

# HARDMUIR TO FOCHABERS SCHEME DMRB STAGE 2 OPTIONS SIFTING WORKSHOP

(CVRL Ref: 6169)



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#### 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.

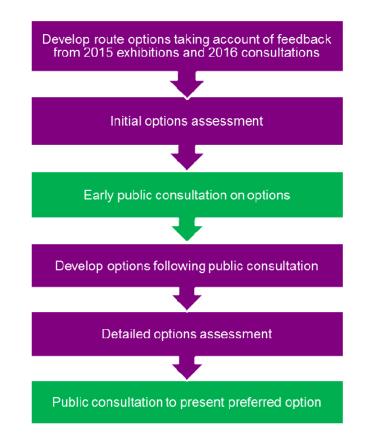


Figure 3.1: DMRB Stage 2 Process for A96 Hardmuir to Fochabers

#### 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.

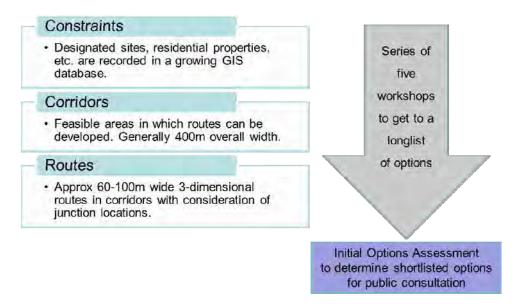


Figure 3.2: Development of Options Process

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.

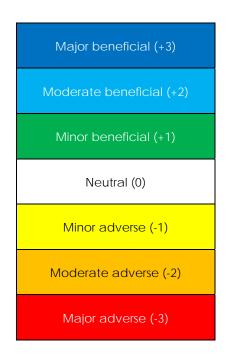


Figure 3.3 Assessment Scoring for Each Sub-criterion

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

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

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

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

### 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.

No	Agenda Item - Workshop Question & Issues	Workshop Comments & Actions
3	<ul> <li>Assessment Summary Outputs</li> <li>Amalgamation of results using spreadsheet.</li> <li>Graphical demonstration of scoring.</li> <li>Identification of elements resulting in poorer scoring.</li> <li>De-selection of options leading to the shortlist.</li> <li>Sensitivity testing of results.</li> <li>Presentation of options to be further developed and taken to the public for consultation.</li> </ul>	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	<ul> <li>Route development including junction design</li> <li>Major structures initial design</li> <li>Preliminary GI</li> <li>Topographical survey</li> <li>Flood modelling</li> <li>Traffic surveys</li> </ul>	No comments

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

#### 4 WORKSHOP PARTICIPANTS

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. lain 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						

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					

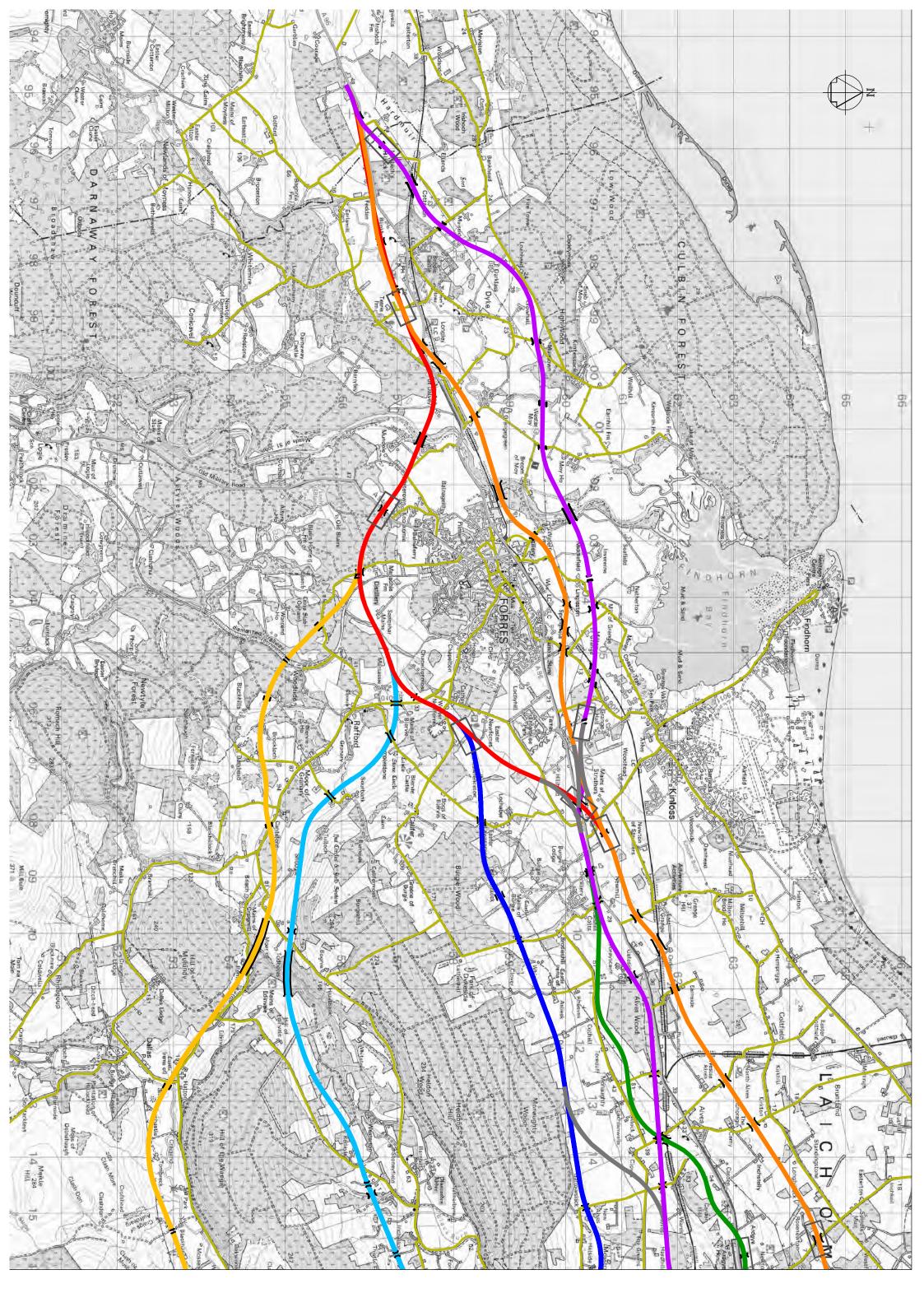
## APPENDIX A INITIAL OPTIONS ASSESSMENT

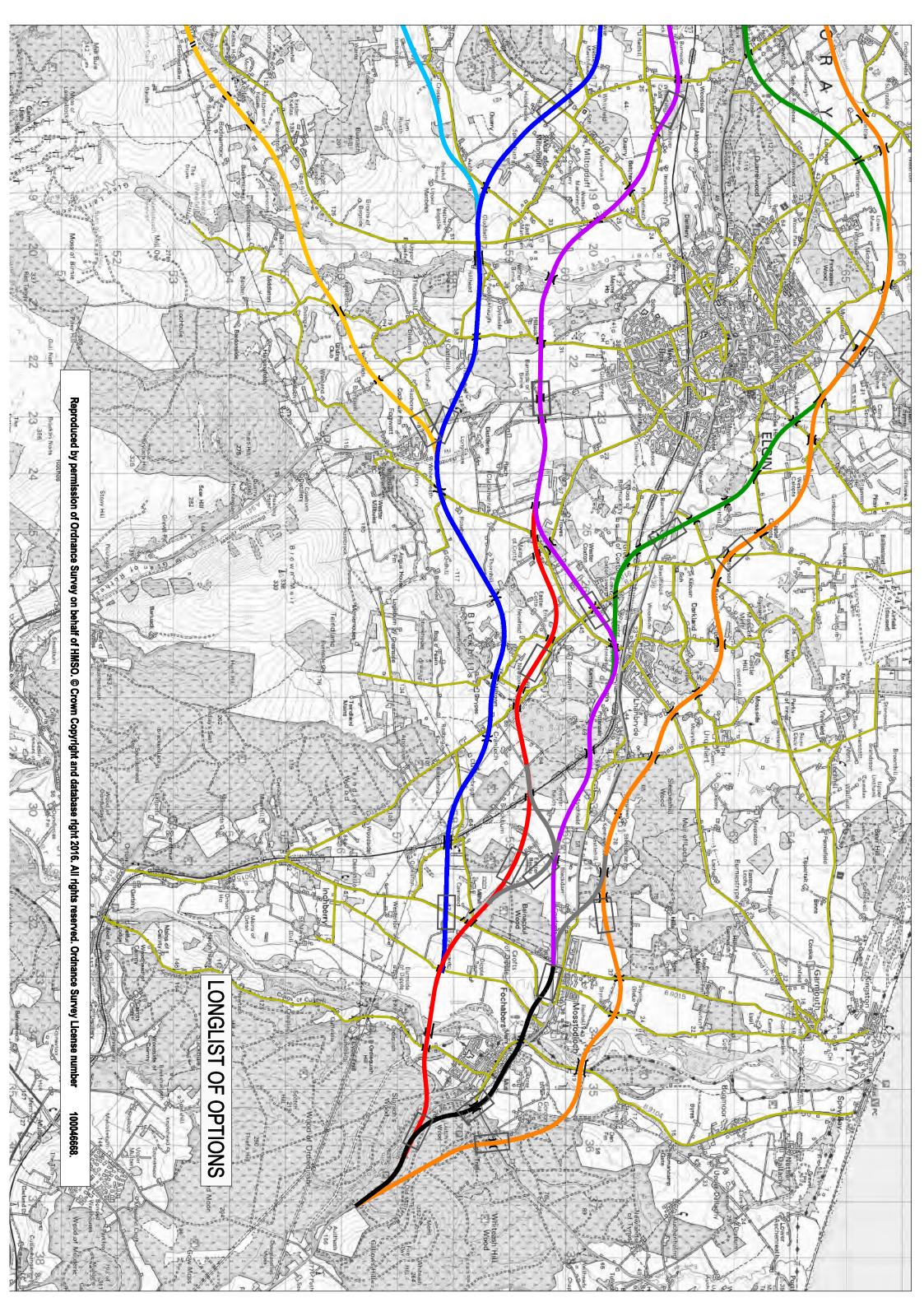
APPENDIX A - INITIAL OPTIONS ASSESSMENT

As attached.

# **APPENDIX A**

INITIAL OPTIONS ASSESSMENT LONGLIST OF ROUTE OPTIONS AND OPTION ASSESSMENT TABLES







Ordnance Survey Grid Eastings

		Orc	inar	nce	Surv	ey G	ria	East	ling	S																														
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 3
Purple 1	Purple - Black																																							
Purple 2	Purple - x - Red																																					Х		
Purple 3	Purple - Red																																							
Purple 4	Purple - Red - Purple - Black																																				Х			
Purple 5	Purple - Orange													Х																										
Purple 6	Purple - Orange - Black													Х																								Х	Х	
Purple 7	Purple - Orange - Green - Purple - Black													Х																										
Purple 8	Purple - Orange - Green - Purple - Red													Х																								Х		
Purple 9	Purple - Green - Purple - Black													Х																										
Purple 10	Purple - Green - Purple - Red													Х																								Х		
Purple 11	Purple - Green - Orange													Х																										
Purple 12	Purple - Green - Orange - Black													Х																								Х	Х	
Orange 1	Orange																																							
Orange 2	Orange - Black																																					X	Х	
Orange 3	Orange - Green - Purple - Black																																							
Orange 4	Orange - Green - Purple - Red																																					Х		
Orange 5	Orange - Purple - Black													Х																										
Orange 6	Orange - Purple - x - Red													х																								Х		
Orange 7	Orange - Purple - Red													х																										
Orange 8	Orange - Purple - Red - Purple - Black													Х																							Х			
Orange 9	Orange - x - Green - Purple - Black													Х																										
Orange 10	Orange - x - Green - Purple - Red													Х																								Х		
Orange 11	Orange - Green - Orange													Х																										
Orange 12	Orange - Green - Orange - Black													Х																								Х	Х	
Red 1	Red - Purple - Black													Х																										
Red 2	Red - Purple - x - Red													Х																								Х		
Red 3	Red - Purple - Red													Х																										
Red 4	Red - Purple - Red - Purple - Black													Х																							Х			
Red 5	Red - Orange													х																										
Red 6	Red - Orange - x - Black													х																								Х	Х	
Red 7	Red - Orange - Green - Purple - Black													х																										
Red 8	Red - Orange - Green - Purple - Red													х																								Х		
Red 9	Red -Green - Purple - Black													х																										
Red 10	Red -Green - Purple - Red													Х																								Х		
Red 11	Red -Green - Orange													Х																										
Red 12	Red - Green - Orange - Black													Х																								Х	Х	
Red 13	Red - Blue - Purple - Black																				х	X																		
Red 14	Red - Blue - Purple - x - Red																				X	_	_															Х		
Red 15	Red - Blue - Purple - Red - Purple - Black																				X		_														Х	_		
Red 16	Red - Blue - Purple - Red																				X	_																		
Red 17	Red - Blue - Red																																							
Red 18	Red - Cyan - Blue - Red																																							
Red 19	Red - Yellow - Blue - Red																																							
											_	_	_					-			-	-	-	-					-			-			-	4		4		_



#### Existing route 46.7 km

35	36	37	Length (km)
00	00	0,	47.1
			47
			46.2
			46.9
			49.8
			48.8
			40.0
			49.1
			49.7
			49.6
			50.4
			49.4
			49.2
			48.3
			48.6
			48.4
			46.6
			46.5
			45.7
			46.3
			49.2
			49.1
			49.9
			48.9
			47.9
			47.8
			47
			47.7
			50.7
			49.8
			50
			49.9
			50.5
			50.4
			51.2
			50.2
			47.6
			47.5
			47.4
			46.7
			45.9
			45.5
			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**

o 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) 0

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.

Торіс	Key Mitigation Assumptions
Nature	For the qualitative assessment of impact
Conservation	assumed that there is potential for works
	principle of avoidance of works within the
	established at the DMRB Stage 1 assess
	confirm that this will be achieved based of
	It has been assumed that potential const
	be mitigated successfully including at Riv
	It has been assumed that likely potential
	species (bats, badgers, otters, water vole
	based on there being an established pro
	species from large scale infrastructure pr
	procedures such as ES Mitigation Comm
	licensing process. This assessment does
	those mitigation procedures as this can be

cts on Natura 2000 sites and SSSIs it has been s within the River Spey SAC/SSSI. Although the ne boundaries of Natura 2000 sites has been ssment stage, it is not currently possible to on the information currently available. struction impacts from run-off, siltation etc. will iver Spey SAC. I direct impacts on the more common protected le, breeding birds etc.) are mitigable, this is ocedure for mitigation of impacts on these projects through the implementation of mitments, CEMPs, works timings and the SNH es not comment on the potential success of 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	It is assumed that appropriate measures would be in place to limit noise, light and dust							
Heritage	arising from construction, in order to minimise potential temporary impacts to the setting							
	of surrounding heritage assets during the construction phase.							
Noise and	The main forms of mitigation for road traffic noise are noise reducing surfaces and							
Vibration	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	It is assumed that for each of the options, the final scheme design would be subject to							
Visual	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	Groundwater flood risk has not been identified as a key differentiator and potential							
& the Water	impacts are anticipated to be mitigatable for all options. Potential impacts on flood							
Environment	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

- o 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 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

o 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

- o 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).
- o 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).
- o 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.
- 0 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 assess the significance of material / generation of waste.

Air Quality Objectives (AQOs), and in line with guidance in DMRB and IAN 174/13, none

To provide a basis for relative assessment, length of route option and indicative locations

of quantified values, a comparison against each route option was therefore undertaken to

#### 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

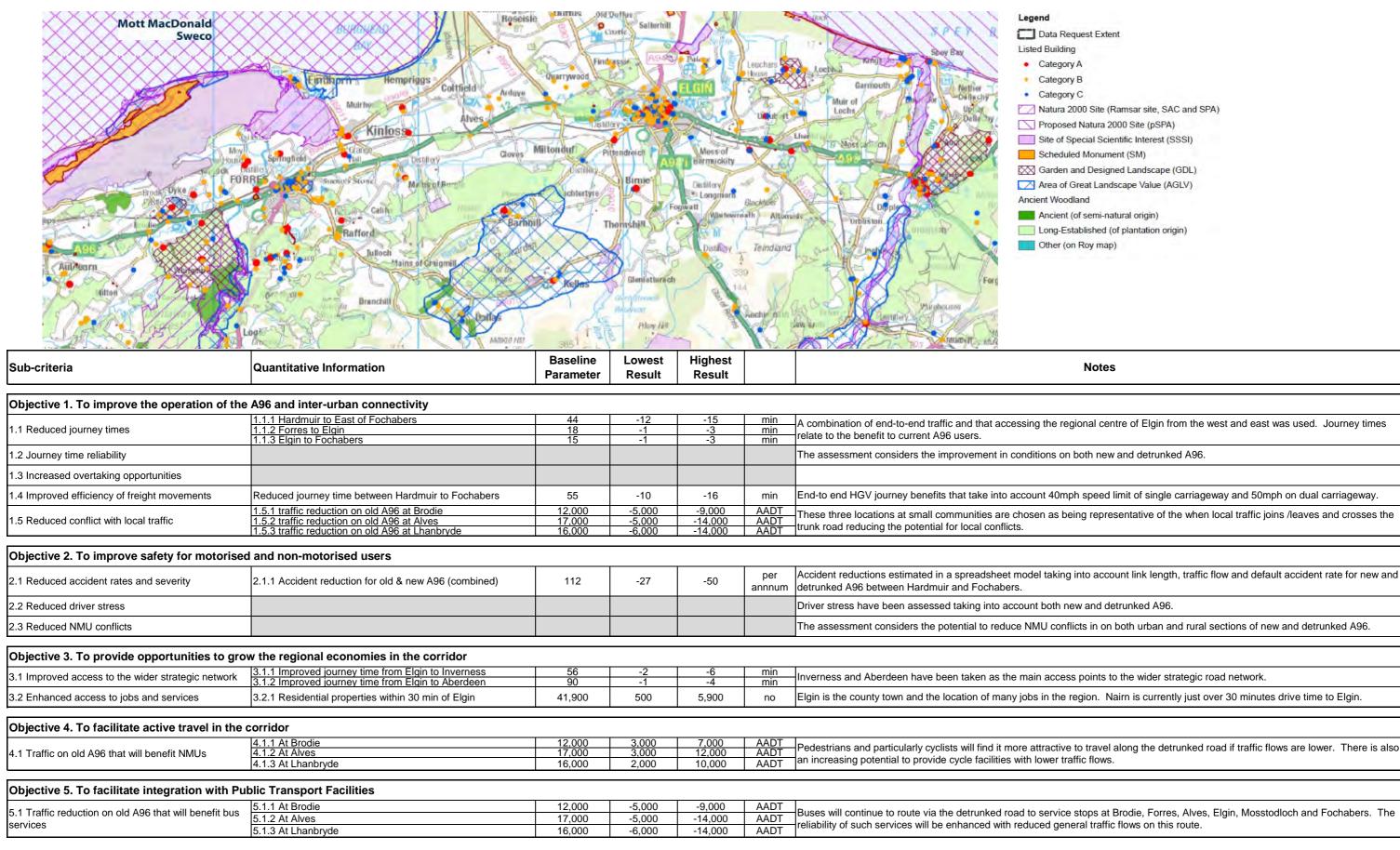
- o Considers potential for likely significant effects and indirect effects on Natura 2000 sites.
- Also assesses impacts of options on other designated areas (in particular Sites of Special Scientific Interest (SSSIs) and ancient woodland) and took account of the potential for effects on protected species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



Natura 2000 Site (Ramsar site, SAC and SPA) Proposed Natura 2000 Site (pSPA) Site of Special Scientific Interest (SSSI) Garden and Designed Landscape (GDL) Area of Great Landscape Value (AGLV) Ancient (of semi-natural origin)

Long-Established (of plantation origin)

#### Notes

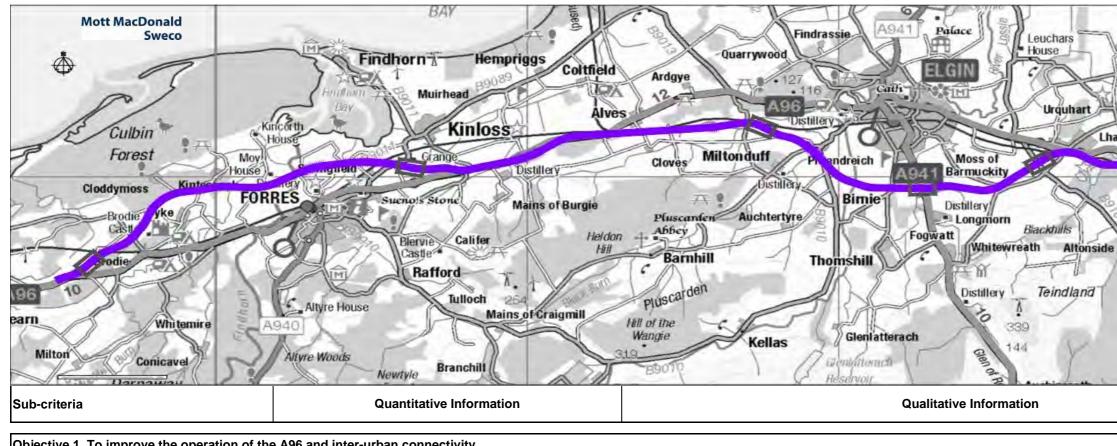
End-to end HGV journey benefits that take into account 40mph speed limit of single carriageway and 50mph on dual carriageway. These three locations at small communities are chosen as being representative of the when local traffic joins /leaves and crosses the

Accident reductions estimated in a spreadsheet model taking into account link length, traffic flow and default accident rate for new and

Buses will continue to route via the detrunked road to service stops at Brodie, Forres, Alves, Elgin, Mosstodloch and Fochabers. The

Sub-criteria	Quantitative Information	Lowest Result	Highest Result		Qualitative Information	Notes		
Objective 6. To avoid significant environm 6.1 communities and people in the corrido 6.2 natural and cultural heritage assets.	ental impacts and, where this is not possible, to minimise the env r, and	ironmental effe	ct on:	1				
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.		
	Properties within 50m of assumed centreline	2	21	no				
	Length of route through agricultural land classes 1,2 and 3.1	8	25	km	Assessment of impacts on community severance and NMU routes	Prime agricultural land is comprised of classes 1, 2 and 3.1 (land		
6.1.3 People & Communities	Length of route through forestry / woodland used for recreation	6	10	km		capable of supporting arable agriculture).		
	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		
	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 prox		
6.1.5 Materials	Number of bridge structures >20m span	18	35	no	1	for the amount of concrete / steel used. An estimate of major		
	Length of major earthworks >10m depth/height	5	22	km		earthworks is a proxy for vertical alignment of options which has not been developed at this stage.		
	Listed buildings within 200m of assumed centreline	3	74	no		· · ·		
	Scheduled Monuments within 200m of assumed centreline	0	3	no		The assessment considered potential impacts on regionally significant archaeological sites identified in the local authority Site		
6.2.1 Cultural Heritage	Garden & Designed Landscapes within 200m of assumed centreline	1	2	no		and Monuments Register (SMR).		
	Regionally significant SMR sites within 200m of assumed centreline	5	17	no				
	Length of route through AGLV or other designated landscapes	1	10	km		AGLV - Area of Great Landscape Value		
6.2.2 Landscape & Visual	Length of route through woodland	8	15	km		Sensitive receptors with the potential to experience adverse visual		
	Sensitive receptors with potential to experience adverse visual effects	163	987	no		effects also considered in the assessment.		
	Length of route through Natura 2000 sites	0	1	km	Potential for LSE and indirect effects on Natura 2000 sites			
5.2.3 Nature Conservation	Length of route through SSSI	0	1	km	Potential for indirect effects on SSSIs	LSE - Likely Significant Effects SSSI - Site of Special Scientific Interest		
5.2.3 Nature Conservation	Length of route through ancient woodland	5	9	km	Assessment of potential impacts on other habitats and species	LEPO - Long Established of Plantation Origin		
	Length of route through native woodland	1	3	km	Assessment of potential impacts on other nabitats and species			
6.2.4 Geology, Soils, Contaminated Land &	Length of route through designated geological sites	0	0	km	Potential contaminated land impacts	The assessment also considers potential loss of areas of peaty		
Groundwater	Length of route through soil resource	0	1	km	Potential groundwater impacts	soils.		
					Potential flood alleviation scheme impacts	The 1:1000 year flood extent was supplied by SEPA for the		
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial and/or coastal floodplain		11	km	Potential hydro-geomorphological impacts	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.		

Notes



Objective 1. To improve the operation	bjective 1. To improve the operation of the A96 and inter-urban connectivity										
	1.1.1 Hardmuir to East of Fochabers	-14	min								
1.1 Reduced journey times	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 A							
				reliability based on traffic flow reduction.							
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway							
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-13	min								
	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT								
1.5 Reduced conflict with local traffic	1.5.2 traffic reduction on old A96 at Alves	-14,000									
	1.5.3 traffic reduction on old A96 at Lhanbryde	-14,000	AADT								

Objective 2. To improve safety for motorise	ed and non-motorised users			
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-48	per annum	
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicl speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow red
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes the

	Objective 3. To provide opportunities to gro	bjective 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							
ľ	5.1 Improved access to the wider strategic network	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							

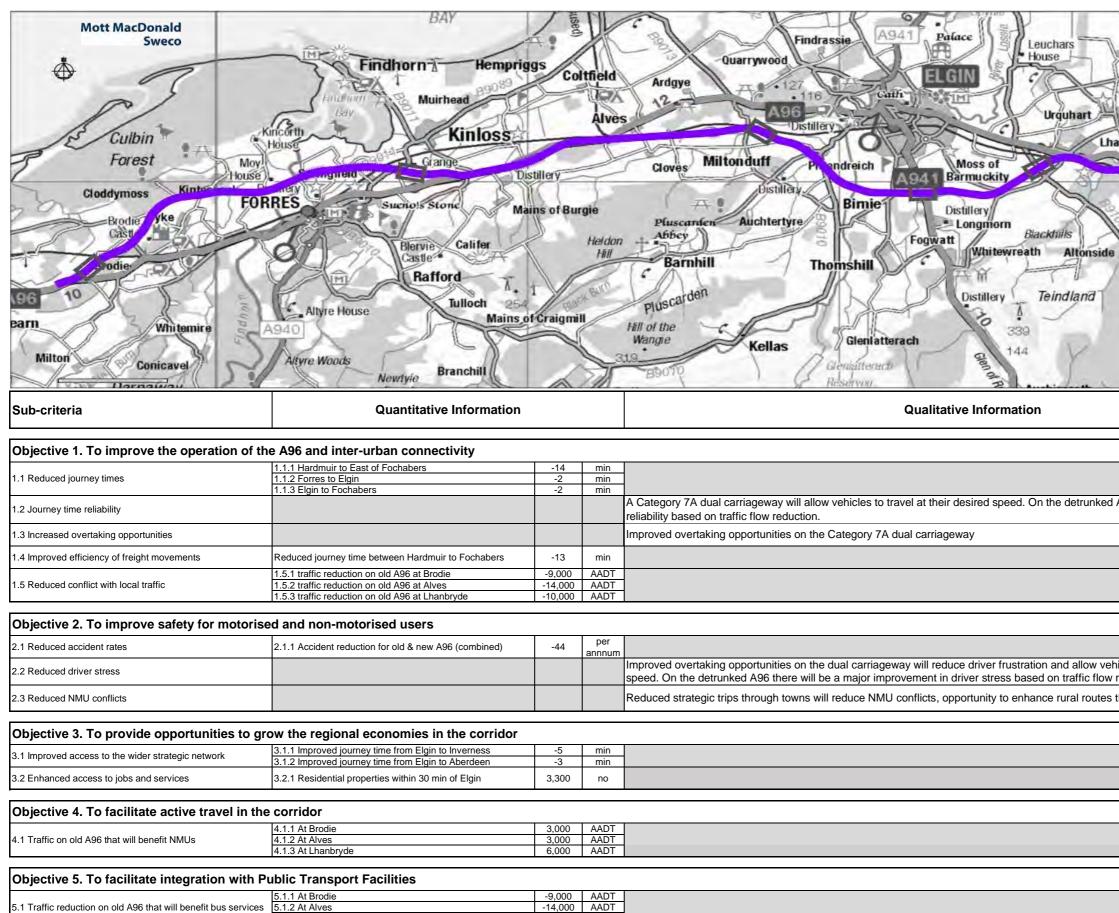
Objective 4. To facilitate active travel	l in the corridor		
	4.1.1 At Brodie	3,000 AADT	
4.1 Traffic on old A96 that will benefit NMUs	4.1.2 At Alves	3,000 AADT	
	4.1.3 At Lhanbryde	2,000 AADT	

Objective 5. To facilitate integration with Pr	ublic Transport Facilities			
	5.1.1 At Brodie	-9,000	AADT	
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.2 At Alves	-14,000	AADT	
	5.1.3 At Lhanbryde	-14,000	AADT	

## Purple 1

Assessment Score Major Beneficial A96 there will be a major improvement in Major Beneficial Major Beneficial Moderate Beneficia Major Beneficial Major Beneficial Major Beneficial hat results in safety benefits to NMUs.	Kingston Lochhill Garmouth Muir of Lochs 9 Mosstodloch 9 Mosstodloch 0 Dipple 0 Orbliston 0 rdiqui Unchberry Wate	Nether Dallachy Upper Dallachy Auchenhalrig ochabers B Whitea Wo sh Dad of requish Forg
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Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environm 6.1 communities and people in the corrido 6.2 natural and cultural heritage assets.	ental impacts and, where this is not possible, or, and	to min	imise t	he environmental effect on:		
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
	Properties within 50m of assumed centreline	19	no	Potential severance and intrusion to users of NCN1, Moray	There is potential for significant impacts from community severance and major impacts on key NMU routes, loss of prime agricultural land and	
	Length of route through agricultural land classes 1,2 and 3.1	12.8	km	Coastal Trail, Speyside Way, Moray Monster Trails, Core Paths including those north of Forres in Birkenhill & Threapland Wood &	effects on 12 areas of recreational woodland including Threapland Wood	
6.1.3 People & Communities	Length of route through forestry / woodland used for recreation	9.6	km	an Aspirational Core Path south of Elgin. Severance to	and Whiteash Hill Wood.	Moderate Adverse
	Length of route through LDP open spaces	0.3	km	communities: Kintessack & Forres; Kintessack & Dyke; Broom of Moy & Mains of Moy.		
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
	Length of route	47.1	km		The length of the route, the extent of major earthworks and the total	
6.1.5 Materials	Number of bridge structures >20m span	24	no		induite required on the rater epoy (appress of han) and the rater manent	Minor Adverse
	Length of major earthworks >10m depth/height	13.3	km		(approx. 0.2km).	
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	65	no		The setting of several nationally significant sensitive assets would be	
	Scheduled Monuments within 200m of assumed centreline	1	no		significantly modified, most significantly Grange Hall (listed building & regionally significant SMR), Pittensair House (listed building & regionally	
	Garden & Designed Landscapes within 200m of assumed	2	no	-	significant SMR) and Coxton Tower (listed building & scheduled monument). The option would directly impact two regionally significant	Moderate Adverse
	centreline Regionally significant SMR sites within 200m of assumed	14	no	-	SMR crop mark areas resulting in changes to key archaeological	
	centreline Length of route through AGLV or other designated	1.4	km		resources. The western extent of option would pass through an open, arable	
	landscapes Length of route through woodland	13.3	km	-	landscape of a lower susceptibility to change. The central and eastern sections would pass through a more undulating landscape with higher	
6.2.2 Landscape & Visual	Sensitive receptors with potential to experience adverse visual effects	922	no		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 Natura 2000 sites	0.1	km		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.	
6.2.3 Nature Conservation	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.		Major Adverse
	Length of route through ancient woodland	8.5	km	Potential habitat severance and connectivity issues through		
	Length of route through native woodland	2.4	km	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 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	
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through soil resource	0.0	km	Significant hydrogeological impacts predicted due to identified underlying geology.	crossing the downstream extent of the Dipple Abstraction scheme.	Moderate Adverse
		. –		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)	
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 hydro-geomorphology at the River Findhorn and River Spey crossings.	predicted to increase flood risk to upstream receptors; however re- positioning the junction out with the floodplain could reduce this impact.	Major Adverse

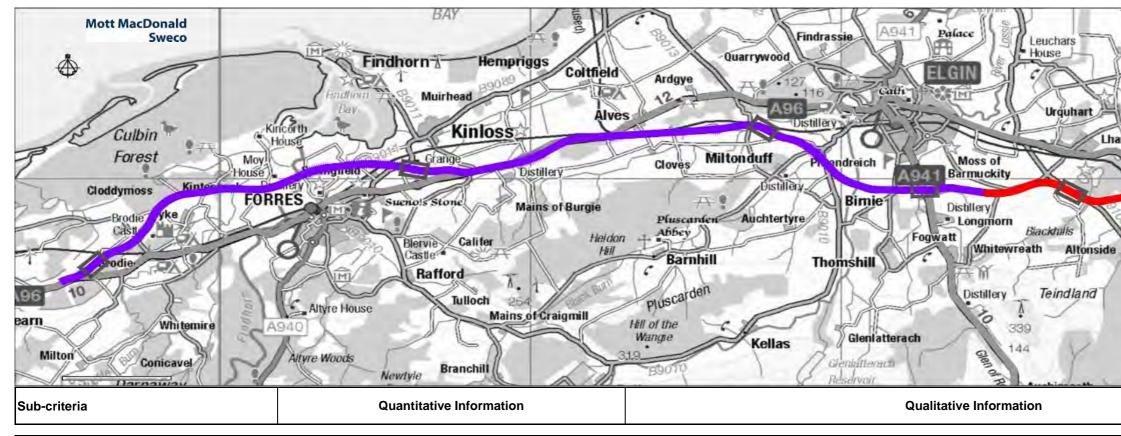


-10,000 AADT

5.1.3 At Lhanbryd

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Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environm 6.1 communities and people in the corrido 6.2 natural and cultural heritage assets.	ental impacts and, where this is not possible, r, and	to mini	mise tł	ne environmental effect on:		
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
	Properties within 50m of assumed centreline	7	no	Potential severance and intrusion to users of NCN1, Moray	There is potential for significant impacts from community severance and major impacts on key NMU routes, loss of prime agricultural land and	
	Length of route through agricultural land classes 1,2 and 3.1	12.8	km	Coastal Trail, Speyside Way, Moray Monster Trails, Core Paths including those north of Forres in Birkenhill & Threapland Wood &	effects on 15 areas of recreational woodland including Threapland Wood	
6.1.3 People & Communities	Length of route through forestry / woodland used for	10.0	km	an Aspirational Core Path south of Elgin. Severance to	and Slorach's Wood.	Moderate Adverse
	recreation Length of route through LDP open spaces	0.0	km	communities: Kintessack & Forres; Kintessack & Dyke; Broom of Moy & Mains of Moy; Ordiquish & Fochabers.		
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
	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	
6.1.5 Materials	Number of bridge structures >20m span	26	no		structure required on the River Spey (approx. 0.9 km).	Minor Adverse
	Length of major earthworks >10m depth/height	12.6	km			
	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 &	
	Scheduled Monuments within 200m of assumed centreline	1	no		regionally significant SMR), Pittensair House (listed building & regionally	
6.2.1 Cultural Heritage	Garden & Designed Landscapes within 200m of assumed centreline	1	no		significant SMR) and Coxton Tower (listed building & scheduled monument). The option would directly impact two regionally significant	Moderate Adverse
	Regionally significant SMR sites within 200m of assumed centreline	11	no		SMR crop mark areas resulting in changes to key archaeological resources.	
	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.	
6.2.2 Landscape & Visual	Length of route through woodland	13.5	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.	
	Sensitive receptors with potential to experience adverse visual effects	368	no		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.	
	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.	
6.2.3 Nature Conservation	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.		Major Adverse
	Length of route through ancient woodland	8.7	km	Potential habitat severance and connectivity issues through	1	
	Length of route through native woodland	2.5	km	Threapland Wood particularly, and at a few smaller woodlands. Route crosses the Findhorn at wide point increasing potential for impacts on river corridor.		
F 2.4 Coology Soils Contaminated Land & Crown twetter	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	Major Advers
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through soil resource	0.0	km	Significant hydrogeological impacts predicted due to identified underlying geology.	Dipple Abstraction scheme.	Major Adverse
				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)	
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.	predicted to increase flood risk to upstream receptors; however re- positioning the junction out with the floodplain could reduce this impact.	Major Adverse



Objective 1. To improve the operation	of the A96 and inter-urban connectivity			
	1.1.1 Hardmuir to East of Fochabers	-14	min	
1.1 Reduced journey times	1.1.2 Forres to Elgin	-2	min	
	1.1.3 Elgin to Fochabers	-2	min	
				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked As
1.2 Journey time reliability				relaibaility based on traffic flow reduction.
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-13	min	
	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT	
1.5 Reduced conflict with local traffic	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 fo	or motorised and non-motorised users			
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-45	per annnum	
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicle speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow red
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, oppportunity to enhance rural routes th
Objective 3. To provide opportun	ities to grow the regional economies in the corridor			

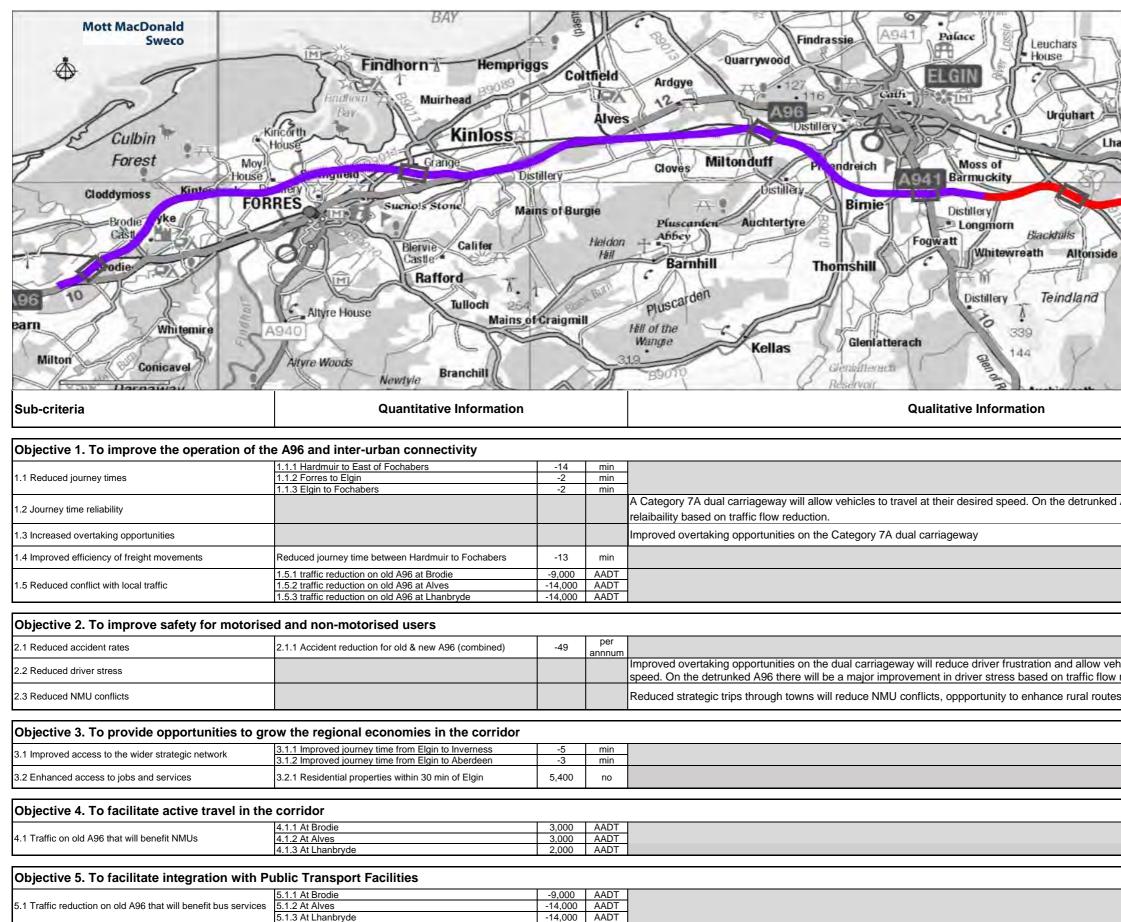
3.1 Improved access to the wider strategic network 3.1.1 Improved journey time from Elgin to Inverness		-5	min	
5.1 Improved access to the wider strategic network	3.1.2 Improved journey time from Elgin to Aberdeen	-3	min	
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	3,300	no	

Objective 4. To facilitate active travel	in the corridor	
	4.1.1 At Brodie	3,000 AADT
4.1 Traffic on old A96 that will benefit NMUs	4.1.2 At Alves	3,000 AADT
	4.1.3 At Lhanbryde	6,000 AADT

Objective 5. To facilitate integration with Po	ublic Transport Facilities			
	5.1.1 At Brodie	-9,000	AADT	
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.2 At Alves	-14,000	AADT	
	5.1.3 At Lhanbryde	-10,000	AADT	

Kingston Lochhill Garmouth Muir of Lochs Mosstodloch Generation Combliston Orbliston Orbliston Ordiquis	Nether Dallachy Upper Dallachy Auchenhalrig Dallachy Auchenhalrig Bochabers B Whitea Wo
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196 there will be a major improvement in	Major Beneficial
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cles to travel closer to their desired eduction.	Major Beneficial
that results in safety benefits to NMUs.	Moderate Beneficial
	Moderate Beneficial
	Moderate Beneficial
	Moderate Deficitial
	Minor Beneficial
	Moderate Beneficial

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environm 6.1 communities and people in the corrido 6.2 natural and cultural heritage assets.	ental impacts and, where this is not possible, or, and	, to min	imise t	he environmental effect on:		
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
	Properties within 50m of assumed centreline	6	no	Potential severance and intrusion to users of NCN1, Moray	There is potential for significant impacts from community severance and major impacts on key NMU routes, loss of prime agricultural land and	
	Length of route through agricultural land classes 1,2 and 3.1	12.8	km	Coastal Trail, Speyside Way, Moray Monster Trails, Core Paths including those north of Forres in Birkenhill & Threapland Wood &	effects on 15 areas of recreational woodland including Threapland Wood	
6.1.3 People & Communities	Length of route through forestry / woodland used for recreation	9.5	km	an Aspirational Core Path south of Elgin. Severance to	and Slorach's Wood.	Moderate Adverse
	Length of route through LDP open spaces	0.0	km	communities: Kintessack & Forres; Kintessack & Dyke; Broom of Moy & Mains of Moy; Ordiquish & Fochabers.		
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
	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	
6.1.5 Materials	Number of bridge structures >20m span	27	no		the River Spey (approx 0.9km).	Minor Adverse
	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.	
	Scheduled Monuments within 200m of assumed centreline	0	no		The option would directly physically impact two regionally significant SMR	
	Garden & Designed Landscapes within 200m of assumed centreline	1	no		crop mark areas resulting in changes to key archaeological resources.	Moderate Adverse
	Regionally significant SMR sites within 200m of assumed centreline	7	no			
	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	
	Length of route through woodland	13.2	km		sections pass through a more undulating landscape with higher	
6.2.2 Landscape & Visual	Sensitive receptors with potential to experience adverse visual effects	172	no		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 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.	
6.2.3 Nature Conservation	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.		Major Adverse
	Length of route through ancient woodland	8.6	km	Potential habitat severance and connectivity issues through		
	Length of route through native woodland	2.0	km	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 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	
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through soil resource	0.0	km	Significant hydrogeological impacts predicted due to identified underlying geology.	Abstraction scheme.	Major Adverse
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-	Major Adverse
				No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.	positioning the junction out with the floodplain could reduce this impact.	



