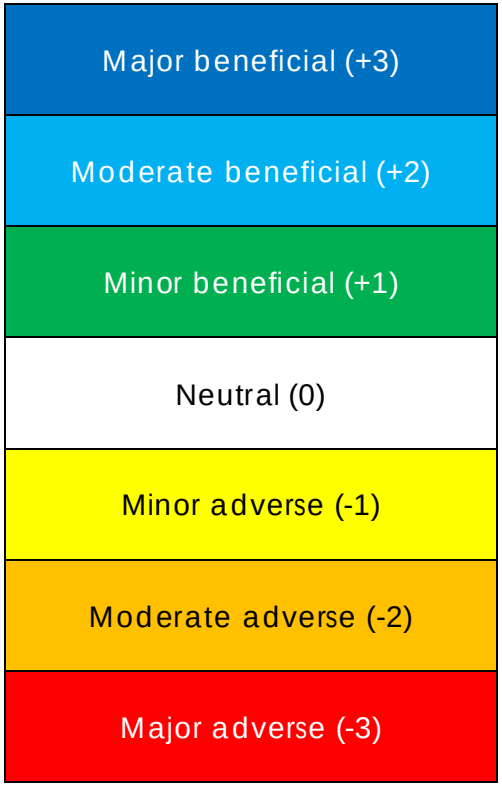
Initial Options Assessment Sub-Criteria
Communities & People

6.1.1 **Air Quality**	• Sensitive receptors within 200m of assumed centreline (no) • *Assessment of potential changes in local air quality (qualitative)*
6.1.2 **Noise and Vibration**	• Sensitive receptors within 300m of assumed centreline (no) • *Assessment of potential changes in traffic noise (qualitative)* • *Potential for Candidate Noise Management Area impacts (qualitative)*
6.1.3 **People and Communities**	• Properties within 50m of assumed centreline (no) • Length of route through agricultural land classes 1, 2 and 3.1 (prime land) (km) • Length of route through forestry/woodland used for recreation (km) • Length of route through LDP open spaces (km) • *Assessment of impacts on community severance and NMU routes (qualitative)*
6.1.4 **Policies and Plans**	• Length of route through LDP industrial and residential allocations (km)
6.1.5 **Materials**	• Length of route (km) • Number of bridge structures (>20m span) • Length of major earthworks (>10m depth / height) (km)

Initial Options Assessment Sub-Criteria
Natural & Cultural Heritage

6.2.1 **Cultural Heritage**	• Listed buildings within 200m of assumed centreline (no) • Scheduled Monuments within 200m of assumed centreline (no) • Gardens & Designed Landscapes within 200m of assumed centreline (no) • Regionally significant SMR sites within 200m of assumed centreline (no) • *Assessment of effects on cultural heritage including setting (qualitative)*
6.2.2 **Landscape and Visual**	• Length of route within AGLV or other designated landscapes (km) • Length of route through woodland (km) • Sensitive receptors with potential to experience adverse visual effects (no) • *Potential effects on landscape character (qualitative)*
6.2.3 **Nature Conservation**	• Length of route through Natura 2000 sites (km) • Length of route through SSSI (km) • Length of route through ancient and native woodland (km) • *Potential for LSE and indirect effects on Natura 2000 sites and SSSIs (qualitative)* • *Assessment of potential impacts on other habitats and species (qualitative)*
6.2.4 **Geology,** **Soils,** **Contaminated Land and** **Groundwater**	• Length of route through designated geological sites (km) • Length of route through soil resource (km) • *Potential contaminated land impacts (qualitative)* • *Potential groundwater impacts (qualitative)*
6.2.5 **Road Drainage and** **the Water Environment**	• Length of route through 1:1000 year and 1:200 year fluvial and/or coastal floodplain (km) • *Potential flood alleviation scheme impacts (qualitative)* • *Potential hydro-geomorphological impacts (qualitative)*

Assessment Scoring



Objective 1: To improve the operation of the A96 and inter-urban connectivity

1.1 Reduced Journey Times

– Journey times have been output from a 2032 scenario of the CRAM model during the off-peak period, for all user classes. Time savings have been averaged for both directions and rounded to the nearest minute.

Objective 1: To improve the operation of the A96 and inter-urban connectivity

1.1 Reduced Journey Times

				Assessment Range	
			2032 DM	Lowest	Highest
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.1 Reduced journey times (min)	1.1.1 Hardmuir to East of Fochabers	Two-Way	00:44	-00:12	-00:15
	1.1.2 Forres to Elgin	Two-Way	00:18	-00:01	-00:03
	1.1.3 Elgin to Fochabers	Two-Way	00:15	-00:01	-00:03
	Sum			-00:14	-00:20

	sum 1.1
Neutral	0-5
Minor Beneficial	6-10
Moderate Beneficial	11-15
Major Beneficial	>15

Option Name	Purple 01	Purple 02	Purple 03	Purple 04	Purple 05	Purple 06	Purple 07	Purple 08	Purple 09	Purple 10	Purple 11	Purple 12	Orange 01	Orange 02	Orange 03	Orange 04	Orange 05	Orange 06	Orange 07	Orange 08	Orange 09	Orange 10	Orange 11	Orange 12	Red 01	Red 02	Red 03	Red 04	Red 05	Red 06	Red 07	Red 08	Red 09	Red 10	Red 11	Red 12	Red 13	Red 14	Red 15	Red 16	Red 17	Red 18	Red 19
1.1 Reduced Journey times	3	3	3	3	2	3	3	3	3	3	2	3	3	3	3	3	3	3	3	3	3	3	2	3	3	3	3	3	2	3	3	3	3	3	2	3	3	3	3	3	3	3	3

Objective 1: To improve the operation of the A96 and inter-urban connectivity

1.2 Journey time reliability – Based on improved journey time reliability provided by new dual carriageway and reduced traffic flows on the existing A96

– Informed by the traffic flow reductions on the existing A96

Neutral	0-9,999
Minor Beneficial	10,000-19,999
Moderate Beneficial	20,000-29,999
Major Beneficial	>=30,000

Option Name	Purple 01	Purple 02	Purple 03	Purple 04	Purple 05	Purple 06	Purple 07	Purple 08	Purple 09	Purple 10	Purple 11	Purple 12	Orange 01	Orange 02	Orange 03	Orange 04	Orange 05	Orange 06	Orange 07	Orange 08	Orange 09	Orange 10	Orange 11	Orange 12	Red 01	Red 02	Red 03	Red 04	Red 05	Red 06	Red 07	Red 08	Red 09	Red 10	Red 11	Red 12	Red 13	Red 14	Red 15	Red 16	Red 17	Red 18	Red 19
1.2 Journey time Reliability	3	3	3	3	2	3	3	3	3	3	3	3	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	2	2	3	3	3	2	3	3	3	3	3	2	1	1

Objective 1: To improve the operation of the A96 and inter-urban connectivity

1.3 Increased overtaking opportunities – Improved overtaking opportunities on a category 7A dual carriageway

– Potential Interventions

Neutral	No measures
Minor Beneficial	Road Widening
Moderate Beneficial	2+1 Road
Major Beneficial	Dual carriageway

Option Name	Purple 01	Purple 02	Purple 03	Purple 04	Purple 05	Purple 06	Purple 07	Purple 08	Purple 09	Purple 10	Purple 11	Purple 12	Orange 01	Orange 02	Orange 03	Orange 04	Orange 05	Orange 06	Orange 07	Orange 08	Orange 09	Orange 10	Orange 11	Orange 12	Red 01	Red 02	Red 03	Red 04	Red 05	Red 06	Red 07	Red 08	Red 09	Red 10	Red 11	Red 12	Red 13	Red 14	Red 15	Red 16	Red 17	Red 18	Red 19
1.3 Increased Overtaking Opprtunities	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3

Objective 1: To improve the operation of the A96 and inter-urban connectivity

1.4 Improved efficiency of freight movements (min)

				Assessment Range	
			2032 DM	Lowest	Highest
Objective 1. To improve the operation of the A96 and inter-urban connectivity					
1.4 Improved efficiency of freight movements (min)	Reduced journey time between Hardmuir to Fochabers	Two-Way	00:55:00	-00:10	-00:16

Neutral	0-5
Minor Beneficial	6-10
Moderate Beneficial	11-15
Major Beneficial	>15

Option Name	Purple 01	Purple 02	Purple 03	Purple 04	Purple 05	Purple 06	Purple 07	Purple 08	Purple 09	Purple 10	Purple 11	Purple 12	Orange 01	Orange 02	Orange 03	Orange 04	Orange 05	Orange 06	Orange 07	Orange 08	Orange 09	Orange 10	Orange 11	Orange 12	Red 01	Red 02	Red 03	Red 04	Red 05	Red 06	Red 07	Red 08	Red 09	Red 10	Red 11	Red 12	Red 13	Red 14	Red 15	Red 16	Red 17	Red 18	Red 19
1.4 Improved Efficiency of Freight	2	2	2	2	2	2	2	2	2	2	1	2	2	2	2	2	2	2	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	2	2	2	2	2	2	2	2

Objective 1: To improve the operation of the A96 and inter-urban connectivity

1.5 Reduced conflict with Local traffic

- Reduced conflict with local traffic has been assessed on the basis of modelled reductions to 2032 Annual Average Daily Traffic (AADT) flows on the existing A96 in comparison to the 2032 Do-Minimum scenario (without scheme). Locations at Brodie, Alves and Lhanbryde have been used as indicators between Hardmuir - Forres, Forres - Elgin, and Elgin - Fochabers respectively.

Objective 1: To improve the operation of the A96 and inter-urban connectivity

Objective 1: To improve the operation of the A96 and inter-urban connectivity

1.5 Reduced conflict with Local traffic

			Assessment Range	
		2032 DM	Lowest	Highest
Objective 1. To improve the operation of the A96 and inter-urban connectivity				
1.5 Reduced conflict with local traffic (AADT)	1.5.1 traffic reduction on old A96 at Brodie	12000	-5,000	-9,000
	1.5.2 traffic reduction on old A96 at Alves	17000	-5,000	-14,000
	1.5.3 traffic reduction on old A96 at Lhanbryde	16000	-6,000	-14,000
	Sum		-16,000	-37,000

Neutral	0-9,999
Minor Beneficial	10,000-19,999
Moderate Beneficial	20,000-29,999
Major Beneficial	>=30,000

Option Name	Purple 01	Purple 02	Purple 03	Purple 04	Purple 05	Purple 06	Purple 07	Purple 08	Purple 09	Purple 10	Purple 11	Purple 12	Orange 01	Orange 02	Orange 03	Orange 04	Orange 05	Orange 06	Orange 07	Orange 08	Orange 09	Orange 10	Orange 11	Orange 12	Red 01	Red 02	Red 03	Red 04	Red 05	Red 06	Red 07	Red 08	Red 09	Red 10	Red 11	Red 12	Red 13	Red 14	Red 15	Red 16	Red 17	Red 18	Red 19
1.5 Reduce Conflict with local traffic	3	3	3	3	2	3	3	3	3	3	3	3	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	2	2	3	3	3	2	3	3	3	3	3	2	1	1

Objective 2: To improve safety for motorised and non-motorised users

2.1 Reduced accident rates

- An accident analysis assessment of the network has been undertaken using Scottish link and junction based accident rates.
- The assessment uses the road type, speed limit and road distance to calculate number of accidents. In this assessment, the change in accidents along the existing route, and the number of additional accidents generated from the new route has been assessed.
- Accidents have been output as the reduction in the number of accidents per year along the existing and new A96 routes.