-75	Spey Bay
Kingston	D. STORY
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Garmouth	Nether
Bog	moor Dallachy
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	Dallachy
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9 Mosstodloch	Auchenhalrig
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ASP	A98
	Fochabers
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	Major Beneficial
hicles to travel closer to their desired reduction.	Major Beneficial
s that results in safety benefits to NMUs.	Moderate Beneficial

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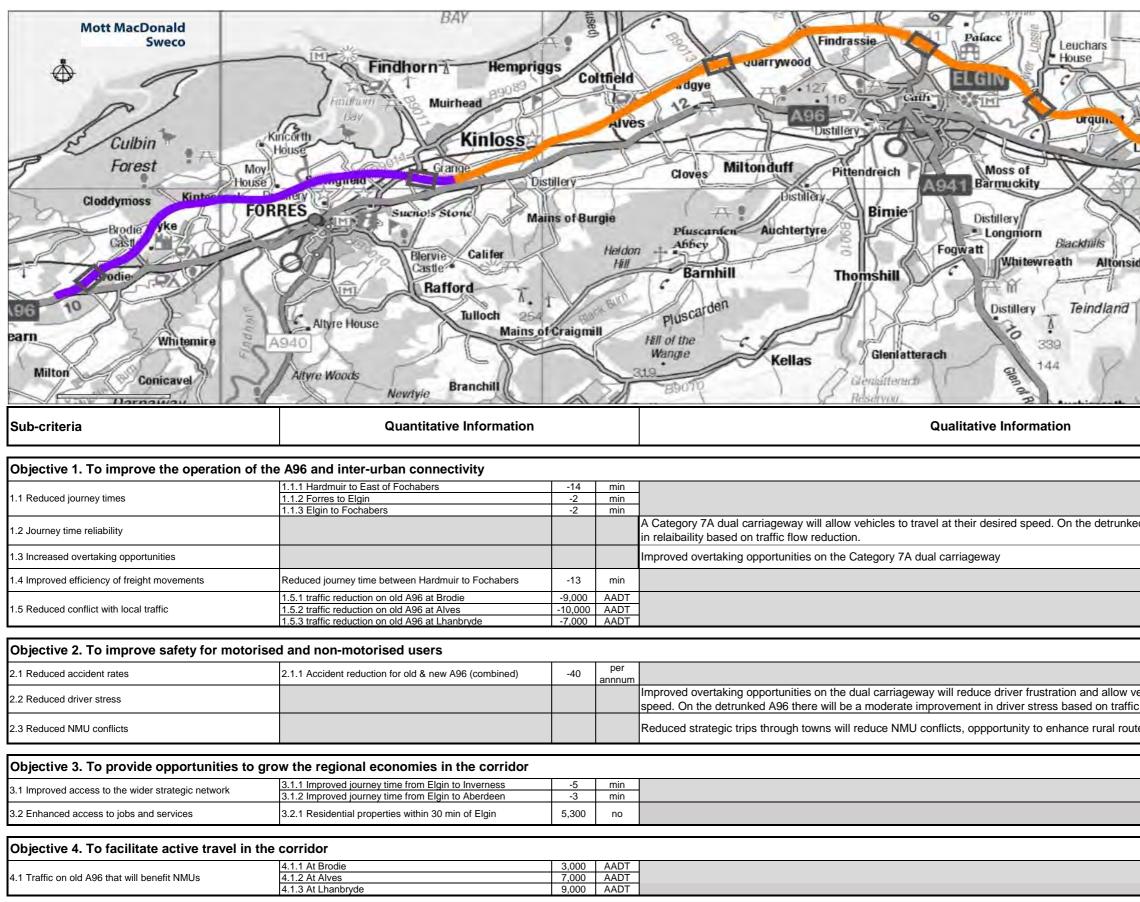
Minor Beneficia

Moderate Beneficial

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environm 6.1 communities and people in the corrido 6.2 natural and cultural heritage assets.	ental impacts and, where this is not possible, r, and	, to mini	mise tł	ne environmental effect on:		
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
	Properties within 50m of assumed centreline	17	no	Potential severance and intrusion to users of NCN1, Moray	There is potential for significant impacts from community severance and major impacts on key NMU routes, loss of prime agricultural land and	
	Length of route through agricultural land classes 1,2 and 3.1	12.8	km	Coastal Trail, Speyside Way, Moray Monster Trails, Core Paths including those north of Forres in Birkenhill & Threapland Wood &	effects on 15 areas of recreational woodland including Threapland Wood	
6.1.3 People & Communities	Length of route through forestry / woodland used for recreation	9.2	km	an Aspirational Core Path south of Elgin. Severance to	and Whiteash Hill Wood.	Moderate Adverse
	Length of route through LDP open spaces	0.3	km	communities: Kintessack & Forres; Kintessack & Dyke; Broom of Moy & Mains of Moy.		
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
	Length of route	46.9	km		The length of the route, the extent of major earthworks and the total	
6.1.5 Materials	Number of bridge structures >20m span	26	no	-	number of bridge structures are below the average, with minimum crossing widths required on the River Spey (approx 0.4km) and the River Findhorn	Minor Adverse
	Length of major earthworks >10m depth/height	12.9	km	-	(approx 0.2km).	
	Listed buildings within 200m of assumed centreline	64	no		The junction north-east of Forres is positioned in a highly sensitive location	
6.2.1 Cultural Heritage	Scheduled Monuments within 200m of assumed centreline	0	no	-	adjacent to Grange Hall. Grange Hall includes one category A, four category B and one category C listed buildings and a regionally significant	
	Garden & Designed Landscapes within 200m of assumed	2	no	-	SMR. The option would adversely impact the setting of the asset group by	Moderate Adverse
	centreline Regionally significant SMR sites within 200m of assumed	10		-	severing two historically connected areas of the estate.	
	centreline Length of route through AGLV or other designated	1.4	no km		The majority of the option would pass through an open, arable landscape	
	landscapes Length of route through woodland	13.1	km	-	which is of a lower susceptibility to change. The central and eastern sections of the option would pass through a more undulating landscape	
6.2.2 Landscape & Visual	Sensitive receptors with potential to experience adverse visual effects	737	no		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 Natura 2000 sites	0.1	km	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.	
6.2.3 Nature Conservation	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.		Major Adverse
	Length of route through ancient woodland	8.4	km	Potential habitat severance and connectivity impacts through		
	Length of route through native woodland	1.9	km	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 designated geological sites	0.0	km	o significant contamination issues are predicted; likely to be pical of a rural area. There is the potential for significant adverse impacts on hydroged particularly in the vicinity of watercourse crossings and crossing the second se		
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through soil resource	0.0	km	Significant hydrogeological impacts predicted due to identified underlying geology.	downstream extent of the Dipple Abstraction scheme.	Moderate Adverse
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)	Major Adverse
			9.7 KM	No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.	predicted to increase flood risk to upstream receptors; however re- positioning the junction out with the floodplain could reduce this impact.	

A96 Dualling Hardmuir to Fochabers Initial Options Assessment

**Option Assessment Table** 



#### 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
ł		5.1.2 At Alves	-10,000	AADT
		5.1.3 At Lhanbryde	-7,000	AADT

## Purple 5

Kingston	Spey Bay
Garmouth Muir of Lochs	oor Upper
Trans tyde Mosstedlart	Auchenhalrig
A96	A98 Fot tabers B
le Dipple	Whitea
108 Ordi	quish Wood of
	Ordiequish
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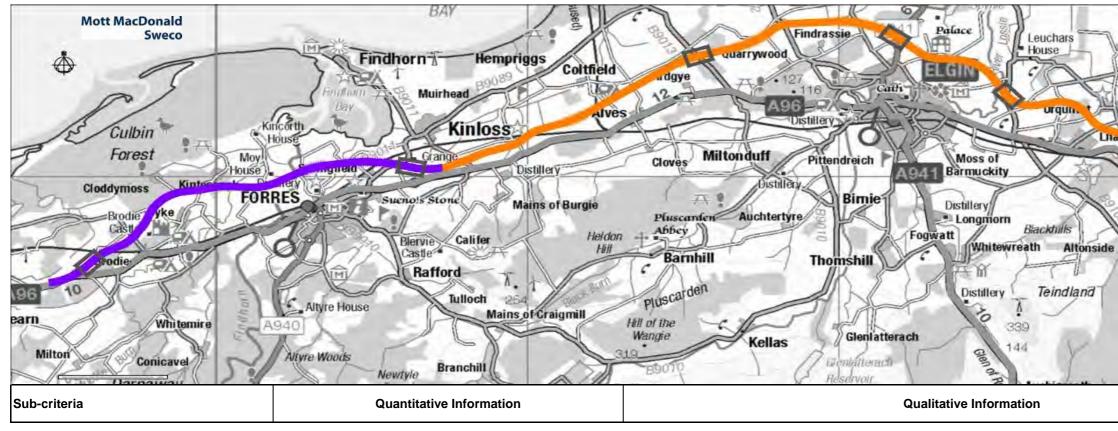
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ed A96 there will be a moderate improvement	Moderate Beneficial
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	Moderate Beneficial

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vehicles to travel closer to their desired c flow reduction.	Moderate Beneficial
tes that results in safety benefits to NMUs.	Moderate Beneficial

Moderate Beneficial
Major Beneficial
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Neutral

Minor Beneficia

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment
Objective 6. To avoid significant environm 6.1 communities and people in the corrido 6.2 natural and cultural heritage assets.	ental impacts and, where this is not possible, r, and	to mini	mise t	ne environmental effect on:	· · · · ·	
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
	Properties within 50m of assumed centreline	3	no	Potential severance and intrusion to users of NCN1, Moray	There is potential for significant impacts from community severance and major impacts on key NMU routes, substantial loss of prime agricultural	
	Length of route through agricultural land classes 1,2 and 3.1	17.3	km	Coastal Trail, Speyside Way, Moray Monster Trails, Core Paths including those north of Forres & Elgin, Mosstodloch & Fochabers,	land and effects on 12 areas of recreational woodland including Crooked	
6.1.3 People & Communities	Length of route through forestry / woodland used for recreation	8.6	km	within Crooked Wood & an Aspirational Core Path near Wester Alves. Severance to communities: Kintessack & Forres;	Wood, Sleepieshill Wood and Whiteash Hill Wood.	Major Adverse
	Length of route through LDP open spaces	0.0	km	Kintessack & Dyke; Broom of Moy & Mains of Moy; Easter Coxton and Coxton Tower; Lhanbryde & Urquhart.		
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
	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	
6.1.5 Materials	Number of bridge structures >20m span	26	no	1	1.6km).	Major Adverse
	Length of major earthworks >10m depth/height	21.8	km			
	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	
6.2.1 Cultural Heritage	Scheduled Monuments within 200m of assumed centreline	0	no	]	the GDL and sever the physical relationship between important listed	
	Garden & Designed Landscapes within 200m of assumed centreline	2	no	1	buildings on the estate (including category A). The setting of Grange Hall (listed building & regionally significant SMR), a nationally important and	Major Adverse
	Regionally significant SMR sites within 200m of assumed centreline	13	no		sensitive asset would be significantly modified. The option would directly impact six regionally significant SMR areas resulting in changes to key archaeological resources.	
	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	
6.2.2 Landscape & Visual	Length of route through woodland	11.7	km		through the Gordon Castle GDL, which is a highly susceptible and valued	Major Adverse
	Sensitive receptors with potential to experience adverse visual effects	163	no		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.	
	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.	
6.2.3 Nature Conservation	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.		Major Adverse
	Length of route through ancient woodland	7.2	km	Route crosses the Findhorn at a wide point increasing the potential		
	Length of route through native woodland	0.9	km	for impacts on the river corridor. Potential for significant habitat severance and connectivity impacts through Whiteash Hill Wood, Sleepieshill Wood and Crooked Wood.		
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	
	Length of route through soil resource	0	km	Significant hydrogeological impacts predicted due to identified underlying geology.	hydrogeology, particularly in the vicinity of watercourse crossings (including to the north of Fochabers).	Moderate Adverse
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.	Major Adverse
5.2.5 Road Drainage & the Water Environment		route through 1:1000 year fluvial floodplain 10.6 km	.o KM	Potentially significant impact at hydro-geomorphologically active reach at the River Spey crossing.	High erosion potential immediately downstream of the River Spey crossing predicted to be significant.	



Objective 1. To improve the operation	of the A96 and inter-urban connectivity			
	1.1.1 Hardmuir to East of Fochabers	-14	min	
1.1 Reduced journey times	1.1.2 Forres to Elgin	-2	min	
	1.1.3 Elgin to Fochabers	-2	min	
				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A
1.2 Journey time reliability				reliability based on traffic flow reduction.
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-13	min	
	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT	
1.5 Reduced conflict with local traffic	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 mo	torised and non-motorised users			
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-43	per annnum	
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicle speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow red
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that
	•			
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	

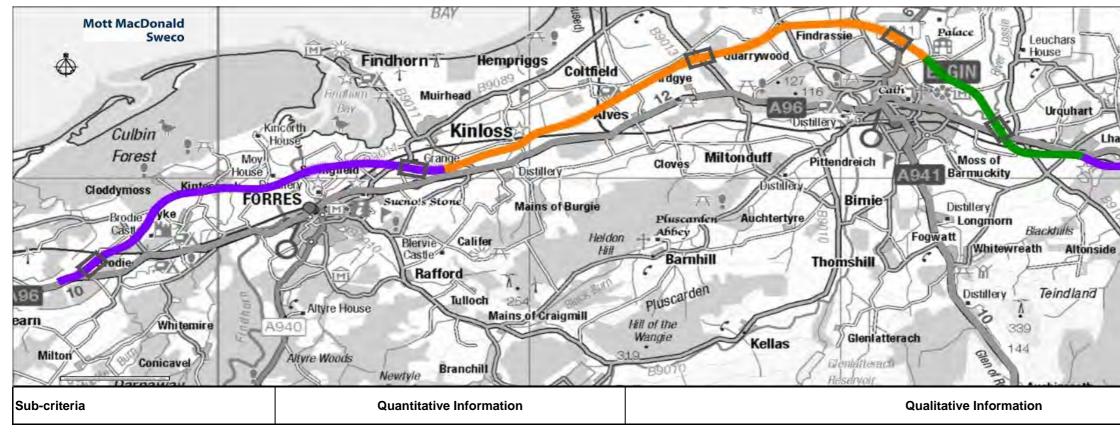
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3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	5,400	no	
3.1 Improved access to the wider strategic network	3.1.2 Improved journey time from Elgin to Aberdeen	-3	min	
3.1 Improved access to the wider strategic network	5.1.1 improved journey time from Eigin to invertiess	-J	111111	

Objective 4. To facilitate active travel in the	corridor			
	4.1.1 At Brodie	3,000	AADT	
4.1 Traffic on old A96 that will benefit NMUs	4.1.2 At Alves	7,000	AADT	
	4.1.3 At Lhanbryde	3,000	AADT	

Objective 5. To facilitate integration with Pe	ublic Transport Facilities			
	5.1.1 At Brodie	-9,000	AADT	
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.2 At Alves	-10,000	AADT	
	5.1.3 At Lhanbryde	-13,000	AADT	

Kingston Lochhill Garmouth Muir of Lochs Mosstodloch Dipple Orbliston Orbliston Unchberry Wo Ordiquis	Auchenhalrig Dallachy Upper Dallachy Auchenhalrig Ochabers B Whites Whites Whites Mo Sh Ochabers B Sh Ochabers B Ochabers
	Major Beneficial
A96 there will be a major improvement in	Major Beneficial
	Major Beneficial
	Moderate Beneficial
	Major Beneficial
	Minder
icles to travel closer to their desired	Major Beneficial
eduction.	Major Beneficial
hat results in safety benefits to NMUs.	Moderate Beneficial
	Moderate Beneficial
	Major Beneficial
	Minor Beneficial
	Moderate Beneficial

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environm 6.1 communities and people in the corrido 6.2 natural and cultural heritage assets.	ental impacts and, where this is not possible, r, and	to min	imise t	he environmental effect on:		
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
	Properties within 50m of assumed centreline	14	no	Potential severance and intrusion to users of NCN1, Moray	There is potential for significant impacts from community severance and major impacts on key NMU routes, substantial loss of prime agricultural	
	Length of route through agricultural land classes 1,2 and 3.1	17.5	km	Coastal Trail, Speyside Way, Moray Monster Trails, Core Paths including those north of Forres & Elgin, within Crooked Wood & an	land and effects on 12 areas of recreational woodland including Crooked	
6.1.3 People & Communities	Length of route through forestry / woodland used for recreation	7.8	km	Aspirational Core Path near Wester Alves. Severance to	Wood, Sleepieshill Wood and Whiteash Hill Wood.	Major Adverse
	Length of route through LDP open spaces	0.8	km	communities: Kintessack & Forres; Kintessack & Dyke; Broom of Moy & Mains of Moy.		
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
	Length of route	48.8	km		The length of the route and the extent of major earthworks are above the	
6.1.5 Materials	Number of bridge structures >20m span	24	no		average, however only minimum crossing widths are required on the River Spey (approx. 0.4km) and the River Findhorn (approx. 0.2km).	Moderate Adverse
	Length of major earthworks >10m depth/height	19.5	km			
	Listed buildings within 200m of assumed centreline	65	no		The setting of Grange Hall (listed building & regionally significant SMR), a	
	Scheduled Monuments within 200m of assumed centreline	0	no		nationally important and sensitive asset would be significantly modified. The option would directly impact six regionally significant SMR areas	
6.2.1 Cultural Heritage	Garden & Designed Landscapes within 200m of assumed	2		-	resulting in changes to key archaeological resources.	Moderate Adverse
	centreline Regionally significant SMR sites within 200m of assumed		no	-		
	centreline Length of route through AGLV or other designated	16	no		The majority of the option would pass through an open, arable landscape	
	landscapes	1.4	km		which is of a lower susceptibility to change.	
	Length of route through woodland	10.8	km	-	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	
6.2.2 Landscape & Visual	Sensitive receptors with potential to experience adverse visual effects	760	no		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 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.	
6.2.3 Nature Conservation	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.		Major Adverse
	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		
	Length of route through native woodland	0.9	km	Findhorn at a wide point increasing potential for impacts on the river corridor.		
	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	Moderate
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through soil resource	0	km	Significant hydrogeological impacts predicted due to identified underlying geology.	downstream extent of the Dipple Abstraction scheme.	Moderate Adverse
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 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
		10.7	KIII	No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.	required.	



Objective 1. To improve the operation	of the A96 and inter-urban connectivity			
	1.1.1 Hardmuir to East of Fochabers	-14	min	
1.1 Reduced journey times	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 As reliability based on traffic flow reduction.
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-13	min	
	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT	
1.5 Reduced conflict with local traffic	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 fo	or motorised and non-motorised users			
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-43	per annnum	
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicle speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow rec
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that

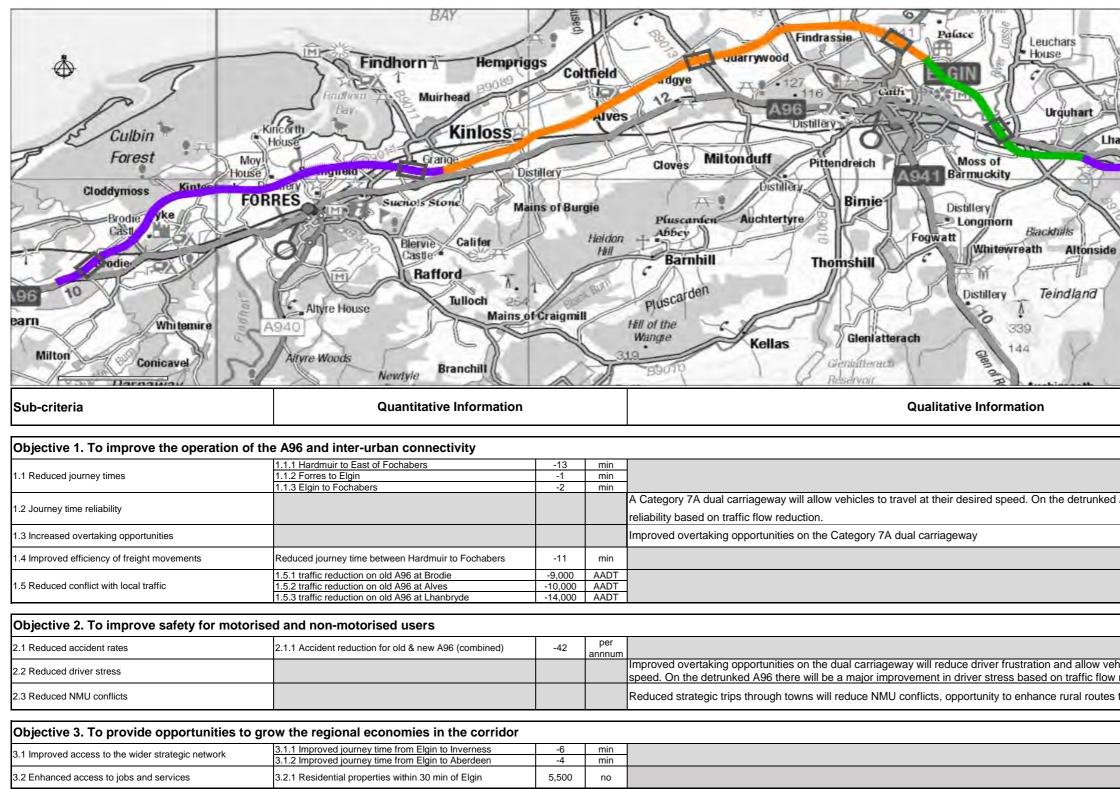
Objective 3. To provide opportunities to gro	ow the regional economies in the corridor			
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-5	min	
5.1 Improved access to the wider strategic network	3.1.2 Improved journey time from Elgin to Aberdeen	-3	min	
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	5,500	no	

Objective 4. To facilitate active travel	in the corridor			
	4.1.1 At Brodie	3,000	AADT	
4.1 Traffic on old A96 that will benefit NMUs	4.1.2 At Alves	7,000	AADT	
	4.1.3 At Lhanbryde	3,000	AADT	

Objective 5. To facilitate integration with Pu	ublic Transport Facilities			
	5.1.1 At Brodie	-9,000	AADT	
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.2 At Alves	-10,000	AADT	
	5.1.3 At Lhanbryde	-13,000	AADT	

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	Assessment Score
	Major Beneficial
A96 there will be a major improvement in	Major Beneficial
	Major Beneficial
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	Major Beneficial
icles to travel closer to their desired eduction.	Major Beneficial
hat results in safety benefits to NMUs.	Moderate Beneficial
	Major Beneficial
	Major Beneficial
	Minor Beneficial
	Minor Beneficial

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environn 6.1 communities and people in the corride 6.2 natural and cultural heritage assets.	nental impacts and, where this is not possible or, and	, to mini	mise t	he environmental effect on:		
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
	Properties within 50m of assumed centreline	15	no	Potential severance and intrusion to users of NCN1, Moray	There is potential for significant impacts from community severance and major impacts on key NMU routes, loss of prime agricultural land and	
	Length of route through agricultural land classes 1,2 and 3.1	16.0	km	Coastal Trail, Speyside Way, Moray Monster Trails, Core Paths	effects on 8 areas of recreational woodland including Threapland Wood	
6.1.3 People & Communities	Length of route through forestry / woodland used for	7.0	km	including those north of Forres & Elgin, within Threapland Wood & an Aspirational Core Path near Wester Alves. Severance to	and Whiteash Hill Wood.	Moderate Adverse
	recreation Length of route through LDP open spaces	0.3		communities: Kintessack & Forres; Kintessack & Dyke; Broom of Moy & Mains of Moy; Easter Coxton & Coxton Tower.		
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
	Length of route	49.1	km		The length of the route, the extent of major earthworks and the total	
6.1.5 Materials	Number of bridge structures >20m span	29	no		number of bridges are below the average, with minimum crossing widths required on the River Spey (approx. 0.4km) and the River Findhorn	Minor Adverse
	Length of major earthworks >10m depth/height	14.4	km	•	(approx. 0.2km).	
	Listed buildings within 200m of assumed centreline	68	no		The setting of several nationally important and sensitive assets would be	
	Scheduled Monuments within 200m of assumed centreline	2	no		significantly modified, including Grange Hall (listed building & regionally significant SMR), Pittensair House (listed building & regionally significant	
6.2.1 Cultural Heritage	Garden & Designed Landscapes within 200m of assumed	2	no		SMR) and Coxton Tower (listed building & scheduled monument). The	Moderate Adverse
	centreline Regionally significant SMR sites within 200m of assumed				option would directly impact three regionally significant SMR crop mark areas resulting in changes to key archaeological resources.	
	centreline Length of route through AGLV or other designated	17	no		The majority of the ention would need through an energy orghis landscape	
	landscapes	1.4	km		The majority of the option would pass through an open, arable landscape which is of a lower susceptibility to change.	
	Length of route through woodland	10.1	km		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	
6.2.2 Landscape & Visual	Sensitive receptors with potential to experience adverse visual effects	860	no		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 Natura 2000 sites	0.1	km	Potential for direct and indirect impacts and LSE on the Natura	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.	
6.2.3 Nature Conservation	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.		Major Adverse
	Length of route through ancient woodland	6.5	km	Potential habitat severance and connectivity impacts through		
	Length of route through native woodland	0.9	km	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 designated geological sites	0.0	km		The route passes through areas of peat, and there is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of	
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through soil resource	0.1	km	Significant hydrogeological impacts predicted due to identified underlying geology.	watercourse crossings and crossing the downstream extent of the Dipple Abstraction scheme.	Moderate Adverse
				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	
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	8.9	km		increase flood risk to roads and agricultural land; however re-positioning the route option and junction could reduce this impact.	Major Adverse



Objective 4. To facilitate active travel	in the corridor		
	4.1.1 At Brodie	3,000 AADT	
4.1 Traffic on old A96 that will benefit NMUs	4.1.2 At Alves	7,000 AADT	
	4.1.3 At Lhanbryde	2,000 AADT	

Objective 5. To facilitate integration with Pu	ublic Transport Facilities			
	5.1.1 At Brodie	-9,000	AADT	
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.2 At Alves	-10,000	AADT	
	5.1.3 At Lhanbryde	-14,000	AADT	

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Orton Ware	houses
	Assessment
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	Major Beneficial
A96 there will be a major improvement in	Major Beneficial
	Major Beneficial
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	Major Beneficial
hicles to travel closer to their desired reduction.	Major Beneficial
that results in safety benefits to NMUs.	Moderate Beneficial

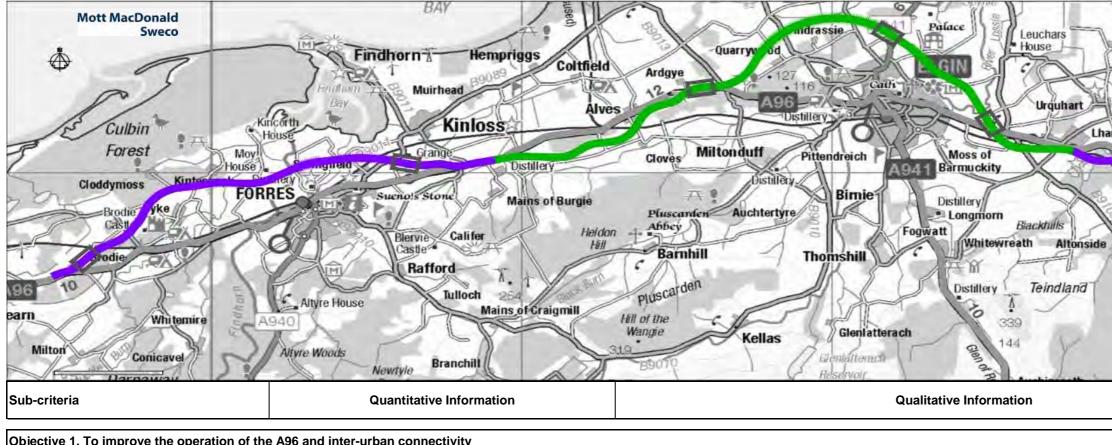
Major Beneficial
Major Beneficial

Minor Beneficial
Moderate Beneficial

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option
Objective 6. To avoid significant environm 6.1 communities and people in the corrido 6.2 natural and cultural heritage assets.	ental impacts and, where this is not possible, r, and	, to mini	mise th	ne environmental effect on:	
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.
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.
	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	There is potential for significant impacts from community severance and major impacts on key NMU routes, loss of prime agricultural land and
	Length of route through agricultural land classes 1,2 and 3.1	16.1	km	including those north of Forres & Elgin, within Threapland Wood &	effects on 8 areas of recreational woodland including Threapland Wood
6.1.3 People & Communities	Length of route through forestry / woodland used for recreation	7.4	km	an Aspirational Core Path near Wester Alves. Severance to communities: Kintessack & Forres; Kintessack & Dyke; Broom of	and Slorach's Wood.
	Length of route through LDP open spaces	0.0	km	Moy & Mains of Moy; Easter Coxton & Coxton Tower; Ordiquish & Fochabers.	
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.
	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
6.1.5 Materials	Number of bridge structures >20m span	31	no		River Spey (approx. 0.9km).
	Length of major earthworks >10m depth/height	15.1	km	-	
	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
	Scheduled Monuments within 200m of assumed centreline	2	no		significant SMR), Pittensair House (listed building & regionally significant
6.2.1 Cultural Heritage	Garden & Designed Landscapes within 200m of assumed centreline	1	no		SMR) and Coxton Tower (listed building & scheduled monument). The option would directly impact three regionally significant SMR crop mark
	Regionally significant SMR sites within 200m of assumed centreline	14	no		areas resulting in changes to key archaeological resources.
	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
	Length of route through woodland	10.3	km		issues lie at the eastern extent and specifically: introduction of large scale earthworks and/or structures within the northern extent of the Speyside
6.2.2 Landscape & Visual	Sensitive receptors with potential to experience adverse visual effects	303	no		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.
	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.
6.2.3 Nature Conservation	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.	
	Length of route through native woodland	1.0	km	Route crosses the Findhorn at wide point increasing potential for impacts on river corridor.	
6.2.4 Goology Soils Contaminated Land & Crownshurter	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
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through soil resource	0.1	km	Significant hydrogeological impacts predicted due to identified underlying geology.	watercourse crossings and the Dipple Abstraction scheme.
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.	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
				No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.	the route option and junction could reduce this impact.

Assessment of Option	Assessment Score
ations are well below air quality objectives I to result in an exceedance of these	Neutral
e impacts predicted in areas with low core reflects the number of properties	Moderate Adverse
nt impacts from community severance and utes, loss of prime agricultural land and nal woodland including Threapland Wood	Moderate Adverse
allocated for housing (including long-term) gin.	Moderate Adverse
e extent of major earthworks are above the with a major span structure required on the	Moderate Adverse
Ily important and sensitive assets would be g Grange Hall (listed building & regionally buse (listed building & regionally significant ed building & scheduled monument). The iree regionally significant SMR crop mark key archaeological resources.	Moderate Adverse
Ild pass through an open, arable landscape ity to change. The key landscape and visual t and specifically: introduction of large scale within the northern extent of the Speyside change to Ordiquish Hill, i.e. the landform tures, tree clearance and potential effects on gnment adjustment and/or use of structures he eastern extent of the scheme has the ange in that vicinity, including on the	Major Adverse
ts impacts due to potential for LSE at River loss including severance/connectivity impacts ng location.	Major Adverse
s of peat, and there is the potential for hydrogeology, particularly in the vicinity of e Dipple Abstraction scheme.	Major Adverse

Major Adverse



Objective 1. To improve the operation	of the Aso and inter-urban connectivity			
	1.1.1 Hardmuir to East of Fochabers	-13	min	
1.1 Reduced journey times	1.1.2 Forres to Elgin	-1	min	
	1.1.3 Elgin to Fochabers	-2	min	
1.0 Journau time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked As
1.2 Journey time reliability				reliability based on traffic flow reduction.
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min	
	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT	
1.5 Reduced conflict with local traffic	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	
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicle speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow red
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that

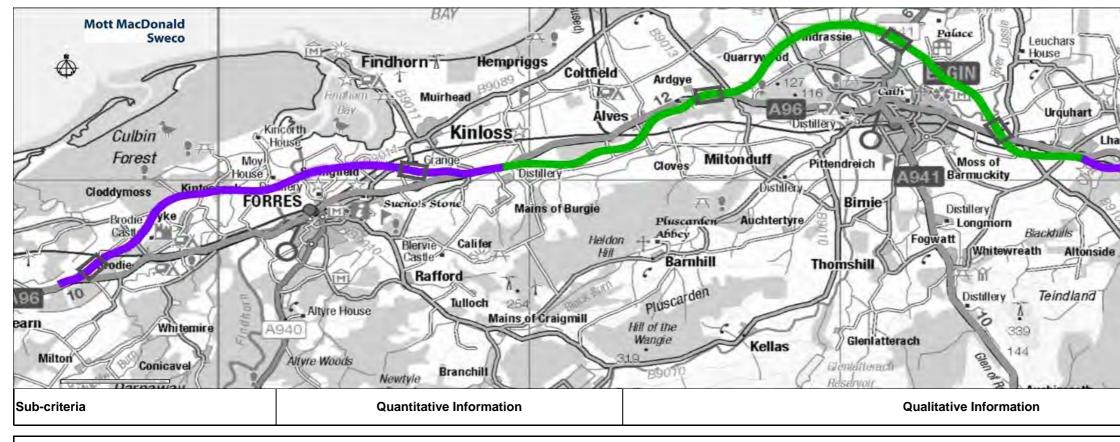
Objective 3. To provide opportunities to gr	ow the regional economies in the corridor			
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min	
3.1 Improved access to the wider strategic network	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min	
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	4,900	no	

Objective 4. To facilitate active travel	in the corridor	
	4.1.1 At Brodie	3,000 AADT
4.1 Traffic on old A96 that will benefit NMUs	4.1.2 At Alves	3,000 AADT
	4.1.3 At Lhanbryde	3,000 AADT

Objective 5. To facilitate integration with Pu	ublic Transport Facilities			
	5.1.1 At Brodie	-9,000	AADT	
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.2 At Alves	-14,000	AADT	
	5.1.3 At Lhanbryde	-13,000	AADT	

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Orton Warel	Assessment Score
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nat results in safety benefits to NMUs.	Moderate Beneficial
	Moderate Beneficial
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	Moderate Beneficial

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environm 6.1 communities and people in the corrido 6.2 natural and cultural heritage assets.	nental impacts and, where this is not possible, or, and	, to mir	nimise	the environmental effect on:		
5.1.1 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
5.1.2 Noise & Vibration	Sensitive Receptors within 300m of assumed centreline	900	no		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
	Properties within 50m of assumed centreline	18	no	Potential severance and intrusion to users of NCN1, Moray	There is potential for significant impacts from community severance and	
	Length of route through agricultural land classes 1,2 and 3.1	20.9	km	Coastal Trail, Speyside Way, Moray Monster Trails, Core Paths	major impacts on key NMU routes, substantial loss of prime agricultural land and effects on 8 areas of recreational woodland including Threapland	
.1.3 People & Communities	Length of route through forestry / woodland used for	8.2	km	-including those north of Forres & Elgin, within Threapland Wood & an Aspirational Core Path near Quarrelwood. Severance to	Wood and Whiteash Hill Wood.	Major Adverse
	recreation Length of route through LDP open spaces	0.3	km	communities: Kintessack & Forres; Kintessack & Dyke; Broom of Moy & Mains of Moy; Easter Coxton & Coxton Tower.		
5.1.4 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 Advers
	Length of route	49.7	km		The length of the route is above the average and the extent of major	
5.1.5 Materials	Number of bridge structures >20m span	28	no		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
	Length of major earthworks >10m depth/height	14.9	km	-		
	Listed buildings within 200m of assumed centreline	67	no		The setting of several nationally important and sensitive assets would be	
	Scheduled Monuments within 200m of assumed centreline	2	no		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.	
5.2.1 Cultural Heritage	Garden & Designed Landscapes within 200m of assumed	2	no			Moderate Adver
	centreline Regionally significant SMR sites within 200m of assumed centreline	17	no			
	Length of route through AGLV or other designated landscapes	1.4	km		The majority of the option would pass through an open, arable landscape	
	Length of route through woodland	10.9	km		which is of a lower susceptibility to change. The option's utilisation of a route in the vicinity of the existing A96 corridor	
5.2.2 Landscape & Visual	Sensitive receptors with potential to experience adverse visual effects	900	no		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 Advers
	Length of route through Natura 2000 sites	0.1	km		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.	
5.2.3 Nature Conservation	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.		Major Adverse
	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.		
	Length of route through native woodland	0.9	km	Route crosses the Findhorn at wide point increasing potential for impacts on river corridor.		
.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	Moderate Advers
	Length of route through soil resource	0.1	km	Significant hydrogeological impacts predicted due to identified underlying geology.	watercourse crossings and crossing the downstream extent of the Dipple Abstraction scheme.	moderate Advers
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	7.0	km		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	Major Adverse
S.2.0 Nous Drainage & the Water Environment		7.0		No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.	the route option and junction could reduce this impact.	- Major Adverse



Objective 1. To improve the operation of the A96 and inter-urban connectivity		
1.1.1 Hardmuir to East of Fochabers	-13	mi

	1.1.1 Hardmuir to East of Fochabers	-13	min	
1.1 Reduced journey times	1.1.2 Forres to Elgin	-1	min	
	1.1.3 Elgin to Fochabers	-2	min	
1. 2. lournou time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked AS
1.2 Journey time reliability				reliability based on traffic flow reduction.
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway
1.4 Improved efficiency of traight movements	Deduced is men time between Hardmuir to Feebahara	-11	min	
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min	
	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT	
1.5 Reduced conflict with local traffic	1.5.2 traffic reduction on old A96 at Alves	-14,000		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-14,000	AADT	

Objective 2. To improve safety	bjective 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									
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicl speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow red								
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that								
	unities to grow the regional economies in the corridor											

Obje	ective 3. To provide opportunities to gr	ow the regional economies in the corridor		
3.1 In	nproved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min
5.1 11	iproved access to the wider strategic network	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min
3.2 E	inhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	4,900	no

Objective 4. To facilitate active travel	in the corridor		
	4.1.1 At Brodie	3,000 AADT	
4.1 Traffic on old A96 that will benefit NMUs	4.1.2 At Alves	3,000 AADT	
	4.1.3 At Lhanbryde	2,000 AADT	

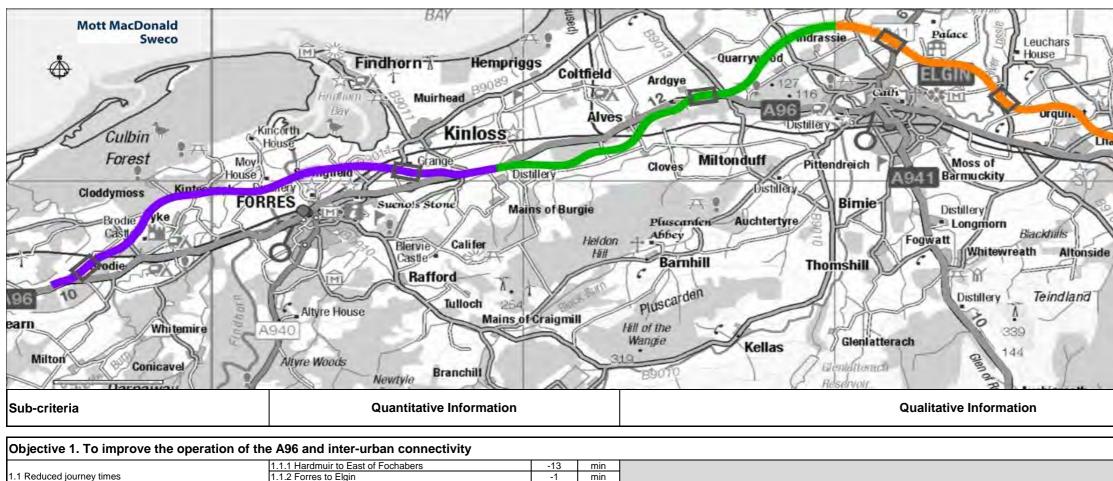
Objective 5. To facilitate integration with Pu	ublic Transport Facilities			
	5.1.1 At Brodie	-9,000	AADT	
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.2 At Alves	-14,000	AADT	
	5.1.3 At Lhanbryde	-14,000	AADT	

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Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environm 6.1 communities and people in the corrido 6.2 natural and cultural heritage assets.	nental impacts and, where this is not possible, or, and	, to mir	nimise	the environmental effect on:		
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
	Properties within 50m of assumed centreline	6	no	Potential severance and intrusion to users of NCN1, Moray	There is potential for significant impacts from community severance and	
	Length of route through agricultural land classes 1,2 and 3.1	20.9	km	including those north of Forres & Elgin, within Threapland Wood &	major impacts on key NMU routes, substantial loss of prime agricultural land and effects on 8 areas of recreational woodland including Threapland	
6.1.3 People & Communities	Length of route through forestry / woodland used for recreation	8.6	km	an Aspirational Core Path near Quarrelwood. Severance to communities: Kintessack & Forres; Kintessack & Dyke; Broom of	Wood and Slorach's Wood.	Major Adverse
	Length of route through LDP open spaces	0.0	km	Moy & Mains of Moy; Easter Coxton & Coxton Tower; Oriquish & Fochabers.		
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations		km		Potential severance of site allocated for housing (including long-term) & industry to north of Elgin, and industrial allocation at Mosstodloch.	Moderate Adverse
	Length of route	49.6	km		The length of the route and the extent of major earthworks are above the	
6.1.5 Materials	Number of bridge structures >20m span	30	no		average, with a major span structure required on the River Spey (approx. 0.9km).	Moderate Adverse
	Length of major earthworks >10m depth/height	19.2	km			
	Listed buildings within 200m of assumed centreline	6	no		The setting of several nationally important and sensitive assets would be	
	Scheduled Monuments within 200m of assumed centreline	2	no		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	
6.2.1 Cultural Heritage	Garden & Designed Landscapes within 200m of assumed	1	no			Moderate Adverse
	centreline Regionally significant SMR sites within 200m of assumed	14	no		areas resulting in changes to key archaeological resources.	
	centreline Length of route through AGLV or other designated				The majority of the option would pass through an open, arable landscape	
	landscapes	0.7	km	-	which is of a lower susceptibility to change. The key landscape and visual	
	Length of route through woodland	11.0	km	-	issues lie at the eastern extent, specifically: introduction of large scale earthworks and/or structures within the northern extent of the Speyside	
6.2.2 Landscape & Visual	Sensitive receptors with potential to experience adverse visual effects	349	no		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.	
	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.	
6.2.3 Nature Conservation	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.		Major Adverse
	Length of route through ancient woodland	6.6	km	Potential habitat severance and connectivity impacts through		
	Length of route through native woodland	1.0	km	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 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	Mairea
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through soil resource	0.1	km	Significant hydrogeological impacts predicted due to identified underlying geology.	watercourse crossings and the Dipple Abstraction scheme.	Major Adverse
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	Major Adverse
o.2.0 mode brainage a the water Environment		7.0		No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings	the route option and junction could reduce this impact.	-major naverse



1.1 Reduced journey times	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 As
				reliability based on traffic flow reduction.
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min	
	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT	
1.5 Reduced conflict with local traffic	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						
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicle speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow red					
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that					

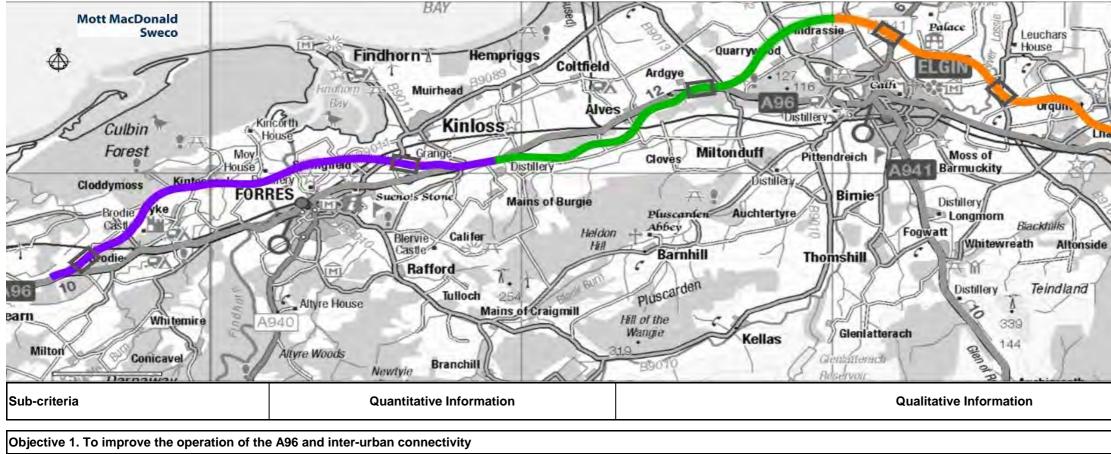
Objective 3. To provide opportunities to grow the regional economies in the corridor										
3.1	Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min						
5.1	3.1 Improved access to the wider strategic network	3.1.2 Improved journey time from Elgin 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						

Objective 4. To facilitate active travel in the corridor							
	4.1.1 At Brodie	3,000	AADT				
4.1 Traffic on old A96 that will benefit NMUs	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							
	5.1.1 At Brodie	-9,000	AADT				
	5.1.2 At Alves	-14,000	AADT				
	5.1.3 At Lhanbryde	-7,000	AADT				

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Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environm 6.1 communities and people in the corrido 6.2 natural and cultural heritage assets.	nental impacts and, where this is not possible or, and	, to mini	imise t	he environmental effect on:		
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
	Properties within 50m of assumed centreline	6	no	Potential severance and intrusion to users of NCN1, Moray	There is potential for significant impacts from community severance and	
	Length of route through agricultural land classes 1,2 and 3.1	22.2	km	Coastal Trail, Speyside Way, Moray Monster Trails, Core Paths including those north of Forres, Elgin, Mosstodloch & Fochabers,	major impacts on key NMU routes, substantial loss of prime agricultural land and effects on 12 areas of recreational woodland including Crooked	
6.1.3 People & Communities	Length of route through forestry / woodland used for recreation	9.8	km	within Crooked Wood & an Aspirational Core Path near Quarrelwood. Severance to communities: Kintessack & Forres;	Wood, Sleepieshill Wood and Whiteash Hill Wood.	Major Adverse
	Length of route through LDP open spaces	0.0	km	Kintessack & Dyke; Broom of Moy & Mains of Moy; Lhanbryde &		
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	1.4	km	Urquhart.	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
	Length of route	50.4	km		The length of the route and the extent of major earthworks are above the	
6.1.5 Materials	Number of bridge structures >20m span	27	no	1	average, with a major span structure required on the River Spey (approx. 1.6km).	Major Adverse
	Length of major earthworks >10m depth/height	21.8	km			
	Listed buildings within 200m of assumed centreline	4	no		The nationally important Gordon Castle Garden and Designed Landscape	
5.2.1 Cultural Heritage	Scheduled Monuments within 200m of assumed centreline	0	no	1	(GDL) would be bisected. This would affect a key view within the GDL and sever the physical relationship between important listed buildings on the	
	Garden & Designed Landscapes within 200m of assumed	2	no		estate (including category A). The setting of Grange Hall (listed building & regionally significant SMR), a nationally important and sensitive asset	Major Adverse
	centreline Regionally significant SMR sites within 200m of assumed centreline	14	no		would be significantly modified. The option would directly impact six regionally significant SMR areas resulting in changes to key archaeological resources.	
	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,	
6.2.2 Landscape & Visual	Length of route through woodland	12.5	km		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
	Sensitive receptors with potential to experience adverse visual effects	202	no			
	Length of route through Natura 2000 sites	0.3	km			
6.2.3 Nature Conservation	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.		Major Adverse
	Length of route through ancient woodland	7.1	km	Route crosses the Findhorn at a wide point increasing the		
	Length of route through native woodland	0.9	km	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 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	
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through soil resource	0.0	km	Significant hydrogeological impacts predicted due to identified	on hydrogeology, particularly in the vicinity of watercourse crossings	Moderate Adverse
				underlying geology. No potentially significant impacts on flood alleviation schemes.	(including to the north of Fochabers). 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	
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	8.8	km	Potentially significant impact at hydro-geomorphologically active reach at the River Spey crossing.	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



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	1.1.1 Hardmuir to East of Fochabers	-13	min		
1.1 Reduced journey times	1.1.2 Forres to Elgin	-1	min		Major Beneficial
	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 Beneficia
	1.5.1 traffic reduction on old A96 at Brodie		AADT		
1.5 Reduced conflict with local traffic	1.5.2 traffic reduction on old A96 at Alves		AADT		Major Beneficial
	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			

3.1 Improved access to the wider strategic network       3.1.1 Improved journey time from Elgin to Inverness       -6       min         3.2 Enhanced access to jobs and services       3.2.1 Residential properties within 30 min of Elgin       4,500       no	Objective 3. To provide opportunities to grow the regional economies in the corridor								
3.1.2 improved journey time from Eigin to Aberdeen -4 min	3.1. Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min		Modorato Ronoficial			
3.2 Enhanced access to jobs and services 3.2.1 Residential properties within 30 min of Elgin 4,500 no		3.1.2 Improved journey time from Elgin to Aberdeen	-4	min		Wouerale Denenci			
	3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	4,500	no		Moderate Beneficia			

Objective 4. To facilitate active travel in the corridor							
	4.1.1 At Brodie	3,000	AADT				
4.1 Traffic on old A96 that will benefit NMUs	4.1.2 At Alves	3,000	AADT				
	4.1.3 At Lhanbryde	4,000	AADT				

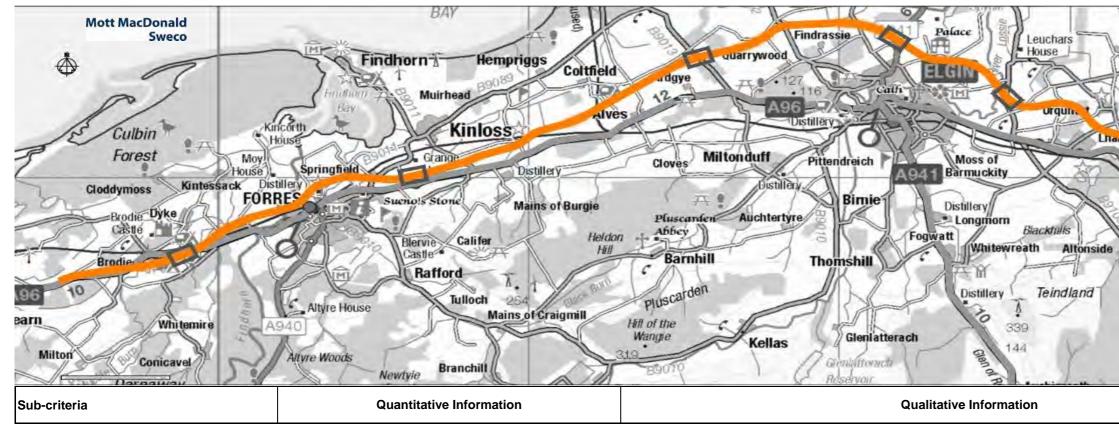
Objective 5. To facilitate integration with Public Transport Facilities									
	5.1.1 At Brodie	-9,000	AADT						
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.2 At Alves	-14,000	AADT						
	5.1.3 At Lhanbryde	-12,000	AADT						

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Minor Beneficial Moderate Beneficial

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environm 6.1 communities and people in the corrido 6.2 natural and cultural heritage assets.	ental impacts and, where this is not possible, or, and	, to mir	nimise	the environmental effect on:		
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
	Properties within 50m of assumed centreline	17	no	Potential severance and intrusion to users of NCN1, Moray	There is potential for significant impacts from community severance and major impacts on key NMU routes, substantial loss of prime agricultural	
	Length of route through agricultural land classes 1,2 and 3.1	22.4	km		land and effects on 12 areas of recreational woodland including Crooked	
6.1.3 People & Communities	Length of route through forestry / woodland used for	9.0	km	Aspirational Core Path near Quarrelwood. Severance to	Wood, Sleepieshill Wood and Whiteash Hill Wood.	Major Adverse
	recreation Length of route through LDP open spaces	0.8	km	communities: Kintessack & Forres; Kintessack & Dyke; Lhanbryde & Urguhart.		
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
	Length of route	49.4	km		The length of the route and the extent of earthworks are above the	
6.1.5 Materials	Number of bridge structures >20m span	26	no		average, however only minimum crossing widths are required on the River Spey (approx. 0.4km) and the River Findhorn (approx. 0.2km).	Moderate Adverse
	Length of major earthworks >10m depth/height	20.1	km			
	Listed buildings within 200m of assumed centreline	64	no		The setting of Grange Hall (listed building & regionally significant SMR), a	
	Scheduled Monuments within 200m of assumed centreline	0	no		nationally important and sensitive asset would be significantly modified. The option would directly physically impact six regionally significant SMR	
6.2.1 Cultural Heritage	Garden & Designed Landscapes within 200m of assumed	2	no		areas resulting in changes to key archaeological resources.	Moderate Adverse
	centreline Regionally significant SMR sites within 200m of assumed	16	no	-		
	centreline Length of route through AGLV or other designated	1.4	km		The majority of the option would pass through an open, arable landscape	
	landscapes Length of route through woodland	11.6	km		which is of a lower susceptibility to change. The option's utilisation of a route in the vicinity of the existing A96 corridor	
6.2.2 Landscape & Visual	Sensitive receptors with potential to experience adverse visual effects	800	no		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 Natura 2000 sites	0.1	km		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.	
6.2.3 Nature Conservation	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.		Major Adverse
	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		
	Length of route through native woodland	0.9	km	the Findhorn at a wide point increasing the potential for impacts on the river corridor.		
	Length of route through designated geological sites	0.0	km	No significant contamination issues are predicted; likely to be	There is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings and crossing the	
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through soil resource	0.0	km		downstream extent of the Dipple Abstraction scheme.	Moderate Adverse
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluxial floods lais	00	km		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	Major Adverse
o.z.o road prainage & ine water Environment	Length of route through 1:1000 year fluvial floodplain	8.8	km	No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.	required.	Major Adverse



Objective 1. To improve the operation	of the A96 and inter-urban connectivity			
	1.1.1 Hardmuir to East of Fochabers	-13	min	
1.1 Reduced journey times	1.1.2 Forres to Elgin	-1	min	
	1.1.3 Elgin to Fochabers	-2	min	
				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked AS
1.2 Journey time reliability				improvement in reliability based on traffic flow reduction.
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min	
	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT	
1.5 Reduced conflict with local traffic	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	

1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT		
1.5.2 traffic reduction on old A96 at Alves	-8,000	AADT		Moderate Beneficial
1.5.3 traffic reduction on old A96 at Lhanbryde	-7,000	AADT		
otorised and non-motorised users				
2.1.1 Accident reduction for old & new A96 (combined)	-40	per annnum		Major Beneficial
				Moderate Beneficial
			speed. On the detrunked A96 there will be a moderate improvement in driver stress based on traffic flow reduction.	Moderate Beneficial
			Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that results in safety benefits to NMUs.	Moderate Beneficial
	1.5.2 traffic reduction on old A96 at Alves         1.5.3 traffic reduction on old A96 at Lhanbryde         torised and non-motorised users	1.5.2 traffic reduction on old A96 at Alves       -8,000         1.5.3 traffic reduction on old A96 at Lhanbryde       -7,000         torised and non-motorised users	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         torised and non-motorised users       2.1.1 Accident reduction for old & new A96 (combined)       -40       per annnum	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 3. To provide opportunities to g	row 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	Modorata Popoficial
5.1 Improved access to the wider strategic hetwork	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min	NOUETALE DEFIEITCIAL
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 th	e corridor		
	4.1.1 At Brodie	3,000 A	ADT
4.1 Traffic reduction on old A96 that will benefit NMUs	4.1.2 At Alves	9,000 A	ADT
	4.1.3 At Lhanbryde	9,000 A	ADT

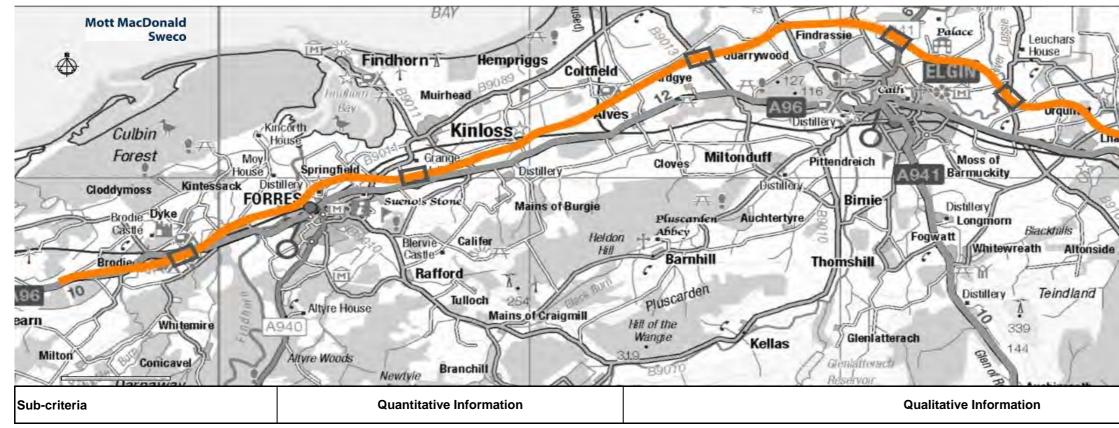
Objective 5. To facilitate integration with Pu	ublic Transport Facilities			
	5.1.1 At Brodie	-9,000	AADT	
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.2 At Alves	-8,000	AADT	
	5.1.3 At Lhanbryde	-7,000	AADT	

Kingston Lochhill Garmouth Muir of Lochs Nosstadlast Dipple Orbliston Ordige Inchiberry	Auchenhalrig Foctabers B Whitea Wo
Orton A	Assessment Score
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oderate Benefici

Neutral
Minor Beneficial

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environm 6.1 communities and people in the corrido 6.2 natural and cultural heritage assets.	nental impacts and, where this is not possible or, and	, to mi	nimise	the environmental effect on:		
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
	Properties within 50m of assumed centreline	5	no	Potential severance and intrusion to users of NCN1. Moray	There is potential for significant impacts from community severance and major impacts on key NMU routes, substantial loss of prime agricultural	
	Length of route through agricultural land classes 1,2 and 3.1	19.6	km	Coastal Trail, Speyside Way, Moray Monster Trails, Core Paths	land and effects on 12 areas of recreational woodland including Crooked	
6.1.3 People & Communities	Length of route through forestry / woodland used for recreation	7.3	km	including those north of Forres, Elgin, Mosstodloch & Fochabers, within Crooked Wood & an Aspirational Core Path near Wester	Wood, Sleepieshill Wood and Whiteash Hill Wood.	Major Adverse
	Length of route through LDP open spaces	0.0	km	Alves. Severance to communities: Dyke & Forres; Kintessack & Forres; Monkland & Forres; Middlefield & Forres.		
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
	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.	
6.1.5 Materials	Number of bridge structures >20m span	31	no		1.6km) and the River Findhorn (approx. 0.3km).	Major Adverse
	Length of major earthworks >10m depth/height	21.5	km			
	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	
	Scheduled Monuments within 200m of assumed centreline	0	no		the GDL and would sever the physical relationship between important listed	
6.2.1 Cultural Heritage	Garden & Designed Landscapes within 200m of assumed centreline	2	no		buildings on the estate (including category A). The setting of Grange Hall (listed building & regionally significant SMR), a nationally important and	Major Adverse
	Regionally significant SMR sites within 200m of assumed centreline	13	no		sensitive asset would be significantly modified. The option would directly impact seven regionally significant SMR areas resulting in changes to key archaeological resources.	
	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.	
6.2.2 Landscape & Visual	Length of route through woodland	10.1	km		Possible alignment adjustment and/or use of structures as opposed to	Major Adverse
	Sensitive receptors with potential to experience adverse visual effects	175	no		earthworks at the eastern extent of the scheme has the potential to limit landscape change in that vicinity, including on the Gordon Castle GDL.	
	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.	
6.2.3 Nature Conservation	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.		Major Adverse
2.1.3 People & Communities 3.1.4 Policies and Plans 3.1.5 Materials 3.2.1 Cultural Heritage 3.2.2 Landscape & Visual	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		
	Length of route through native woodland	0.9	km	Fochabers (DMRB Stage1 HRA), which potentially will be significantly impacted and difficult to mitigate.		
	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	Madanat
o.2.4 Geology, Solis, Contaminated Land & Groundwater	Length of route through soil resource	0.0	km	Significant hydrogeological impacts predicted due to identified underlying geology.	on hydrogeology, particularly in the vicinity of watercourse crossings (including to the north of Fochabers).	Moderate Adverse
				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	
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	10.1	km	Potentially significant impact at hydro-geomorphologically active reach at the River Spey crossing.	required. High erosion potential immediately downstream of the River Spey crossing predicted to be significant.	Major Adverse



Objective 1. To improve the operation	of the A96 and inter-urban connectivity			
	1.1.1 Hardmuir to East of Fochabers	-13	min	
1.1 Reduced journey times	1.1.2 Forres to Elgin	-1	min	
	1.1.3 Elgin to Fochabers	-2	min	
1.0 Journov time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A
1.2 Journey time reliability				reliability based on traffic flow reduction.
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min	
	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT	
1.5 Reduced conflict with local traffic	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	

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 Beneficia

10	Defective 3. To provide opportunities to gre	ow the regional economies in the corridor		
2	.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min
з.	. I improved access to the wider strategic network	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

Objective 4. To facilitate active travel in the	he corridor		
	4.1.1 At Brodie	3,000 AADT	
4.1 Traffic reduction on old A96 that will benefit NMUs	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						
	5.1.1 At Brodie	-9,000	AADT			
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.2 At Alves	-8,000	AADT			
	5.1.3 At Lhanbryde	-13,000	AADT			

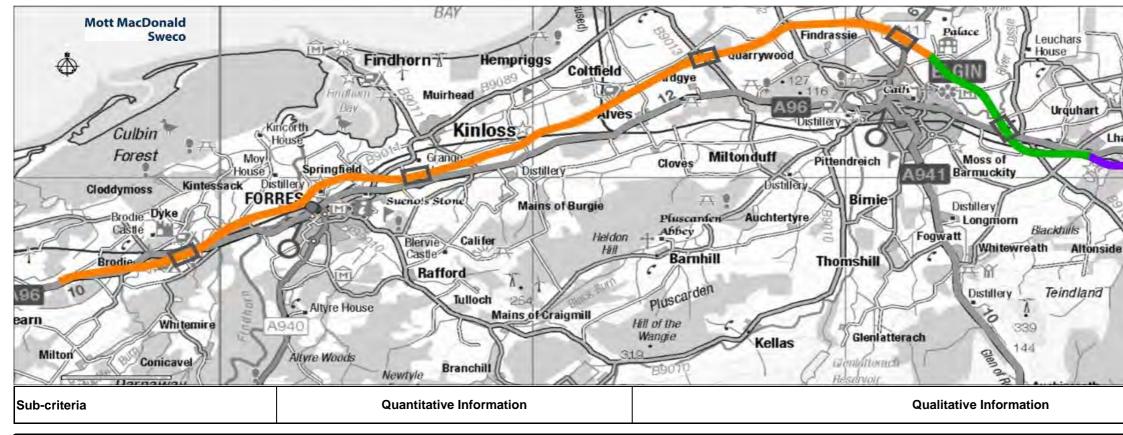
Kingston Lochhill Garmouth Muir of Lochs Mosstodloch Dipple Orbliston Orbliston Orbliston Ordiquis Mosez	od af equish
Orton + A	Assessment Score
	Major Beneficial
A96 there will be a major improvement in	Major Beneficial
	Major Beneficial

Moderate Beneficial
Major Beneficial

Major Beneficial

Neutral
Madarata Danafisia

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environm 6.1 communities and people in the corrido 6.2 natural and cultural heritage assets.	nental impacts and, where this is not possible, or, and	, to min	imise	the environmental effect on:		
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
	Properties within 50m of assumed centreline	16	no		There is potential for significant impacts from community severance and major impacts on key NMU routes, substantial loss of prime agricultural	
	Length of route through agricultural land classes 1,2 and 3.1	19.7	km	Coastal Trail, Speyside Way, Moray Monster Trails, Core Paths	land and effects on 12 areas of recreational woodland including Crooked	
6.1.3 People & Communities	Length of route through forestry / woodland used for	6.5	km	including those north of Forres & Elgin, within Crooked Wood & an	Wood, Sleepieshill Wood and Whiteash Hill Wood.	Major Adverse
	recreation Length of route through LDP open spaces	0.8	km	Aspirational Core Path near Wester Alves. Severance to communities: Dyke, Kintessack, Monkland, Middlefield & Cassieford from Forres; Monkland & Forres.		
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
	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	
6.1.5 Materials	Number of bridge structures >20m span	29	no		average, with a span structure required on the River Findhorn (approx.	Minor Adverse
	Length of major earthworks >10m depth/height	17.9	km		0.3km) which exceeds the width of the minimum crossing option.	
	Listed buildings within 200m of assumed centreline	71	no		The setting of Grange Hall (listed building & regionally significant SMR), a	
	Scheduled Monuments within 200m of assumed centreline	0	no		nationally important and sensitive asset would be significantly modified. The option would directly impact seven regionally significant SMR areas	
6.2.1 Cultural Heritage	Garden & Designed Landscapes within 200m of assumed	2	no		resulting in changes to key archaeological resources.	Moderate Adverse
	centreline Regionally significant SMR sites within 200m of assumed	15	no	-		
	centreline Length of route through AGLV or other designated	1.4	km		The majority of the option would pass through an open, arable landscape	
	landscapes			-	which is of a lower susceptibility to change.	
6.2.2 Landscape & Visual	Length of route through woodland Sensitive receptors with potential to experience adverse visual effects	9.2	km no		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 Natura 2000 sites	0.1	km	Potential for direct and indirect impacts and LSE on the Natura	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.	
6.2.3 Nature Conservation	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.		Major Adverse
	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		
	Length of route through native woodland	0.9	km	the Findhorn at a narrow point decreasing the potential for impacts on the river corridor.		
	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	
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through soil resource	0.0	km	Significant hydrogeological impacts predicted due to identified underlying geology.	downstream extent of the Dipple Abstraction scheme.	Moderate Adverse
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
6.2.5 Road Drainage & the Water Environment		ugn 1:1000 year fluviai floodplain 10.1 Ki		No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.		



Objective 1. To improve the operation	of the A96 and inter-urban connectivity			
	1.1.1 Hardmuir to East of Fochabers	-13	min	
1.1 Reduced journey times	1.1.2 Forres to Elgin	-1	min	
	1.1.3 Elgin to Fochabers	-2	min	
1.0. Jauren au finan anliak ilitu				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked /
1.2 Journey time reliability				reliability based on traffic flow reduction.
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min	
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT	
	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			
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehic speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow re		
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes th		

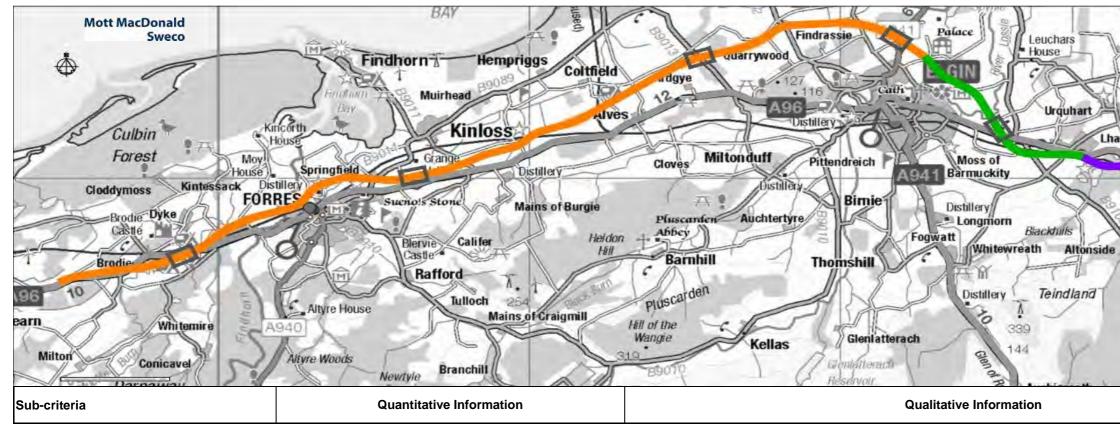
Objective 3. To provide opportunities to gro	ow the regional economies in the corridor			
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min	
5.1 Improved access to the wider strategic network	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min	
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	5,900	no	

Objective 4. To facilitate active travel in the corridor					
	4.1.1 At Brodie	3,000	AADT		
4.1 Traffic reduction on old A96 that will benefit NMUs	4.1.2 At Alves	8,000	AADT		
	4.1.3 At Lhanbryde	3,000	AADT		
		*			

Objective 5. To facilitate integration with Pu	ublic Transport Facilities			
	5.1.1 At Brodie	-9,000	AADT	
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.2 At Alves	-9,000	AADT	
	5.1.3 At Lhanbryde	-13,000	AADT	

Kingston Lochhill Garmouth Muir of Lochs Bogmoor Bogmo	Auchenhalrig
	Assessment Score
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A96 there will be a major improvement in	Major Beneficial
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icles to travel closer to their desired reduction.	Major Beneficial
that results in safety benefits to NMUs.	Moderate Beneficial
	Major Beneficial
	Major Beneficial
	Minor Beneficial
	]
	Moderate Beneficial

Sub-criteria	Quantitative Information		Qualitative Information	Qualitative Assessment of Option	Assessment Score	
Objective 6. To avoid significant environm 6.1 communities and people in the corrido 6.2 natural and cultural heritage assets.	ental impacts and, where this is not possible, r, and	to minin	nise th	e environmental effect on:		
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
	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	There is potential for significant impacts from community severance and impacts on key NMU routes, substantial loss of prime agricultural land and	
	Length of route through agricultural land classes 1,2 and 3.1	18.3	km	including those north of Forres & Elgin, within Threapland Wood &	effects on 8 areas of recreational woodland including Threapland Wood	
6.1.3 People & Communities	Length of route through forestry / woodland used for recreation	5.7	km	an Aspirational Core Path near Wester Alves. Severance to communities: Dyke, Kintessack, Monkland, Middlefield &	and Whiteash Hill Wood.	Moderate Adverse
	Length of route through LDP open spaces	0.3	km	Cassieford from Forres; Monkland & Forres; Easter Coxton and Coxton Tower.		
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
	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.	
6.1.5 Materials	Number of bridge structures >20m span	32	no		0.3km) which exceeds the width of the minimum crossing option.	Moderate Adverse
	Length of major earthworks >10m depth/height	19.6	km			
	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	
	Scheduled Monuments within 200m of assumed centreline	2	no		significant SMR), Pittensair House (listed building & regionally significant	
6.2.1 Cultural Heritage	Garden & Designed Landscapes within 200m of assumed centreline	2	no		SMR) and Coxton Tower (listed building & scheduled monument). The option would directly impact three regionally significant SMR crop mark	Moderate Adverse
	Regionally significant SMR sites within 200m of assumed centreline	17	no		areas resulting in changes to key archaeological resources.	
	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.	
	Length of route through woodland	8.5	km		The option's utilisation of a route in the vicinity of the existing A96 corridor	
6.2.2 Landscape & Visual	Sensitive receptors with potential to experience adverse visual effects	901	no		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 Natura 2000 sites	0.1	km	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.	
6.2.3 Nature Conservation	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.		Major Adverse
	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		
	Length of route through native woodland	0.9	km	narrow point decreasing the potential for impacts on the river corridor.		
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 crossing and crossing the downstream extent of the Dipole	Moderate Adverse
	Length of route through soil resource	0.1	km	Significant hydrogeological impacts predicted due to identified underlying geology.	watercourse crossings and crossing the downstream extent of the Dipple Abstraction scheme.	
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	Minor Adverse
				No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.	the route option and junction could reduce this impact.	