Objective 2: To improve safety for motorised and non-motorised users

2.1 Reduced accident rates

- Traffic Flow
- Type of Road
- Speed Limit
- Length of Road
- Accident Rate

- Extract from the Accident Analysis Spreadsheet

Route	DoMin	R1	R2	R3	R4	R5
Existing A96	112	41	47	45	40	55
New Route	0	25	23	23	25	21
New + Existing A96	112	66	69	68	65	75
Accident Savings	0	46	43	44	47	37

Objective 2: To improve safety for motorised and non-motorised users

2.1 Reduced accident rates

			Assessment Range	
		2032 DM	Lowest	Highest
Objective 2. To improve safety for motorised and non-motorised users				
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	112	27.0	50.0

Neutral	0-13
Minor Beneficial	14-26
Moderate Beneficial	27-39
Major Beneficial	>40

Option Name	Purple 01	Purple 02	Purple 03	Purple 04	Purple 05	Purple 06	Purple 07	Purple 08	Purple 09	Purple 10	Purple 11	Purple 12	Orange 01	Orange 02	Orange 03	Orange 04	Orange 05	Orange 06	Orange 07	Orange 08	Orange 09	Orange 10	Orange 11	Orange 12	Red 01	Red 02	Red 03	Red 04	Red 05	Red 06	Red 07	Red 08	Red 09	Red 10	Red 11	Red 12	Red 13	Red 14	Red 15	Red 16	Red 17	Red 18	Red 19
2.1 Reduced accident rates and	3	3	3	3	3	3	3	3	3	3	3	3	3	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	3	3	2	3	3	3	3	3	3	3	3	2	2	2

Objective 2: To improve safety for motorised and non-motorised users

2.2 Reduced driver stress

– Driver stress have been assessed taking into account both new and de-trunked A96.

Option Name	Purple 01	Purple 02	Purple 03	Purple 04	Purple 05	Purple 06	Purple 07	Purple 08	Purple 09	Purple 10	Purple 11	Purple 12	Orange 01	Orange 02	Orange 03	Orange 04	Orange 05	Orange 06	Orange 07	Orange 08	Orange 09	Orange 10	Orange 11	Orange 12	Red 01	Red 02	Red 03	Red 04	Red 05	Red 06	Red 07	Red 08	Red 09	Red 10	Red 11	Red 12	Red 13	Red 14	Red 15	Red 16	Red 17	Red 18	Red 19
2.2 Reduced driver stress	3	3	3	3	2	3	3	3	3	3	3	3	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	2	2	3	3	3	2	3	3	3	3	3	2	1	1

2.3 Reduced NMU conflicts

– The assessment considers the potential to reduce NMU conflicts in on both urban and rural sections of new and de-trunked A96.

Option Name	Purple 01	Purple 02	Purple 03	Purple 04	Purple 05	Purple 06	Purple 07	Purple 08	Purple 09	Purple 10	Purple 11	Purple 12	Orange 01	Orange 02	Orange 03	Orange 04	Orange 05	Orange 06	Orange 07	Orange 08	Orange 09	Orange 10	Orange 11	Orange 12	Red 01	Red 02	Red 03	Red 04	Red 05	Red 06	Red 07	Red 08	Red 09	Red 10	Red 11	Red 12	Red 13	Red 14	Red 15	Red 16	Red 17	Red 18	Red 19
2.3 Reduced NMU conflict	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

Objective 3: To provide opportunities to grow the regional economies in the Corridor

3.1 Improved access to the wider strategic network

- This has been assessed on the basis of improved commuting and business journey times between Elgin and the cities of Inverness and Aberdeen. Journey times have been output from a 2032 scenario of the CRAM model during the off-peak period and reported as journey time savings compared to equivalent trips in the 2032 Do-Minimum scenario (without scheme).

Objective 3: To provide opportunities to grow the regional economies in the Corridor

3.1 Improved access to the wider strategic network

			2032 DM	Assessment Range	
				Lowest	Highest
Objective 3. To provide opportunities to grow the regional economices in the corridor					
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	Two-Way	00:56:00	-00:02	-00:06
	3.1.2 Improved journey time from Elgin to Aberdeen	Two-Way	01:30:00	-00:01	-00:04
	sum			-00:03	-00:10

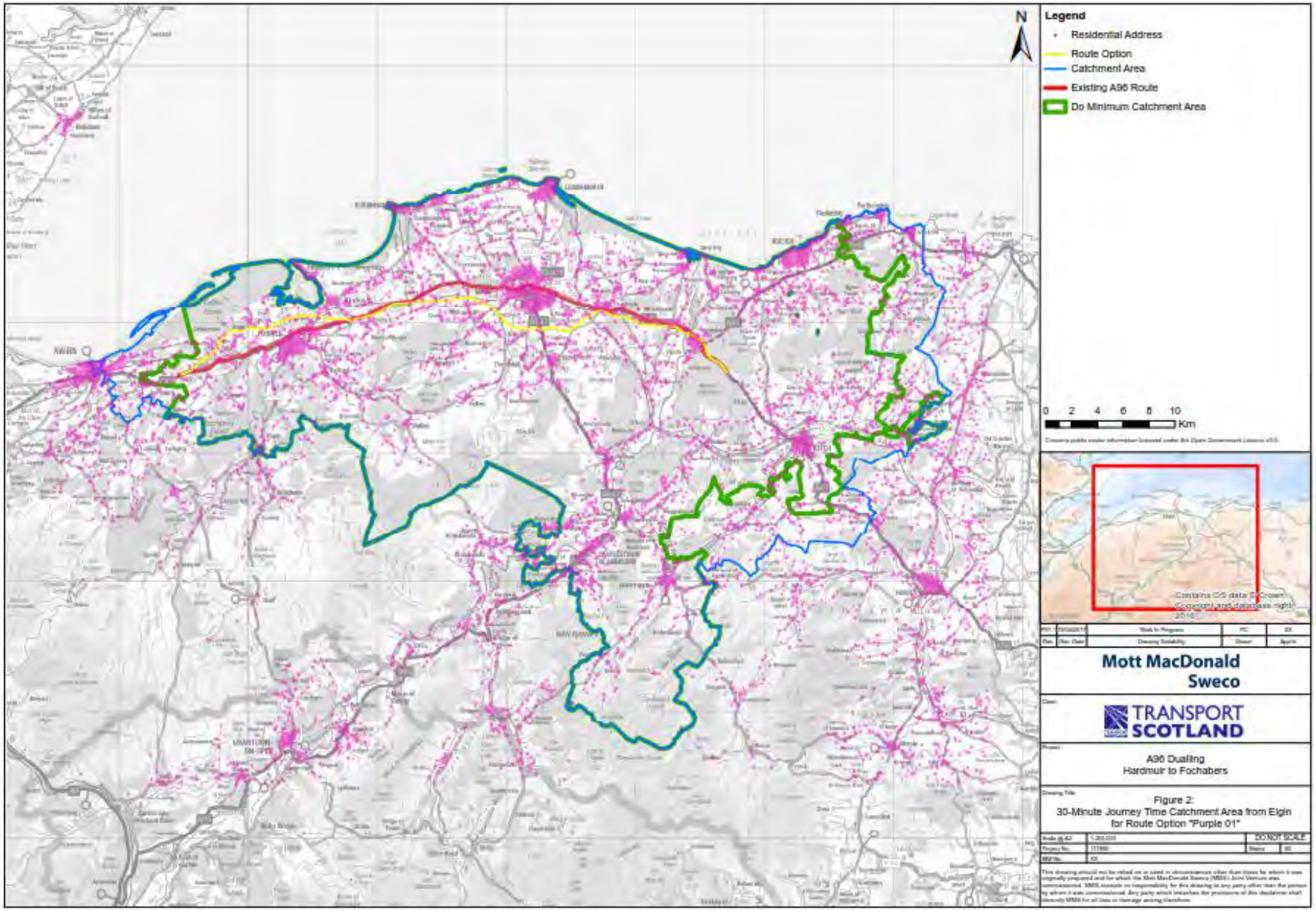
	Sum 3.1
Neutral	-0-3
Minor Beneficial	-4-6
Moderate Beneficial	-7-9
Major Beneficial	>-9

Option Name	Purple 01	Purple 02	Purple 03	Purple 04	Purple 05	Purple 06	Purple 07	Purple 08	Purple 09	Purple 10	Purple 11	Purple 12	Orange 01	Orange 02	Orange 03	Orange 04	Orange 05	Orange 06	Orange 07	Orange 08	Orange 09	Orange 10	Orange 11	Orange 12	Red 01	Red 02	Red 03	Red 04	Red 05	Red 06	Red 07	Red 08	Red 09	Red 10	Red 11	Red 12	Red 13	Red 14	Red 15	Red 16	Red 17	Red 18	Red 19
3.1 Improved access to the wider strategic network	2	2	2	2	2	2	3	3	2	2	1	2	2	2	3	3	2	2	2	2	2	2	1	2	2	2	2	2	1	2	2	2	2	2	1	1	2	2	2	2	1	0	0

Objective 3: To provide opportunities to grow the regional economies in the Corridor

3.2 Enhanced access to jobs and services

- The 30 min journey time catchment for each option has been compared the 2032 do minimum catchment. The change is the number of properties within a 30 minute catchment of Elgin has been recorded.


N
Legend
Residential Address
Route Option
Catchment Area
Existing A96 Route
Do Minimum Catchment Area
0 2 4 6 8 10
Km
Contains OS data © Crown Copyright and database right 2016
Mott MacDonald
Sweco
TRANSPORT SCOTLAND
A96 Dualling
Hardmuir to Fochabers
Figure 2:
30-Minute Journey Time Catchment Area from Elgin
for Route Option "Purple 01"
DO NOT SCALE

Objective 3: To provide opportunities to grow the regional economies in the Corridor

3.2 Enhanced access to jobs and services

			Assessment Range	
		2032 DM	Lowest	Highest
Objective 3. To provide opportunities to grow the regional economices in the corridor				
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	41900	500	5900

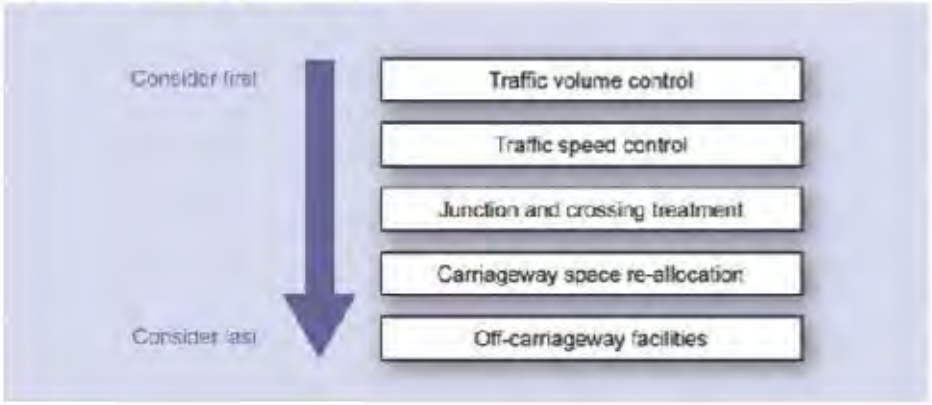
	3.2
Neutral	0-1500
Minor Beneficial	1501-3000
Moderate Beneficial	3001-4500
Major Beneficial	>4500

Option Name	Purple 01	Purple 02	Purple 03	Purple 04	Purple 05	Purple 06	Purple 07	Purple 08	Purple 09	Purple 10	Purple 11	Purple 12	Orange 01	Orange 02	Orange 03	Orange 04	Orange 05	Orange 06	Orange 07	Orange 08	Orange 09	Orange 10	Orange 11	Orange 12	Red 01	Red 02	Red 03	Red 04	Red 05	Red 06	Red 07	Red 08	Red 09	Red 10	Red 11	Red 12	Red 13	Red 14	Red 15	Red 16	Red 17	Red 18	Red 19
3.2 Enhanced access to jobs and services	3	2	2	3	3	3	3	3	3	3	2	2	3	3	3	3	3	2	2	3	3	3	3	3	2	1	1	2	2	2	2	2	2	2	2	2	3	2	3	2	1	0	0

Objective 4. To facilitate active travel in the corridor

4.1 Traffic on old A96 that will benefit NMUs

Figure 2.1: Hierarchy of measures



Extract from Cycling by Design 2010 (Revision 1, June 2011)

Traffic reduction on the existing A96 that will benefit Non-Motorised Users (NMUs) has been assessed on the basis of modelled reductions to 2032 Annual Average Daily Traffic (AADT) flows on the existing A96 in comparison to the 2032 Do-Minimum scenario (without scheme). Results have been presented as residual AADT on the existing A96

Objective 4. To facilitate active travel in the corridor

4.1 Traffic on old A96 that will benefit NMUs

				Assessment Range	
			2032 DM	Lowest	Highest
Objective 4. To facilitate active travel in the corridor					
4.1 Residual traffic on old A96 that will benefit NMUs	4.1.1 At Brodie	AADT	12000	3000	7000
	4.1.2 At Alves	AADT	17000	3000	12000
	4.1.3 At Lhanbryde	AADT	16000	2000	10000
	Max			3000	12000

	Max on old road section
Neutral	>=9000
Minor Beneficial	3000-8999
Moderate Beneficial	1500-2999
Major Beneficial	<1500

Option Name	Purple 01	Purple 02	Purple 03	Purple 04	Purple 05	Purple 06	Purple 07	Purple 08	Purple 09	Purple 10	Purple 11	Purple 12	Orange 01	Orange 02	Orange 03	Orange 04	Orange 05	Orange 06	Orange 07	Orange 08	Orange 09	Orange 10	Orange 11	Orange 12	Red 01	Red 02	Red 03	Red 04	Red 05	Red 06	Red 07	Red 08	Red 09	Red 10	Red 11	Red 12	Red 13	Red 14	Red 15	Red 16	Red 17	Red 18	Red 19
4.1 Traffic reduction on old A96 that will benefit NMUs	1	1	1	1	0	1	1	1	1	1	0	1	0	0	1	1	1	1	1	1	1	1	0	1	1	1	1	1	0	0	0	0	1	1	0	1	1	1	1	1	0	0	0

Objective 5: To facilitate integration with Public Transport Facilities

5.1 Traffic reduction on the existing A96 that will benefit public transport services

- This has been assessed on the basis of modelled reductions to 2032 Annual Average Daily Traffic (AADT). Results have been presented as AADT reduction on the existing A96.

- Considered:
  - Bus routes
  - Rail stations

Objective 5: To facilitate integration with Public Transport Facilities

5.1 Traffic reduction on the existing A96 that will benefit public transport services

				Assessment Range	
			2032 DM	Lowest	Highest
Objective 5. To facilitate integration with Public Transport Facilities					
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.1 At Brodie	AADT	12000	-9000	-5000
	5.1.2 At Alves	AADT	17000	-14000	-5000
	5.1.3 At Lhanbryde	AADT	16000	-14000	-6000
	Max Reduction			-14000	-6000

	Max reduction per link
Neutral	0-5,000
Minor Beneficial	5,001-10,000
Moderate Beneficial	10,001-15,000
Major Beneficial	>15,000

Option Name	Purple 01	Purple 02	Purple 03	Purple 04	Purple 05	Purple 06	Purple 07	Purple 08	Purple 09	Purple 10	Purple 11	Purple 12	Orange 01	Orange 02	Orange 03	Orange 04	Orange 05	Orange 06	Orange 07	Orange 08	Orange 09	Orange 10	Orange 11	Orange 12	Red 01	Red 02	Red 03	Red 04	Red 05	Red 06	Red 07	Red 08	Red 09	Red 10	Red 11	Red 12	Red 13	Red 14	Red 15	Red 16	Red 17	Red 18	Red 19
5.1 Traffic Reduction on old A96 that will benefit bus services	2	2	2	2	1	2	2	2	2	2	2	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	2	2	2	2	2	2	2	2	2	2	2	1	1	1

Lunch

Environmental Assessment
Objective 6

Objective 6: To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on:-

6.1: Communities and People

6.2: Natural and Cultural Heritage

Environmental Assessment Overview

- **Methodology (and mitigation)**
- **Assessment and scoring using sub-criteria**
- **Key findings**

Environment Methodology

- **Overall Approach**
  - Sub-criteria developed with team leaders
  - Assessed 10 topics using qualitative data and professional judgement underpinned by quantitative data (GIS)
  - Methods, assumptions and findings captured in Workbooks
  - Assessments recognised differences in sensitivities in and along each option
  - Recognised design at early stage and opportunities for future development
  - Strategic level mitigation taken into account

Environment Methodology

- **Key purpose of assessments**
  - To identify potential for material (significant) impacts of each option
  - To understand extent of impacts
  - To ensure an informed, robust and consistent approach to option scoring
  - To use scores in overall analysis of objectives-led assessment

- **Overall summary of findings for each option recorded in environment section of Option Assessment Tables**

Environment Scoring

- **To ensure a consistent approach each assessor ensured:**
  - Options assessed on their own merits (not comparative or weighted)
  - Assessment drew on quantitative and qualitative information and professional judgement
  - Beneficial and adverse impacts identified (route wide and specific locations)
  - Scoring used seven point impact scale, taking account of predicted magnitude of impacts and sensitivity of receiving environment
  - Option appraised and scores collated against two environment sub-objectives, including tests for consistency
  - Available design detail taken into account, further work to be undertaken in Stage 2 for River Spey crossings

Environment Scoring

Topic assessment scope and approach
Sub-objective 6.1: Communities and people

Air Quality	• Number of sensitive receptors within 200m bands • Air quality in study area is good and below UK Air Quality Objectives (AQOs) • No options predicted to exceed AQOs → all options assessed as being Neutral
Noise and Vibration	• Number of sensitive receptors within 300m bands • Noise Management Areas and areas where background noise levels are currently higher or lower taken into account

People and Communities	• Potential effects of an option on:
	  • properties within 50m
	  • loss of prime agricultural land
	  • recreational woodland
	  • Moray Local Development Plan (LDP) open spaces
	  • community severance and non-motorised user (NMU) routes

Policies and Plans	• Focus on potential severance / land take from areas designated in LDP for industrial and residential development • Review of planning applications to inform understanding of potential development but not scored • Findings verified in field
Materials	• All 43 options would have major requirements for materials • Length of route option and indicative extent and number of major earthworks and large structures (over 20m) used as proxy for materials consumed and waste generated at this stage → relative assessment

Environment Scoring

Topic assessment scope and approach
Sub-objective 6.2: Natural and cultural heritage

Cultural Heritage	• Potential effects on Listed Buildings, Scheduled Monuments and Gardens and Designed Landscapes (GDLs) (including setting) • Potential effects on regionally significant archaeological sites identified in the local authority Sites and Monuments Register (SMR)
Landscape and Visual	• Potential effects on designated landscapes including Areas of Great Landscape Value (AGLV) and GDLs • Assessment of effects on landscape character included consideration of: ❖ topography ❖ major earthworks and structures ❖ length of route through woodlands ❖ findings of field assessments • Sensitive receptors with the potential to experience adverse visual effects also considered (considered with landscape issues under Objective 6.2 at this stage for simplicity of approach)
Nature Conservation	• Potential for likely significant effects (LSE) on Natura 2000 sites • Potential effects on other designated areas (SSSIs and ancient / native woodland) • Potential for effects on other habitats and species
Geology, Soils, Contaminated Land and Groundwater	• Potential effects on designated sites (Geological Conservation Review (GCR) sites and geological SSSIs) • Assessment of potential sensitive areas of hydrogeology, loss of peaty soils and areas of contaminated land
Road Drainage and the Water Environment	• Potential effects of an option on flood risk and extent, existing Moray flood alleviation schemes and river hydro-geomorphology (including mitigation)

Environment Key Findings

- **Potentially significant effects on:**
  - Communities and scattered properties (noise, visual, severance)
  - Prime Agricultural Land
  - Development sites (severance, loss of land, improved access, etc.)
  - Spey: Natura 2000 sites; wildlife interests; landscape, properties, recreational interests
  - Other designated areas (ecology and landscape)
  - Woodlands (landscape, ecology, recreation interests)
  - Historic sites (e.g. Dallas Dhu)
  - Dipple abstraction scheme
  - Areas at risk of flooding
- **Some could be avoided or mitigated but more work required**