Objective 1. To improve the operation	n of the A96 and inter-urban connectivity				
	1.1.1 Hardmuir to East of Fochabers	-13	min		
1.1 Reduced journey times	1.1.2 Forres to Elgin	-1	min		Major Beneficial
	1.1.3 Elgin to Fochabers	-2	min		
4. O lavera evidence endiatelite				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	Maine Demoficial
1.2 Journey time reliability				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
	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT		
1.5 Reduced conflict with local traffic	1.5.2 traffic reduction on old A96 at Alves	-9,000	AADT		Major Beneficial
	1.5.3 traffic reduction on old A96 at Lhanbryde	-14,000	AADT		

Objective 2. To improve safety	ofor 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 Beneficia
Objective 3 To provide opport	tunities to grow the regional economies in the corridor				

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 Ropoficial
5.1 Improved access to the wider strategic network	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min	Majur Denencial
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	5,900	no	Major Beneficial

orridor			
.1 At Brodie	3,000	AADT	
.2 At Alves	8,000	AADT	
.3 At Lhanbryde	2,000	AADT	
.1 .2	At Brodie At Alves	At Brodie 3,000 At Alves 8,000	At Brodie     3,000     AADT       At Alves     8,000     AADT

Objective 5. To facilitate integration with P	ublic Transport Facilities			
	5.1.1 At Brodie	-9,000	AADT	
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.2 At Alves	-9,000	AADT	
	5.1.3 At Lhanbryde	-14,000	AADT	

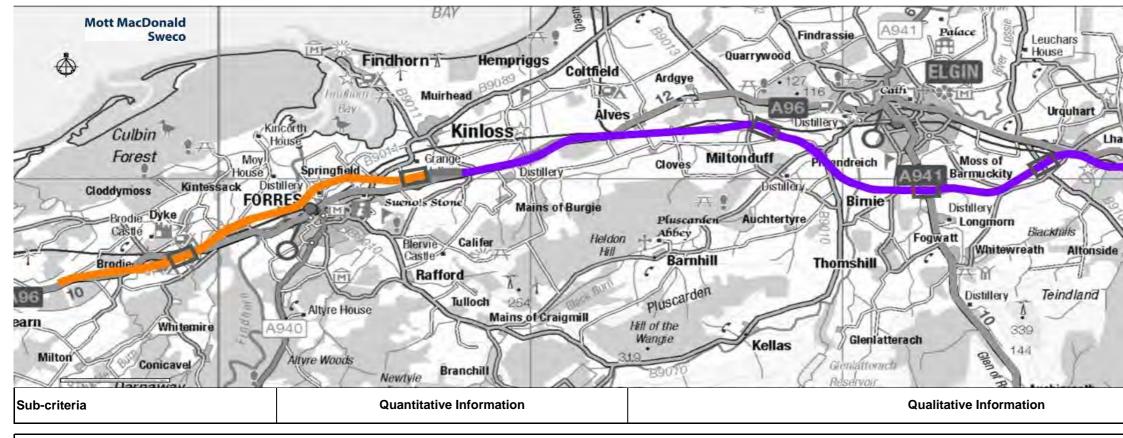
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	Assessment
	Score
	Major Beneficial

Minor Beneficial
Modorato Ronoficia

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Ass
Objective 6. To avoid significant en 6.1 communities and people in the o 6.2 natural and cultural heritage ass		to min	imise f	he environmental effect on:	
6.1.1 Air Quality	Sensitive Receptors within 200m of assumed centreline	144	no		Existing air pollutant concentrations and the option is not predicted to re- objectives.
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 impa baseline noise. Assessment score r potentially impacted overall.
	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	There is potential for significant imp impacts on key NMU routes, substa
	Length of route through agricultural land classes 1,2 and 3.1	18.2	km	including those north of Forres & Elgin, within Threapland Wood &	effects on 8 areas of recreational we
6.1.3 People & Communities	Length of route through forestry / woodland used for recreation	6.1	km	an Aspirational Core Path near Wester Alves. Severance to communities: Dyke, Kintessack, Monkland, Middlefield &	and Slorach's Wood.
	Length of route through LDP open spaces	0.0	km	Cassieford from Forres; Monkland & Forres; Easter Coxton & Coxton Tower; Ordiquish & Fochabers.	-
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	1.9	km		Potential severance of site allocated allocated for housing (including long
	Length of route	48.5	km		The length of the route and the exte
6.1.5 Materials	Number of bridge structures >20m span	34	no		average, with major span structures 0.9 km) and the River Findhorn (app
	Length of major earthworks >10m depth/height	15.8	km		
	Listed buildings within 200m of assumed centreline	13	no		The setting of several nationally imp
	Scheduled Monuments within 200m of assumed centreline	2	no		significantly modified, including Gran significant SMR), Pittensair House (
6.2.1 Cultural Heritage	Garden & Designed Landscapes within 200m of assumed centreline	1	no		SMR) and Coxton Tower (listed buil option would directly impact three re
	Regionally significant SMR sites within 200m of assumed centreline	14	no	-	areas resulting in changes to key ar
	Length of route through AGLV or other designated landscapes	0.6	km		The majority of the option would pas
	Length of route through woodland	8.7	km		which is of a lower susceptibility to o The key landscape and visual issue
6.2.2 Landscape & Visual	Sensitive receptors with potential to experience adverse visual effects	318	no		introduction of large scale earthwork extent of the Speyside AGLV; loss of Hill, i.e. the landform changes, introd and potential effects on visual recep Possible alignment adjustment and/ earthworks at the eastern extent of landscape change in that vicinity, in
	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 imp River Spey and the extent of woodla severance/connectivity impacts.
6.2.3 Nature Conservation	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	5
	Length of route through native woodland	1.0	km	narrow point decreasing the potential for impacts on the river corridor.	
6.2.4 Coology Soils Contominated Lond 8. Co	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 pe significant adverse impacts on hydro
6.2.4 Geology, Soils, Contaminated Land & Ground	Length of route through soil resource	0.1	km	Significant hydrogeological impacts predicted due to identified underlying geology.	watercourse crossings and the Dipp
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 crossing immediately not predicted to have a significant in River Lossie crossing (including jun
				No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.	increase flood risk to roads and agri the route option and junction could r

sessment of Option	Assessment Score
as are well below air quality objectives result in an exceedance of these	Neutral
pacts predicted in areas with low reflects the number of properties	Moderate Adverse
pacts from community severance and tantial loss of prime agricultural land and woodland including Threapland Wood	Moderate Adverse
ed for industry at Forres and sites ng-term) & industry north of Elgin.	Moderate Adverse
tent of major earthworks are above the es required on the River Spey (approx. pprox. 0.3km).	Moderate Adverse
nportant and sensitive assets would be ange Hall (listed building & regionally e (listed building & regionally significant uilding & scheduled monument). The regionally significant SMR crop mark archaeological resources.	Moderate Adverse
ass through an open, arable landscape o change. Jes lie at the eastern extent, specifically: orks and/or structures within the northern of woodland; and change to Ordiquish roduction of structures, tree clearance eptors. d/or use of structures as opposed to f the scheme has the potential to limit including on the Speyside AGLV.	Major Adverse
npacts due to the potential for LSE at the Iland loss including	Major Adverse
beat, and there is the potential for drogeology, particularly in the vicinity of ople Abstraction scheme.	Major Adverse
ely downstream of railway embankment impact on flood risk. Inction east of Elgin) predicted to gricultural land; however re-positioning d reduce this impact.	Minor Adverse

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Objective 1. To improve the operation	of the A96 and inter-urban connectivity			
	1.1.1 Hardmuir to East of Fochabers	-13	min	
1.1 Reduced journey times	1.1.2 Forres to Elgin	-1	min	
	1.1.3 Elgin to Fochabers	-2	min	
1.2 Journov time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A
1.2 Journey time reliability				reliability based on traffic flow reduction.
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min	
	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT	
1.5 Reduced conflict with local traffic	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	

2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-49	per annnum	
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehic speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow re
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes the

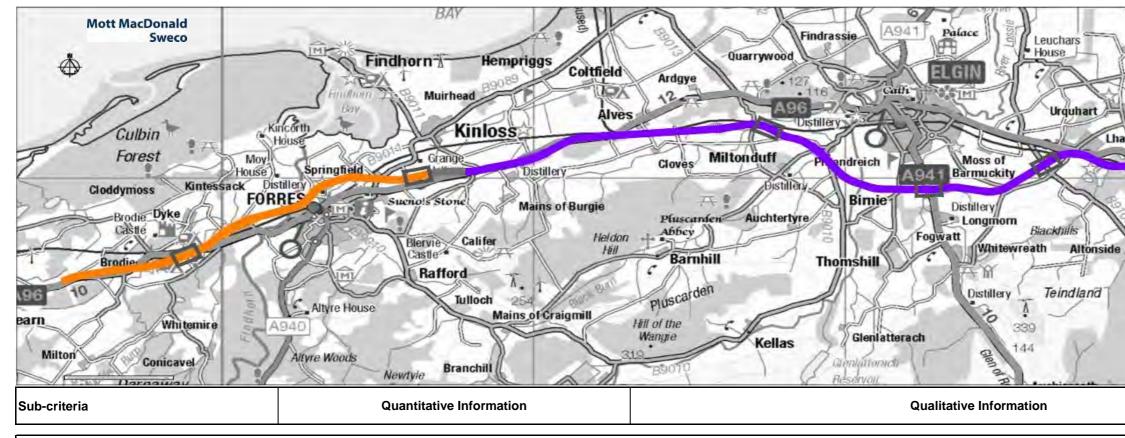
objective 3. To provide opportunities to gro	ow the regional economies in the corridor			
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min	
5.1 Improved access to the wider strategic network	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min	
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	5,400	no	

Objective 4. To facilitate active travel in the corridor					
	4.1.1 At Brodie	3,000	AADT		
4.1 Traffic on old A96 that will benefit NMUs	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				
	5.1.1 At Brodie	-9,000	AADT	
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.2 At Alves	-14,000	AADT	
	5.1.3 At Lhanbryde	-14,000	AADT	

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Lochhill Garmouth	Mether
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	Whitea
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108 Ordiquis	sh
	od of equish
ORANGE 5	Forg
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	Assessment Score
	Major Beneficial
A96 there will be a major improvement in	Major Beneficial
	Major Beneficial
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	Major Beneficial
	Major Beneficial
icles to travel closer to their desired reduction.	Major Beneficial
hat results in safety benefits to NMUs.	Moderate Beneficial
	Moderate Beneficial
	Major Beneficial
	Minor Beneficial
	Minor Beneficial
	Minor Beneficial

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environm 6.1 communities and people in the corrido 6.2 natural and cultural heritage assets.	nental impacts and, where this is not possible, or, and	to mini	mise t	he environmental effect on:		
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
	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	There is potential for significant impacts from community severance and impacts on key NMU routes, substantial loss of prime agricultural land and	
	Length of route through agricultural land classes 1,2 and 3.1	15.0	km	including those north of Forres, in Birkenhill & Threapland Wood &	effects on 15 areas of recreational woodland including Threapland Wood	
6.1.3 People & Communities	Length of route through forestry / woodland used for recreation	8.3	km	an Aspirational Core Path south of Elgin. Severance to communities: Dyke, Kintessack, Monkland, Middlefield &	and Whiteash Hill Wood.	Moderate Advers
	Length of route through LDP open spaces	0.3	km	Cassieford from Forres; Monkland & Forres.		
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
	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	
6.1.5 Materials	Number of bridge structures >20m span	29	no	]		Minor Adverse
	Length of major earthworks >10m depth/height	10.5	km		the width of the minimum crossing option.	
	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	
	Scheduled Monuments within 200m of assumed centreline	1	no		significant SMR), Pittensair House (listed building & regionally significant	
6.2.1 Cultural Heritage	Garden & Designed Landscapes within 200m of assumed centreline	2	no	1	SMR) and Coxton Tower (listed building & scheduled monument). The option would directly impact three regionally significant SMR crop mark	Moderate Advers
	Regionally significant SMR sites within 200m of assumed centreline	14	no		areas resulting in changes to key archaeological resources.	
	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.	
	Length of route through woodland	11.7	km	1	The option's utilisation of a route in the vicinity of the existing A96 corridor	
6.2.2 Landscape & Visual	Sensitive receptors with potential to experience adverse visual effects	957	no		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 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.	
6.2.3 Nature Conservation	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.	due to new crossing. issions to air during d connectivity impacts s the Findhorn at a	Major Adverse
	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		
	Length of route through native woodland	2.4	km	narrow point decreasing the potential for impacts on the river corridor.		
5.2.4 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	Moderate Advers
	Length of route through soil resource	0	km	Significant hydrogeological impacts predicted due to identified underlying geology.	downstream extent of the Dipple Abstraction scheme.	
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 Advers
SEIS TOUR Prainage a the trater Environment		9.1	NIII	No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings		Alloudiate Adverse



Objective 1. To improve the operation	of the A96 and inter-urban connectivity			
	1.1.1 Hardmuir to East of Fochabers	-13	min	
1.1 Reduced journey times	1.1.2 Forres to Elgin	-1	min	
	1.1.3 Elgin to Fochabers	-2	min	
1.0. Journou time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A
1.2 Journey time reliability				reliability based on traffic flow reduction.
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min	
	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT	
1.5 Reduced conflict with local traffic	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	
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehic speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow re
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes the

	jective 3. To provide opportunities to gro	ow the regional economies in the corridor		
2.1	Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min
3.1	Improved access to the wider strategic hetwork	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

Objective 4. To facilitate active travel in the corridor					
	4.1.1 At Brodie	3,000	AADT		
4.1 Traffic on old A96 that will benefit NMUs	4.1.2 At Alves	3,000	AADT		
	4.1.3 At Lhanbryde	6,000	AADT		

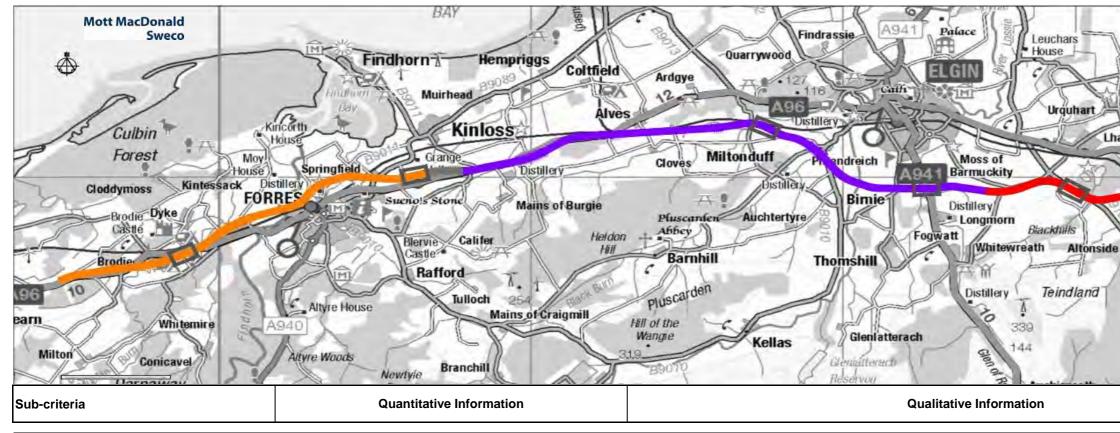
Objective 5. To facilitate integration with Po						
	5.1.1 At Brodie	-9,000	AADT			
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.2 At Alves	-14,000	AADT			
	5.1.3 At Lhanbryde	-10,000	AADT			

Kingston Lochhill Garmouth Muir of Lochs nbryde 9 Mosstodloch 9 Mosstodloch 6 Orbliston 0rbliston 0rbliston 0rdiqui 0 Mose	Nether Dallachy Upper Dallachy Auchenhalrig ochabers B Whitea Wo sh equish Callachy Forg
	Assessment Score
	Major Beneficial
A96 there will be a major improvement in	Major Beneficial
	Major Beneficial
	Moderate Beneficial
	Major Beneficial
icles to travel closer to their desired	Major Beneficial
reduction.	Major Beneficial
hat results in safety benefits to NMUs.	Moderate Beneficial
	Moderate Beneficial
	Moderate Beneficial
	Minor Beneficial

Moderate Beneficia

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environm 6.1 communities and people in the corrido 6.2 natural and cultural heritage assets.	ental impacts and, where this is not possible, r, and	to min	imise tl	he environmental effect on:		
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
	Properties within 50m of assumed centreline	9	no	Potential severance and intrusion to users of NCN1, Moray	There is potential for significant impacts from community severance and impacts on key NMU routes, substantial loss of prime agricultural land and	
	Length of route through agricultural land classes 1,2 and 3.1	15.0	km	Coastal Trail. Spevside Way. Moray Monster Trails. Core Paths	effects on 15 areas of recreational woodland including Threanland Wood	
6.1.3 People & Communities	Length of route through forestry / woodland used for recreation	8.3	km	including those north of Forres, in Birkenhill & Threapland Wood & an Aspirational Core Path south of Elgin. Severance to	and Slorach's Wood.	Moderate Adverse
	Length of route through LDP open spaces	0.0	km	communities: Dyke, Kintessack, Monkland, Middlefield & Cassieford from Forres; Monkland & Forres; Ordiquish & Fochabers.		
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
	Length of route	46.5	km		The length of the route and the extent of major earthworks are below the	
6.1.5 Materials	Number of bridge structures >20m span	31	no		average, with major span structures required on the River Spey (approx. 0.9km) and the River Findhorn (approx. 0.3km).	Minor Adverse
	Length of major earthworks >10m depth/height	9.8	km			
	Listed buildings within 200m of assumed centreline	10	no		The setting of several nationally important and sensitive assets would be	
	Scheduled Monuments within 200m of assumed centreline	1	no		significantly modified, including Grange Hall (listed building & regionally significant SMR), Pittensair House (listed building & regionally significant	
	Garden & Designed Landscapes within 200m of assumed centreline	1	no		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
	Regionally significant SMR sites within 200m of assumed centreline	11	no			
	Length of route through AGLV or other designated landscapes	0.6	km		The western extent of the option would pass through an open, arable	
	Length of route through woodland	11.9	km		landscape which is less susceptible to change. However, the central and eastern sections of the option would pass through a more undulating	
6.2.2 Landscape & Visual	Sensitive receptors with potential to experience adverse visual effects	375	no		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 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.	
6.2.3 Nature Conservation	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.		Major Adverse
	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		
	Length of route through native woodland	2.5	km	narrow point decreasing the potential for impacts on the river corridor.		
	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	
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through soil resource	0	km	Significant hydrogeological impacts predicted due to identified underlying geology.	Dipple Abstraction scheme.	Major Adverse
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	9.6		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 repositioning the junction out with the floodplain could reduce this impact.	Moderate Adverse

3.2 Enhanced access to jobs and services



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	
	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 A
				reliability based on traffic flow reduction.
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min	
1.5 Reduced conflict with local traffic	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT	
	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 moto	rised and non-motorised users		1	
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-46	per annnum	
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicl speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow red
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that
Objective 3. To provide opportunities to	grow the regional economies in the corridor	•	1	
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min	
	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min	

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	
	4.1.2 At Alves	3,000 AADT	
	4.1.3 At Lhanbryde	6,000 AADT	

3,300

no

3.2.1 Residential properties within 30 min of Elgin

Objective 5. To facilitate integration with Public Transport Facilities				
	5.1.1 At Brodie	-9,000	AADT	
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.2 At Alves	-14,000	AADT	
	5.1.3 At Lhanbryde	-10,000	AADT	

Kingston Lochhill Garmouth Muir of Lochs Mosstodloch Grbliston Orbliston Orbliston Ordiquis Moser	Nether Dallachy Upper Dallachy Auchenhalrig Ochabers B Whitea Wo sh od of equish
	Assessment Score
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A96 there will be a major improvement in	Major Beneficial
	Maior Beneficial

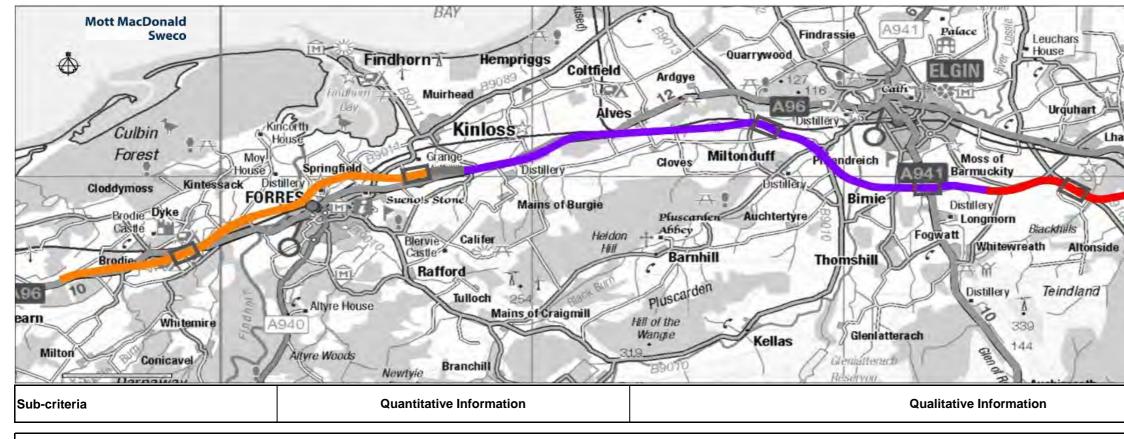
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hicles to travel closer to their desired	

icles to travel closer to their desired reduction.	Major Beneficial
that results in safety benefits to NMUs.	Moderate Beneficial

Moderate Beneficial
Moderate Beneficial

Minor Beneficial
Moderate Beneficial

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environm 6.1 communities and people in the corrido 6.2 natural and cultural heritage assets.	nental impacts and, where this is not possible, or, and	to mini	mise t	he environmental effect on:		
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
	Properties within 50m of assumed centreline	8	no	Potential severance and intrusion to users of NCN1, Moray	There is potential for significant impacts from community severance and	
	Length of route through agricultural land classes 1,2 and 3.1	15.0	km	Coastal Trail, Speyside Way, Moray Monster Trails, Core Paths including those north of Forres, in Birkenhill & Threapland Wood &	impacts on key NMU routes, substantial loss of prime agricultural land and effects on 15 areas of recreational woodland including the southern edge of	
6.1.3 People & Communities	Length of route through forestry / woodland used for	8.2	km	an Aspirational Core Path south of Elgin. Severance to	Threapland Wood and Slorach's Wood.	Moderate Adverse
	recreation Length of route through LDP open spaces	0.0	km	-communities: Dyke, Kintessack, Monkland, Middlefield & Cassieford from Forres; Monkland & Forres; Ordiquish & Fochabers.		
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
	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.	
6.1.5 Materials	Number of bridge structures >20m span	33	no		0.9km) and the River Findhorn (approx. 0.3km).	Minor Adverse
	Length of major earthworks >10m depth/height	12.3	km			
	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.	
	Scheduled Monuments within 200m of assumed centreline	0	no		The option would directly impact two regionally significant SMR crop mark	
6.2.1 Cultural Heritage	Garden & Designed Landscapes within 200m of assumed centreline	1	no		areas resulting in changes to key archaeological resources.	Moderate Adverse
	Regionally significant SMR sites within 200m of assumed	7	no	1		
	centreline 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	
	Length of route through woodland	11.6	km		eastern sections of the option would pass through a more undulating	
6.2.2 Landscape & Visual	Sensitive receptors with potential to experience adverse visual effects	180	no		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 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.	
6.2.3 Nature Conservation	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.		Major Adverse
	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		
	Length of route through native woodland	2.0	km	impacts several LEPO woodlands.		
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	Major Adverse
o.z.+ ocology, cono, contaminated Land & GroundWater	Length of route through soil resource	0	km	Significant hydrogeological impacts predicted due to identified underlying geology.	Dipple Abstraction scheme.	-wajo-Adverse
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. 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 repositioning the junction out with the floodplain could reduce this impact.	Moderate Adverse



Objective 1. To improve the operation	of the A96 and inter-urban connectivity			
	1.1.1 Hardmuir to East of Fochabers	-13	min	
1.1 Reduced journey times	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 A
				reliability based on traffic flow reduction.
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min	
	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT	
1.5 Reduced conflict with local traffic	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	

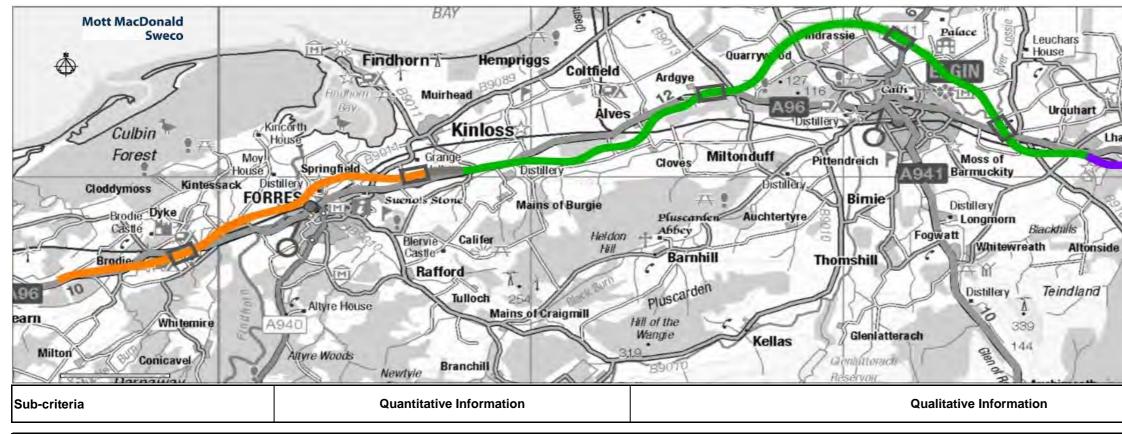
			per	
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-50	annnum	
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicle speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow red
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that
Objective 3. To provide opportunities to	o 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	
	2.1.2 Improved journey time from Elgip to Abordoon	-4	min	
	3.1.2 Improved journey time from Elgin to Aberdeen	-4	111111	

Objective 4. To facilitate active travel in the corridor				
4.1.1 At Brodie 3,000 AADT				
4.1 Traffic on old A96 that will benefit NMUs 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					
		5.1.1 At Brodie	-9,000	AADT		
5	5.1 Traffic reduction on old A96 that will benefit bus services	5.1.2 At Alves	-14,000	AADT		
		5.1.3 At Lhanbryde	-14,000	AADT		
5	5.1 Traffic reduction on old A96 that will benefit bus services	5.1.2 At Alves	-14,000	AADT		

Kingston Lochhill Garmouth Muir of Lochs Nosstodloch Orbliston Orbliston Orbliston Ordiquis	Nether Dallachy Upper Dallachy Auchenhalrig Dchabers B Whitea Whitea Whitea Whitea Chabers B Chabers B Chabers B Chabers B Chabers B Chabers B Chabers B Chabers B Chabers C Chabers C C Chabers C C Chabers C C Chabers C C C C C C C C C C C C C C C C C C C
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eduction.	Major Beneficial
hat results in safety benefits to NMUs.	Moderate Beneficial
	Moderate Beneficial
	Major Beneficial
	Minor Beneficial
	Moderate Beneficial

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environm 6.1 communities and people in the corrido 6.2 natural and cultural heritage assets.	ental impacts and, where this is not possible, or, and	to mini	mise t	he environmental effect on:		
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
	Properties within 50m of assumed centreline	19	no	Potential severance and intrusion to users of NCN1, Moray	There is potential for significant impacts from community severance and impacts on key NMU routes, substantial loss of prime agricultural land and	
	Length of route through agricultural land classes 1,2 and 3.1	15.0	km	Coastal Trail, Speyside Way, Moray Monster Trails, Core Paths including those north of Forres & Elgin, in Birkenhill & Threapland	effects on 15 areas of recreational woodland including the southern edge of	
3.1.3 People & Communities	Length of route through forestry / woodland used for recreation	7.9	km	Wood & an Aspirational Core Path south of Elgin. Severance to	Threapland Wood and Whiteash Hill Wood.	Moderate Adverse
	Length of route through LDP open spaces	0.3	km	communities: Dyke, Kintessack, Monkland, Middlefield & Cassieford from Forres; Monkland & Forres.		
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
	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	
6.1.5 Materials	Number of bridge structures >20m span	31	no		River Findhorn (approx. 0.3km) which exceeds the width of the minimum	Minor Adverse
	Length of major earthworks >10m depth/height	10.1	km		crossing option.	
	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.	
6.2.1 Cultural Heritage	Scheduled Monuments within 200m of assumed centreline	0	no		The option would directly impact three regionally significant SMR crop mark	
	Garden & Designed Landscapes within 200m of assumed centreline	2	no	]	areas resulting in changes to key archaeological resources.	Moderate Adverse
	Regionally significant SMR sites within 200m of assumed centreline	10	no	1		
	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	
	Length of route through woodland	11.4	km	1	sections of the option would pass through a more undulating landscape	
6.2.2 Landscape & Visual	Sensitive receptors with potential to experience adverse visual effects	763	no		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 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.	
6.2.3 Nature Conservation	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.		Major Adverse
	Length of route through ancient woodland	7.4	km	The route crosses the Findhorn at a narrow point decreasing the		
	Length of route through native woodland	1.9	km	potential for impacts on the river corridor. The route potentially impacts several LEPO woodlands.		
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	Moderate Adverse
	Length of route through soil resource	0.0	km	Significant hydrogeological impacts predicted due to identified underlying geology.	downstream extent of the Dipple Abstraction scheme.	
				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-	
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 hydro-geomorphology at the River Findhorn and River Spey crossings.	positioning the junction out with the floodplain could reduce this impact.	Moderate Adverse



Objective 1. To improve the operation	of the A96 and inter-urban connectivity			
	1.1.1 Hardmuir to East of Fochabers	-13	min	
1.1 Reduced journey times	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 A
				reliability based on traffic flow reduction.
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min	
	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT	
1.5 Reduced conflict with local traffic	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			
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehic speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow re		
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes th		
	·	•				

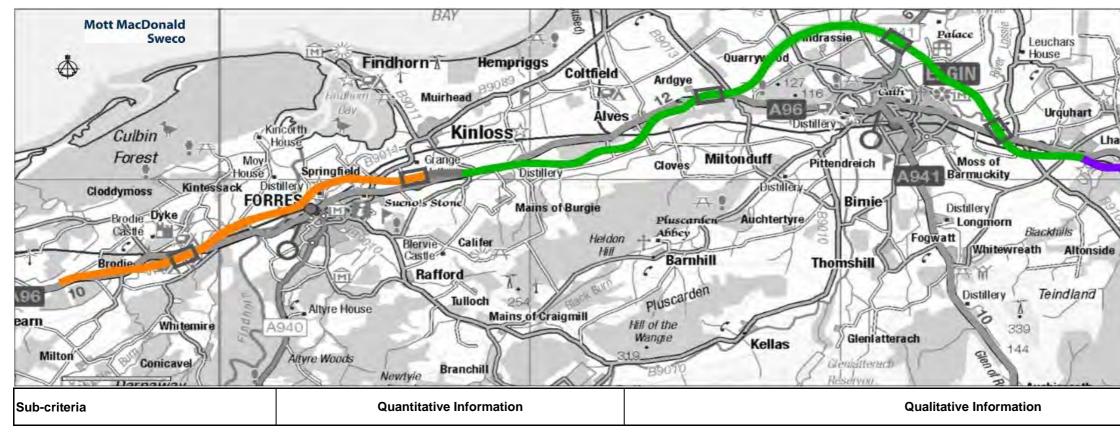
Ob	Objective 3. To provide opportunities to grow the regional economies in the corridor						
211	Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min			
3.11	Improved access to the wider strategic hetwork	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min			
3.2 F	Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	5,400	no			

Objective 4. To facilitate active travel	in the corridor			
	4.1.1 At Brodie	3,000	AADT	
4.1 Traffic on old A96 that will benefit NMUs	4.1.2 At Alves	3,000	AADT	
	4.1.3 At Lhanbryde	3,000	AADT	

Objective 5. To facilitate integration with Pu	ublic Transport Facilities			
	5.1.1 At Brodie	-9,000	AADT	
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.2 At Alves	-14,000	AADT	
	5.1.3 At Lhanbryde	-13,000	AADT	

Kingston Lochhill Garmouth Muir of Lochs Bogmoor Orbiston Orbiston Orbiston Orbiston Orbiston Ordiquis Orbiston Ordiquis	Auchenhalrig Auchenhalrig bchabers Wintee
	Assessment Score
	Major Beneficial
A96 there will be a major improvement in	Major Beneficial
	Major Beneficial
	Moderate Beneficial
	Major Beneficial
	Major Beneficial
icles to travel closer to their desired reduction.	Major Beneficial
that results in safety benefits to NMUs.	Moderate Beneficial
	Moderate Beneficial
	Major Beneficial
	Minor Beneficial
	1

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environm 6.1 communities and people in the corrido 6.2 natural and cultural heritage assets.	nental impacts and, where this is not possible, or, and	to minir	nise th	e environmental effect on:		
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
	Properties within 50m of assumed centreline	19	no		There is potential for significant impacts from community severance and	
	Length of route through agricultural land classes 1,2 and 3.1	23.2	km	Potential severance and intrusion to users of NCN1, Moray Coastal Trail, Speyside Way, Moray Monster Trails, Core Paths	major impacts on key NMU routes, substantial loss of prime agricultural land and effects on 8 areas of recreational woodland including Threapland	
6.1.3 People & Communities	Length of route through forestry / woodland used for recreation	6.8	km	including those north of Forres & Elgin, within Threapland Wood &	Wood and Whiteash Hill Wood.	Major Adverse
	Length of route through LDP open spaces	0.3	km	an Aspirational Core Path near Quarrelwood. Severance to communities: Dyke, Kintessack, Monkland, Middlefield & Cassieford from Forres; Monkland & Forres.		
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
	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	
6.1.5 Materials	Number of bridge structures >20m span	32	no		River Findhorn (approx. 0.3km) which exceeds the width of the minimum	Minor Adverse
	Length of major earthworks >10m depth/height	12.2	km	1	crossing option.	
	Listed buildings within 200m of assumed centreline	73	no		The setting of several nationally important and sensitive assets would be	
5.2.1 Cultural Heritage Garde	Scheduled Monuments within 200m of assumed centreline	2	no	1	significantly modified, including Grange Hall (listed building & regionally significant SMR), Pittensair House (listed building & regionally significant	
	Garden & Designed Landscapes within 200m of assumed	2	no		SMR) and Coxton Tower (listed building & scheduled monument). The option would directly impact four regionally significant SMR crop mark	Moderate Adverse
	centreline Regionally significant SMR sites within 200m of assumed centreline	17	no		areas resulting in changes to key archaeological resources.	
	Length of route through AGLV or other designated landscapes	1.4	km		Key landscape issues lie at the eastern extent and specifically: loss of	
	Length of route through woodland	9.0	km		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	
6.2.2 Landscape & Visual	Sensitive receptors with potential to experience adverse visual effects	945	no		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 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.	
6.2.3 Nature Conservation	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.		Major Adverse
	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.		
	Length of route through native woodland	0.9	km	The route crosses the Findhorn at a narrow point decreasing the potential for impacts on river corridor.		
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	Moderate Adverse
	Length of route through soil resource	0.1	km	Significant hydrogeological impacts predicted due to identified underlying geology.	watercourse crossings and crossing the downstream extent of the Dipple Abstraction scheme.	
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	Minor Adverse
				No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.	roads and agricultural land; re-positioning the route option and junction could reduce this impact.	



Objective 1. To improve the operation	of the A96 and inter-urban connectivity			
	1.1.1 Hardmuir to East of Fochabers	-13	min	
1.1 Reduced journey times	1.1.2 Forres to Elgin	-1	min	
	1.1.3 Elgin to Fochabers	-2	min	
1.0. Jauren au diese verliebilite				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A
2 Journey time reliability				reliability based on traffic flow reduction.
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min	
	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT	
1.5 Reduced conflict with local traffic	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	
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicle speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow red
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that
Objective 3. To provide opport	unities to grow the regional economies in the corridor			
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	-			
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min	
	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	

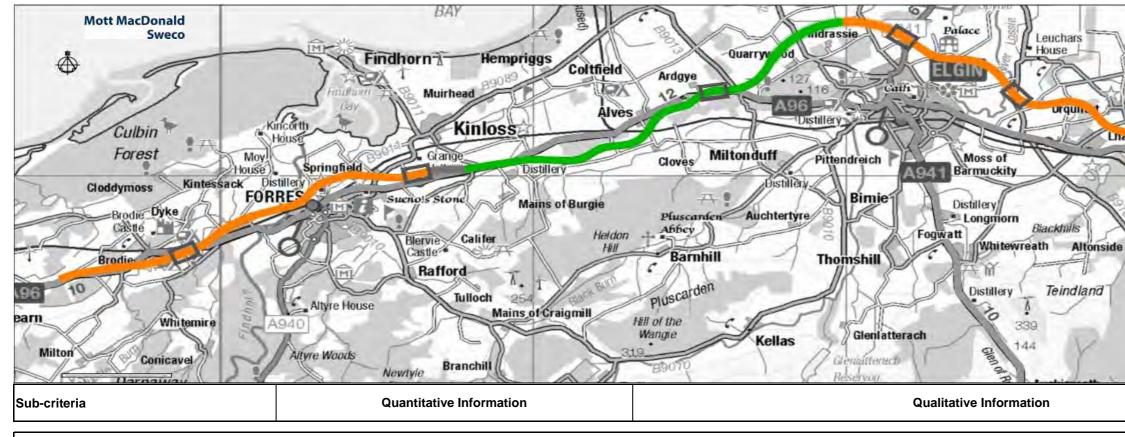
Objective 4. To facilitate active travel in the cor	prridor			
4.1.*	1.1 At Brodie	3,000	AADT	
4.1 Traffic on old A96 that will benefit NMUs 4.1.2	1.2 At Alves	3,000	AADT	
4.1.3	1.3 At Lhanbryde	2,000	AADT	

Objective 5. To facilitate integration with Po	ublic Transport Facilities			
	5.1.1 At Brodie	-9,000	AADT	
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.2 At Alves	-14,000	AADT	
	5.1.3 At Lhanbryde	-14,000	AADT	

# Orange 10

Kingston Lochhill Muir of Lochs hbryde 9 Mosstodloch 0rbliston 0rbliston 0rbliston 0rdiquit mordiquit 0rdiquit	Nether Dallachy Upper Dallachy Auchenhalrig Ochabers B Whites Whites Whites Whites Whites Whites Whites Whites Whites Whites Whites Callachy Chabers C
	Assessment Score
	Major Beneficial
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	Major Beneficial
	Major Beneficial
	Moderate Beneficial
	Major Beneficial
	Major Beneficial
cles to travel closer to their desired eduction.	Major Beneficial
nat results in safety benefits to NMUs.	Moderate Beneficial
	Moderate Beneficial
	Major Beneficial
	Minor Beneficial
	Minor Beneficial

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environm 6.1 communities and people in the corrido 6.2 natural and cultural heritage assets.	nental impacts and, where this is not possible or, and	, to min	imise f	the environmental effect on:		
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
	Properties within 50m of assumed centreline	8	no	Potential severance and intrusion to users of NCN1, Moray	There is potential for significant impacts from community severance and major impacts on key NMU routes, substantial loss of prime agricultural	
	Length of route through agricultural land classes 1,2 and 3.1	23.1	km	Coastal Trail, Speyside Way, Moray Monster Trails, Core Paths	land and offects on 8 areas of recreational woodland including Threapland	
6.1.3 People & Communities	Length of route through forestry / woodland used for recreation	7.3	km	-including those north of Forres & Elgin, within Threapland Wood & an Aspirational Core Path near Quarrelwood. Severance to	Wood and Slorach's Wood.	Major Adverse
	Length of route through LDP open spaces	0.0	km	communities: Dyke, Kintessack, Monkland, Middlefield & Cassieford from Forres; Monkland & Forres; Easter Coxton & Coxton Tower; Ordiquish & Fochabers.		
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
	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.	
6.1.5 Materials	Number of bridge structures >20m span	35	no	1	0.9km) and the River Findhorn (approx. 0.3km).	Moderate Adverse
	Length of major earthworks >10m depth/height	16.4	km	1		
	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	
2.1 Cultural Heritage Gard centr Regio	Scheduled Monuments within 200m of assumed centreline	2	no		significant SMR), Pittensair House (listed building & regionally significant	
	Garden & Designed Landscapes within 200m of assumed centreline	1	no		SMR) and Coxton Tower (listed building & scheduled monument). The option would directly impact four regionally significant SMR crop mark	Moderate Adverse
	Regionally significant SMR sites within 200m of assumed centreline	14	no		areas resulting in changes to key archaeological resources.	
	Length of route through AGLV or other designated landscapes	0.6	km		The key landscape and visual issues lie at the eastern extent, specifically:	
	Length of route through woodland	9.4	km	1	introduction of large scale earthworks and/or structures within the northern extent of the Speyside AGLV; loss of woodland; and change to Ordiquish	
6.2.2 Landscape & Visual	Sensitive receptors with potential to experience adverse visual effects	360	no		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 Natura 2000 sites	0.1	km	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.	
6.2.3 Nature Conservation	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.		Major Adverse
	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.		
	Length of route through native woodland	1.0	km	The route crosses the Findhorn at a narrow point decreasing the potential for impacts on the river corridor.		
6.2.4 Coolery, Soile, Conteminated Lond & Crowndwater	Length of route through designated geological sites	0	km		The route passes within areas of peat, and there is the potential for significant adverse impacts on hydrogeology, particularly in the vicinity of	Major Adverse
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through soil resource	0.1	km	Significant hydrogeological impacts predicted due to identified underlying geology.	watercourse crossings and the crossing of the Dipple Abstraction scheme.	Major Adverse
				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	
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	7	km	No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.	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



Objective 1. To improve the operation of the	bjective 1. To improve the operation of the A96 and inter-urban connectivity									
	1.1.1 Hardmuir to East of Fochabers	-13	min							
1.1 Reduced journey times	1.1.2 Forres to Elgin	-1	min		Moderate Beneficial					
	1.1.3 Elgin to Fochabers	-2	min							
1.2 lournou 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	Major Beneficial					
1.2 Journey time reliability				reliability based on traffic flow reduction.	Major Denencial					
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					
	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT							
1.5 Reduced conflict with local traffic	1.5.2 traffic reduction on old A96 at Alves	-14,000			Major Beneficial					
	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 Beneficia				
			•		_				

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 Bonoficial		
3.1 Improved access to the wider strategic network	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	
	4.1.2 At Alves	3,000	AADT	
	4.1.3 At Lhanbryde	9,000	AADT	

Objective 5. To facilitate integration with Pu	ublic Transport Facilities			
	5.1.1 At Brodie	-9,000	AADT	
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.2 At Alves	-14,000	AADT	
	5.1.3 At Lhanbryde	-7,000	AADT	

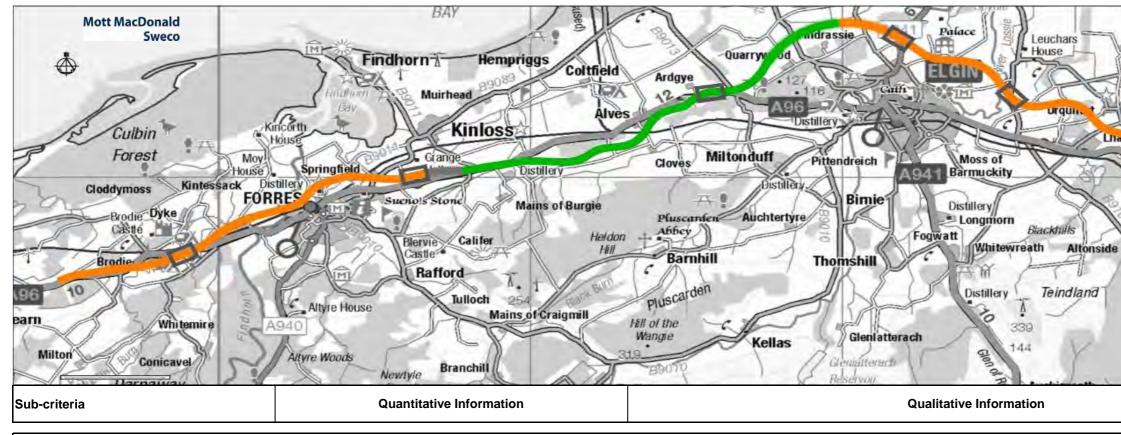
# Orange 11

1/-	Spey Bay
Kingston	-ASTER
Garmouth	Nether
Muir of Bogm	
LOCIIS	Dallachy
Mosstellart	Auchenhalrig
A96	A98
V~ ZTO	For abers B
	Whitea Wa
Orbliston	
X CHP JEM-A	iquish
Inchberry	Wood of
ORANGE	Ordiequish Ford
Orton the M	tarehouses
	Assessment Score
	50010