Objective 6: To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on 6.1: Communities and People

Option Name	6.1.1 Air Quality	6.1.2 Noise & Vibration	6.1.3 People & Communities	6.1.4 Policies and Plans	6.1.5 Materials
Purple 01					
Purple 02					
Purple 03					
Purple 04					
Purple 05					
Purple 06					
Purple 07					
Purple 08					
Purple 09					
Purple 10					
Purple 11					
Purple 12					
Orange 01					
Orange 02					
Orange 03					
Orange 04					
Orange 05					
Orange 06					
Orange 07					
Orange 08					
Orange 09					
Orange 10					
Orange 11					
Orange 12					
Red 01					
Red 02					
Red 03					
Red 04					
Red 05					
Red 06					
Red 07					
Red 08					
Red 09					
Red 10					
Red 11					
Red 12					
Red 13					
Red 14					
Red 15					
Red 16					
Red 17					
Red 18					
Red 19					

Neutral (0)

Minor adverse (-1)

Moderate adverse (-2)

Major adverse (-3)

Objective 6: To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on 6.2: Natural and Cultural Heritage

Option Name	6.2.1 Cultural Heritage	6.2.2 Landscape & Visual	6.2.3 Nature Conservation	6.2.4 Geology, soils, contaminated land and groundwater	6.2.5 Road drainage and water environment
Purple 01					
Purple 02					
Purple 03					
Purple 04					
Purple 05					
Purple 06					
Purple 07					
Purple 08					
Purple 09					
Purple 10					
Purple 11					
Purple 12					
Orange 01					
Orange 02					
Orange 03					
Orange 04					
Orange 05					
Orange 06					
Orange 07					
Orange 08					
Orange 09					
Orange 10					
Orange 11					
Orange 12					
Red 01					
Red 02					
Red 03					
Red 04					
Red 05					
Red 06					
Red 07					
Red 08					
Red 09					
Red 10					
Red 11					
Red 12					
Red 13					
Red 14					
Red 15					
Red 16					
Red 17					
Red 18					
Red 19					

Neutral (0)

Minor adverse (-1)

Moderate adverse (-2)

Major adverse (-3)

Assessment Outputs Summary

Option Referencing for Initial Options Assessment

A96 DUALLING
HARDMUIR TO FOCHABERS

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

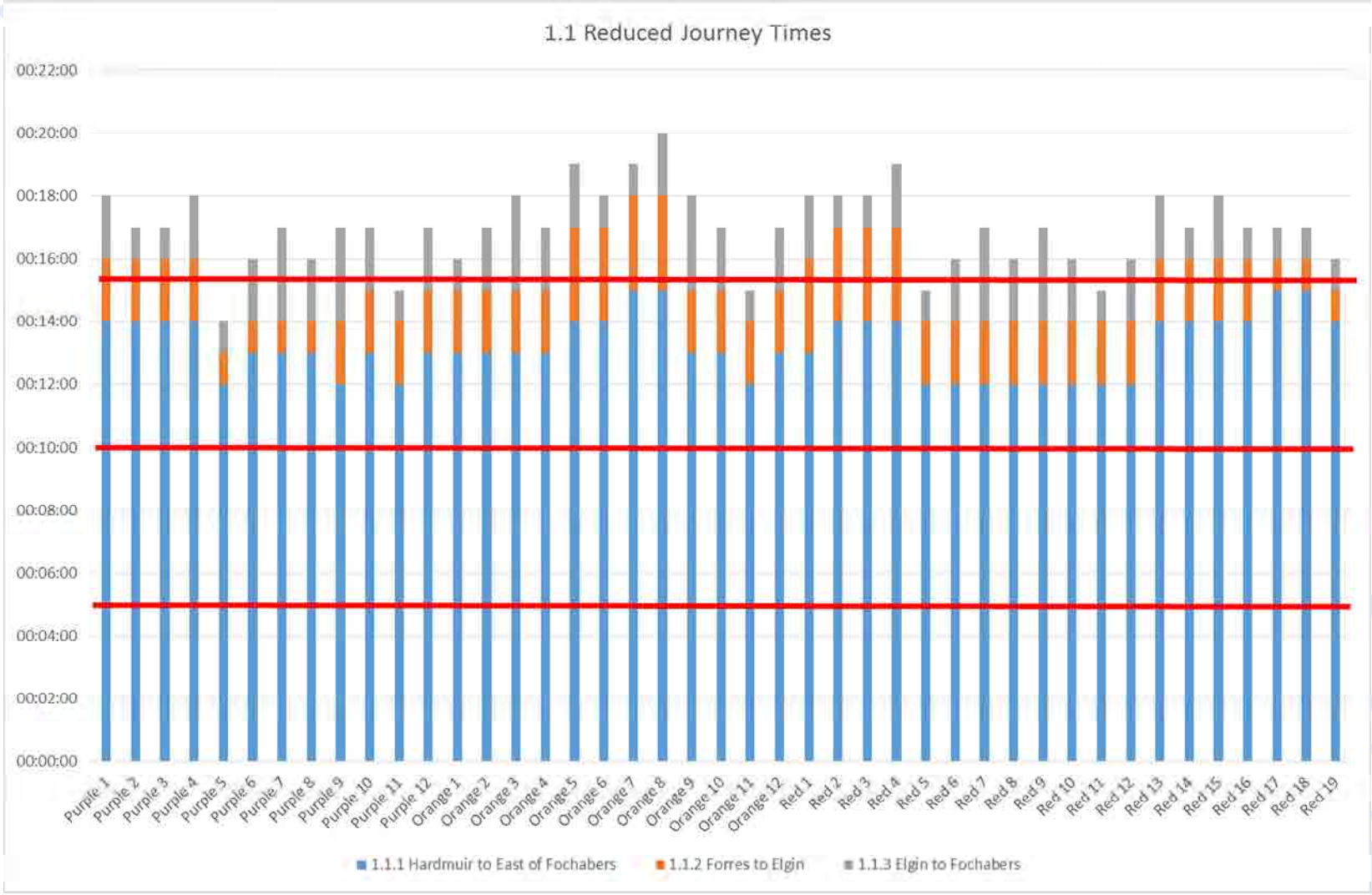
Existing route
46.7 km

Option Name	Option Makeup	Option Name	Length (km)
Purple 01	Purple - Black	Purple 01	47.1
Purple 02	Purple - x - Red	Purple 02	47
Purple 03	Purple - Red	Purple 03	46.2
Purple 04	Purple - Red - Purple - Black	Purple 04	46.9
Purple 05	Purple - Orange	Purple 05	49.8
Purple 06	Purple - Orange - Black	Purple 06	48.8
Purple 07	Purple - Orange - Green - Purple - Black	Purple 07	49.1
Purple 08	Purple - Orange - Green - Purple - Red	Purple 08	48.9
Purple 09	Purple - Green - Purple - Black	Purple 09	49.7
Purple 10	Purple - Green - Purple - Red	Purple 10	49.6
Purple 11	Purple - Green - Orange	Purple 11	50.4
Purple 12	Purple - Green - Orange - Black	Purple 12	49.4
Orange 01	Orange	Orange 01	49.2
Orange 02	Orange - Black	Orange 02	48.3
Orange 03	Orange - Green - Purple - Black	Orange 03	48.6
Orange 04	Orange - Green - Purple - Red	Orange 04	48.4
Orange 05	Orange - Purple - Black	Orange 05	46.6
Orange 06	Orange - Purple - x - Red	Orange 06	46.5
Orange 07	Orange - Purple - Red	Orange 07	45.7
Orange 08	Orange - Purple - Red - Purple - Black	Orange 08	46.3
Orange 09	Orange - x - Green - Purple - Black	Orange 09	49.2
Orange 10	Orange - x - Green - Purple - Red	Orange 10	49.1
Orange 11	Orange - Green - Orange	Orange 11	49.9
Orange 12	Orange - Green - Orange - Black	Orange 12	48.9
Red 01	Red - Purple - Black	Red 01	47.9
Red 02	Red - Purple - x - Red	Red 02	47.8
Red 03	Red - Purple - Red	Red 03	47
Red 04	Red - Purple - Red - Purple - Black	Red 04	47.7
Red 05	Red - Orange	Red 05	50.7
Red 06	Red - Orange - x - Black	Red 06	49.8
Red 07	Red - Orange - Green - Purple - Black	Red 07	50
Red 08	Red - Orange - Green - Purple - Red	Red 08	49.9
Red 09	Red -Green - Purple - Black	Red 09	50.5
Red 10	Red -Green - Purple - Red	Red 10	50.4
Red 11	Red -Green - Orange	Red 11	51.2
Red 12	Red - Green - Orange - Black	Red 12	50.2
Red 13	Red - Blue - Purple - Black	Red 13	47.6
Red 14	Red - Blue - Purple - x - Red	Red 14	47.5
Red 15	Red - Blue - Purple - Red - Purple - Black	Red 15	47.4
Red 16	Red - Blue - Purple - Red	Red 16	46.7
Red 17	Red - Blue - Red	Red 17	45.9
Red 18	Red - Cyan - Blue - Red	Red 18	45.5
Red 19	Red - Yellow - Blue - Red	Red 19	46.4