Neutral
Moderate Beneficial

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environm 6.1 communities and people in the corrido 6.2 natural and cultural heritage assets.	ental impacts and, where this is not possible, r, and	to minin	nise th	e environmental effect on:		
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
	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	There is potential for significant impacts from community severance and major impacts on key NMU routes, substantial loss of prime agricultural	
	Length of route through agricultural land classes 1,2 and 3.1	24.4	km	including those north of Forres, Elgin, Mosstodloch & Fochabers,	land and effects on 12 areas of recreational woodland including Crooked	
6.1.3 People & Communities	Length of route through forestry / woodland used for recreation	8.5	km	within Crooked Wood & an Aspirational Core Path near Quarrelwood. Severance to communities: Dyke, Kintessack,	Wood, Sleepieshill Wood and Whiteash Hill Wood.	Major Adverse
	Length of route through LDP open spaces	0.0	km	Monkland, Middlefield & Cassieford from Forres; Monkland &		
6.1.4 Policies and Plans	Length of route through LDP industrial / residential allocations	1.7	km	Forres: Lhanbrvde & Urouhart.	Potential severance of a site allocated for industry at Forres, sites allocated for housing (including long-term) and industry north of Elgin.	Moderate Adverse
	Length of route	49.9	km		The length of the route and the extent of major earthworks are above the	
6.1.5 Materials	Number of bridge structures >20m span	32	no	1	average, with major span structures required on the River Spey (approx. 1.6km) and the River Findhorn (approx. 0.3 km).	Major Adverse
	Length of major earthworks >10m depth/height	19.1	km	1		
	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	
	Scheduled Monuments within 200m of assumed centreline	0	no	1	would sever the physical relationship between important listed buildings on	
6.2.1 Cultural Heritage	Garden & Designed Landscapes within 200m of assumed	2	no	_	the estate (including category A). The setting of Grange Hall (listed building & regionally significant SMR), a nationally important and sensitive asset	Major Adverse
6.2.1 Cultural Heritage	centreline Regionally significant SMR sites within 200m of assumed centreline	13	no		would be significantly modified. The option would directly impact six regionally significant SMR areas resulting in changes to key archaeological resources.	
	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.	
6.2.2 Landscape & Visual	Length of route through woodland	10.8	km	]	Possible alignment adjustment and/or use of structures as opposed to earthworks at the eastern extent of the scheme has the potential to limit	Major Adverse
	Sensitive receptors with potential to experience adverse visual effects	210	no		landscape change in that vicinity, including on the Gordon Castle GDL.	
	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.	
6.2.3 Nature Conservation	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.		Major Adverse
	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	5	
	Length of route through native woodland	0.8	km	Fochabers (DMRB Stage1 HRA), which potentially will be significantly impacted and difficult to mitigate.		
	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	
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through soil resource	0.0	km	Significant hydrogeological impacts predicted due to identified underlying geology.	on hydrogeology, particularly in the vicinity of watercourse crossings (including to the north of Fochabers).	Moderate Adverse
				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	
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	8.2	km	Potentially significant impact at hydro-geomorphologically active reach at the River Spey crossing.	crossing predicted to be significant.	Major Adverse

3.2 Enhanced access to jobs and services



Objective 1. To improve the operation	of the A96 and inter-urban connectivity			
	1.1.1 Hardmuir to East of Fochabers	-13	min	
1.1 Reduced journey times	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 A
				reliability based on traffic flow reduction.
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min	
	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT	
1.5 Reduced conflict with local traffic	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 moto	rised and non-motorised users			
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-46	per annnum	
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehic speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow re-
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes the
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	
S. I improved access to the wider strategic network	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min	

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	
	4.1.2 At Alves	3,000 AADT	
	4.1.3 At Lhanbryde	3,000 AADT	

5,300

no

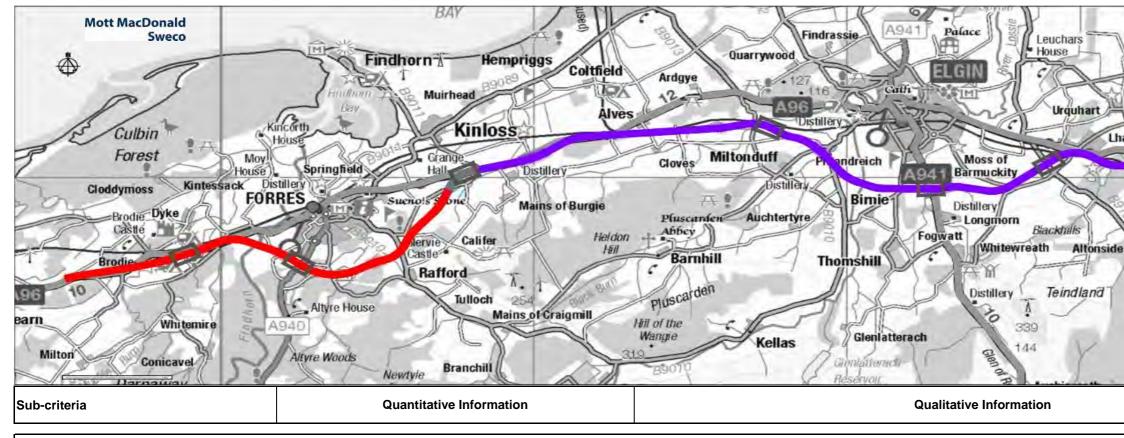
3.2.1 Residential properties within 30 min of Elgin

Objective 5. To facilitate integration with Public Transport Facilities					
	5.1.1 At Brodie	-9,000	AADT		
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.2 At Alves	-14,000	AADT		
	5.1.3 At Lhanbryde	-13,000	AADT		

## Orange 12

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Kingston Lochhill Garmouth Muir of Lochs Wosstodloch Dipple Orbliston Ordiquis Inchberry Wo Ordiquis Orton T	ey Bay Nether Dallachy Upper Dallachy Upper Dallachy Auchenhalrig Chabers B White Main B Auchenhalrig Chabers B White Main B Auchenhalrig Chabers B White Main Chabers B Main Chabers Chabers B Main Chabers Chabers B Main Chabers Chabers C
A96 there will be a major improvement in	Major Beneficial
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icles to travel closer to their desired eduction.	Major Beneficial
hat results in safety benefits to NMUs.	Moderate Beneficial
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	Minor Beneficial

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environr 6.1 communities and people in the corrid 6.2 natural and cultural heritage assets.	nental impacts and, where this is not possible or, and	, to mini	mise tl	he environmental effect on:		
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
	Properties within 50m of assumed centreline	21	no	Potential severance and intrusion to users of NCN1, Moray	There is potential for significant impacts from community severance and major impacts on key NMU routes, substantial loss of prime agricultural	
	Length of route through agricultural land classes 1,2 and 3.1	24.6	km	Coastal Trail, Speyside Way, Moray Monster Trails, Core Paths including those north of Forres & Elgin, within Crooked Wood & an	land and effects on 12 areas of recreational woodland including Crooked	
6.1.3 People & Communities	Length of route through forestry / woodland used for recreation	7.7	km	Aspirational Core Path near Quarrelwood. Severance to	Wood, Sleepieshill Wood and Whiteash Hill Wood.	Major Adverse
	Length of route through LDP open spaces	0.8	km	communities: Dyke, Kintessack, Monkland, Middlefield & Cassieford from Forres; Monkland & Forres; Lhanbryde & Urquhart.		
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
	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)	
6.1.5 Materials	Number of bridge structures >20m span	31	no	1	km) which exceeds the width of the minimum crossing option.	Moderate Adverse
	Length of major earthworks >10m depth/height	17.4	km	1		
	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.	
	Scheduled Monuments within 200m of assumed centreline	0	no		The option would directly impact six regionally significant SMR areas	
6.2.1 Cultural Heritage	Garden & Designed Landscapes within 200m of assumed centreline	2	no	1	resulting in changes to key archaeological resources.	Moderate Adverse
	Regionally significant SMR sites within 200m of assumed centreline	15	no	1		
	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	
	Length of route through woodland	9.9	km		Crooked Wood, Steepleshill Wood and Whiteash Hill Wood	
6.2.2 Landscape & Visual	Sensitive receptors with potential to experience adverse visual effects	811	no		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 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.	
6.2.3 Nature Conservation	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.		Major Adverse
	Length of route through ancient woodland	5.7	km	Potential for significant habitat severance and connectivity issues		
	Length of route through native woodland	0.8	km	through Sleepieshill Wood and Crooked Wood.		
6.2.4 Goology Soils Contaminated Land & Croundwater	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	Moderate Advance
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through soil resource	0	km	Significant hydrogeological impacts predicted due to identified underlying geology.	downstream extent of the Dipple Abstraction scheme.	Moderate Adverse
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. No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.	River Lossie crossing (including junction east of Elgin) predicted to increase flood risk to upstream receptors and adequate mitigation would be required.	Major Adverse



	1.1.1 Hardmuir to East of Fochabers	-13	min		
1.1 Reduced journey times	1.1.2 Forres to Elgin	-1	min		Major Benefic
	1.1.3 Elgin to Fochabers	-2	min		
1. O Jaure au fina anlich lite				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	Major Benefic
1.2 Journey time reliability				reliability based on traffic flow reduction.	Major Benelici
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway	Major Benefici
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min		Moderate Benef
	1.5.1 traffic reduction on old A96 at Brodie	-8,000	AADT		
1.5 Reduced conflict with local traffic	1.5.2 traffic reduction on old A96 at Alves	-14,000	AADT		Major Beneficia
	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 Beneficia	
Objective 3. To provide opportunities to grow the regional economies in the corridor						

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 Repeticial
3.1.2 In	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min		Woderate Deficitat
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	4,200	no		Moderate Beneficial

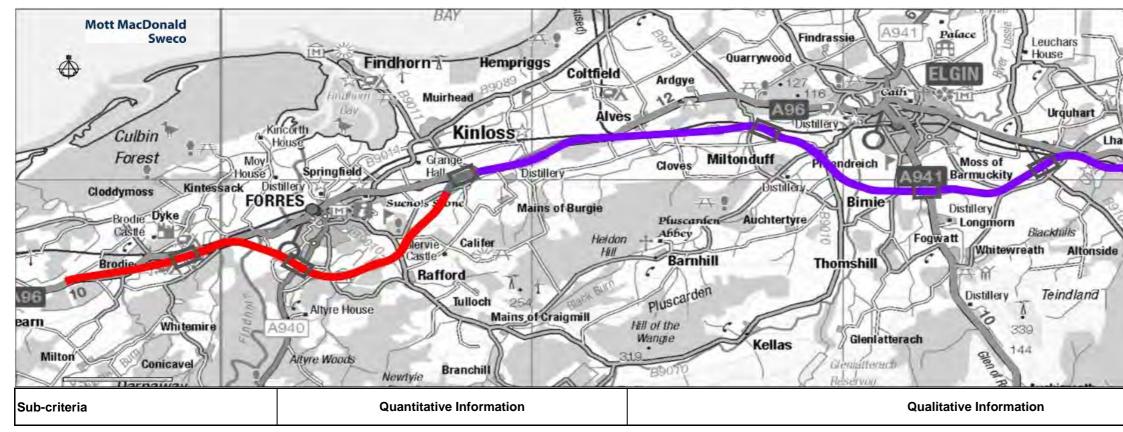
Objective 4. To facilitate active travel in the corridor				
	4.1.1 At Brodie	4,000 AADT		
4.1 Traffic on old A96 that will benefit NMUs	4.1.2 At Alves	3,000 AADT		Minor Beneficial
	4.1.3 At Lhanbryde	2,000 AADT		
Objective 5 To facilitate integration w	vith Public Transport Facilities			

Objective 5. To facilitate integration with Pu	ublic Transport Facilities			
	5.1.1 At Brodie	-8,000	AADT	
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.2 At Alves	-14,000	AADT	
	5.1.3 At Lhanbryde	-14,000	AADT	

1/.	Spey Bay
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Garmouth	Nether
Muir of Lochs	
ambryde 9 Mosstodloch	Auchenhalrig
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	Whitea
Dipple	We we
108 Acht An Ore	liquish
Inchiberry	Wood of Ordiequish
Orton	Narehouses
	Assessment Score
	Major Beneficial
A96 there will be a major improveme	nt in Major Beneficial

Moderate Beneficia

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environm 6.1 communities and people in the corrido 6.2 natural and cultural heritage assets.	ental impacts and, where this is not possible, r, and	to minir	nise th	e environmental effect on:		
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
	Properties within 50m of assumed centreline	21	no	Potential severance and intrusion to users of Dava Way, Speyside	There is potential for significant impacts from community severance and impacts on key NMU routes, loss of prime agricultural land and effects on	
6.1.3 People & Communities	Length of route through agricultural land classes 1,2 and 3.1	10.8	km	Way, Moray Monster Trails, Core Paths including those in Birkenhill, Threapland Wood & an Aspirational Core Path south of	12 areas of recreational woodland including Fairyhills Wood, Threapland	Moderate Adverse
	Length of route through forestry / woodland used for recreation	9.5	km	Elgin. Severance to communities: south of Forres at Red Craig	Wood and Whiteash Hill Wood.	
	Length of route through LDP open spaces	0.3	km	and Mundole area; Rafford & Forres.	-	
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
	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	
6.1.5 Materials	Number of bridge structures >20m span	22	no		widths required on the River Spey (approx. 0.4km) and the Findhorn	Minor Adverse
	Length of major earthworks >10m depth/height	9.5	km		(approx. 0.2km).	
	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	
6.2.1 Cultural Heritage	Scheduled Monuments within 200m of assumed centreline	2	no		significantly altered. The setting of Pittensair House (listed building &	
	Garden & Designed Landscapes within 200m of assumed centreline	2	no		regionally significant SMR) and Coxton Tower (listed building & scheduled monument) would also be significantly modified. The option would directly	Major Adverse
	Regionally significant SMR sites within 200m of assumed centreline	14	no		impact three regionally significant SMR crop mark areas resulting in changes to key archaeological resources.	
	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	
	Length of route through woodland	12.9	km		Castle GDLs.	
6.2.2 Landscape & Visual	Sensitive receptors with potential to experience adverse visual effects	987	no		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 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.	
6.2.3 Nature Conservation	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.		Major Adverse
	Length of route through ancient woodland	9.1	km	Potential habitat severance and connectivity impacts through		
	Length of route through native woodland	2.5	km	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 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	
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through soil resource	0.3	km	Significant hydrogeological impacts predicted due to identified underlying geology.	watercourse crossings and crossing the downstream extent of the Dipple Abstraction scheme.	Moderate Adverse
				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-	
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 hydro-geomorphology at the River Findhorn and River Spey crossings.	positioning the junction out with the floodplain could reduce this impact.	Moderate Adverse



Objective 1. To improve the operation of the A96 and inter-urban connectivity					
	1.1.1 Hardmuir to East of Fochabers	-13	min		
1.1 Reduced journey times	1.1.2 Forres to Elgin	-1	min		Major Beneficial
	1.1.3 Elgin to Fochabers	-2	min		
4. O laura autima actichility				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	Maine Demoficial
1.2 Journey time reliability				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 Beneficia
	1.5.1 traffic reduction on old A96 at Brodie	-8,000	AADT		
1.5 Reduced conflict with local traffic	1.5.2 traffic reduction on old A96 at Alves	-14,000	AADT		Major Beneficial
	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 Beneficia	
Objective 3. To provide opportunities to grow the regional economies in the corridor						

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		Modorato Popoficial
3.1 Improved access to the wider strategic network	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min		MODELALE DELICIAL
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	2,000	no		Minor Beneficial

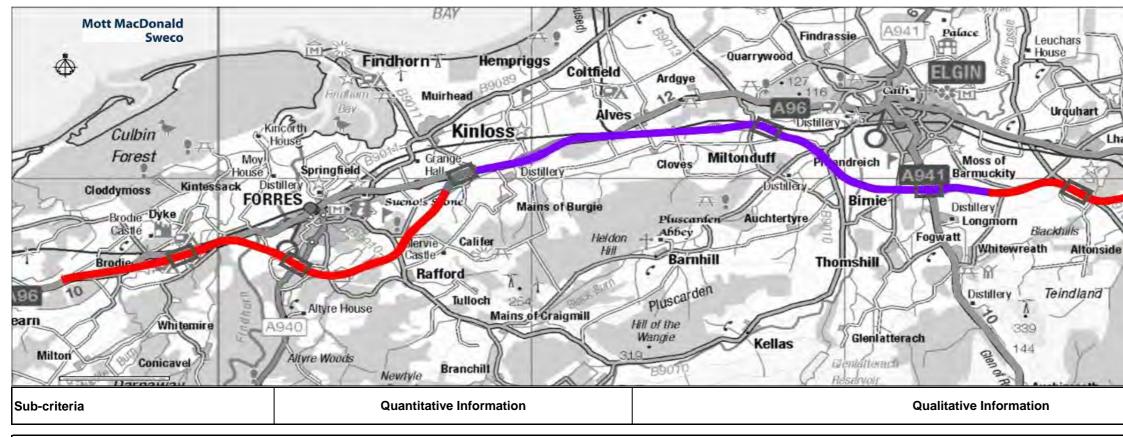
Objective 4. To facilitate active travel in the	e corridor			
	4.1.1 At Brodie	4,000	AADT	
4.1 Traffic on old A96 that will benefit NMUs	4.1.2 At Alves	3,000	AADT	
	4.1.3 At Lhanbryde	6,000	AADT	

Objective 5. To facilitate integration with Po	ublic Transport Facilities			
	5.1.1 At Brodie	-8,000	AADT	
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.2 At Alves	-14,000	AADT	
	5.1.3 At Lhanbryde	-10,000	AADT	

11 -	T	Spey Bay
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3	Garmouth	Nether
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nbryd	eys	e la
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1	A96	A98
	N' PTO	Fochabers B
3-		Whitea
X	Orbliston	
108	Ord	iquish
-	Inchberry	
-		Wood of Ordiequish
	REDI	For
5	VIL.	5
.00		Varehouses
		Assessment Score
		I
		Major Beneficial

Minor Beneficial
Moderate Beneficial

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environm 6.1 communities and people in the corrido 6.2 natural and cultural heritage assets.	nental impacts and, where this is not possible, or, and	to min	imise t	he environmental effect on:		
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
	Properties within 50m of assumed centreline	9	no		There is potential for significant impacts from community severance and	
6.4.3 Deeple 9. Communities	Length of route through agricultural land classes 1,2 and 3.1	10.8	km	Way, Moray Monster Trails, Core Paths including those in Birkenhill & Threapland Wood & an Aspirational Core Path south	impacts on key NMU routes, loss of prime agricultural land and effects on 12 areas of recreational woodland including Fairyhills Wood, the southern	Madarata Advaraa
6.1.3 People & Communities	Length of route through forestry / woodland used for recreation	9.9	km	of Elgin. Severance to communities: south of Forres at Red Craig and Mundole area; Rafford & Forres; Ordiquish & Fochabers.	edge of Threapland Wood and Slorach's Wood.	Moderate Adverse
	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
	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	
6.1.5 Materials	Number of bridge structures >20m span	24	no		the River Spey (approx. 0.9km).	Minor Adverse
	Length of major earthworks >10m depth/height	8.8	km	1		
	Listed buildings within 200m of assumed centreline	5	no		The nationally important Dallas Dhu Distillery (listed building & scheduled	
6.2.1 Cultural Heritage	Scheduled Monuments within 200m of assumed centreline	2	no	1	monument) would be physically impacted and the setting of the asset significantly altered. The setting of Pittensair House (listed building &	
	Garden & Designed Landscapes within 200m of assumed	1	no	-	regionally significant SMR) and Coxton Tower (listed building & scheduled monument) would also be significantly modified. The option would directly	Major Adverse
	centreline Regionally significant SMR sites within 200m of assumed centreline	11	no		impact three regionally significant SMR crop mark areas resulting in changes to many archaeological resources.	
	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	
6.2.2 Landacana 8 Visual	Length of route through woodland	13.1	km		Hill, i.e. the landform changes, introduction of structures, tree clearance	Major Adverse
6.2.2 Landscape & Visual	Sensitive receptors with potential to experience adverse visual effects	431	no		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.	Wajui Adverse
	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.	
6.2.3 Nature Conservation	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.		Major Adverse
	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		
	Length of route through native woodland	2.7	km	woodland is present at crossing points of the Findhorn & Lossie.		
	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	
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through soil resource	0.3	km	Significant hydrogeological impacts predicted due to identified underlying geology.	watercourse crossings and the crossing of the Dipple Abstraction scheme.	Major Adverse
		0.0		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.	
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 hydro-geomorphology at the River Findhorn and River Spey crossings.		Moderate Adverse



Objective 1. To improve the operation	of the A96 and inter-urban connectivity				
	1.1.1 Hardmuir to East of Fochabers	-13	min		
1.1 Reduced journey times	1.1.2 Forres to Elgin	-1	min		Major Beneficial
	1.1.3 Elgin to Fochabers	-2	min		
4.0 laura autima asliability				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	Maine Developed
1.2 Journey time reliability				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
	1.5.1 traffic reduction on old A96 at Brodie	-8,000	AADT		
1.5 Reduced conflict with local traffic	1.5.2 traffic reduction on old A96 at Alves	-14,000	AADT		Major Beneficial
	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 Benefici		
Objective 3. To provide opportunities to grow the regional economies in the corridor							
2.1 Improved ecocos to the wider strategic potwork	3.1.1 Improved journey time from Elgin to Inverness	-6	min		Mederate Depofic		

3.1.1 Improved journey time from Elgin to Inverness 3.1.2 Improved journey time from Elgin to Aberdeen	-o -4	min min		Moderate Beneficia
3.2.1 Residential properties within 30 min of Elgin	2,000	no		Minor Beneficial
3.	1.2 Improved journey time from Elgin to Aberdeen	1.2 Improved journey time from Elgin to Aberdeen -4	1.2 Improved journey time from Elgin to Aberdeen -4 min	1.2 Improved journey time from Elgin to Aberdeen -4 min

4.1 Traffic on old A96 that will benefit NMUs         4.1.1 At Brodie         4,000         AADT           4.1.2 At Alves         3,000         AADT           4.1.3 At Lhanbryde         6,000         AADT				
	4.1.1 At Brodie	4,000	AADT	
	4.1.2 At Alves	3,000	AADT	
	4.1.3 At Lhanbryde	6,000	AADT	

Objective 5. To facilitate integration with Pu	ublic Transport Facilities			
	5.1.1 At Brodie	-8,000	AADT	
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.2 At Alves	-14,000	AADT	
	5.1.3 At Lhanbryde	-10,000	AADT	

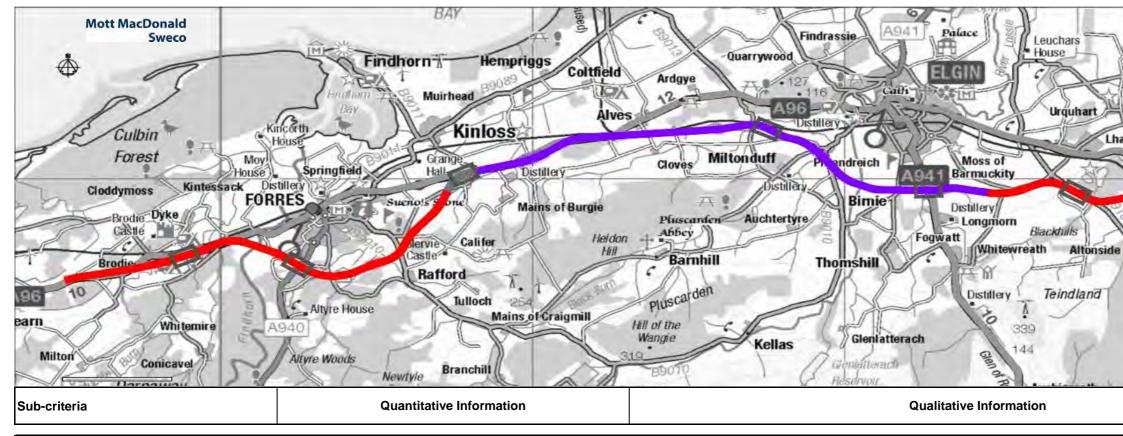
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Kingston Kingston	PX-
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9 Mosstodloch	Auchenhalrig
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	Score

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Moderate Beneficia

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environn 6.1 communities and people in the corrido 6.2 natural and cultural heritage assets.	nental impacts and, where this is not possible, or, and	to minir	nise th	e environmental effect on:		
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
5.1.2 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
	Properties within 50m of assumed centreline	8	no		There is potential for significant impacts from community severance and	
	Length of route through agricultural land classes 1,2 and 3.1	10.8	km	Way, Moray Monster Trails, Core Paths including those in Birkenhill & Threapland Wood & an Aspirational Core Path south	impacts on key NMU routes, loss of prime agricultural land and effects on 12 areas of recreational woodland including Fairyhills Wood, the southern	
6.1.3 People & Communities	Length of route through forestry / woodland used for recreation	9.4	km	of Elgin. Severance to communities: south of Forres at Red Craig and Mundole area; Rafford & Forres; Ordiquish & Fochabers.	edge of Threapland Wood and Slorach's Wood.	Moderate Adverse
	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
	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.	
6.1.5 Materials	Number of bridge structures >20m span	26	no		9km).	Minor Adverse
	Length of major earthworks >10m depth/height	11.3	km		The actionally important Dallas Dhy Distillant /listed by ilding 0 askedylad	
	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	
5.2.1 Cultural Heritage	Scheduled Monuments within 200m of assumed centreline	1	no		significantly altered. The option would also directly impact three regionally	Major Adverse
	Garden & Designed Landscapes within 200m of assumed centreline Regionally significant SMR sites within 200m of assumed	1	no	-	significant SMR crop mark areas resulting in changes to key archaeological resources.	Major Adverse
	centreline	7	no			
	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	
	Length of route through woodland	12.8	km		extent of the Speyside AGLV; loss of woodland; and change to Ordiquish	
6.2.2 Landscape & Visual	Sensitive receptors with potential to experience adverse visual effects	237	no		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 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.	
6.2.3 Nature Conservation	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.		Major Adverse
	Length of route through ancient woodland	9.2	km	Potential habitat severance and connectivity impacts through a		
	Length of route through native woodland	2.2	km	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.		
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	Major Adverse
	Length of route through soil resource	0.3	km	Significant hydrogeological impacts predicted due to identified underlying geology.	watercourse crossings and the crossing of the Dipple Abstraction scheme.	
				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-	
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 hydro-geomorphology at the River Findhorn and River Spey crossings.	positioning the junction out with the floodplain could reduce this impact.	Moderate Adverse

3.2 Enhanced access to jobs and services



Objective 1. To improve the operation	of the A96 and inter-urban connectivity			
	1.1.1 Hardmuir to East of Fochabers	-13	min	
1.1 Reduced journey times	1.1.2 Forres to Elgin	-1	min	
	1.1.3 Elgin to Fochabers	-2	min	
				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A
1.2 Journey time reliability				reliability based on traffic flow reduction.
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min	
	1.5.1 traffic reduction on old A96 at Brodie	-8,000	AADT	
1.5 Reduced conflict with local traffic	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 moto	rised and non-motorised users			
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-47	per annnum	
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicle speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow red
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that
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	
the main of a second	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min	

in the corridor		
4.1.1 At Brodie	4,000 AADT	
4.1.2 At Alves		
	4.1.1 At Brodie	4.1.1 At Brodie         4,000         AADT           4.1.2 At Alves         3,000         AADT

4,200

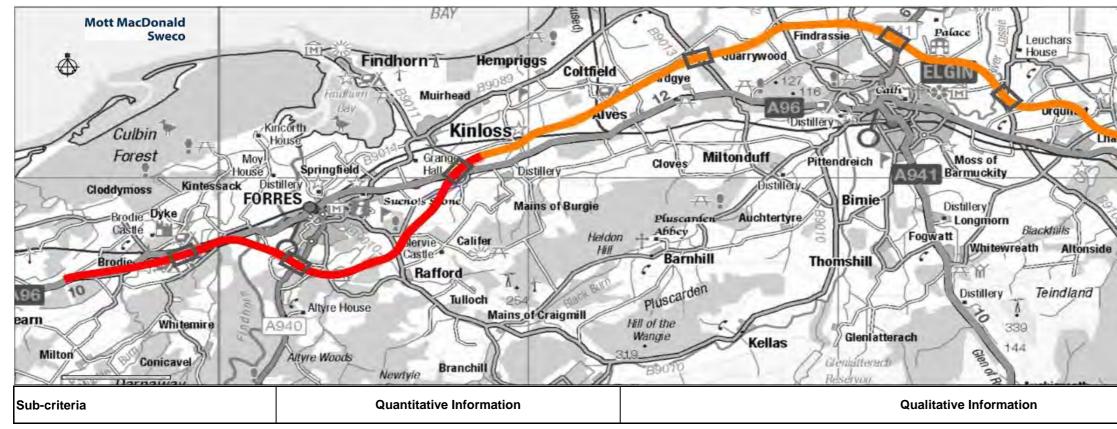
no

3.2.1 Residential properties within 30 min of Elgin

Objective 5. To facilitate integration with Pu	ublic Transport Facilities			
	5.1.1 At Brodie	-8,000	AADT	
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.2 At Alves	-14,000	AADT	
	5.1.3 At Lhanbryde	-14,000	AADT	

Kingston Lochhill Garmouth Muir of Lochs mbryde 9 Mosstodloch 9 Mosstodloch 0rbliston 0rbliston 0rdigui Nordigui RED4	houses
	Assessment Score
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A96 there will be a major improvement in	Major Beneficial
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icles to travel closer to their desired	Major Beneficial
reduction.	Major Beneficial
hat results in safety benefits to NMUs.	Moderate Beneficial
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	Moderate Beneficial Moderate Beneficial
	Moderate Beneficial

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environm 6.1 communities and people in the corrido 6.2 natural and cultural heritage assets.	ental impacts and, where this is not possible, or, and	to mini	mise t	ne environmental effect on:		
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
	Properties within 50m of assumed centreline	20	no	Potential severance and intrusion to users of Dava Way, Speyside	There is potential for significant impacts from community severance and impacts on key NMU routes, loss of prime agricultural land and effects on	
	Length of route through agricultural land classes 1,2 and 3.1	10.8	km	Way, Moray Monster Trails, Core Paths including those in	12 areas of recreational woodland including Fairyhills Wood, the southern	
6.1.3 People & Communities	Length of route through forestry / woodland used for recreation	9.1	km	Birkenhill & Threapland Wood & an Aspirational Core Path south of Elgin. Severance to communities: south of Forres at Red Craig	edge of Threapland Wood and Whiteash Hill Wood.	Moderate Adverse
	Length of route through LDP open spaces	0.3	km	and Mundole area; Rafford & Forres.		
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
	Length of route	47.7	km		The length of the route, the extent of major earthworks and the total	
6.1.5 Materials	Number of bridge structures >20m span	24	no	-	number of bridge structures are below the average, with minimum crossing widths required on the River Spey (approx. 0.4km) and the Findhorn	Minor Adverse
	Length of major earthworks >10m depth/height	9.1	km		(approx. 0.2km).	
	Listed buildings within 200m of assumed centreline	65	no		The nationally important Dallas Dhu Distillery would be physically impacted	
	Scheduled Monuments within 200m of assumed centreline	1	no		and the setting of the asset significantly altered. The option would also directly impact three regionally significant SMR crop mark areas resulting in	
6.2.1 Cultural Heritage	Garden & Designed Landscapes within 200m of assumed	2	no		changes to key archaeological resources.	Major Adverse
	centreline Regionally significant SMR sites within 200m of assumed	10	no	-		
	centreline Length of route through AGLV or other designated	1.7	km		The majority of the option would pass through a gently undulating rural	
	landscapes Length of route through woodland	12.7	km	-	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	
6.2.2 Landscape & Visual	Sensitive receptors with potential to experience adverse visual effects	793	no		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 Natura 2000 sites	0.1	km	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.	
6.2.3 Nature Conservation	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.		Major Adverse
	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		
	Length of route through native woodland	2.0	km	point. Some riparian woodland is present at crossing points of the Findhorn and Lossie.		
	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	
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through soil resource	0.3	km	Significant hydrogeological impacts predicted due to identified underlying geology.	watercourse crossings and crossing the downstream extent of the Dipple Abstraction scheme.	Moderate Adverse
					River Lossie and Black Burn crossings (including junction west of Elgin) predicted to increase flood risk to upstream receptors; however re-	
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 hydro-geomorphology at the River Findhorn and River Spey crossings.	positioning the junction out with the floodplain could reduce this impact.	Moderate Adverse



Objective 1. To improve the operation	of the A96 and inter-urban connectivity			
	1.1.1 Hardmuir to East of Fochabers	-13	min	
1.1 Reduced journey times	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 AS
				improvement in reliability based on traffic flow reduction.
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min	
	1.5.1 traffic reduction on old A96 at Brodie	-8,000	AADT	
1.5 Reduced conflict with local traffic	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					
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicle speed. On the detrunked A96 there will be a moderate improvement in driver stress based on traffic flow				
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that				
	· · · · · · · · · · · · · · · · · · ·							

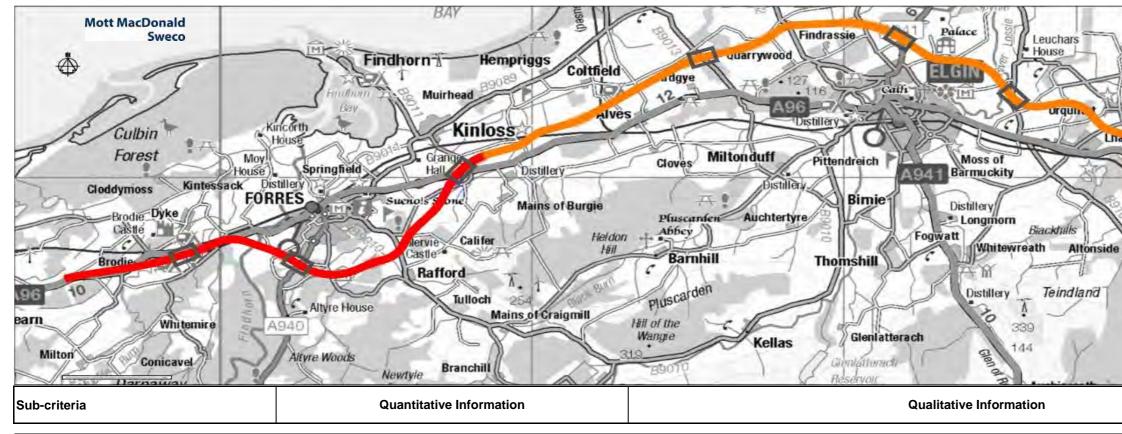
Objective 3. To provide opportunities to grow the regional economies in the corridor							
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min				
3.1 Improved access to the wider strategic network	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min				
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	3,900	no				

Objective 4. To facilitate active travel	in the corridor		
	4.1.1 At Brodie	4,000 AADT	
4.1 Traffic on old A96 that will benefit NMUs	4.1.2 At Alves	9,000 AADT	
	4.1.3 At Lhanbryde	9,000 AADT	

Objective 5. To facilitate integration with Pu	ublic Transport Facilities			
	5.1.1 At Brodie	-8,000	AADT	
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.2 At Alves	-8,000	AADT	
	5.1.3 At Lhanbryde	-7,000	AADT	

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Kingston Lochhill Garmouth Muir of Lochs Wesstodheel Dipple Orbliston Inchiberry We Ordigui	Nether Dallachy Upper Dallachy Auchenhalrig
Ofton #/A	Assessment Score
	Moderate Beneficial
96 there will be a moderate	Moderate Beneficial
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cles to travel closer to their desired w reduction.	Moderate Beneficial
nat results in safety benefits to NMUs.	Moderate Beneficial
	Minor Beneficial
	Moderate Beneficial
	Neutral
	Minor Beneficial

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environm 6.1 communities and people in the corrido 6.2 natural and cultural heritage assets.	ental impacts and, where this is not possible or, and	, to miı	nimise	the environmental effect on:		
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
	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	There is potential for significant impacts from community severance and impacts on key NMU routes, substantial loss of prime agricultural land and	
	Length of route through agricultural land classes 1,2 and 3.1	15.6	km	Elgin, Mosstodloch & Fochabers, within Crooked Wood & an	effects on 11 areas of recreational woodland including Crooked Wood,	
6.1.3 People & Communities	Length of route through forestry / woodland used for recreation	8.5	km	Aspirational Core Path near Wester Alves. Severance to communities: south of Forres at Red Craig and Mundole area;	Fairyhills Wood, Sleepieshill Wood and Whiteash Hill Wood.	Major Adverse
	Length of route through LDP open spaces	0.0	km	Rafford & Forres; Lhanbryde & Urquhart.		
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
	Length of route	50.7	km		The length of the route and the extent of major earthworks are above the	
6.1.5 Materials	Number of bridge structures >20m span	25	no		average, with a major span structure required on the River Spey (approx. 1.6km).	Major Adverse
	Length of major earthworks >10m depth/height	18.3	km			
	Listed buildings within 200m of assumed centreline	6	no		The nationally important Gordon Castle Garden and Designed Landscape	
	Scheduled Monuments within 200m of assumed centreline	1	no		(GDL) would be bisected by the option. This would affect a key view within the GDL and sever the physical relationship between important listed	
6.2.1 Cultural Heritage	Garden & Designed Landscapes within 200m of assumed	2	no	-	buildings on the estate (including category A). The nationally important	Major Adverse
	centreline Regionally significant SMR sites within 200m of assumed centreline	13	no		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.	
	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	
6.2.2 Landscape & Visual	Length of route through woodland	11.3	km		Castle GDL, which is a highly susceptible and valued landscape; and loss	Major Adverse
	Sensitive receptors with potential to experience adverse visual effects	225	no		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.	
	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.	
6.2.3 Nature Conservation	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.		Major Adverse
	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		
	Length of route through native woodland	1.0	km	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 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	
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through soil resource	0.3	km	Significant hydrogeological impacts predicted due to identified underlying geology.	significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings (including to the north of Fochabers).	Moderate Adverse
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	Major Adverse
		0.7		Potentially significant impact at hydro-geomorphologically active reach at the River Spey crossing.	crossing predicted to be significant.	