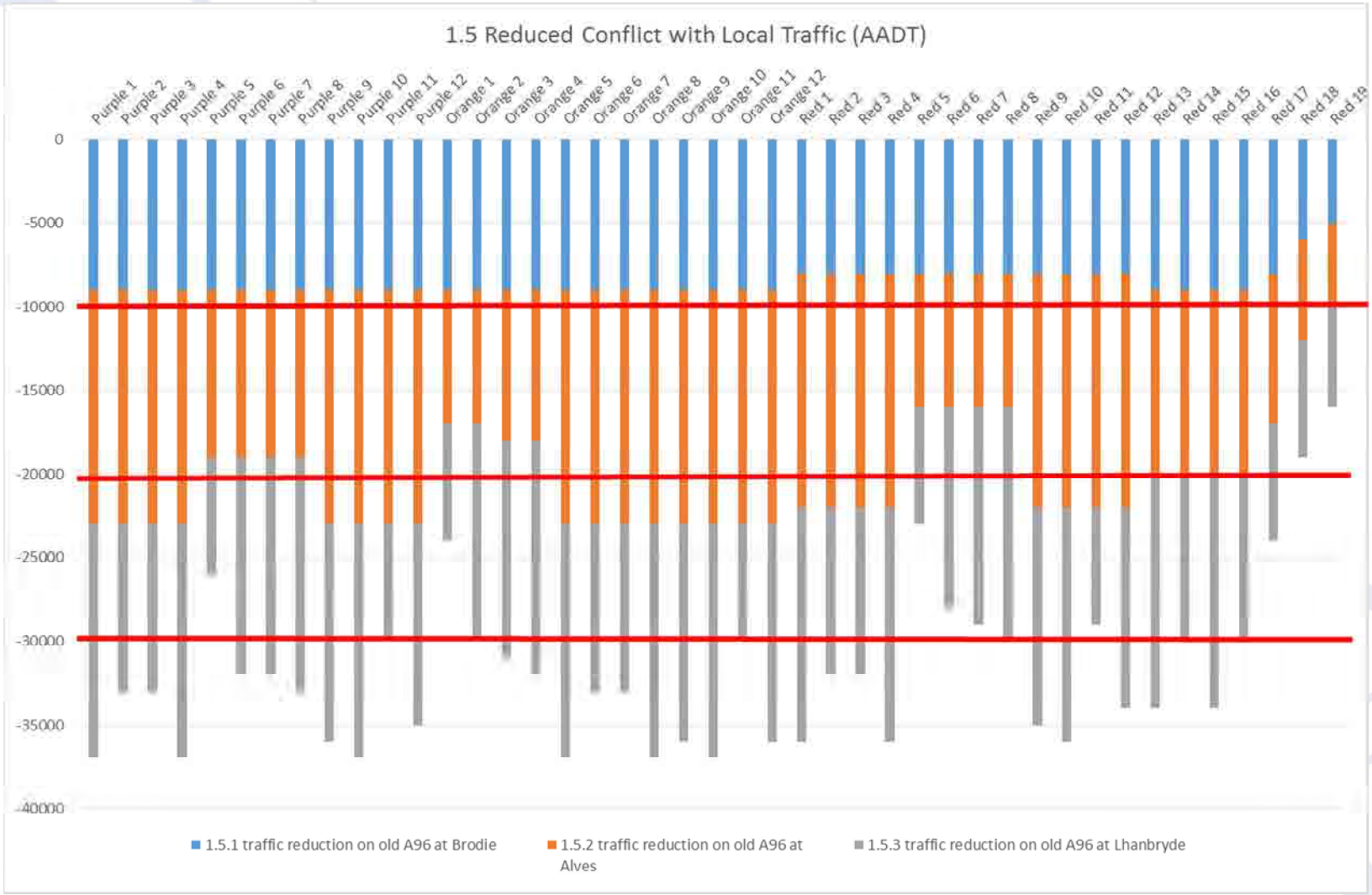
Objective 1: To improve the operation of the A96 and inter-urban connectivity

Option Name	1.1 Reduced Journey times	1.2 Journey time Reliability	1.3 Increased Overtaking Opprtunities	1.4 Improved Efficiency of Freight	1.5 Reduce Conflict with local traffic	Objective 1 Overall
Purple 01	3	3	3	2	3	2.8
Purple 02	3	3	3	2	3	2.8
Purple 03	3	3	3	2	3	2.8
Purple 04	3	3	3	2	3	2.8
Purple 05	2	2	3	2	2	2.2
Purple 06	3	3	3	2	3	2.8
Purple 07	3	3	3	2	3	2.8
Purple 08	3	3	3	2	3	2.8
Purple 09	3	3	3	2	3	2.8
Purple 10	3	3	3	2	3	2.8
Purple 11	2	3	3	1	3	2.4
Purple 12	3	3	3	2	3	2.8
Orange 01	3	2	3	2	2	2.4
Orange 02	3	3	3	2	3	2.8
Orange 03	3	3	3	2	3	2.8
Orange 04	3	3	3	2	3	2.8
Orange 05	3	3	3	2	3	2.8
Orange 06	3	3	3	2	3	2.8
Orange 07	3	3	3	3	3	3
Orange 08	3	3	3	2	3	2.8
Orange 09	3	3	3	2	3	2.8
Orange 10	3	3	3	2	3	2.8
Orange 11	2	3	3	2	3	2.6
Orange 12	3	3	3	2	3	2.8
Red 01	3	3	3	2	3	2.8
Red 02	3	3	3	2	3	2.8
Red 03	3	3	3	2	3	2.8
Red 04	3	3	3	2	3	2.8
Red 05	2	2	3	2	2	2.2
Red 06	3	2	3	2	2	2.4
Red 07	3	2	3	2	2	2.4
Red 08	3	3	3	2	3	2.8
Red 09	3	3	3	2	3	2.8
Red 10	3	3	3	2	3	2.8
Red 11	2	2	3	1	2	2
Red 12	3	3	3	2	3	2.8
Red 13	3	3	3	2	3	2.8
Red 14	3	3	3	2	3	2.8
Red 15	3	3	3	2	3	2.8
Red 16	3	3	3	2	3	2.8
Red 17	3	2	3	2	2	2.4
Red 18	3	1	3	2	1	2
Red 19	3	1	3	2	1	2

Objective 1: To improve the operation of the A96 and inter-urban connectivity



Objective 1: To improve the operation of the A96 and inter-urban connectivity



Objective 2: To improve safety for motorised and non-motorised users

Option Name	2.1 Reduced accident rates and severity	2.2 Reduced driver stress	2.3 Reduced NMU conflict	Objective 2 Overall
Purple 01	3	3	2	2.7
Purple 02	3	3	2	2.7
Purple 03	3	3	2	2.7
Purple 04	3	3	2	2.7
Purple 05	3	2	2	2.3
Purple 06	3	3	2	2.7
Purple 07	3	3	2	2.7
Purple 08	3	3	2	2.7
Purple 09	3	3	2	2.7
Purple 10	3	3	2	2.7
Purple 11	3	3	2	2.7
Purple 12	3	3	2	2.7
Orange 01	3	2	2	2.3
Orange 02	2	3	2	2.3
Orange 03	3	3	2	2.7
Orange 04	3	3	2	2.7
Orange 05	3	3	2	2.7
Orange 06	3	3	2	2.7
Orange 07	3	3	2	2.7
Orange 08	3	3	2	2.7
Orange 09	3	3	2	2.7
Orange 10	3	3	2	2.7
Orange 11	3	3	2	2.7
Orange 12	3	3	2	2.7
Red 01	3	3	2	2.7
Red 02	3	3	2	2.7
Red 03	3	3	2	2.7
Red 04	3	3	2	2.7
Red 05	2	2	2	2.0
Red 06	3	2	2	2.3
Red 07	3	2	2	2.3
Red 08	2	3	2	2.3
Red 09	3	3	2	2.7
Red 10	3	3	2	2.7
Red 11	3	2	2	2.3
Red 12	3	3	2	2.7
Red 13	3	3	2	2.7
Red 14	3	3	2	2.7
Red 15	3	3	2	2.7
Red 16	3	3	2	2.7
Red 17	2	2	2	2.0
Red 18	2	1	2	1.7
Red 19	2	1	2	1.7

Objective 3: To provide opportunities to grow the regional economies in the Corridor

Option Name	3.1 Improved access to the wider strategic network	3.2 Enhanced access to jobs and services	Objective 3 Overall
Purple 01	2	3	2.5
Purple 02	2	2	2
Purple 03	2	2	2
Purple 04	2	3	2.5
Purple 05	2	3	2.5
Purple 06	2	3	2.5
Purple 07	3	3	3
Purple 08	3	3	3
Purple 09	2	3	2.5
Purple 10	2	3	2.5
Purple 11	1	2	1.5
Purple 12	2	2	2
Orange 01	2	3	2.5
Orange 02	2	3	2.5
Orange 03	3	3	3
Orange 04	3	3	3
Orange 05	2	3	2.5
Orange 06	2	2	2
Orange 07	2	2	2
Orange 08	2	3	2.5
Orange 09	2	3	2.5
Orange 10	2	3	2.5
Orange 11	1	3	2
Orange 12	2	3	2.5
Red 01	2	2	2
Red 02	2	1	1.5
Red 03	2	1	1.5
Red 04	2	2	2
Red 05	1	2	1.5
Red 06	2	2	2
Red 07	2	2	2
Red 08	2	2	2
Red 09	2	2	2
Red 10	2	2	2
Red 11	1	2	1.5
Red 12	1	2	1.5
Red 13	2	3	2.5
Red 14	2	2	2
Red 15	2	3	2.5
Red 16	2	2	2
Red 17	1	1	1
Red 18	0	0	0
Red 19	0	0	0

Objective 4. To facilitate active travel in the corridor

Option Name	4.1 Traffic reduction on old A96 that will benefit NMUs	Objective 4 overall
Purple 01	1	1
Purple 02	1	1
Purple 03	1	1
Purple 04	1	1
Purple 05	0	0
Purple 06	1	1
Purple 07	1	1
Purple 08	1	1
Purple 09	1	1
Purple 10	1	1
Purple 11	0	0
Purple 12	1	1
Orange 01	0	0
Orange 02	0	0
Orange 03	1	1
Orange 04	1	1
Orange 05	1	1
Orange 06	1	1
Orange 07	1	1
Orange 08	1	1
Orange 09	1	1
Orange 10	1	1
Orange 11	0	0
Orange 12	1	1
Red 01	1	1
Red 02	1	1
Red 03	1	1
Red 04	1	1
Red 05	0	0
Red 06	0	0
Red 07	0	0
Red 08	0	0
Red 09	1	1
Red 10	1	1
Red 11	0	0
Red 12	1	1
Red 13	1	1
Red 14	1	1
Red 15	1	1
Red 16	1	1
Red 17	0	0
Red 18	0	0
Red 19	0	0

Objective 5: To facilitate integration with Public Transport Facilities

Option Name	5.1 Traffic Reduction on old A96 that will benefit bus services	Objective 5 overall
Purple 01	2	2
Purple 02	2	2
Purple 03	2	2
Purple 04	2	2
Purple 05	1	1
Purple 06	2	2
Purple 07	2	2
Purple 08	2	2
Purple 09	2	2
Purple 10	2	2
Purple 11	2	2
Purple 12	2	2
Orange 01	1	1
Orange 02	2	2
Orange 03	2	2
Orange 04	2	2
Orange 05	2	2
Orange 06	2	2
Orange 07	2	2
Orange 08	2	2
Orange 09	2	2
Orange 10	2	2
Orange 11	2	2
Orange 12	2	2
Red 01	2	2
Red 02	2	2
Red 03	2	2
Red 04	2	2
Red 05	1	1
Red 06	2	2
Red 07	2	2
Red 08	2	2
Red 09	2	2
Red 10	2	2
Red 11	2	2
Red 12	2	2
Red 13	2	2
Red 14	2	2
Red 15	2	2
Red 16	2	2
Red 17	1	1
Red 18	1	1
Red 19	1	1

Objective 6: To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on 6.1: Communities and People