Objective 1. To improve the operation	of the A96 and inter-urban connectivity			
	1.1.1 Hardmuir to East of Fochabers	-13	min	
1.1 Reduced journey times	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
				improvement in reliability based on traffic flow reduction.
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min	
	1.5.1 traffic reduction on old A96 at Brodie	-8,000		
1.5 Reduced conflict with local traffic	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	

2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-40	per annnum	
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehic speed. On the detrunked A96 there will be a moderate improvement in driver stress based on traffic flow
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes the

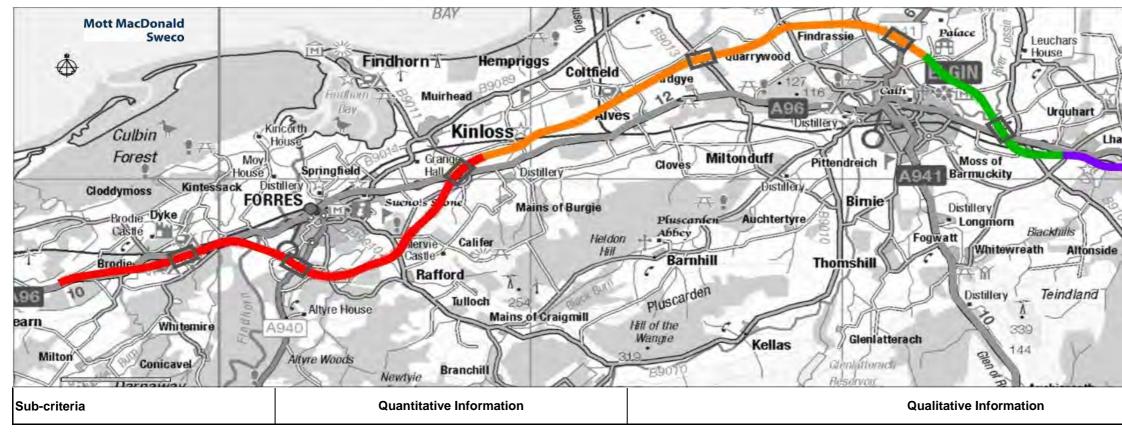
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3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min	
5.1 Improved access to the wider strategic network	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min	
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	4,000	no	

Objective 4. To facilitate active travel in the co	orridor			
4.1.	1.1 At Brodie	4,000	AADT	
4.1 Traffic on old A96 that will benefit NMUs 4.1.	1.2 At Alves	9,000	AADT	
4.1.	1.3 At Lhanbryde	4,000	AADT	

Objective 5. To facilitate integration with P	ublic Transport Facilities			
	5.1.1 At Brodie	-8,000	AADT	
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.2 At Alves	-8,000	AADT	
	5.1.3 At Lhanbryde	-12,000	AADT	

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hat results in safety benefits to NMUs.	Moderate Beneficial
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	Moderate Beneficial
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	Neutral

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environn 6.1 communities and people in the corride 6.2 natural and cultural heritage assets.	nental impacts and, where this is not possible or, and	, to mini	mise tl	ne environmental effect on:		
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
	Properties within 50m of assumed centreline	15	no	Potential severance and intrusion to users of Dava Way, Speyside	There is potential for significant impacts from community severance and	
	Length of route through agricultural land classes 1,2 and 3.1	15.8	km	Way, Moray Monster Trails, Core Paths including those north of Elgin, within Crooked Wood & an Aspirational Core Path near	impacts on key NMU routes, substantial loss of prime agricultural land and effects on 11 areas of recreational woodland including Fairyhills Wood,	
6.1.3 People & Communities	Length of route through forestry / woodland used for	7.7	km	Wester Alves. Severance to communities: south of Forres at Red	Crooked Wood, Sleepieshill Wood and Whiteash Hill Wood.	Major Adverse
	recreation Length of route through LDP open spaces	0.8	km	Craig and Mundole area; Rafford & Forres; Lhanbryde & Urquhart.		
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 Advers
	Length of route	49.8	km		The length of the route and the extent of major earthworks are above the	
6.1.5 Materials	Number of bridge structures >20m span	23	no	-	average, with minimum crossing widths required on the River Spey (approx. 0.4km) and the River Findhorn (approx. 0.2km).	Minor Adverse
	Length of major earthworks >10m depth/height	16.0	km	-		
	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	
6.2.1 Cultural Heritage	Scheduled Monuments within 200m of assumed centreline	1	no		significantly altered. The option would directly impact three regionally	Major Advora
5.2.1 Cultural Heritage	Garden & Designed Landscapes within 200m of assumed centreline	2	no		significant SMR crop mark areas resulting in changes to key archaeological resources.	Major Adverse
	Regionally significant SMR sites within 200m of assumed centreline	15	no			
	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.	
	Length of route through woodland	10.5	km		The option's utilisation of a route in the vicinity of the existing A96 corridor	
6.2.2 Landscape & Visual	Sensitive receptors with potential to experience adverse visual effects	822	no		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 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.	
5.2.3 Nature Conservation	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.		Major Adverse
	Length of route through ancient woodland	7.4	km	Potential for significant habitat severance and connectivity issues		
	Length of route through native woodland	1.0	km	through Sleepieshill Wood and Crooked Wood.		
204 Coology Spile Conteminated Land & Course Later	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	Moderate
.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through soil resource	0.3	km	Significant hydrogeological impacts predicted due to identified underlying geology.	watercourse crossings and crossing the downstream extent of the Dipple Abstraction scheme.	Moderate Adverse
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. No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.	River Lossie crossing (including junction east of Elgin) predicted to increase flood risk to upstream receptors and adequate mitigation would be required.	Major Adverse



Objective 1. To improve the operation	of the A96 and inter-urban connectivity			
	1.1.1 Hardmuir to East of Fochabers	-13	min	
1.1 Reduced journey times	1.1.2 Forres to Elgin	-1	min	
	1.1.3 Elgin to Fochabers	-2	min	
1.2 Journov time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A
1.2 Journey time reliability				improvement in reliability based on traffic flow reduction.
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min	
	1.5.1 traffic reduction on old A96 at Brodie	-8,000		
1.5 Reduced conflict with local traffic	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	
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehic speed. On the detrunked A96 there will be a moderate improvement in driver stress based on traffic flow
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes the
Objective 3. To provide opportu	unities to grow the regional economies in the corridor			
	3.1.1 Improved journey time from Flain to Inverness	-6	min	

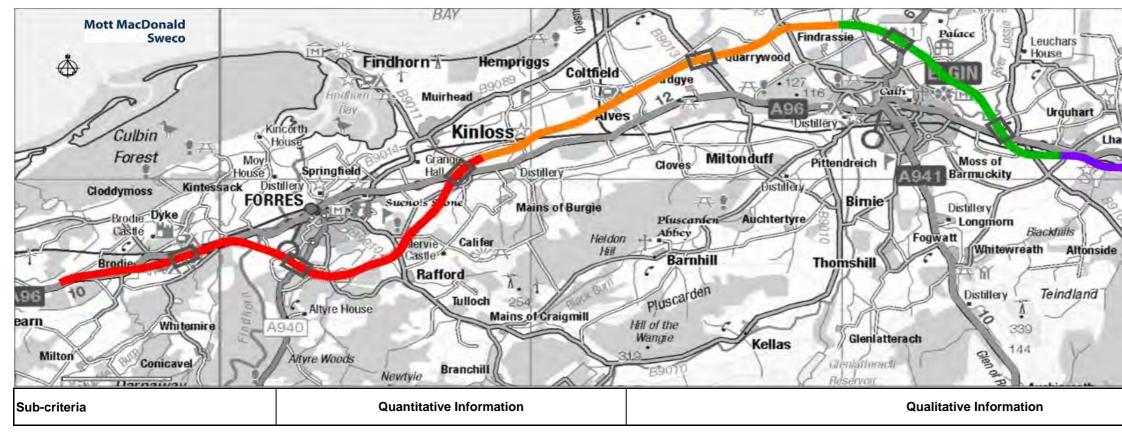
3.1 Improved access to the wider strategic network 3.1.1 Improved journey time from Elgin to Inverness -6 min
3.1.2 Improved journey time from Elgin to Aberdeen -4 min
3.2 Enhanced access to jobs and services 3.2.1 Residential properties within 30 min of Elgin 4,200 no

Objective 4. To facilitate active travel in the	corridor			
	4.1.1 At Brodie	4,000	AADT	
4.1 Traffic on old A96 that will benefit NMUs	4.1.2 At Alves	9,000	AADT	
	4.1.3 At Lhanbryde	3,000	AADT	

Objective 5. To facilitate integration with P	ublic Transport Facilities			
	5.1.1 At Brodie	-8,000	AADT	
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.2 At Alves	-8,000	AADT	
	5.1.3 At Lhanbryde	-13,000	AADT	

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Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environm 6.1 communities and people in the corrido 6.2 natural and cultural heritage assets.	ental impacts and, where this is not possible, or, and	, to mini	imise tl	ne environmental effect on:		
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
	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	There is potential for significant impacts from community severance and impacts on key NMU routes, loss of prime agricultural land and effects on 7	
	Length of route through agricultural land classes 1,2 and 3.1	14.3	km	Elgin, within Threapland Wood & an Aspirational Core Path near	areas of recreational woodland including Fairyhills Wood, Threapland	
6.1.3 People & Communities	Length of route through forestry / woodland used for recreation	6.9	km	Wester Alves. Severance to communities: south of Forres at Red Craig and Mundole area; Rafford & Forres; Easter Coxton &	Wood and Whiteash Hill Wood.	Moderate Adverse
	Length of route through LDP open spaces	0.3	km	Coxton Tower.		
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
	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	
6.1.5 Materials	Number of bridge structures >20m span	25	no		on the River Spey (approx. 0.4km) and the Findhorn (approx. 0.2km).	Minor Adverse
	Length of major earthworks >10m depth/height	10.9	km			
	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	
	Scheduled Monuments within 200m of assumed centreline	3	no		significantly altered. The setting of two high value assets would also be	
6.2.1 Cultural Heritage	Garden & Designed Landscapes within 200m of assumed centreline	2	no		significantly modified; Pittensair House (listed building & regionally significant SMR) and Coxton Tower (listed building & scheduled	Major Adverse
	Regionally significant SMR sites within 200m of assumed centreline	17	no		monument). The option would directly impact three regionally significant SMR crop mark areas resulting in changes to key archaeological resources.	
	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	
	Length of route through woodland	9.7	km		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	
6.2.2 Landscape & Visual	Sensitive receptors with potential to experience adverse visual effects	923	no		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 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.	
6.2.3 Nature Conservation	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.		Major Adverse
	Length of route through ancient woodland	7.1	km	Potential for habitat severance and connectivity impacts through		
	Length of route through native woodland	1.0	km	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 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	
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through soil resource	0.3	km	Significant hydrogeological impacts predicted due to identified underlying geology.	watercourse crossings and crossing the downstream extent of the Dipple Abstraction scheme.	Moderate Adverse
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;	Minor Adverse
		0.8		No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.	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.	MINO AUVEISE



Objective 1. To improve the operation	of the A96 and inter-urban connectivity			
	1.1.1 Hardmuir to East of Fochabers	-13	min	
1.1 Reduced journey times	1.1.2 Forres to Elgin	-1	min	
	1.1.3 Elgin to Fochabers	-2	min	
4.0 Jauren finan anliakilitu				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A
1.2 Journey time reliability				reliability based on traffic flow reduction.
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min	
	1.5.1 traffic reduction on old A96 at Brodie	-8,000	AADT	
1.5 Reduced conflict with local traffic	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	

2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-39	per	
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicl speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow red
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes the

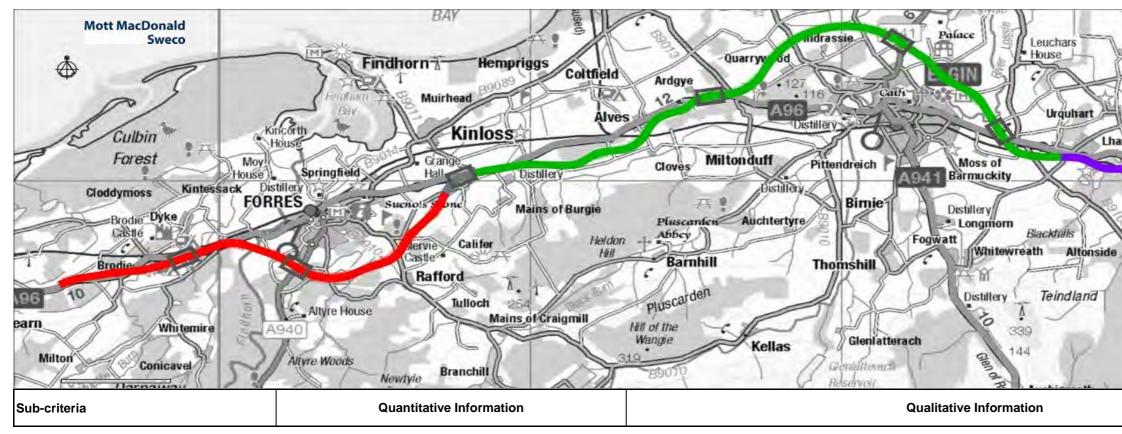
Objective 5. To provide opportunities to gr	ow the regional economies in the corridor			
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min	
3.1 Improved access to the wider strategic hetwork	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min	
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	4,200	no	

Objective 4. To facilitate active travel in the	e corridor			
	4.1.1 At Brodie	4,000	AADT	
4.1 Traffic on old A96 that will benefit NMUs	4.1.2 At Alves	9,000	AADT	
	4.1.3 At Lhanbryde	2,000	AADT	

Objective 5. To facilitate integration with Pu	ublic Transport Facilities			
	5.1.1 At Brodie	-8,000	AADT	
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.2 At Alves	-8,000	AADT	
	5.1.3 At Lhanbryde	-14,000	AADT	

Kingston Lochhill Muir of Lochs Mosstodloch 9 Mosstodloch 9 Mosstodloch 108 Orbliston Inchberry Wo Ordiquis Wo	ey Bay Nether Dallachy Upper Dallachy Auchenhalrig Chabers B Whites Wo sh od of equish Forg
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A96 there will be a major improvement in	Major Beneficial
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cles to travel closer to their desired eduction.	Major Beneficial
nat results in safety benefits to NMUs.	Moderate Beneficial
	]
	Moderate Beneficial
	Moderate Beneficial
	Neutral
	Moderate Beneficial

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environm 6.1 communities and people in the corrido 6.2 natural and cultural heritage assets.	ental impacts and, where this is not possible or, and	, to min	imise t	he environmental effect on:	_	
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
	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	There is potential for significant impacts from community severance and impacts on key NMU routes, loss of prime agricultural land and effects on 7	
6.1.3 People & Communities	Length of route through agricultural land classes 1,2 and 3.1	14.3	km	Elgin, within Threapland Wood & an Aspirational Core Path near	areas of recreational woodland including Fairyhills Wood, Threapland	Moderate Adverse
	Length of route through forestry / woodland used for recreation	7.3	km	Wester Alves. Severance to communities: south of Forres at Red Craig and Mundole area; Rafford & Forres; Easter Coxton &	Wood and Slorach's Wood.	
	Length of route through LDP open spaces	0.0	km	Coxton Tower; Ordiquish & Fochabers.		
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
	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	
6.1.5 Materials	Number of bridge structures >20m span	28	no		the River Spey (approx. 0.9km).	Minor Adverse
	Length of major earthworks >10m depth/height	12.3	km			
	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	
	Scheduled Monuments within 200m of assumed centreline	3	no		significantly altered. The setting of two high value assets would also be	
6.2.1 Cultural Heritage	Garden & Designed Landscapes within 200m of assumed centreline	1	no		significantly modified; Pittensair House (listed building & regionally significant SMR) and Coxton Tower (listed building & scheduled	Major Adverse
	Regionally significant SMR sites within 200m of assumed centreline	14	no		monument). The option would directly impact three regionally significant SMR crop mark areas resulting in changes to key archaeological resources.	
	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.	Major Adverse
6.2.2 Landscape & Visual	Length of route through woodland	9.9	km			
	Sensitive receptors with potential to experience adverse visual effects	367	no		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.	
	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.	
6.2.3 Nature Conservation	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.		Major Adverse
	Length of route through ancient woodland	7.3	km	Potential for habitat severance and connectivity impacts through		
	Length of route through native woodland	1.1	km	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 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	
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through soil resource	0.3	km	Significant hydrogeological impacts predicted due to identified underlying geology.	watercourse crossings and the crossing of the Dipple Abstraction scheme.	Major Adverse
				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	
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 hydro-geomorphology at the River Findhorn and River Spey crossings.	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



Objective 1. To improve the operation	bjective 1. To improve the operation of the A96 and inter-urban connectivity						
	1.1.1 Hardmuir to East of Fochabers	-13	min				
1.1 Reduced journey times	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 A			
1.2 Journey une reliability				reliability based on traffic flow reduction.			
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway			
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min				
	1.5.1 traffic reduction on old A96 at Brodie	-8,000	AADT				
1.5 Reduced conflict with local traffic	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		
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicl speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow rec	
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that	
			1		
Objective 3. To provide opport	unities to grow the regional economies in the corridor				

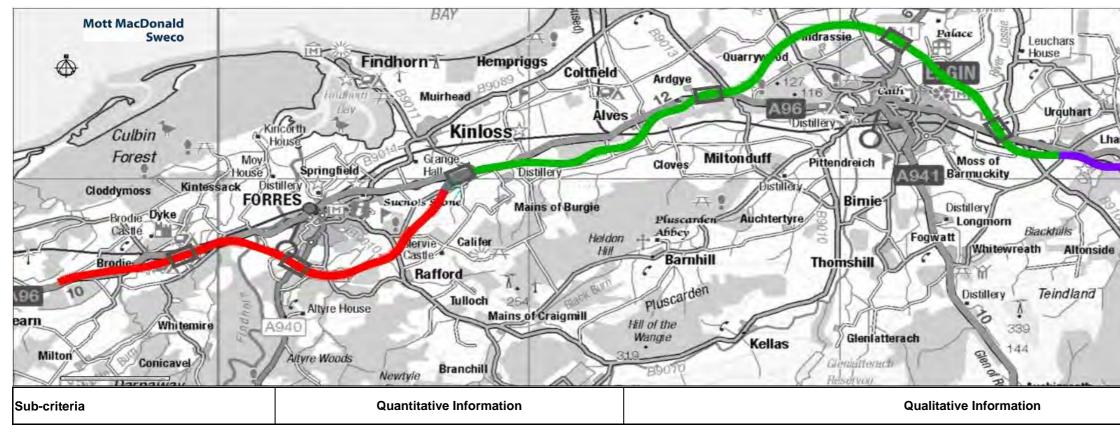
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min	
5.1 Improved access to the wider strategic network	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min	
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	3,600	no	

Objective 4. To facilitate active travel in the	e corridor			
	4.1.1 At Brodie	4,000	AADT	
4.1 Traffic on old A96 that will benefit NMUs	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									
	5.1.1 At Brodie	-8,000	AADT						
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.2 At Alves	-14,000	AADT						
	5.1.3 At Lhanbryde	-13,000	AADT						

Lochhill Garmouth Muir of Lochs Mosstodloch A96 Dipple Orbliston Inchberry Wo Ordiquis	Auchenhalrig Auchenhalrig Chabers B White White White White White White White White White White White White White White White Chabers B Chabers B Chabers B Chabers C Chabers C Chabers B Chabers C Chabers C Chabers C Chabers C Chabers C C Chabers C C C C C C C C C C C C C C C C C C C
	Score
	Major Beneficial
A96 there will be a major improvement in	Major Beneficial
	Major Beneficial
	Moderate Beneficial
	Major Beneficial
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cles to travel closer to their desired	Major Beneficial
eduction. hat results in safety benefits to NMUs.	Moderate Beneficial
	Moderate Beneficial
	Moderate Beneficial
	Minor Beneficial
	Moderate Beneficial

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environm 6.1 communities and people in the corrido 6.2 natural and cultural heritage assets.	ental impacts and, where this is not possible or, and	, to min	imise ti	he environmental effect on:		
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
	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	There is potential for significant impacts from community severance and impacts on key NMU routes, substantial loss of prime agricultural land and	
	Length of route through agricultural land classes 1,2 and 3.1	18.9	km	Elgin, within Threapland Wood & an Aspirational Core Path near	effects on 7 areas of recreational woodland including Fairyhills Wood,	
6.1.3 People & Communities	Length of route through forestry / woodland used for recreation	8.1	km	Quarrelwood. Severance to communities: south of Forres at Red Craig and Mundole area; Rafford & Forres.	Threapland Wood and Whiteash Hill Wood.	Moderate Adverse
	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
	Length of route	50.5	km		The length of the route is above the average and the extent of major	
6.1.5 Materials	Number of bridge structures >20m span	26	no		earthworks is below the average, with minimum crossing widths required	Minor Adverse
	Length of major earthworks >10m depth/height	11.1	km		on the River Spey (approx. 0.4km) and the River Findhorn (approx. 0.2km).	
	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	
	Scheduled Monuments within 200m of assumed centreline	3	no		significantly altered. The setting of two high value assets would also be	
6.2.1 Cultural Heritage	Garden & Designed Landscapes within 200m of assumed centreline	2	no		significantly modified; Pittensair House (listed building & regionally significant SMR) and Coxton Tower (listed building & scheduled	Major Adverse
	Regionally significant SMR sites within 200m of assumed centreline	sumed 17 no			Significant of the option would directly impact four regionally significant SMR crop mark areas resulting in changes to many archaeological resources.	
	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	
6.2.2 Landscape & Visual	Length of route through woodland	10.5	km		this settlement, however from a visual perspective it has the potential for	Moderate Adverse
U.Z.Z Lanuscape & Visual	Sensitive receptors with potential to experience adverse visual effects	965	no		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.	
	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.	
6.2.3 Nature Conservation	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.		Major Adverse
	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.		
	Length of route through native woodland	1.0	km	Route crosses the Findhorn at a narrow point. Some riparian woodland is present at crossing points of the Findhorn and Lossie.		
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	Moderate Adverse
	Length of route through soil resource	0.3	km	Significant hydrogeological impacts predicted due to identified underlying geology.	watercourse crossings and crossing the downstream extent of the Dipple Abstraction scheme.	
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.	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	Minor Adverse
	Length of route through 1:1000 year fluvial floodplain 5.1			No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.	the route option and junction could reduce this impact. There is not predicted to be a significant impact on flood risk or hydrogeomorphology overall.	



Objective 1. To improve the operation	of the A96 and inter-urban connectivity			
	1.1.1 Hardmuir to East of Fochabers	-13	min	
1.1 Reduced journey times	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 A
				reliability based on traffic flow reduction.
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min	
	1.5.1 traffic reduction on old A96 at Brodie	-8,000	AADT	
1.5 Reduced conflict with local traffic	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	

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 Beneficia

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 Reneficial	
	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min		Woderate Denendar	
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			
	4.1.1 At Brodie	4,000	AADT	
4.1 Traffic on old A96 that will benefit NMUs	4.1.2 At Alves	3,000	AADT	i de la constancia de la c
	4.1.3 At Lhanbryde	2,000	AADT	

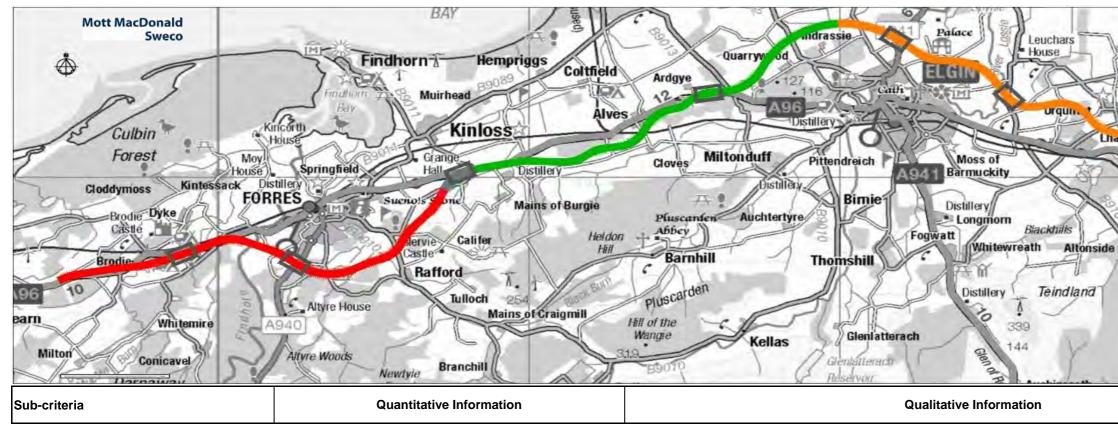
Objective 5. To facilitate integration with Public Transport Facilities										
	5.1.1 At Brodie	-8,000	AADT							
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.2 At Alves	-14,000	AADT							
	5.1.3 At Lhanbryde	-14,000	AADT							

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	Major Beneficial
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Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environm 6.1 communities and people in the corrido 6.2 natural and cultural heritage assets.	ental impacts and, where this is not possible r, and	, to min	imise t	he environmental effect on:		
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
	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	There is potential for significant impacts from community severance and impacts on key NMU routes, substantial loss of prime agricultural land and	
	Length of route through agricultural land classes 1,2 and 3.1	19.0	km	Elgin, within Threapland Wood & an Aspirational Core Path near	effects on 8 areas of recreational woodland including Fairyhills Wood,	
6.1.3 People & Communities	Length of route through forestry / woodland used for recreation	8.5	km	Quarrelwood. Severance to communities: south of Forres at Red Craig and Mundole area; Rafford & Forres; Easter Coxton &	Threapland Wood and Slorach's Wood.	Moderate Adverse
	Length of route through LDP open spaces	0.0	km	Coxton Tower; Ordiquish & Fochabers.		
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
	Length of route	50.4	km		The length of the route and the extent of major earthworks are above the	
6.1.5 Materials	Number of bridge structures >20m span	28	no		average, with a major span structure required on the River Spey (approx. ).9km).	Moderate Adverse
	Length of major earthworks >10m depth/height	15.4	km			
	Listed buildings within 200m of assumed centreline	7	no		The nationally important Dallas Dhu Distillery (listed building & scheduled	
	Scheduled Monuments within 200m of assumed centreline	3	no		monument) would be physically impacted and the setting of the asset significantly altered. The setting of two high value assets would also be	
6.2.1 Cultural Heritage	Garden & Designed Landscapes within 200m of assumed centreline	1	no		significantly modified; Pittensair House (listed building & regionally significant SMR) and Coxton Tower (listed building & scheduled	Major Adverse
	Regionally significant SMR sites within 200m of assumed centreline	14	no		SMR crop mark areas resulting in changes to key archaeological resources.	
	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	
6.2.2 Landscape & Visual	Length of route through woodland	10.7	km		Hill, i.e. the landform changes, introduction of structures, tree clearance	Major Adverse
	Sensitive receptors with potential to experience adverse visual effects	adverse 409 no			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.	
	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.	
6.2.3 Nature Conservation	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.		Major Adverse
	Length of route through ancient woodland	7.2	km	Potential habitat severance and connectivity impacts through		
	Length of route through native woodland	1.1	km	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 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	
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through soil resource	0.3	km	Significant hydrogeological impacts predicted due to identified underlying geology.	watercourse crossings and the crossing of the Dipple Abstraction scheme.	Major Adverse
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	Minor Adverse
-		-		No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.	the route option and junction could reduce this impact. There is not predicted to be a significant impact on flood risk or hydrogeomorphology overall.	



Objective 1. To improve the operation	of the A96 and inter-urban connectivity			
	1.1.1 Hardmuir to East of Fochabers	-13	min	
1.1 Reduced journey times	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 A
				improvement in reliability based on traffic flow reduction.
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min	
	1.5.1 traffic reduction on old A96 at Brodie	-8,000	AADT	
1.5 Reduced conflict with local traffic	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	
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicle speed. On the detrunked A96 there will be a moderate improvement in driver stress based on traffic flow
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that
Objective 3. To provide opport	unities to grow the regional economies in the corridor			

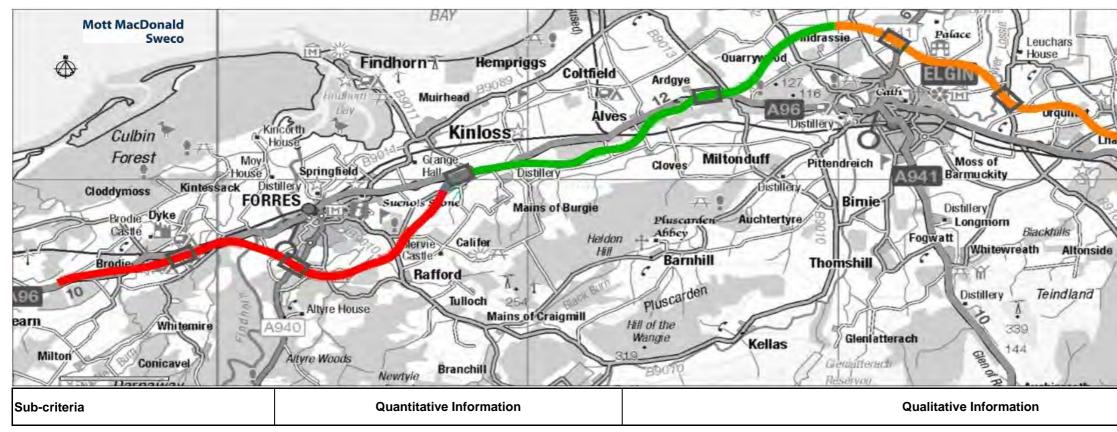
lop	jective 5. To provide opportunities to gro	ow the regional economies in the corridor		
2.1 lr	mproved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min
3.1 11	inproved access to the wider strategic network	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min
3.2 E	Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	3,300	no

Objective 4. To facilitate active travel	in the corridor		
	4.1.1 At Brodie	4,000 AADT	
4.1 Traffic on old A96 that will benefit NMUs	4.1.2 At Alves	3,000 AADT	
	4.1.3 At Lhanbryde	9,000 AADT	

Objective 5. To facilitate integration with Pu	ublic Transport Facilities			
	5.1.1 At Brodie	-8,000	AADT	
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.2 At Alves	-14,000	AADT	
	5.1.3 At Lhanbryde	-7,000	AADT	

Sp	ey Bay
Kingston Lochhill Garmouth Muir of Lochs Solution	Nether Dallachy Upper Dallachy
Mosstadart Dipple Orbliston Inchberry Wo	Wintea
Orton - Waret	Assessment Score
	Moderate Beneficial
A96 there will be a moderate	Moderate Beneficial
	Major Beneficial
	Minor Beneficial
	Moderate Beneficial
	Major Beneficial
icles to travel closer to their desired ow reduction.	Moderate Beneficial
hat results in safety benefits to NMUs.	Moderate Beneficial
	Minor Beneficial
	Moderate Beneficial
	Neutral
	Moderate Beneficial

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environm 6.1 communities and people in the corrido 6.2 natural and cultural heritage assets.	ental impacts and, where this is not possible, r, and	to min	imise tl	he environmental effect on:		
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
	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	There is potential for significant impacts from community severance and impacts on key NMU routes, substantial loss of prime agricultural land and	
6.1.3 People & Communities	Length of route through agricultural land classes 1,2 and 3.1	20.2	km	Elgin, Mosstodloch & Fochabers, within Crooked Wood & an	effects on 12 areas of recreational woodland including Fairyhills Wood,	Major Adverse
6.1.3 reopie & Communities	Length of route through forestry / woodland used for recreation	9.7	km	Aspirational Core Path near Quarrelwood. Severance to communities: south of Forres at Red Craig and Mundole area;	Crooked Wood, Sleepieshill Wood and Whiteash Hill Wood.	Major Auverse
	Length of route through LDP open spaces	0.0	km	Rafford & Forres; Lhanbryde & Urquhart.		
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
	Length of route	51.2	km		The length of the route and the extent of major earthworks are above the	
6.1.5 Materials	Number of bridge structures >20m span	25	no		average, with a major span structure required on the River Spey (approx.	Major Adverse
	Length of major earthworks >10m depth/height	18.1	km		1.6km).	
	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	
	Scheduled Monuments within 200m of assumed centreline	1	no		sever the physical relationship between important listed buildings on the estate (including category A). The nationally important Dallas Dhu Distillery	
6.2.1 Cultural Heritage	Garden & Designed Landscapes within 200m of assumed centreline	2	no		listed building & scheduled monument) would be physically impacted and	Major Adverse
	Regionally significant SMR sites within 200m of assumed centreline	13	no		the setting of the asset significantly altered. The option would directly impact seven regionally significant SMR areas resulting in changes to key archaeological resources.	
	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	
6.2.2 Landscape & Visual	Length of route through woodland	12.1	km		landscape; and loss of woodland.	Major Adverse
	Sensitive receptors with potential to experience adverse visual effects	267	no		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.	
	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.	
6.2.3 Nature Conservation	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.		Major Adverse
	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.		
	Length of route through native woodland	1.0		Capercaillie present in Whiteash Hill Wood east of Fochabers (DMRB Stage1 HRA), potentially significantly impacted and difficult to mitigate.		
	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	
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through soil resource	0.3	km	Significant hydrogeological impacts predicted due to identified underlying geology.	significant adverse impacts on hydrogeology, particularly in the vicinity of watercourse crossings (including to the north of Fochabers).	Moderate Adverse
				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	
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain	6.9	km	Potentially significant impact at hydro-geomorphologically active reach at the River Spey crossing.	required. High erosion potential immediately downstream of the River Spey crossing predicted to be significant.	



Objective 1. To improve the operation	of the A96 and inter-urban connectivity			
	1.1.1 Hardmuir to East of Fochabers	-13	min	
1.1 Reduced journey times	1.1.2 Forres to Elgin	-1	min	
	1.1.3 Elgin to Fochabers	-2	min	
1.2 Journou time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked A
1.2 Journey time reliability				reliability based on traffic flow reduction.
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min	
	1.5.1 traffic reduction on old A96 at Brodie	-8,000	AADT	
1.5 Reduced conflict with local traffic	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	
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicl speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow red
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes the
	·			
Objective 3. To provide opportu	inities to grow the regional economies in the corridor			
	2.1.1 Improved journey time from Elgip to Inverses	6	min	

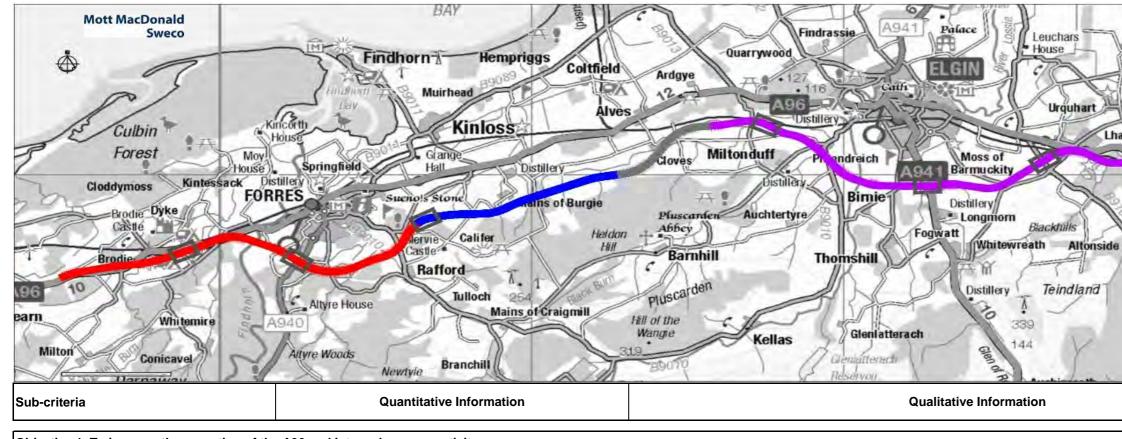
, , , , , , , , , , , , , , , , , , , ,	5			
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min	
5.1 Improved access to the wider strategic network	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min	
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	3,400	no	

Objective 4. To facilitate active travel in the	he corridor			
	4.1.1 At Brodie	4,000	AADT	
4.1 Traffic on old A96 that will benefit NMUs	4.1.2 At Alves	3,000	AADT	
	4.1.3 At Lhanbryde	4,000	AADT	

Objective 5. To facilitate integration with Pe	ublic Transport Facilities			
	5.1.1 At Brodie	-8,000	AADT	
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.2 At Alves	-14,000	AADT	
	5.1.3 At Lhanbryde	-12,000	AADT	

Kingston Lochhill Garmouth Muir of Lochs Vde Mosstodloch Dipple Orbliston Ordiquis Nordi Rep 12	Nether Dallachy Upper Dallachy Auchenhalrig Ochabers B Whites Whi
Orton + A	Assessment Score
	Major Beneficial
A96 there will be a major improvement in	Major Beneficial
	Major Beneficial
	Moderate Beneficial
	Major Beneficial
	Major Beneficial
cles to travel closer to their desired eduction.	Major Beneficial
nat results in safety benefits to NMUs.	
	Moderate Beneficial
	Moderate Beneficial
	Minor Beneficial
	Minor Beneficial
	Minor Beneficial
	Minor Beneficial Moderate Beneficial

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environm 6.1 communities and people in the corrido 6.2 natural and cultural heritage assets.	ental impacts and, where this is not possible or, and	, to min	imise	the environmental effect on:		
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
	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	There is potential for significant impacts from community severance and impacts on key NMU routes, substantial loss of prime agricultural land and	
6.1.3 People & Communities	Length of route through agricultural land classes 1,2 and 3.1	20.4	km	Elgin, within Crooked Wood & an Aspirational Core Path near	effects on 12 areas of recreational woodland including Fairyhills Wood,	Major Adverse
6.1.3 reopie & Communities	Length of route through forestry / woodland used for recreation	8.9	km	Quarrelwood. Severance to communities: south of Forres at Red Craig and Mundole area; Rafford & Forres; Lhanbryde & Urquhart.	Sleepieshill Wood and Whiteash Hill Wood.	Major Auverse
	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	Moderate Adverse
	<b>5</b>	23	no	-	(approx. 0.4km) and the Findhorn (approx. 0.2km).	
	Length of major earthworks >10m depth/height	16.3	km		The nationally important Dallas Dhu Distillery (listed building & scheduled	
6.2.1 Cultural Heritage	Listed buildings within 200m of assumed centreline	65	no		monument) would be physically impacted and the setting of the asset	
	Scheduled Monuments within 200m of assumed centreline Garden & Designed Landscapes within 200m of assumed	1	no no		significantly altered. The option would directly impact seven regionally significant SMR areas resulting in changes to key archaeological	Major Adverse
	centreline Regionally significant SMR sites within 200m of assumed	15	no	-	resources.	
	centreline Length of route through AGLV or other designated	1.7	km		The key landscape issues are: junction locations in the vicinity of Forres;	
	landscapes Length of route through woodland	11.2	km		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.	
6.2.2 Landscape & Visual	Sensitive receptors with potential to experience adverse visual effects	864	no	- of se lo M vi		Moderate Adverse
6.2.3 Nature Conservation	Length of route through Natura 2000 sites	0.1	km	Potential for direct and indirect impacts and LSE on the Natura	The overall assessment reflects impacts due to the potential for LSE at the River Spey, the extent of woodland loss including severance / connectivity impacts.	
	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.		Major Adverse
	Length of route through ancient woodland	7.4	km	Potential for significant habitat severance and connectivity impacts		
	Length of route through native woodland	1.0	km	through Sleepieshill Wood and Crooked Wood.		
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	Moderate Adverse
	Length of route through soil resource	0.3	km	Significant hydrogeological impacts predicted due to identified underlying geology.	watercourse crossings and crossing the downstream extent of the Dipple Abstraction scheme.	Moderate Adverse
		0.0		No potentially significant impacts on flood alloviation schemes	River Lossie crossing (including junction east of Elgin) predicted to increase flood risk to upstream receptors and adequate mitigation would be required.	Main A.
6.2.5 Road Drainage & the Water Environment	Length of route through 1:1000 year fluvial floodplain 6.	6.8	km	No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.		Major Adverse



Objective 1. To improve the operation of the A96 and inter-urban connectivity					
	1.1.1 Hardmuir to East of Fochabers	-13	min		
1.1 Reduced journey times	1.1.2 Forres to Elgin	-1	min		Major Beneficial
	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	Major Beneficial
				reliability based on traffic flow reduction.	
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
	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT		
1.5 Reduced conflict with local traffic	1.5.2 traffic reduction on old A96 at Alves	-11,000	AADT		Major Beneficial
	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 Beneficia	
					_	

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		Modorata Ponoficia
5.1 Improved access to the wider strategic network	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min		WOUGIALE DEFICIAI
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		
	4.1.1 At Brodie	3,000 AADT	
4.1 Traffic on old A96 that will benefit NMUs	4.1.2 At Alves	6,000 AADT	
	4.1.3 At Lhanbryde	2,000 AADT	

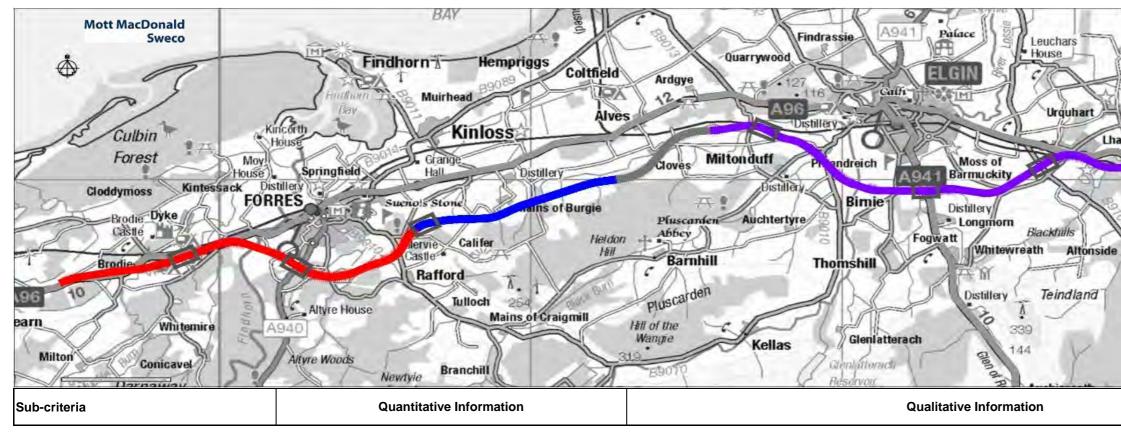
Objective 5. To facilitate integration with Pu	ublic Transport Facilities			
	5.1.1 At Brodie	-9,000	AADT	
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.2 At Alves	-11,000	AADT	
	5.1.3 At Lhanbryde	-14,000	AADT	

SI SI	pey Bay
Kingston Lochhill	PA-R
Garmouth	Mether
Muir of Bogmoor	Dallachy Upper
Loons Parts	Dallachy
9 Mosstodloch	Auchenhalrig
A96	A98
A Star	ochabers B
	Whitea
Dipple	Wa
108 Ordiqui	sh
Inchberry	nod of
Ord	iequish
RED 13	Forg
Orton Ware	houses
	Assessment
	Score

Minor Beneficial

Moderate Beneficia

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environm 6.1 communities and people in the corrido 6.2 natural and cultural heritage assets.	ental impacts and, where this is not possible, r, and	, to mini	mise th	ne environmental effect on:		
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
	Properties within 50m of assumed centreline	18	no		There is potential for significant impacts from community severance and	
	Length of route through agricultural land classes 1,2 and 3.1	9.3	km	Way, Moray Monster Trails, Core Paths including those in Birkenhill & Threapland Wood & an Aspirational Core Path south	impacts on key NMU routes, loss of prime agricultural land and effects on 12 areas of recreational woodland including Fairyhills Wood, Threapland	
6.1.3 People & Communities	Length of route through forestry / woodland used for	8.2	km	of Elgin. Severance to communities: south of Forres at Red Craig and Mundole area; Easter & Wester Lawrenceton.	Wood and Whiteash Hill Wood.	Moderate Adverse
	recreation 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
	Length of route	47.6	km		The length of the route is above the average and the extent of major	
6.1.5 Materials	Number of bridge structures >20m span	18	no		earthworks is below the average, with minimum crossing widths required	Minor Adverse
	Length of major earthworks >10m depth/height	9.4	km		on the River Spey (approx. 0.4km) and the River Findhorn (approx. 0.2km).	
	Listed buildings within 200m of assumed centreline	65	no		The nationally important Dallas Dhu Distillery (listed building & scheduled	
	Scheduled Monuments within 200m of assumed centreline	2	no		monument) would be physically impacted and the setting of the asset significantly altered. The setting of two high value assets would also be	
6.2.1 Cultural Heritage	Garden & Designed Landscapes within 200m of assumed centreline	2	no		significantly modified; Pittensair House (listed building & regionally significant SMR) and Coxton Tower (listed building & scheduled	Major Adverse
	centreline Regionally significant SMR sites within 200m of assumed centreline	12	no		monument). The option would directly impact three regionally significant SMR crop mark areas resulting in changes to key archaeological resources.	
	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	
	Length of route through woodland	11.9	km		on the Gordon Castle and Darnaway Castle GDLs.	
6.2.2 Landscape & Visual	Sensitive receptors with potential to experience adverse visual effects	974	no		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 Natura 2000 sites	0.1		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.	
6.2.3 Nature Conservation	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.		Major Adverse
	Length of route through ancient woodland	7.5	km	Potential habitat severance/connectivity impacts through Threapland Wood particularly, and at a few smaller woodlands.		
	Length of route through native woodland	2.3	km	The route crosses the Findhorn at a narrow point. Some riparian woodland is present at crossing points of the Findhorn and Lossie.		
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	Moderate Adverse
	Length of route through soil resource	0.3	km	Significant hydrogeological impacts predicted due to identified underlying geology.	watercourse crossings and crossing the downstream extent of the Dipple Abstraction scheme.	
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.		



Objective 1. To improve the operation	Objective 1. To improve the operation of the A96 and inter-urban connectivity						
	1.1.1 Hardmuir to East of Fochabers	-13	min				
1.1 Reduced journey times	1.1.2 Forres to Elgin	-1	min				
	1.1.3 Elgin to Fochabers	-2	min				
1.0 laura autima antichilitu				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked As			
1.2 Journey time reliability				reliability based on traffic flow reduction.			
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway			
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min				
	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT				
1.5 Reduced conflict with local traffic	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				

2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-41	per	
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicl speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow red
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that

Objective 5. To provide opportunities to gr	Objective 3. To provide opportunities to grow the regional economies in the control							
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness		min					
5.1 Improved access to the wider strategic network	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					

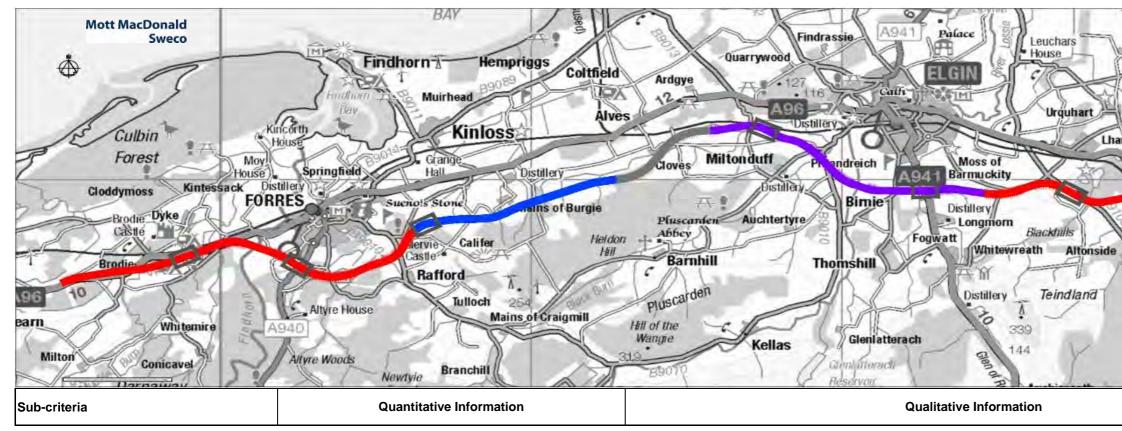
Objective 4. To facilitate active travel in the	e corridor			
	4.1.1 At Brodie	3,000	AADT	
4.1 Traffic on old A96 that will benefit NMUs	4.1.2 At Alves	6,000	AADT	
	4.1.3 At Lhanbryde	6,000	AADT	

C	Dbjective 5. To facilitate integration with Pu	ublic Transport Facilities			
		5.1.1 At Brodie	-9,000	AADT	
5	5.1 Traffic reduction on old A96 that will benefit bus services	5.1.2 At Alves	-11,000	AADT	
		5.1.3 At Lhanbryde	-10,000	AADT	

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	Assessment Score
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icles to travel closer to their desired	Major Beneficial
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hat results in safety benefits to NMUs.	Moderate Beneficial
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	Minor Beneficial

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environm 6.1 communities and people in the corrido 6.2 natural and cultural heritage assets.	ental impacts and, where this is not possible, r, and	, to mini	imise t	he environmental effect on:		
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
	Properties within 50m of assumed centreline	7	no	Potential severance and intrusion to users of Dava Way, Speyside	There is potential for significant impacts from community severance and	
	Length of route through agricultural land classes 1,2 and 3.1	9.3	km	Way, Moray Monster Trails, Core Paths including those in Birkenhill & Threapland Wood & an Aspirational Core Path south	impacts on key NMU routes, loss of prime agricultural land and effects on 12 areas of recreational woodland including Fairyhills Wood, Threapland	
6.1.3 People & Communities	Length of route through forestry / woodland used for recreation	8.6	km	of Elgin. Severance to communities: south of Forres at Red Craig and Mundole area; Rafford & Forres; Easter & Wester	Wood and Slorach's Wood.	Moderate Adverse
	Length of route through LDP open spaces	0.0	km	Lawrenceton; Ordiequish & Fochabers.		
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
	Length of route	47.5	km		The length of the route and the extent of major earthworks are below the	
6.1.5 Materials	Number of bridge structures >20m span	20	no		average, with minimum crossing widths required on the River Spey	Minor Adverse
	Length of major earthworks >10m depth/height	8.7	km	-	(approx. 0.4km) and the River Findhorn (approx. 0.2km).	
	Listed buildings within 200m of assumed centreline	4	no		The nationally important Dallas Dhu Distillery (listed building & scheduled	
	Scheduled Monuments within 200m of assumed centreline	2	no		monument) would be physically impacted and the setting of the asset significantly altered. The setting of two high value assets would also be	
6.2.1 Cultural Heritage	Garden & Designed Landscapes within 200m of assumed centreline	1	no		significantly modified; Pittensair House (listed building & regionally significant SMR) and Coxton Tower (listed building & scheduled	Major Adverse
	Regionally significant SMR sites within 200m of assumed centreline	9	no		monument). The option would directly impact three regionally significant SMR crop mark areas resulting in changes to key archaeological resources.	
	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:	
	Length of route through woodland	12.1	km		introduction of large scale earthworks and/or structures within the northern extent of the Speyside AGLV; loss of woodland; and change to Ordiquish	
	Sensitive receptors with potential to experience adverse visual effects	391	no		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 Natura 2000 sites	0.1	km	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.	
6.2.3 Nature Conservation	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.		Major Adverse
	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.		
	Length of route through native woodland	2.5	km	Route crosses the Findhorn at a narrow point. Some riparian woodland is present at crossing points of the Findhorn and Lossie.		
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	Major Adverse
0.2.7 Coology, Cons, Contaminated Land & GroundWater	Length of route through soil resource	0.3	km	Significant hydrogeological impacts predicted due to identified underlying geology.	watercourse crossings and the crossing of the Dipple Abstraction scheme.	
					River Lossie and Black Burn crossings (including junction west of Elgin) predicted to increase flood risk to upstream receptors; however re-	
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 hydro-geomorphology at the River Findhorn and River Spey crossings.	positioning the junction out with the floodplain could reduce this impact.	Moderate Adverse

3.2 Enhanced access to jobs and services



Objective 1. To improve the operation	of the A96 and inter-urban connectivity			
	1.1.1 Hardmuir to East of Fochabers	-13	min	
1.1 Reduced journey times	1.1.2 Forres to Elgin	-1	min	
	1.1.3 Elgin to Fochabers	-2	min	
1.0. Journou time reliability				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked As
1.2 Journey time reliability				reliability based on traffic flow reduction.
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min	
	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT	
1.5 Reduced conflict with local traffic	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 moto	rised and non-motorised users			
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-45	per annnum	
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicle speed. On the detrunked A96 there will be a major improvement in driver stress based on traffic flow red
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that
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	
	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min	

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Objective 4. To facilitate active travel	in the corridor		
	4.1.1 At Brodie	3,000	AADT
4.1 Traffic on old A96 that will benefit NMUs	4.1.2 At Alves	6,000	AADT
	4.1.3 At Lhanbryde	2,000	AADT

5,500

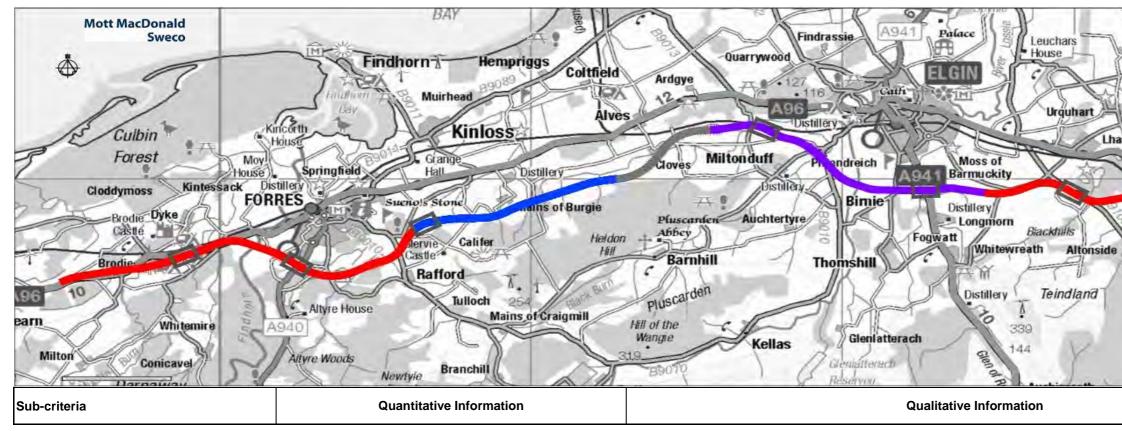
no

3.2.1 Residential properties within 30 min of Elgin

Objective 5. To facilitate integration with Public Transport Facilities						
	5.1.1 At Brodie	-9,000	AADT			
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.2 At Alves	-11,000	AADT			
	5.1.3 At Lhanbryde	-14,000	AADT			

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eduction.	Major Beneficial Moderate Beneficial Moderate Beneficial Major Beneficial

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environm 6.1 communities and people in the corrido 6.2 natural and cultural heritage assets.	nental impacts and, where this is not possible, or, and	, to mir	nimise	the environmental effect on:		
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
	Properties within 50m of assumed centreline	17	no	Potential severance and intrusion to users of Dava Way, Speyside	There is potential for significant impacts from community severance and	
	Length of route through agricultural land classes 1,2 and 3.1	9.3	km	Birkenhill & Threapland Wood & an Aspirational Core Path south of Elgin. Severance to communities: south of Forres at Red Craig	impacts on key NMU routes, loss of prime agricultural land and effects on 12 areas of recreational woodland including Fairyhills Wood, the southern	
6.1.3 People & Communities	Length of route through forestry / woodland used for recreation	7.7	km		edge of Threapland Wood and Whiteash Hill Wood.	Moderate Adverse
	Length of route through LDP open spaces	0.3	km	and Mundole area; Rafford & Forres; Easter & Wester Lawrenceton.		
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
	Length of route	47.4	km		The length of the route and the extent of major earthworks are below the	
6.1.5 Materials	Number of bridge structures >20m span	20	no		average, with minimum crossing widths required on the River Spey	Minor Adverse
	Length of major earthworks >10m depth/height	9.4	km	1	(approx. 0.4km) and the River Findhorn (approx. 0.2km).	
	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	
6.2.1 Cultural Heritage	Scheduled Monuments within 200m of assumed centreline	1	no		directly impact three regionally significant SMR crop mark areas resulting in	
	Garden & Designed Landscapes within 200m of assumed centreline	2	no	1	changes to key archaeological resources.	Major Adverse
	Regionally significant SMR sites within 200m of assumed	8	no	1		
	centreline Length of route through AGLV or other designated landscapes	1.7	km		The majority of the option would pass through a gently undulating rural	
	Length of route through woodland	11.6	km	1	landscape which is which is moderately susceptible to landscape change. In addition, it would have some limited adverse effects on the Gordon	
6.2.2 Landscape & Visual	Sensitive receptors with potential to experience adverse visual effects	780	no		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 Natura 2000 sites	0.1	km	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.	
6.2.3 Nature Conservation	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.		Major Adverse
	Length of route through ancient woodland	7.4	km	Potential habitat severance and connectivity impacts through a		
	Length of route through native woodland	1.8	km	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 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	
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through soil resource	0.3	km	Significant hydrogeological impacts predicted due to identified underlying geology.	watercourse crossings and crossing the downstream extent of the Dipple Abstraction scheme.	Moderate Adverse
					River Lossie and Black Burn crossings (including junction west of Elgin) predicted to increase flood risk to upstream receptors; however re-	
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 hydro-geomorphology at the River Findhorn and River Spey crossings.	positioning the junction out with the floodplain could reduce this impact.	Moderate Adverse



Objective 1. To improve the operation of the A96 and inter-urban connectivity							
	1.1.1 Hardmuir to East of Fochabers	-13	min				
1.1 Reduced journey times	1.1.2 Forres to Elgin	-1	min		Major Beneficial		
	1.1.3 Elgin to Fochabers	-2	min				
4. O lavara evidence and a billion				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	Maine Demoficial		
1.2 Journey time reliability				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		
	1.5.1 traffic reduction on old A96 at Brodie	-9,000	AADT				
1.5 Reduced conflict with local traffic	1.5.2 traffic reduction on old A96 at Alves	-11,000	AADT		Major Beneficial		
	1.5.3 traffic reduction on old A96 at Lhanbryde	-10,000	AADT				

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 Beneficia

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		Modorato Ropoficial
3.1 Improved access to the wider strategic network	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			
	4.1.1 At Brodie	3,000	AADT	
4.1 Traffic on old A96 that will benefit NMUs	4.1.2 At Alves	6,000	AADT	
	4.1.3 At Lhanbryde	6,000	AADT	

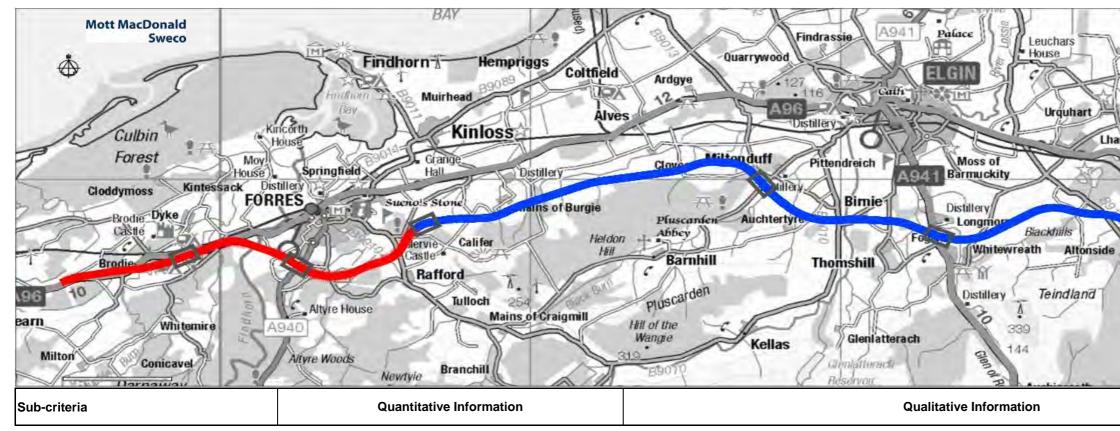
Objective 5. To facilitate integration with Public Transport Facilities					
	5.1.1 At Brodie	-9,000	AADT		
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.2 At Alves	-11,000	AADT		
	5.1.3 At Lhanbryde	-10,000	AADT		

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Minor Beneficial
Moderate Beneficial

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environm 6.1 communities and people in the corrido 6.2 natural and cultural heritage assets.	ental impacts and, where this is not possible, or, and	to min	imise t	he environmental effect on:		
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		Potential for moderate adverse impacts predicted in areas with low baseline noise. Assessment score reflects the relatively few properties potentially impacted overall.	Minor Adverse
	Properties within 50m of assumed centreline	6	no	Potential severance and intrusion to users of Dava Way, Speyside	There is potential for significant impacts from community severance and	
	Length of route through agricultural land classes 1,2 and 3.1	9.3	km	Way, Moray Monster Trails, Core Paths including those in	impacts on key NMU routes, loss of prime agricultural land and effects on 12 areas of recreational woodland including Fairyhills Wood, the southern	
6.1.3 People & Communities	Length of route through forestry / woodland used for recreation	8.1	km	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	edge of Threapland Wood and Slorach's Wood.	Moderate Adverse
	Length of route through LDP open spaces	0.0	km	Lawrenceton; Ordiquish & Fochabers.		
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
	Length of route	46.7	km		The length of the route and the extent of major earthworks are below the	
6.1.5 Materials	Number of bridge structures >20m span	22	no		average, with a major span structure required on the River Spey (approx.	Minor Adverse
	Length of major earthworks >10m depth/height	11.2	km		0.9km).	
	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	
6.2.1 Cultural Heritage	Scheduled Monuments within 200m of assumed centreline	1	no		significantly altered. The option would also directly physically impact three	
	Garden & Designed Landscapes within 200m of assumed centreline	1	no		regionally significant SMR crop mark areas resulting in changes to key archaeological resources.	Major Adverse
	Regionally significant SMR sites within 200m of assumed centreline	5	no			
	Length of route through AGLV or other designated landscapes	1.0	km		The key landscape and visual issues lie at the eastern extent, specifically:	
	Length of route through woodland	11.8	km		introduction of large scale earthworks and/or structures within the northern extent of the Speyside AGLV; loss of woodland; and change to Ordiquish	Major Adverse
6.2.2 Landscape & Visual	Sensitive receptors with potential to experience adverse visual effects	197	no		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.	
	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	The overall assessment reflects impacts due to the potential for LSE at the River Spey, the extent of woodland loss including severance / connectivity impacts.	
6.2.3 Nature Conservation	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.		Major Adverse
	Length of route through ancient woodland	7.6	km	Potential habitat severance and connectivity impacts through a		
	Length of route through native woodland	2.0	km	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 designated geological sites	0.0	km		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	
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through soil resource	0.3	km	Significant hydrogeological impacts predicted due to identified	hydrogeology, particularly in the vicinity of watercourse crossings and the crossing of the Dipple Abstraction scheme.	Major Adverse
				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-	
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 hydro-geomorphology at the River Findhorn and River Spey crossings.	positioning the junction out with the floodplain could reduce this impact.	Moderate Adverse

3.2 Enhanced access to jobs and services



Objective 1. To improve the operation	of the A96 and inter-urban connectivity			
	1.1.1 Hardmuir to East of Fochabers	-13	min	
1.1 Reduced journey times	1.1.2 Forres to Elgin	-1	min	
	1.1.3 Elgin to Fochabers	-2	min	
				A Category 7A dual carriageway will allow vehicles to travel at their desired speed. On the detrunked As
1.2 Journey time reliability				improvement in reliability based on traffic flow reduction.
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min	
	1.5.1 traffic reduction on old A96 at Brodie	-8,000	AADT	
1.5 Reduced conflict with local traffic	1.5.2 traffic reduction on old A96 at Alves		AADT	
	1.5.3 traffic reduction on old A96 at Lhanbryde	-7,000	AADT	

Objective 2. To improve safety for moto	rised and non-motorised users			
2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-38	per annnum	
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicle speed. On the detrunked A96 there will be a moderate improvement in driver stress based on traffic flow
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that
Objective 3. To provide opportunities to	grow the regional economies in the corridor			·
	3.1.1 Improved journey time from Elgin to Inverness	-6	min	
3.1 Improved access to the wider strategic network	3.1.2 Improved journey time from Elgin to Inventess	-0	min	

Objective 4. To facilitate active travel	in the corridor		
	4.1.1 At Brodie	4,000 AADT	
4.1 Traffic on old A96 that will benefit NMUs	4.1.2 At Alves	8,000 AADT	
	4.1.3 At Lhanbryde	9,000 AADT	

1,600

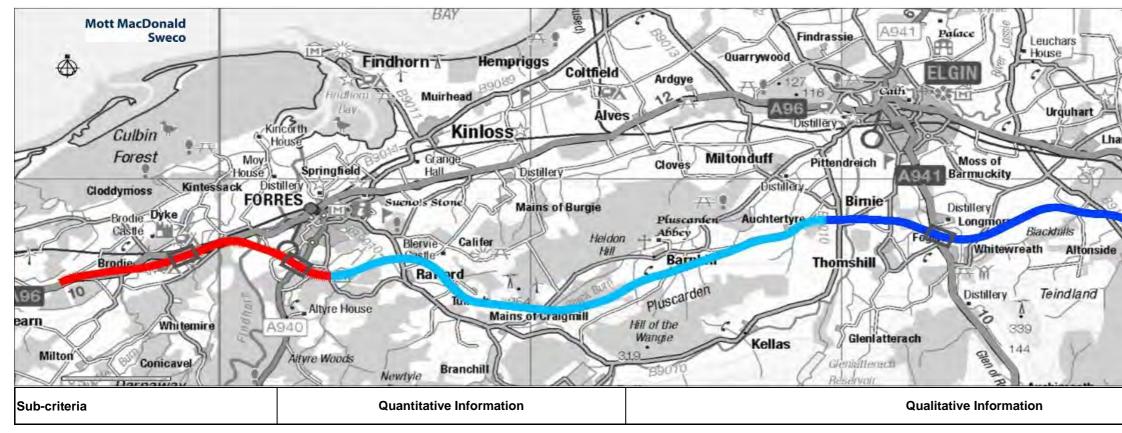
no

3.2.1 Residential properties within 30 min of Elgin

Objective 5. To facilitate integration with P	ublic Transport Facilities			
	5.1.1 At Brodie	-8,000	AADT	
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.2 At Alves	-9,000	AADT	
	5.1.3 At Lhanbryde	-7,000	AADT	

S S	pey Bay
Lochhill Garmouth Muir of Lochs Norstodioch 9 Mosstodioch 9 Mosstodioch	Nether Dallachy Upper Dallachy Auchenhalrig ochabers B Whites Wo
Orton #/A	Assessment Score
	Major Beneficial
96 there will be a moderate	Moderate Beneficial
	Major Beneficial
	Moderate Beneficial
	Moderate Beneficial
	Moderate Beneficial
cles to travel closer to their desired w reduction.	Moderate Beneficial
nat results in safety benefits to NMUs.	Moderate Beneficial
	Minor Beneficial
	Minor Beneficial
	Neutral
	Minor Beneficial

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environm 6.1 communities and people in the corrido 6.2 natural and cultural heritage assets.	ental impacts and, where this is not possible, or, and	to mir	nimise	the environmental effect on:		
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
	Properties within 50m of assumed centreline	2	no	Potential severance and intrusion to users of Dava Way, Speveide	There is potential for significant impacts from community severance and impacts on key NMU routes, loss of prime agricultural land and effects on 7	
	Length of route through agricultural land classes 1,2 and 3.1	9.4	km	Way, Moray Monster Trails, two Aspirational Core Paths between	areas of recreational woodland including Fairyhills, Balnacoul & Slorach's	
6.1.3 People & Communities	Length of route through forestry / woodland used for	5.5	km	Elgin & Fogwatt and Elgin & Thomshill. Severance to communities: south of Forres at Red Craig and Mundole area;	Woods.	Moderate Adverse
	recreation Length of route through LDP open spaces	0.0	km	Rafford & Forres; Easter & Wester Lawrenceton; Fogwatt & Longmorn; Fogwatt & Clackmarras; Ordiquish & Fochabers.		
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
	Length of route	45.9	km			
6.1.5 Materials	Number of bridge structures >20m span	18	no		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
	Length of major earthworks >10m depth/height	5.2	km			
	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	
	Scheduled Monuments within 200m of assumed centreline	1	no		significantly altered. Birnie Kirk, which includes nationally important listed	
6.2.1 Cultural Heritage	Garden & Designed Landscapes within 200m of assumed centreline	1	no		buildings and a scheduled monument, features a sensitive setting which has the potential to be adversely affected by the option. The option would	Major Adverse
	Regionally significant SMR sites within 200m of assumed centreline	6	no		also directly physically impact two regionally significant SMR areas resulting in changes to key archaeological resources.	
	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	
6.2.2 Landscape & Visual	Length of route through woodland	8.5	km		Ordiquish Hill, i.e. the landform changes, introduction of structures, tree	Major Adverse
	Sensitive receptors with potential to experience adverse visual effects	240	no		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.	
	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.	
6.2.3 Nature Conservation	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.		Major Adverse
	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		
	Length of route through native woodland	1.2	km	riparian woodland is present at crossing points of the Findhorn and Lossie.		
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	Major Adverse
0.2.7 Goology, Golio, Contaminated Land & GroundWater	Length of route through soil resource	0.3	km	Significant hydrogeological impacts predicted due to identified underlying geology.	watercourse crossings and the crossing of the Dipple Abstraction scheme.	major Auverse
		4.0	1	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	
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 hydro-geomorphology at the River Findhorn and River Spey crossings.	significant impact on flood risk or hydrogeomorphology overall.	Minor Adverse



Objective 1. To improve the operation	of the A96 and inter-urban connectivity			
	1.1.1 Hardmuir to East of Fochabers	-13	min	
1.1 Reduced journey times	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 As
				improvement in reliability based on traffic flow reduction.
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min	
	1.5.1 traffic reduction on old A96 at Brodie	-6,000	AADT	
1.5 Reduced conflict with local traffic	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	
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicle speed. On the detrunked A96 there will be a moderate improvement in driver stress based on traffic flow
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes that
Objective 3. To provide opportu	unities to grow the regional economies in the corridor			
	3.1.1 Improved journey time from Elgip to Inverness	-6	min	

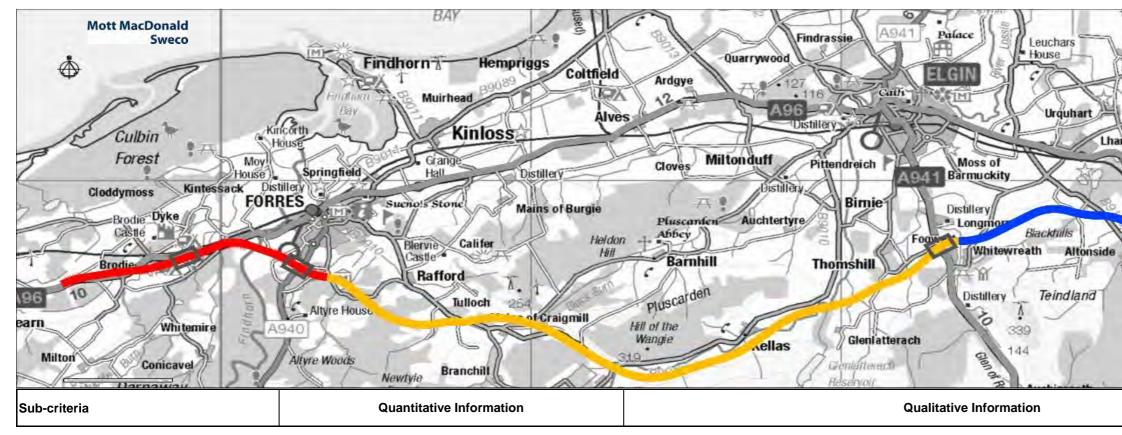
3.1 Improved access to the wider strategic network	3.1.1 Improved journey time from Elgin to Inverness	-6	min	
5.1 Improved access to the wider strategic hetwork	3.1.2 Improved journey time from Elgin to Aberdeen	-4	min	
3.2 Enhanced access to jobs and services	3.2.1 Residential properties within 30 min of Elgin	500	no	

Objective 4. To facilitate active travel in	the corridor		
	4.1.1 At Brodie	6,000 AAD	
4.1 Traffic on old A96 that will benefit NMUs	4.1.2 At Alves	11,000 AAD	
	4.1.3 At Lhanbryde	9,000 AAD	

Objective 5. To facilitate in	ntegration with Pu	Iblic Transport Facilities			
		5.1.1 At Brodie	-6,000	AADT	
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.2 At Alves	-6,000	AADT		
	5.1.3 At Lhanbryde	-7,000	AADT		

Kingston Lochtill Garmouth Muir of Lochs Nosstodloch Gebliston Orbliston Orbliston Ordiqui	Auchenhalrig Auchenhalrig Auchenhalrig Auchenhalrig Age Whitee Wo sh Auchenhalrig Bochabers B Whitee Wo Sh Forg
Orton Ware	Assessment Score
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ow reduction.	Moderate Beneficial Neutral Neutral

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environm 6.1 communities and people in the corrido 6.2 natural and cultural heritage assets.	eental impacts and, where this is not possible or, and	, to min	imise t	he environmental effect on:		
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
	Properties within 50m of assumed centreline	3	no	Potential severance and intrusion to users of Dava Way, Speyside	There is potential for significant impacts from community severance and impacts on key NMU routes, loss of prime agricultural land and effects on 8	
6 1 2 Decelo & Communities	Length of route through agricultural land classes 1,2 and 3.1	8.6	km	Way, Moray Monster Trails, two Aspirational Core Paths between Elgin & Fogwatt and Elgin & Thomshill. Severance to	areas of recreational woodland including Fairyhills, Balnacoul & Slorach's	
6.1.3 People & Communities	Length of route through forestry / woodland used for recreation	5.7	km	communities: south of Forres at Red Craig and Mundole area; Rafford & Forres; Fogwatt & Longmorn; Fogwatt & Clackmarras;	Woods.	Moderate Adverse
	Length of route through LDP open spaces	0.0	km	Ordiequish & Fochabers.		
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
	Length of route	45.5	km		The length of the route and the extent of major earthworks are below the	
6.1.5 Materials	Number of bridge structures >20m span	21	no		average, with major span structures required on the River Spey (approx. 0.9km) and at the Blackhill (approx. 0.2km) and Blackburn (Pluscarden	Moderate Adverse
	Length of major earthworks >10m depth/height	5.0	km	-	Valley) (approx. 0.7km) viaducts.	
	Listed buildings within 200m of assumed centreline	4	no		The nationally important Dallas Dhu Distillery (listed building & scheduled	
	Scheduled Monuments within 200m of assumed centreline	2	no		monument) would be physically impacted and the setting of the asset significantly altered. Birnie Kirk, which includes nationally important listed	
6.2.1 Cultural Heritage	Garden & Designed Landscapes within 200m of assumed centreline	1	no	-	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	Major Adverse
	Regionally significant SMR sites within 200m of assumed centreline	10	no		key archaeological resources.	
	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	
6.2.2 Landscape & Visual	Length of route through woodland	9.8	km		landscape issue lies at the Pluscarden Valley, which is a highly susceptible and valued landscape. Option requires a viaduct structure which would be	
0.2.2 Lanuscape & Visual	Sensitive receptors with potential to experience adverse visual effects	234	no		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.	
	Length of route through Natura 2000 sites	0.1		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.		
6.2.3 Nature Conservation	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.		Major Adverse
	Length of route through ancient woodland	5.7	km	This route potentially creates severance between potential Wildcat		
	Length of route through native woodland	1.6	km	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 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	
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through soil resource	0.3	km	Significant hydrogeological impacts predicted due to identified underlying geology.	watercourse crossings and the crossing of the Dipple Abstraction scheme.	Major Adverse
				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	
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 hydro-geomorphology at the River Findhorn and River Spey crossings.	significant impact on flood risk or hydrogeomorphology overall.	Minor Adverse



Objective 1. To improve the operation	of the A96 and inter-urban connectivity			
	1.1.1 Hardmuir to East of Fochabers	-13	min	
1.1 Reduced journey times	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 AS
				improvement in reliability based on traffic flow reduction.
1.3 Increased overtaking opportunities				Improved overtaking opportunities on the Category 7A dual carriageway
1.4 Improved efficiency of freight movements	Reduced journey time between Hardmuir to Fochabers	-11	min	
	1.5.1 traffic reduction on old A96 at Brodie	-5,000	AADT	
1.5 Reduced conflict with local traffic	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	

2.1 Reduced accident rates	2.1.1 Accident reduction for old & new A96 (combined)	-27	per annnum	
2.2 Reduced driver stress				Improved overtaking opportunities on the dual carriageway will reduce driver frustration and allow vehicle speed. On the detrunked A96 there will be a moderate improvement in driver stress based on traffic flow
2.3 Reduced NMU conflicts				Reduced strategic trips through towns will reduce NMU conflicts, opportunity to enhance rural routes tha

Objective 5. To provide opportunities to gro	ow 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	
5.1 Improved access to the wider strategic network	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	

Objective 4. To facilitate active travel	in the corridor			
	4.1.1 At Brodie	7,000 AAI	DT	
4.1 Traffic on old A96 that will benefit NMUs	4.1.2 At Alves	12,000 AAI	DT	
	4.1.3 At Lhanbryde	10,000 AAI	DT	

Objective 5. To facilitate integration with Pu	ublic Transport Facilities			
	5.1.1 At Brodie	-5,000	AADT	
5.1 Traffic reduction on old A96 that will benefit bus services	5.1.2 At Alves	-5,000	AADT	
	5.1.3 At Lhanbryde	-6,000	AADT	
	5.1.3 At Lhanbryde	-6,000	AADT	

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cles to travel closer to their desired w reduction.	Minor Beneficial
nat results in safety benefits to NMUs.	Moderate Beneficial
	Neutral
	Neutral
	Neutral

Sub-criteria	Quantitative Information			Qualitative Information	Qualitative Assessment of Option	Assessment Score
Objective 6. To avoid significant environm 6.1 communities and people in the corrido 6.2 natural and cultural heritage assets.	ental impacts and, where this is not possible r, and	, to mir	nimise	the environmental effect on:		
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
	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	There is potential for significant impacts from community severance and impacts on key NMU routes, loss of prime agricultural land and effects on 5	
6.1.3 People & Communities	Length of route through agricultural land classes 1,2 and 3.1	8.1	km	Aspirational Core Path in Fogwatt. Severance to communities:	areas of recreational woodland including Fairyhills, Newtyle, Balnacoul &	Moderate Adverse
	Length of route through forestry / woodland used for recreation	7.2	km	south of Forres at Red Craig and Mundole area; Rafford & Forres; Fogwatt & Longmorn; Fogwatt & Clackmarras; Hatton & Dallas;	Slorach's Woods.	
	Length of route through LDP open spaces	0.0	km	Ordiquish & Fochabers.		
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
	Length of route	46.4	km		The length of the route and the extent of major earthworks are below the	
6.1.5 Materials	Number of bridge structures >20m span	21	no	1	average, with major span structures required on the River Spey (approx. 0.9km) and at the Remichie (approx. 0.6km), Craighead (approx. 0.4km),	
o. I.o Materiais	Length of major earthworks >10m depth/height	6.9	km		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
	Listed buildings within 200m of assumed centreline	3	no		The nationally important Dallas Dhu Distillery (listed building & scheduled	
	Scheduled Monuments within 200m of assumed centreline	1	no		monument) would be physically impacted and the setting of the asset significantly altered. The option would also directly impact two regionally	
6.2.1 Cultural Heritage	Garden & Designed Landscapes within 200m of assumed centreline	1	no	1	significant SMRs resulting in changes to key archaeological resources.	Major Adverse
	Regionally significant SMR sites within 200m of assumed	6	no	1		
	centreline Length of route through AGLV or other designated	10.2	km		The majority of option passes through undulating, well wooded landscape	
	landscapes Length of route through woodland	14.8	km	-	which is highly susceptible to change. The key landscape issue lies at the Pluscarden Valley, a highly susceptible and valued landscape. Option	
6.2.2 Landscape & Visual	Sensitive receptors with potential to experience adverse visual effects	220	no	-	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 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).	
6.2.3 Nature Conservation	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.		Major Adverse
	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		
	Length of route through native woodland	2.3	km	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 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	
6.2.4 Geology, Soils, Contaminated Land & Groundwater	Length of route through soil resource	0.8	km	Significant hydrogeological impacts predicted due to identified underlying geology.	watercourse crossings and the crossing of the Dipple Abstraction scheme.	Major Adverse
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. No potentially significant impacts on hydro-geomorphology at the River Findhorn and River Spey crossings.	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

APPENDIX B WORKSHOP PRESENTATION INFORMATION

As attached.