Option Name	6.1.1 Air Quality	6.1.2 Noise & Vibration	6.1.3 People & Communities	6.1.4 Policies and Plans	6.1.5 Materials	6.1 Communities & People overall
Purple 01	0	-3	-2	-1	-1	-1.4
Purple 02	0	-2	-2	0	-1	-1
Purple 03	0	-1	-2	0	-1	-0.8
Purple 04	0	-3	-2	-1	-1	-1.4
Purple 05	0	-1	-3	-2	-3	-1.8
Purple 06	0	-3	-3	-2	-2	-2
Purple 07	0	-3	-2	-2	-1	-1.6
Purple 08	0	-2	-2	-2	-2	-1.6
Purple 09	0	-3	-3	-2	-1	-1.8
Purple 10	0	-2	-3	-2	-2	-1.8
Purple 11	0	-1	-3	-2	-3	-1.8
Purple 12	0	-3	-3	-2	-2	-2
Orange 01	0	-1	-3	-2	-3	-1.8
Orange 02	0	-3	-3	-2	-1	-1.8
Orange 03	0	-3	-2	-2	-2	-1.8
Orange 04	0	-2	-2	-2	-2	-1.6
Orange 05	0	-3	-2	-1	-1	-1.4
Orange 06	0	-2	-2	-1	-1	-1.2
Orange 07	0	-1	-2	-1	-1	-1
Orange 08	0	-3	-2	-1	-1	-1.4
Orange 09	0	-3	-3	-2	-1	-1.8
Orange 10	0	-2	-3	-2	-2	-1.8
Orange 11	0	-1	-3	-2	-3	-1.8
Orange 12	0	-3	-3	-2	-2	-2
Red 01	0	-3	-2	-1	-1	-1.4
Red 02	0	-2	-2	0	-1	-1
Red 03	0	-1	-2	0	-1	-0.8
Red 04	0	-3	-2	-1	-1	-1.4
Red 05	0	-1	-3	-2	-3	-1.8
Red 06	0	-3	-3	-2	-1	-1.8
Red 07	0	-3	-2	-2	-1	-1.6
Red 08	0	-2	-2	-2	-1	-1.4
Red 09	0	-3	-2	-2	-1	-1.6
Red 10	0	-2	-2	-2	-2	-1.6
Red 11	0	-1	-3	-2	-3	-1.8
Red 12	0	-3	-3	-2	-2	-2
Red 13	0	-3	-2	-1	-1	-1.4
Red 14	0	-2	-2	0	-1	-1
Red 15	0	-3	-2	-1	-1	-1.4
Red 16	0	-1	-2	0	-1	-0.8
Red 17	0	-2	-2	0	-1	-1
Red 18	0	-2	-2	0	-2	-1.2
Red 19	0	-2	-2	0	-3	-1.4

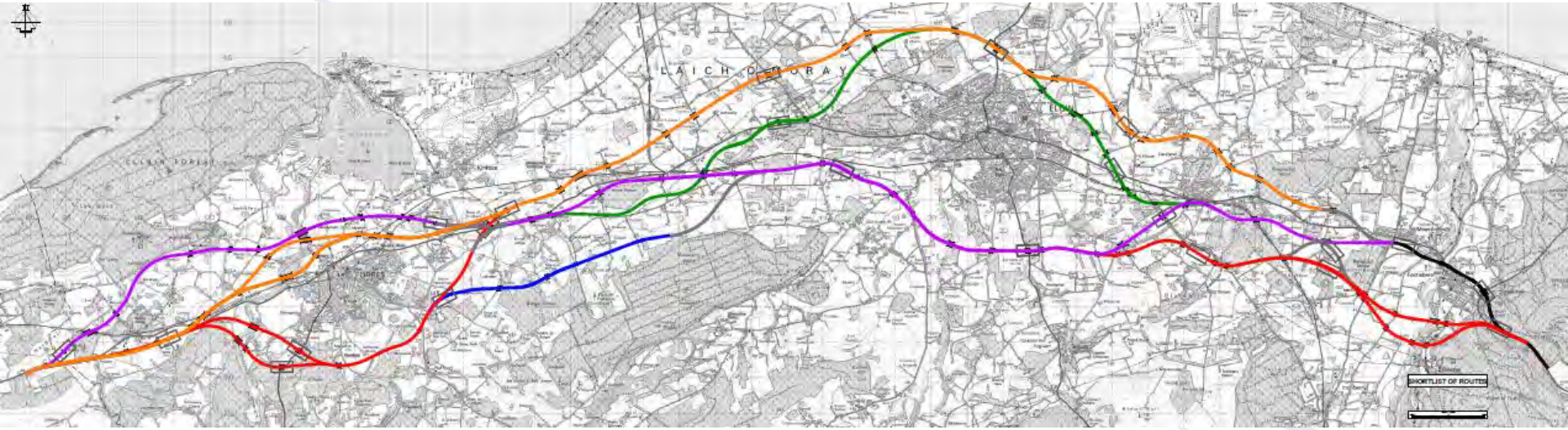
Objective 6: To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on 6.2: Natural and Cultural Heritage

Option Name	6.2.1 Cultural Heritage	6.2.2 Landscape & Visual	6.2.3 Nature Conservation	6.2.4 Geology, soils, contaminated land and groundwater	6.2.5 Road drainage and water environment	6.2 Natural and Cultural Assets Overall
Purple 01	-2	-2	-3	-2	-3	-2.4
Purple 02	-2	-3	-3	-3	-3	-2.8
Purple 03	-2	-3	-3	-3	-3	-2.8
Purple 04	-2	-2	-3	-2	-3	-2.4
Purple 05	-3	-3	-3	-2	-3	-2.8
Purple 06	-2	-2	-3	-2	-3	-2.4
Purple 07	-2	-2	-3	-2	-3	-2.4
Purple 08	-2	-3	-3	-3	-3	-2.8
Purple 09	-2	-2	-3	-2	-3	-2.4
Purple 10	-2	-3	-3	-3	-3	-2.8
Purple 11	-3	-3	-3	-2	-3	-2.8
Purple 12	-2	-2	-3	-2	-3	-2.4
Orange 01	-3	-3	-3	-2	-3	-2.8
Orange 02	-2	-2	-3	-2	-3	-2.4
Orange 03	-2	-2	-3	-2	-1	-2
Orange 04	-2	-3	-3	-3	-1	-2.4
Orange 05	-2	-2	-3	-2	-2	-2.2
Orange 06	-2	-3	-3	-3	-2	-2.6
Orange 07	-2	-3	-3	-3	-2	-2.6
Orange 08	-2	-2	-3	-2	-2	-2.2
Orange 09	-2	-2	-3	-2	-1	-2
Orange 10	-2	-3	-3	-3	-1	-2.4
Orange 11	-3	-3	-3	-2	-3	-2.8
Orange 12	-2	-2	-3	-2	-3	-2.4
Red 01	-3	-2	-3	-2	-2	-2.4
Red 02	-3	-3	-3	-3	-2	-2.8
Red 03	-3	-3	-3	-3	-2	-2.8
Red 04	-3	-2	-3	-2	-2	-2.4
Red 05	-3	-3	-3	-2	-3	-2.8
Red 06	-3	-2	-3	-2	-3	-2.6
Red 07	-3	-2	-3	-2	-1	-2.2
Red 08	-3	-3	-3	-3	-1	-2.6
Red 09	-3	-2	-3	-2	-1	-2.2
Red 10	-3	-3	-3	-3	-1	-2.6
Red 11	-3	-3	-3	-2	-3	-2.8
Red 12	-3	-2	-3	-2	-3	-2.6
Red 13	-3	-2	-3	-2	-2	-2.4
Red 14	-3	-3	-3	-3	-2	-2.8
Red 15	-3	-2	-3	-2	-2	-2.4
Red 16	-3	-3	-3	-3	-2	-2.8
Red 17	-3	-3	-3	-3	-1	-2.6
Red 18	-3	-3	-3	-3	-1	-2.6
Red 19	-3	-3	-3	-3	-2	-2.8

Composite Spreadsheet

- **Explanation of the amalgamation of results using spreadsheet**
- **Graphical demonstration of scoring**
- **Identification of elements causing poorer scoring**
- **De-selection of options leading to the shortlist**
- **Demonstration of sensitivity of results**
- **Presentation of options being further developed and consulted upon based on:**
  - 3 Forres,
  - 3 Elgin, and
  - 3 Fochabers

Recommended Shortlist



- **Deselected Elements:**
  - Yellow
  - Cyan
  - Blue (Eastern)
  - Orange (Fochabers)

Other Associated Matters

Next Stage of Design Work

- **Route development including junction design**
- **Major structures initial design**
- **Preliminary GI**
- **Topographical survey**
- **Flood modelling**
- **Traffic surveys**

Public Consultation

- **Scope**
- **Format/Approach**
- **Dates/Venues**
  - Mon 19 June - Elgin Town Hall
  - Tue 20 June - Elgin Town Hall
  - Wed 21 June - Bellie Church, Fochabers
  - Thur 22 June - Forres Town Hall

Workshop Summary

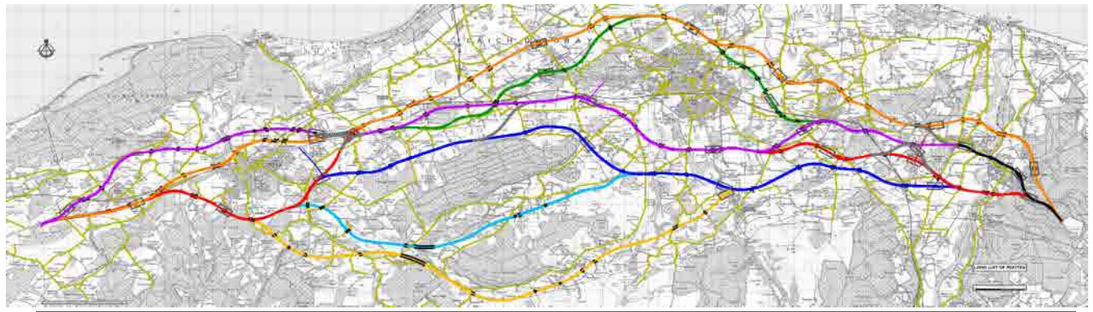
Workshop Summary

- **Actions**
- **AOB**

APPENDIX C OPTION ASSESSMENT OUTPUT SUMMARY

As attached.

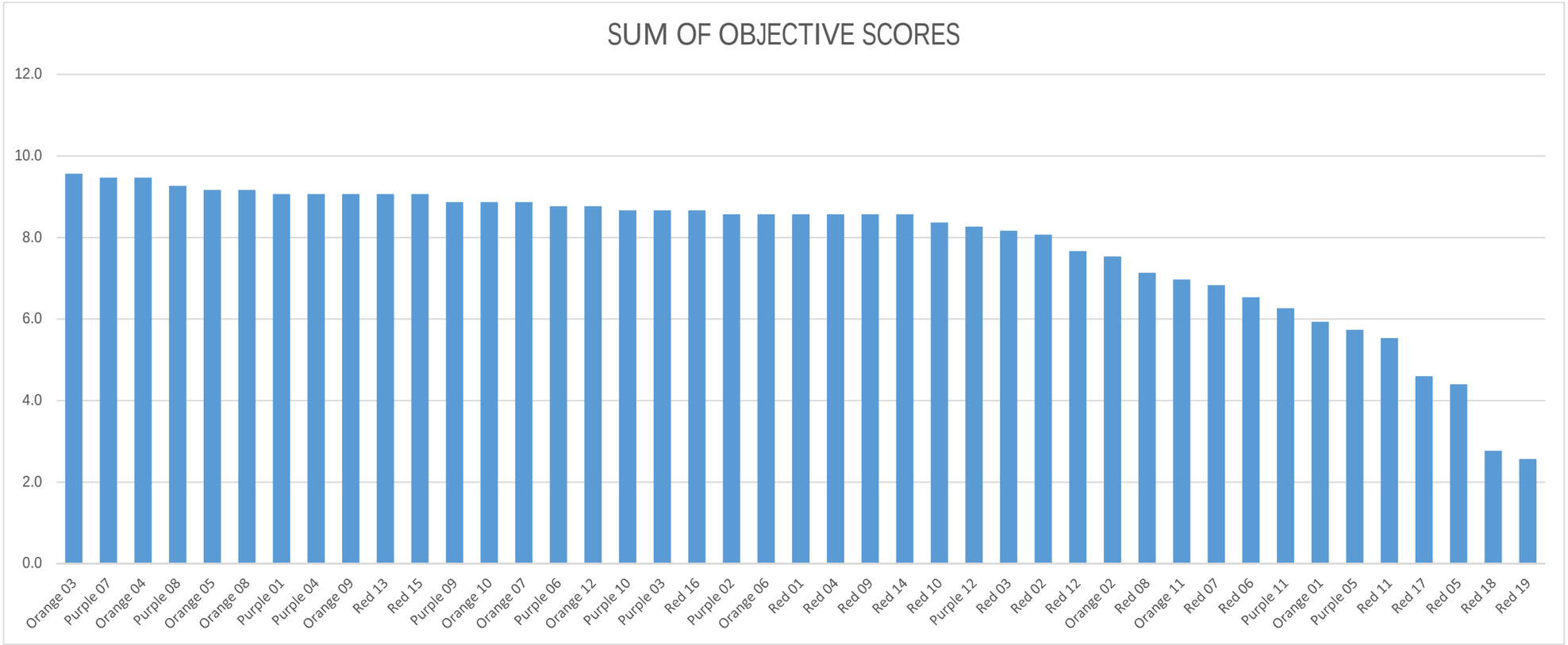
A96 H2F - Longlist of Routes for Initial Options Assessment: 18.04.17



Existing route
46.7 km

Option Name	Option Makeup	Option Name	Length (km)	Objective 1 - Improve Operation of the A96 and inter-urban connectivity					
				1.1 Reduced Journey times	1.2 Journey time Reliability	1.3 Increased Overtaking Opprtunities	1.4 Improved Efficiency of Freight	1.5 Reduce Conflict with local traffic	Objective 1 Overall
Purple 01	Purple - Black	Purple 01	47.1	3	3	3	2	3	2.8
Purple 02	Purple - x - Red	Purple 02	47	3	3	3	2	3	2.8
Purple 03	Purple - Red	Purple 03	46.2	3	3	3	2	3	2.8
Purple 04	Purple - Red - Purple - Black	Purple 04	46.9	3	3	3	2	3	2.8
Purple 05	Purple - Orange	Purple 05	49.8	2	2	3	2	2	2.2
Purple 06	Purple - Orange - Black	Purple 06	48.8	3	3	3	2	3	2.8
Purple 07	Purple - Orange - Green - Purple - Black	Purple 07	49.1	3	3	3	2	3	2.8
Purple 08	Purple - Orange - Green - Purple - Red	Purple 08	48.9	3	3	3	2	3	2.8
Purple 09	Purple - Green - Purple - Black	Purple 09	49.7	3	3	3	2	3	2.8
Purple 10	Purple - Green - Purple - Red	Purple 10	49.6	3	3	3	2	3	2.8
Purple 11	Purple - Green - Orange	Purple 11	50.4	2	3	3	1	3	2.4
Purple 12	Purple - Green - Orange - Black	Purple 12	49.4	3	3	3	2	3	2.8
Orange 01	Orange	Orange 01	49.2	3	2	3	2	2	2.4
Orange 02	Orange - Black	Orange 02	48.3	3	3	3	2	3	2.8
Orange 03	Orange - Green - Purple - Black	Orange 03	48.6	3	3	3	2	3	2.8
Orange 04	Orange - Green - Purple - Red	Orange 04	48.4	3	3	3	2	3	2.8
Orange 05	Orange - Purple - Black	Orange 05	46.6	3	3	3	2	3	2.8
Orange 06	Orange - Purple - x - Red	Orange 06	46.5	3	3	3	2	3	2.8
Orange 07	Orange - Purple - Red	Orange 07	45.7	3	3	3	3	3	3
Orange 08	Orange - Purple - Red - Purple - Black	Orange 08	46.3	3	3	3	2	3	2.8
Orange 09	Orange - x - Green - Purple - Black	Orange 09	49.2	3	3	3	2	3	2.8
Orange 10	Orange - x - Green - Purple - Red	Orange 10	49.1	3	3	3	2	3	2.8
Orange 11	Orange - Green - Orange	Orange 11	49.9	2	3	3	2	3	2.6
Orange 12	Orange - Green - Orange - Black	Orange 12	48.9	3	3	3	2	3	2.8
Red 01	Red - Purple - Black	Red 01	47.9	3	3	3	2	3	2.8
Red 02	Red - Purple - x - Red	Red 02	47.8	3	3	3	2	3	2.8
Red 03	Red - Purple - Red	Red 03	47	3	3	3	2	3	2.8
Red 04	Red - Purple - Red - Purple - Black	Red 04	47.7	3	3	3	2	3	2.8
Red 05	Red - Orange	Red 05	50.7	2	2	3	2	2	2.2
Red 06	Red - Orange - x - Black	Red 06	49.8	3	2	3	2	2	2.4
Red 07	Red - Orange - Green - Purple - Black	Red 07	50	3	2	3	2	2	2.4
Red 08	Red - Orange - Green - Purple - Red	Red 08	49.9	3	3	3	2	3	2.8
Red 09	Red -Green - Purple - Black	Red 09	50.5	3	3	3	2	3	2.8
Red 10	Red -Green - Purple - Red	Red 10	50.4	3	3	3	2	3	2.8
Red 11	Red -Green - Orange	Red 11	51.2	2	2	3	1	2	2
Red 12	Red - Green - Orange - Black	Red 12	50.2	3	3	3	2	3	2.8
Red 13	Red - Blue - Purple - Black	Red 13	47.6	3	3	3	2	3	2.8
Red 14	Red - Blue - Purple - x - Red	Red 14	47.5	3	3	3	2	3	2.8
Red 15	Red - Blue - Purple - Red - Purple - Black	Red 15	47.4	3	3	3	2	3	2.8
Red 16	Red - Blue - Purple - Red	Red 16	46.7	3	3	3	2	3	2.8
Red 17	Red - Blue - Red	Red 17	45.9	3	2	3	2	2	2.4
Red 18	Red - Cyan - Blue - Red	Red 18	45.5	3	1	3	2	1	2
Red 19	Red - Yellow - Blue - Red	Red 19	46.4	3	1	3	2	1	2

Objective 2 - Improve Safety for motorised and non motorised users				Objective 3 - To provide opportunities to grow the regional economies in the corridor			Objective 4 - To facilitate active travel in the corridor		Objective 5 - To facilitate integration with public transport facilities		Objective 6 - To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on :- 6.1 communities and people in the corridor; and 6.2 natural and cultural heritage assets													
2.1 Reduced accident rates and severity	2.2 Reduced driver stress	2.3 Reduced NMU conflict	Objective 2 Overall	3.1 Improved access to the wider strategic network	3.2 Enhanced access to jobs and services	Objective 3 Overall	4.1 Traffic reduction on old A96 that will benefit NMUs	Objective 4 Overall	5.1 Traffic Reduction on old A96 that will benefit bus services	Objective 5 Overall	6.1.1 Air Quality	6.1.2 Noise & Vibration	6.1.3 People & Communities	6.1.4 Policies and Plans	6.1.5 Materials	6.1 - communities & People overall	6.2.1 Cultural Heritage	6.2.2 Landscape & Visual	6.2.3 Nature Conservation	6.2.4 Geology, soils, contaminated land and groundwate	6.2.5 Road drainage and water environment	6.2 Natural and Cultural Assets Overall	Objective 6 overall	Option Name
3	3	2	2.7	2	3	2.5	1	1	2	2	0	-3	-2	-1	-1	-1.4	-2	-2	-3	-2	-3	-2.4	-1.9	Purple 01
3	3	2	2.7	2	2	2	1	1	2	2	0	-2	-2	0	-1	-1	-2	-3	-3	-3	-3	-2.8	-1.9	Purple 02
3	3	2	2.7	2	2	2	1	1	2	2	0	-1	-2	0	-1	-0.8	-2	-3	-3	-3	-3	-2.8	-1.8	Purple 03
3	3	2	2.7	2	3	2.5	1	1	2	2	0	-3	-2	-1	-1	-1.4	-2	-2	-3	-2	-3	-2.4	-1.9	Purple 04
3	2	2	2.3	2	3	2.5	0	0	1	1	0	-1	-3	-2	-3	-1.8	-3	-3	-3	-2	-3	-2.8	-2.3	Purple 05
3	3	2	2.7	2	3	2.5	1	1	2	2	0	-3	-3	-2	-2	-2	-2	-2	-3	-2	-3	-2.4	-2.2	Purple 06
3	3	2	2.7	3	3	3	1	1	2	2	0	-3	-2	-2	-1	-1.6	-2	-2	-3	-2	-3	-2.4	-2	Purple 07
3	3	2	2.7	3	3	3	1	1	2	2	0	-2	-2	-2	-2	-1.6	-2	-3	-3	-3	-3	-2.8	-2.2	Purple 08
3	3	2	2.7	2	3	2.5	1	1	2	2	0	-3	-3	-2	-1	-1.8	-2	-2	-3	-2	-3	-2.4	-2.1	Purple 09
3	3	2	2.7	2	3	2.5	1	1	2	2	0	-2	-3	-2	-2	-1.8	-2	-3	-3	-3	-3	-2.8	-2.3	Purple 10
3	3	2	2.7	1	2	1.5	0	0	2	2	0	-1	-3	-2	-3	-1.8	-3	-3	-3	-2	-3	-2.8	-2.3	Purple 11
3	3	2	2.7	2	2	2	1	1	2	2	0	-3	-3	-2	-2	-2	-2	-2	-3	-2	-3	-2.4	-2.2	Purple 12
3	2	2	2.3	2	3	2.5	0	0	1	1	0	-1	-3	-2	-3	-1.8	-3	-3	-3	-2	-3	-2.8	-2.3	Orange 01
2	3	2	2.3	2	3	2.5	0	0	2	2	0	-3	-3	-2	-1	-1.8	-2	-2	-3	-2	-3	-2.4	-2.1	Orange 02
3	3	2	2.7	3	3	3	1	1	2	2	0	-3	-2	-2	-2	-1.8	-2	-2	-3	-2	-1	-2	-1.9	Orange 03
3	3	2	2.7	3	3	3	1	1	2	2	0	-2	-2	-2	-2	-1.6	-2	-3	-3	-3	-1	-2.4	-2	Orange 04
3	3	2	2.7	2	3	2.5	1	1	2	2	0	-3	-2	-1	-1	-1.4	-2	-2	-3	-2	-2	-2.2	-1.8	Orange 05
3	3	2	2.7	2	2	2	1	1	2	2	0	-2	-2	-1	-1	-1.2	-2	-3	-3	-3	-2	-2.6	-1.9	Orange 06
3	3	2	2.7	2	2	2	1	1	2	2	0	-1	-2	-1	-1	-1	-2	-3	-3	-3	-2	-2.6	-1.8	Orange 07
3	3	2	2.7	2	3	2.5	1	1	2	2	0	-3	-2	-1	-1	-1.4	-2	-2	-3	-2	-2	-2.2	-1.8	Orange 08
3	3	2	2.7	2	3	2.5	1	1	2	2	0	-3	-3	-2	-1	-1.8	-2	-2	-3	-2	-1	-2	-1.9	Orange 09
3	3	2	2.7	2	3	2.5	1	1	2	2	0	-2	-3	-2	-2	-1.8	-2	-3	-3	-3	-1	-2.4	-2.1	Orange 10
3	3	2	2.7	1	3	2	0	0	2	2	0	-1	-3	-2	-3	-1.8	-3	-3	-3	-2	-3	-2.8	-2.3	Orange 11
3	3	2	2.7	2	3	2.5	1	1	2	2	0	-3	-3	-2	-2	-2	-2	-2	-3	-2	-3	-2.4	-2.2	Orange 12
3	3	2	2.7	2	2	2	1	1	2	2	0	-3	-2	-1	-1	-1.4	-3	-2	-3	-2	-2	-2.4	-1.9	Red 01
3	3	2	2.7	2	1	1.5	1	1	2	2	0	-2	-2	0	-1	-1	-3	-3	-3	-3	-2	-2.8	-1.9	Red 02
3	3	2	2.7	2	1	1.5	1	1	2	2	0	-1	-2	0	-1	-0.8	-3	-3	-3	-3	-2	-2.8	-1.8	Red 03
3	3	2	2.7	2	2	2	1	1	2	2	0	-3	-2	-1	-1	-1.4	-3	-2	-3	-2	-2	-2.4	-1.9	Red 04
2	2	2	2.0	1	2	1.5	0	0	1	1	0	-1	-3	-2	-3	-1.8	-3	-3	-3	-2	-3	-2.8	-2.3	Red 05
3	2	2	2.3	2	2	2	0	0	2	2	0	-3	-3	-2	-1	-1.8	-3	-2	-3	-2	-3	-2.6	-2.2	Red 06
3	2	2	2.3	2	2	2	0	0	2	2	0	-3	-2	-2	-1	-1.6	-3	-2	-3	-2	-1	-2.2	-1.9	Red 07
2	3	2	2.3	2	2	2	0	0	2	2	0	-2	-2	-2	-1	-1.4	-3	-3	-3	-3	-1	-2.6	-2	Red 08
3	3	2	2.7	2	2	2	1	1	2	2	0	-3	-2	-2	-1	-1.6	-3	-2	-3	-2	-1	-2.2	-1.9	Red 09
3	3	2	2.7	2	2	2	1	1	2	2	0	-2	-2	-2	-2	-1.6	-3	-3	-3	-3	-1	-2.6	-2.1	Red 10
3	2	2	2.3	1	2	1.5	0	0	2	2	0	-1	-3	-2	-3	-1.8	-3	-3	-3	-2	-3	-2.8	-2.3	Red 11
3	3	2	2.7	1	2	1.5	1	1	2	2	0	-3	-3	-2	-2	-2	-3	-2	-3	-2	-3	-2.6	-2.3	Red 12
3	3	2	2.7	2	3	2.5	1	1	2	2	0	-3	-2	-1	-1	-1.4	-3	-2	-3	-2	-2	-2.4	-1.9	Red 13
3	3	2	2.7	2	2	2	1	1	2	2	0	-2	-2	0	-1	-1	-3	-3	-3	-3	-2	-2.8	-1.9	Red 14
3	3	2	2.7	2	3	2.5	1	1	2	2	0	-3	-2	-1	-1	-1.4	-3	-2	-3	-2	-2	-2.4	-1.9	Red 15
3	3	2	2.7	2	2	2	1	1	2	2	0	-1	-2	0	-1	-0.8	-3	-3	-3	-3	-2	-2.8	-1.8	Red 16
2	2	2	2.0	1	1	1	0	0	1	1	0	-2	-2	0	-1	-1	-3	-3	-3	-3	-1	-2.6	-1.8	Red 17
2	1	2	1.7	0	0	0	0	0	1	1	0	-2	-2	0	-2	-1.2	-3	-3	-3	-3	-1	-2.6	-1.9	Red 18
2	1	2	1.7	0	0	0	0	0	1	1	0	-2	-2	0	-3	-1.4	-3	-3	-3	-3	-2	-2.8	-2.1	Red 19


SUM OF OBJECTIVE SCORES
12.0
10.0
8.0
6.0
4.0
2.0
0.0
Orange 03
Purple 07
Orange 04
Purple 08
Orange 05
Orange 08
Purple 01
Purple 04
Orange 09
Red 13
Red 15
Purple 09
Orange 10
Orange 07
Purple 06
Orange 12
Purple 10
Purple 03
Red 16
Purple 02
Orange 06
Red 01
Red 04
Red 09
Red 14
Red 10
Purple 12
Red 03
Red 02
Red 12
Orange 02
Red 08
Orange 11
Red 07
Red 06
Purple 11
Orange 01
Purple 05
Red 11
Red 17
Red 05
Red 18
Red 19

Option Name	95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	Objective 1 - Improve Operation of the A96 and inter-urban connectivity	Objective 2 - Improve Safety for motorised and non motorised users	Objective 3 - To provide opportunities to grow the regional economies in the corridor	Objective 4 - To facilitate active travel in the corridor	Objective 5 - To facilitate integration with public transport facilities	Objective 6 - To avoid significant environmental impacts	SUM OF OBJECTIVE SCORES
Orange 03																																												2.8	2.7	3	1	2	-1.9	9.6
Purple 07																																													2.8	2.7	3	1	2	-2	9.5
Orange 04																																													2.8	2.7	3	1	2	-2	9.5
Purple 08																																													2.8	2.7	3	1	2	-2.2	9.3
Orange 05																																													2.8	2.7	2.5	1	2	-1.8	9.2
Orange 08																																													2.8	2.7	2.5	1	2	-1.8	9.2
Purple 01																																													2.8	2.7	2.5	1	2	-1.9	9.1
Purple 04																																													2.8	2.7	2.5	1	2	-1.9	9.1
Orange 09																																													2.8	2.7	2.5	1	2	-1.9	9.1
Red 13																																													2.8	2.7	2.5	1	2	-1.9	9.1
Red 15																																													2.8	2.7	2.5	1	2	-1.9	9.1
Purple 09																																													2.8	2.7	2.5	1	2	-2.1	8.9
Orange 10																																													2.8	2.7	2.5	1	2	-2.1	8.9
Orange 07																																													3	2.7	2	1	2	-1.8	8.9
Purple 06																																													2.8	2.7	2.5	1	2	-2.2	8.8
Orange 12																																													2.8	2.7	2.5	1	2	-2.2	8.8
Purple 10																																													2.8	2.7	2.5	1	2	-2.3	8.7
Purple 03																																													2.8	2.7	2	1	2	-1.8	8.7
Red 16																																													2.8	2.7	2	1	2	-1.8	8.7
Purple 02																																													2.8	2.7	2	1	2	-1.9	8.6
Orange 06																																													2.8	2.7	2	1	2	-1.9	8.6
Red 01																																													2.8	2.7	2	1	2	-1.9	8.6
Red 04																																													2.8	2.7	2	1	2	-1.9	8.6
Red 09																																													2.8	2.7	2	1	2	-1.9	8.6
Red 14																																													2.8	2.7	2	1	2	-1.9	8.6
Red 10																																													2.8	2.7	2	1	2	-2.1	8.4
Purple 12																																													2.8	2.7	2	1	2	-2.2	8.3
Red 03																																													2.8	2.7	1.5	1	2	-1.8	8.2
Red 02																																													2.8	2.7	1.5	1	2	-1.9	8.1
Red 12																																													2.8	2.7	1.5	1	2	-2.3	7.7
Orange 02																																													2.8	2.3	2.5	0	2	-2.1	7.5
Red 08																																													2.8	2.3	2	0	2	-2	7.1
Orange 11																																						X	X	X	X	X	X	2.6	2.7	2	0	2	-2.3	7.0
Red 07																																													2.4	2.3	2	0	2	-1.9	6.8
Red 06																																													2.4	2.3	2	0	2	-2.2	6.5
Purple 11																																						X	X	X	X	X	X	2.4	2.7	1.5	0	2	-2.3	6.3
Orange 01																																						X	X	X	X	X	X	2.4	2.3	2.5	0	1	-2.3	5.9
Purple 05																																						X	X	X	X	X	X	2.2	2.3	2.5	0	1	-2.3	5.7
Red 11																																						X	X	X	X	X	X	2	2.3	1.5	0	2	-2.3	5.5
Red 17																				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X						2.4	2.0	1	0	1	-1.8	4.6
Red 05																																						X	X	X	X	X	X	2.2	2.0	1.5	0	1	-2.3	4.4
Red 18									X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X						2	1.7	0	0	1	-1.9	2.8
Red 19									X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X						2	1.7	0	0	1	-2.1	2.6