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



Mott MacDonald Sweco

## ASS DUALLING HARDMUIR TO FOCHABERS



• Review the outcome of the initial sifting work that has been carried out to date

Welcome

• 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

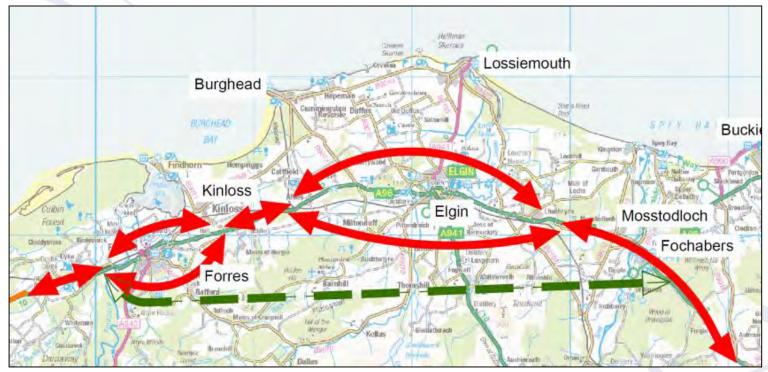


## A96 Dualling Hardmuir to Fochabers Stage 1 Outcome





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



- 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.





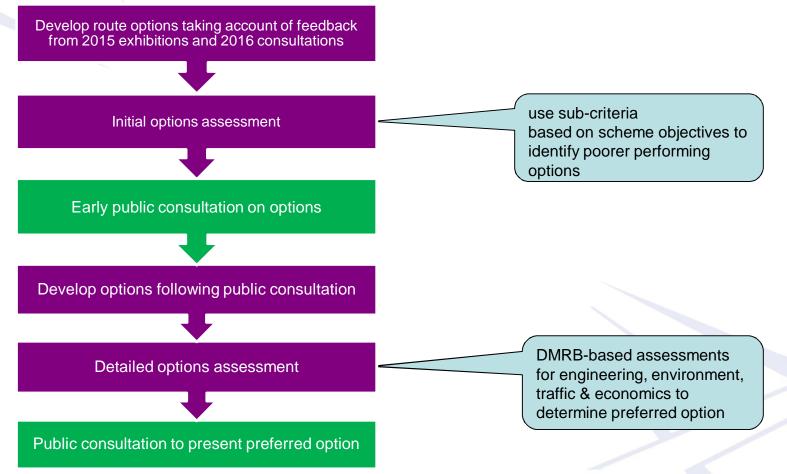
# **Option Development Process**



## 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





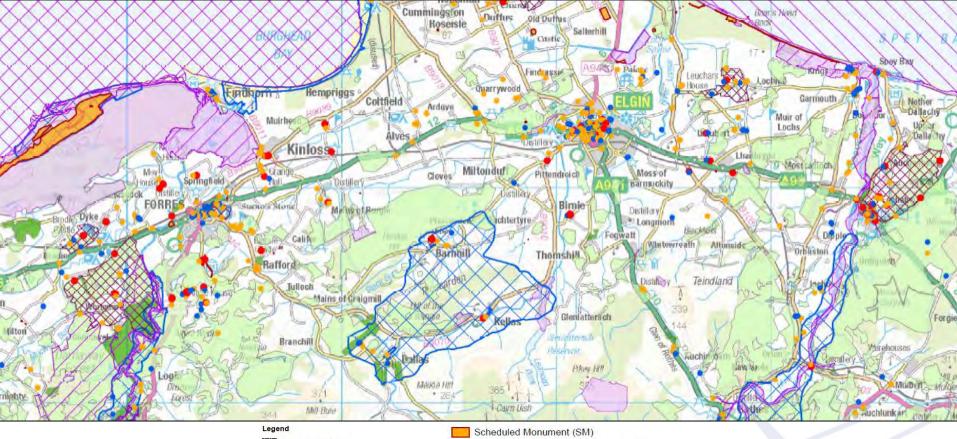
## Decisions Register used during workshop sequence

ID Number	Date and Forum	Location/ Corridor	Drawing Document No.	Drawing Document	Information (I) / Amendment (A) / Other Action (O) or Design Decision (D) Description / Issue		Amendment, Decision or Action Justification / Outcome
*	<b>.</b>	<b>•</b>		Version 💌		or (D)	✓
W4.2	Workshop 4 (West) 24/01/2017	Purple North of Mains of Moy vs South of Mains of Moy	<u>A96PHF-MMS-</u> <u>HGN-AD003-M2-D</u> <u>00002</u>	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	<u>A96PHF-MMS-</u> <u>HGN-AD004-M2-D</u> <u>00002</u>	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	24/01/2017	Green Route option split West of Enterprise Park vs East of Enterprise Park	<u>A96PHF-MMS-</u> <u>HGN-AD001-M2-D</u> <u>00002</u>	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	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)	<u>A96PHF-MMS- HGN-CJ001-M2-D- 00001</u>	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.
		Route option split for options North of Blackhills vs South of Blackhills	<u>A96PHF-MMS-</u> <u>HGN-CJ001-M2-D-</u> <u>00001</u>	P01.1	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.

### (early November 2016) Purpose : to generate corridors





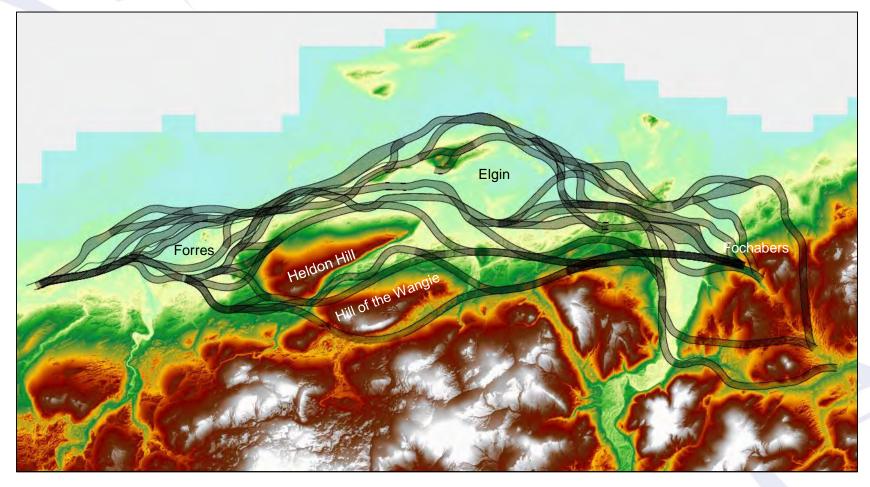


- Data Request Extent
  Listed Building
   Category A
- Category B
- Category C
- Natura 2000 Site (Ramsar site, SAC and SPA)
- Proposed Natura 2000 Site (pSPA)
   Site of Special Scientific Interest (SSSI)
- Garden and Designed Landscape (GDL)
- Area of Great Landscape Value (AGLV)
- Ancient Woodland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

## (late November 2016) Purpose : to refine and adjust corridors





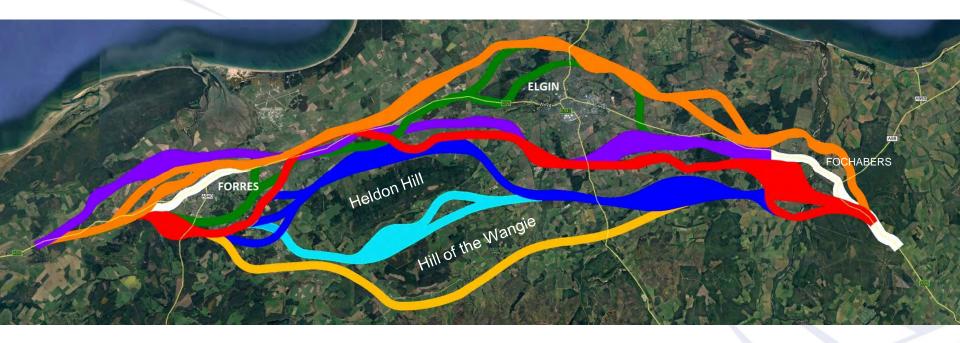




TRANSPORT SCOTLAND

CÒMHDHAIL ALBA

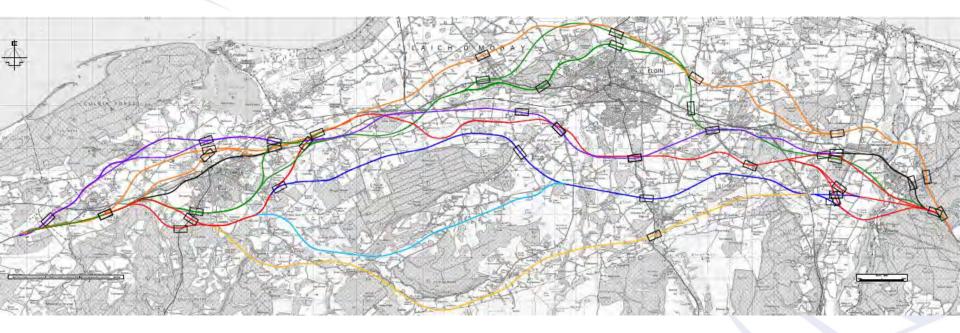
(December 2016) **DUAL** Purpose : following site verification visits, firm up on eight coloured corridors



(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		1		1	
1a	Crowhall & Mains of Moy Options	Purple	1	per en la seconda de la se	х
1b	Mundole Options	Red		х	
1c	Grangegreen Options	Orange	х		
1d	Knockomie Feasibility	Green	х		
1e	Black at Forres Feasibility	Black	х		
1f	Blackhills Options	Blue			х
1g	Fogwatt North Feasibility	Yellow			x
1h	Pluscarden Options	Cyan			x
East					
2a	Spey Crossings	Red			x
2b	Mosstodloch Options	Black			х
2c	Calcots Confirmation	Orange/Green		Sec. 1. 1.	х
2d	Sleepieshill Wood Options	Orange	х		
2e	Whitefield Croft Confirmation	Purple/Red			x
2f	Quarrelwood South Feasibility	Green	х		

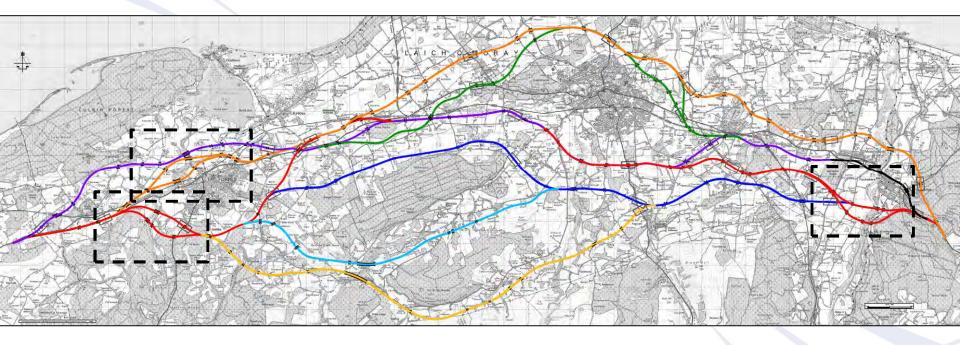
ASS DUALLING HARDMUIR TO FOCHABERS



## Options Workshop 5 (March 2017) Purpose : confirm Longlist for Initial Options Assessment





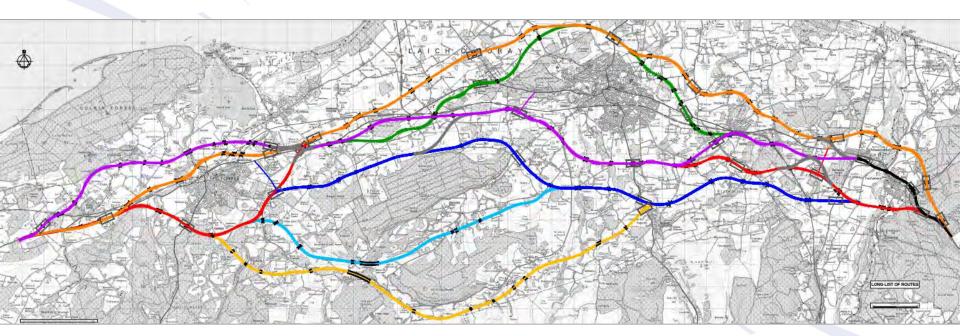


indicates 3 specific areas where two sub-options remain active but only one has been taken into the end-to-end assessment

## The longlist – 43 "combination" options (with several short crossovers in grey)







## Option Referencing for Initial Options Assessment





Name         Dupton Place op         Disk of the State op op of the state op			50	2	4	24		- 30	5	5			4	1.	F	E-state	たの	and -	File	17			-	-			Existing route 46.7 km
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Red 06         Red - Orange - x - Black         x         Red 07         Red 07         Red 07         Red 07         Red 07         S0           Red 07         Red - Orange - Green - Purple - Black         x         x         Red 07         S0           Red 03         Red - Green - Purple - Red         x         x         Red 08         Red 09         S0           Red 03         Red - Green - Purple - Black         x         Red 08         Red 09         S0           Red 10         Red - Green - Purple - Red         x         Red 09         S0           Red 10         Red - Green - Purple - Black         x         Red 10         S0           Red 11         Red - Green - Orange         x         Red 11         S1         Red 12         S0           Red 13         Red 14         Green - Orange         x         x         Red 13         Red 12         S0           Red 14         Red - Slue - Purple - Black         x         x         Red 13         Red 12         S0           Red 14         Red - Slue - Purple - Black         x x         Red 13         Red 14         47           Red 15         Red 16         x x         Red 15         47         Red 16         48								8													2						
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Red 08         Red 0-Drange-Green - Purple - Red         x         Red 08         49.           Red 09         Red - Drange - Black         x         Red 09         Red 09         50.           Red 10         Red - Green - Purple - Red         x         Red 09         S0.         Red 09         S0.           Red 11         Red - Green - Drange         x         Red 10         S0.         Red 11         S0.         Red 12         S0.         Red 13         47.         Red 15         47.         Red 15         47.         Red 16         48.         8         8         8         Red 15								a u									-				0						
Red 03         Red -Green -Purple -Black         8         Red 03         50.           Red 10         Red -Green -Purple -Red         8         8         8         Red 10         50.           Red 10         Red -Green - Drange         8         8         8         Red 10         50.           Red 11         Red -Green - Drange         8         8         8         8         Red 10         50.           Red 12         Red -Green - Drange         8													-	-			-										
Red 10         Red 20         Red 10         S0.           Red 11         Red -Green - Drange         Red 10         S0.           Red 11         Red -Green - Drange         Red 10         S0.           Red 12         Red -Green - Drange         Red 11         S1.           Red 13         Red -Green - Drange         Red 12         S0.           Red 13         Red -Green - Drange         Red 12         S0.           Red 13         Red -Green - Drange         Red 12         S0.           Red 13         Red -Green - Drange         Red 12         S0.           Red 13         Red -Stee - Purple - Black         Red 13         47.           Red 14         Red -Blue - Purple - Red         Red 14         Red 15         Red 15         47.           Red 15         Red -Blue - Purple - Black         Red 14         Red 15         47.         Red 15         47.           Red 16         Red - Blue - Purple - Black         Red 16         8 R         Red 15         47.           Red 16         Red 17         Red 16         8 R         8 R         8 R         8 Red 16         46.           Red 17         Red -Blue - Parde         Red 16         48.         8 R         8 R																						1					
Red 11         Red -Green - Örange         #         Red 12         Red 12         Red 12         Red 12         Red 12         State         Red 12         State         Red 12         State         Red 12         State         Red 13         Red 13         State         Red 13         Red 13         Red 13         Red 13         Red 13         State         Red 13         Red 13         State         Red 13         Red 13         State         Red 13         State         Red 13         Red 14         Red 13         State         Red 14         Red 13         Red 14         Red 13         Red 14         Red 15         African         Red 16         Red 16         Red 16         Red 17         Red 16         Red 17         Red 16         Red 17         Red 17         Red 17         Red 17         Red 17         Red 18         Red 17         Red 18         Red 16         Red 17         Red 18<										++				-			-				0						50.4
Red 12         Red - Green - Orange - Black         Red 13         Red 13         Red 13         Red 13         Red 13         Red 13         4.7.           Red 13         Red - Blue - Purple - Black         8																					-10						51.2
Red 13         Red 14         Red - Purple - Black         Red 13         47.           Red 14         Red - Blue - Purple - Nach         N         N         Red 13         47.           Red 15         Red 16         N         N         N         Red 16         47.           Red 15         Red 16         N         N         N         Red 16         47.           Red 16         Red 16         N         N         N         Red 16         47.           Red 16         Red 16         N         N         N         Red 16         47.           Red 16         Red 16         N         N         N         Red 16         47.           Red 16         Red 17         Red 16         N         N         N         Red 16         46.           Red 17         Red - Slue - Red         N         N         Red 16         45.           Red 18         Red - Slue - Red         N         N         Red 17         16.         45.		Bed - Green - Orange - Black								++											0						50.2
Red 14         Red - Blue - Purple - s- Red         8         8         Red 14         47.3           Red 15         Red - Blue - Purple - Red - Purple - Black         8         8         8         Red 15         47.3           Red 16         Red 16         Red 16         8												8															47.6
Red 15         Red - Blue - Purple - Black         8         Red 15         47.           Red 16         Red - Blue - Purple - Red         8         8         Red 15         47.           Red 16         Red - Blue - Purple - Red         8         8         Red 16         48.           Red 17         Red - Blue - Red         8         8         Red 17         45.           Red 18         Red - Slue - Red         8 <td></td> <td>1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>47.5</td>																					1						47.5
Red 16         Red - Blue - Purple - Red         Red 16         8         9																					_						47.4
Red 17         Red - Blue - Red         Red 17         45.           Red 18         Red - Cyan - Blue - Red         Red 18         45.													1	11			-										46.7
Red 18 Red-Cyan-Blue-Red Red 18 45.																											45.9
														11													45.5
Red 19 Red -Yellow - Blue - Red Red 19 46.																			-			1					46.4

## Western Routes: Key Issues



TRANSPORT SCOTLAND

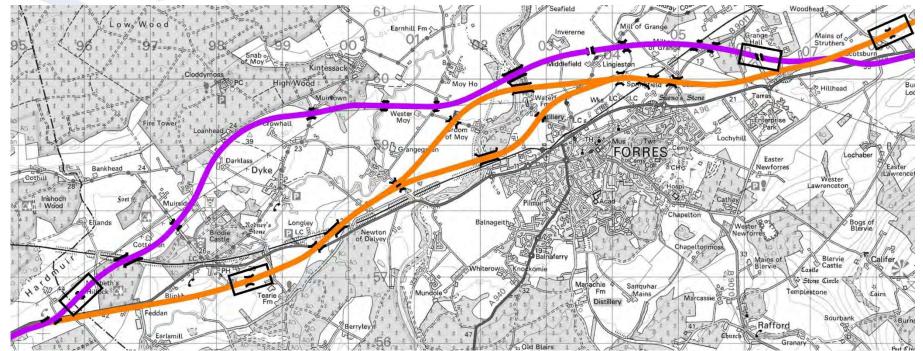
- Forres Northern bypass
- Forres Southern bypass
- Findhorn Crossings
- Pluscarden Valley
  - Topography and Structures
- Southern Route by Dallas
  - Topography and Structures



## 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

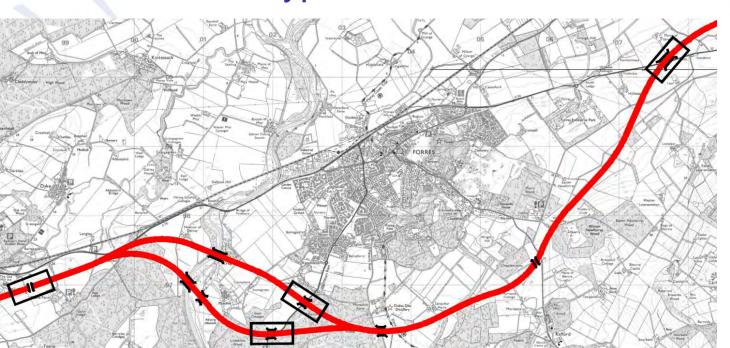
#### Purple Route

- 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



TRANSPORT SCOTLAND



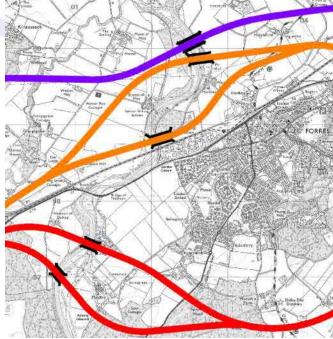
### Red Route

- 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



TRANSPORT SCOTLAND CÒMHDHAIL ALBA

- Spey Crossings
- Lhanbryde north and south
- Elgin developments

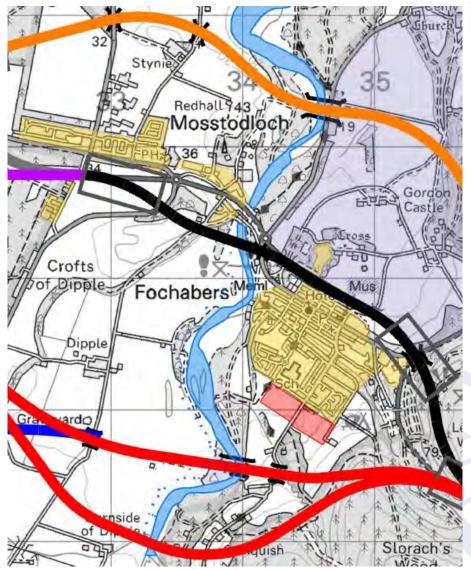






#### All Routes

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

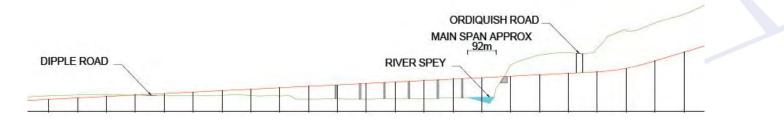




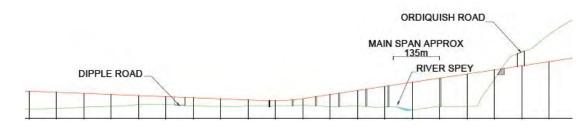




- Red 2 Route
  - River Spey –
     SAC; SSSI;
     AGLV
  - SW Abstraction scheme
  - Approx. 30m
     Earthworks











#### Red 3 Route

- River Spey SAC;
   SSSI; AGLV
- SW Abstraction scheme
- Approx. 30m
   Earthworks







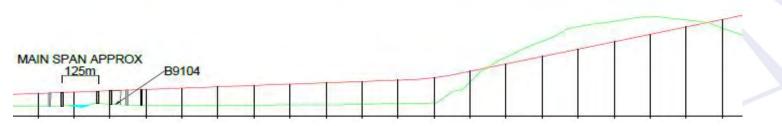
- Black 2 Route
  - River Spey SAC; SSSI.
  - SW Abstraction scheme
  - Approx. 15m
     Earthworks
  - Gordon Castle
     GDL









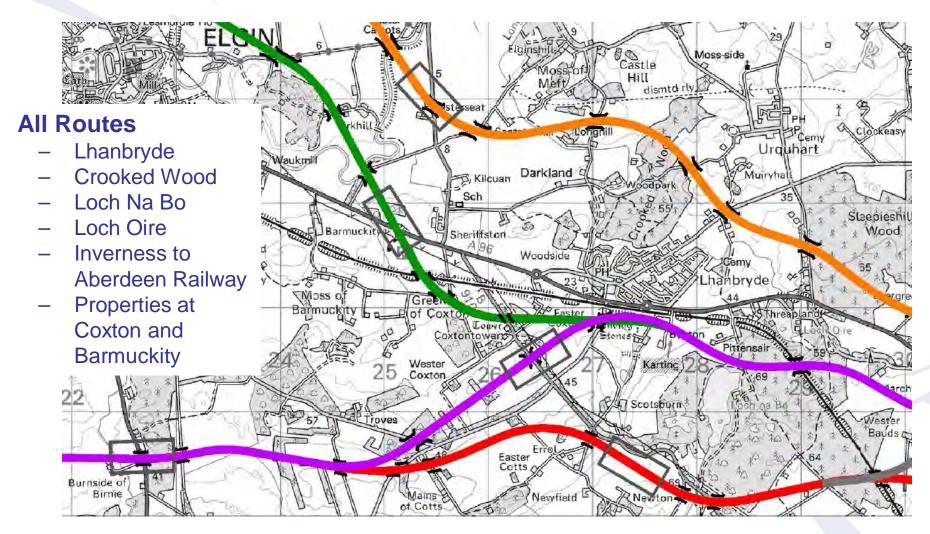


- Orange Route
  - River Spey
     SAC;
    - RAMSAR; SSSI.
  - Appx. 10m
     Earthworks
  - Gordon
     Castle GDL

## Eastern Options: Key Issues Constraints by Lhanbryde



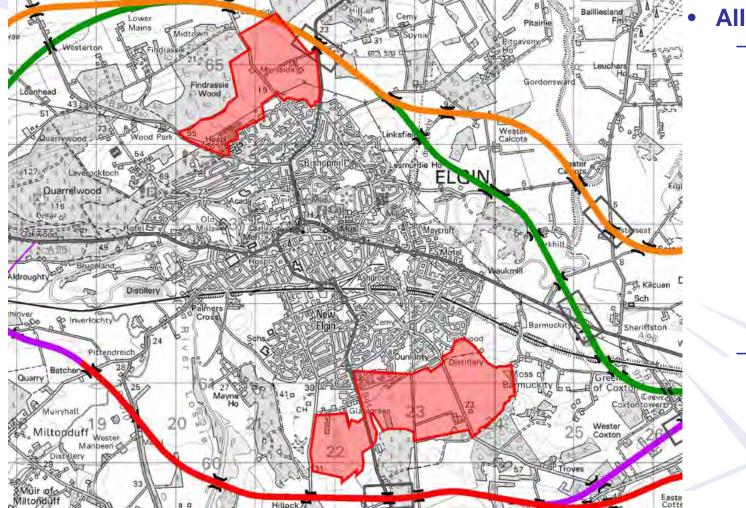




## Eastern Options: Key Issues Developments at Elgin







All Routes – Findrassie (1500 houses)

Springfield
 (2800 houses)





## Assessment Process & Outputs



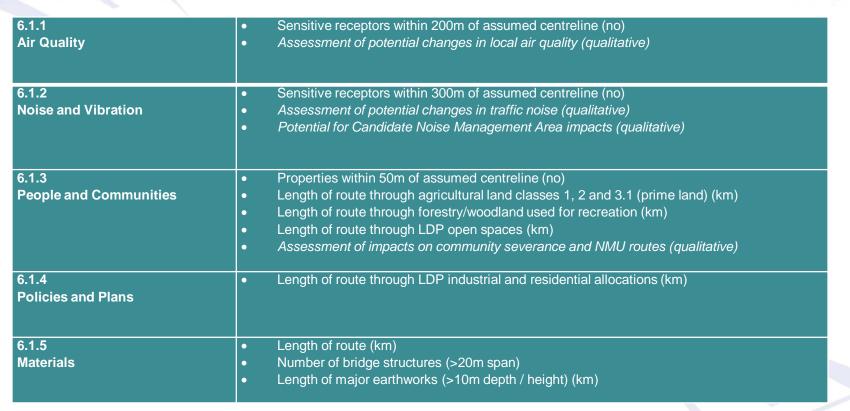
## Initial Options Assessment First Five Objectives – Sub-Criteria





1.	1.1 Reduced journey times on A96	
A96 Operation	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.	2.1 Reduced accident rates and severity (on old and new A96)	
Safety	2.2 Reduced driver stress (qualitative)	
	2.3 Reduced NMU conflicts (qualitative)	
3.	3.1 Improved access to wider strategic network	
Regional Economy	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.	4.1 Traffic reduction on old A96 at Brodie (no)	
Active Travel	4.2 Traffic reduction on old A96 at Alves (no)	
	4.3 Traffic reduction on old A96 at Lhanbryde (no)	
5.	5.1 Traffic reduction on old A96 at Brodie (no)	
Public Transport	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





# Initial Options Assessment Sub-Criteria

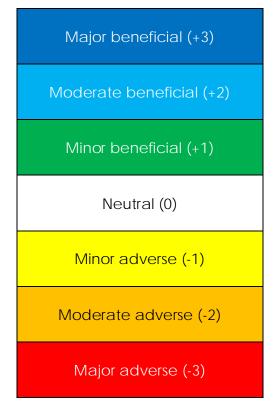


6.2.1 Cultural Heritage	<ul> <li>Listed buildings within 200m of assumed centreline (no)</li> <li>Scheduled Monuments within 200m of assumed centreline (no)</li> <li>Gardens &amp; Designed Landscapes within 200m of assumed centreline (no)</li> <li>Regionally significant SMR sites within 200m of assumed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

### **Assessment Scoring**











#### **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.







#### **1.1 Reduced Journey Times**

				_	
			2032 DM	Assessme Lowest	ent Range Highest
Objective 1. To improve the operation of the AS	6 and inter-urban connectivity	-			3
	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 Reduced journey times (min)	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	)ran	Drange	Orange 09	Orange 10	Orange 11	Orange 12	Red 01		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



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	urple 01	urple 02	urple 03	urple 04	urple 05	urple 06	urple 07	urple 08	urple 09	urple 10	urple 11	urple 12	ange 01	ange 02	ange 03	ange 04	ange 05	ange 06	ange 07	ange 08	ange 09	ange 10	ange 11	ange 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	Pl	P	đ	PL	P	PL	Ō	Ō	Ō	Ō	ō	ō	Ō	ō	Ō	Ō	Ō	Ō	-	-	-	-	-	-	-	-	-	2	_	-	-	0				-	2							
Journey time Reliability	3	3	3	3		3	3	্র	3	3	3	3		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			





1.3 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 1 4	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	





#### **1.4 Improved efficiency of freight movements (min)**

				Asses: Rar	sment nge
			2032 DM	Lowest	Highest
Objective 1. To improve th connectivity	e operation of the A96 and inter-urba	n			
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	Red04	Red 05	Red 06	Red 07	Red 08	Red 09	Red 10	Red 11	Red 12	Red 13	Red14	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



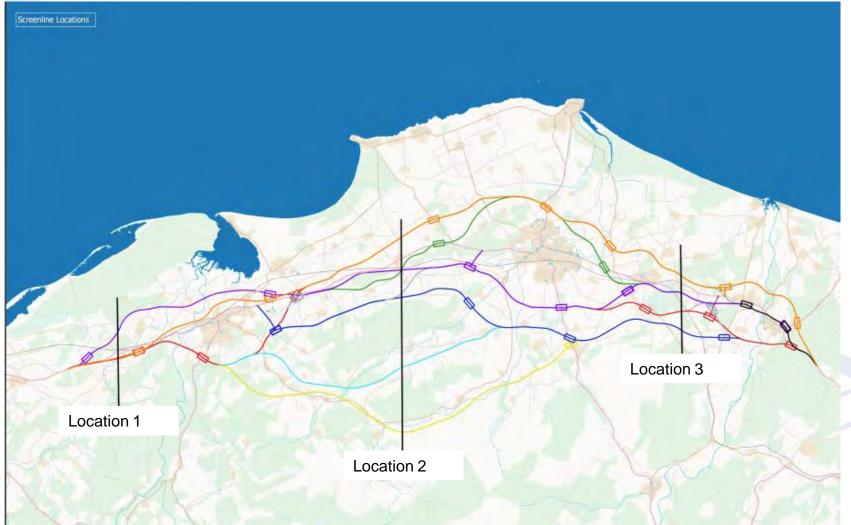


#### **1.5 Reduced conflict with Local traffic**

 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.











#### **1.5 Reduced conflict with Local traffic**

			2022 DM	Rai	sment nge
Objective 1. To improve the	e operation of the A96 and inter-urban		2032 DM	Lowest	Highest
connectivity					
	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 Lhanbry	ıde	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	Έ	Purple12	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





#### 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.





#### 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





#### 2.1 Reduced accident rates

			Asses: Rar	
		2032 DM		<u> </u>
Objective 2. To improve safet	y 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 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	2	3	3	3	3	3	3	3	3	3	3	3		3		2	3	3	2	3	3	3	3	3		3	3	2	2	2





#### 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	9	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	ed 0	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		2	2	2		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

# 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

				Assess Rar	sment 1ge
			2032 DM	Lowest	Highest
Objective 3. To provide opportunities t	to grow the regional economices in the c	orridor			
3.1 Improved access to the wider	3.1.1 Improved journey time from Elgin to Inverness	Two-Way	00:56:00	-00:02	-00:06
strategic network	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 03	Purple 04	Purple 05	Purple 06	Purple 07	Purple 08	Purple 09	Purple 10		Purple 12	Orange 01	Orange 02	Orange 03	Orange 04	Orange 05	Orange 06	Orange 07	Orange 08	Orange 09	range	Orange 11	Orange 12	Red 01	ed 0.	Red 03	ed 0	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

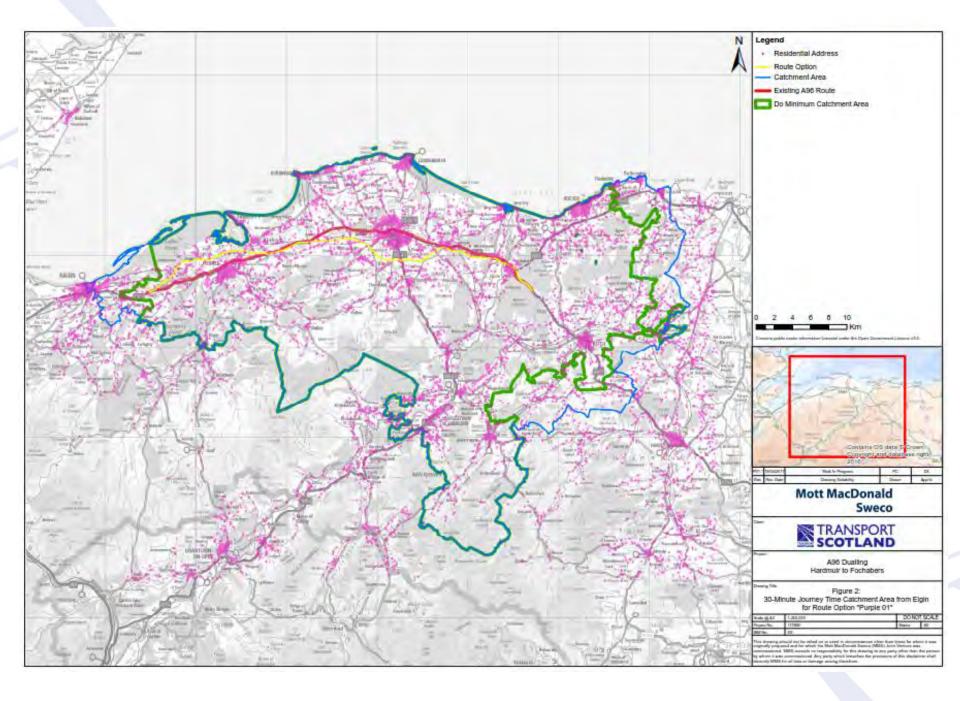




#### 3.2 Enhanced access to jobs and services

 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.





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





#### 3.2 Enhanced access to jobs and services

			Assess Rar	
		2032 DM	Lowest	Highest
Objective 3. To provide opportunities to g	row 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	d)	Purple 03	Purple 04	Purple 05	Purple 06	Purple 07	Purple 08	Purple 09	Purple 10		Purple 12	Orange 01	Orange 02	Orange 03	Orange 04	Orange 05	Orange 06	Orange 07	Orange 08	Drange 0	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

# Consider first Traffic volume control Traffic speed control Junction and crossing treatment Consider fast Off-carriageway facilities

#### 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

					sment nge						
			2032 DM	Lowest	Highest						
Objective 4. To facilitate active travel in th	e corridor	_									
	4.1.1 At Brodie	AADT	12000	3000	7000						
4.1 Residual traffic on old A96 that will benefit NMUs	4.1.2 At Alves	AADT	17000	3000	12000						
	4.1.2 At AlvesA4.1.3 At LhanbrydeA										
	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	ange 1	Orange 11	Orange 12	Red 01	Red 02	Red 03	eq	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 bublic transport services	he existing A96 that will b	enefit			ssment
			2032 DM	Lowest	Highest
Objective 5. To facilitate integration with	Public Transport Facilities	-			
	5.1.1 At Brodie	AADT	12000	-9000	-5000
5.1 Traffic reduction on old A96 that will benefit bus services	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		urple	Orange 01	Orange 02	Drange	Orange 04	Orange 05	Orange 06	Orange 07	Orange 08	Orange 09	Orange 10	Orange 11	Orange 12	Red 01	Red 02	Red 03	eq	Red 05	Red 06	Red 07	ed 0	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**



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#### 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	<ul> <li>Number of sensitive receptors within 200m bands</li> <li>Air quality in study area is good and below UK Air Quality Objectives (AQOs)</li> <li>No options predicted to exceed AQOs → all options assessed as being Neutral</li> </ul>
Noise and Vibration	<ul> <li>Number of sensitive receptors within 300m bands</li> <li>Noise Management Areas and areas where background noise levels are currently higher or lower taken into account</li> </ul>
People and Communities	<ul> <li>Potential effects of an option on:         <ul> <li>properties within 50m</li> <li>loss of prime agricultural land</li> <li>recreational woodland</li> <li>Moray Local Development Plan (LDP) open spaces</li> <li>community severance and non-motorised user (NMU) routes</li> </ul> </li> </ul>
Policies and Plans	<ul> <li>Focus on potential severance / land take from areas designated in LDP for industrial and residential development</li> <li>Review of planning applications to inform understanding of potential development but not scored</li> <li>Findings verified in field</li> </ul>
Materials	<ul> <li>All 43 options would have major requirements for materials</li> <li>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</li> </ul>

## **Environment Scoring**





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

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

## **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

6.2.2

6.2.1

6.2.3

6.2.4

6.2.5





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	HARDWOIN TO FOCHABERS	TRANSPOR SCOTLAN CÒMHDHAIL ALI
Purple 01							
Purple 02							
Purple 03							
Purple 04							
Purple 05							
Purple 06							
Purple 07							
Purple 08							
Purple 09							
Purple 10						1	1
Purple 11							
Purple 12						Neutral (0)	
Orange 01							
Orange 02						Minor adverse (-1)	
Orange 03						MILIOI CICVEISE (-1)	
Orange 04							
Orange 05						Moderate adverse (-2)	
Orange 06							
Orange 07							
Orange 08						Major adverse (-3)	
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							





## **Assessment Outputs Summary**



## Option Referencing for Initial Options Assessment





		50		$\langle \cdot \rangle$	24		6	R	5	-	C.	1		X		Ê		1		5	En			4	1	-				ing route 6.7 km
		-			The way	S.P	- Che-	16	L	54	>			el.	1	30	2	id	14	3	12	à.	15		10	2	d.			
Option. Name	Option Makeup	35 36	97 3	3 99 00	01 02	03 04	05 06 0	07 08	09 10	11 1	12 13	14 15	5 16	17 18	3 19	20 2	1 22	23 2	1 25 2	26 27	28 29	30	37 32	33	34	35 36	37	Option. Name		ength. km)
Purple 01	Purple - Black									11											-							Purple 01	4	47.1
Purple 02	Purple - x - Red																											Purple 02		47
Purple 03	Purple - Red								-									-										Purple 03	4	46.2
Purple 04	Purple - Red - Purple - Black					1 1 1																8	1 1					Purple 04	4	46.9
Purple 05	Purple - Orange							x																				Purple 05		19.8
Purple 06	Purple - Orange - Black							*															8 8					Purple 06		48.8
Purple 07	Purple - Orange - Green - Purple - Black	- 610-						×																				Purple 07		49.1
Purple 08	Purple - Orange - Green - Purple - Red							×															N					Purple 08		48.9
Purple 09	Purple - Green - Purple - Black							8				1											1					Purple 09		19.7
Purple 10	Purple - Green - Purple - Red							8															8					Purple 10		49.6
Purple 11	Purple - Green - Orange		111			100		×				14																Purple 11		50.4
Purple 12	Purple - Green - Orange - Black					والمساور الم	المراض	8															8 8		_			Purple 12		49.4
Orange 01	Orange													_														Orange 01		19.2
Orange 02	Orange - Black										1												8 8					Drange 02		48.3
Orange 03	Orange - Green - Purple - Black								_		_			_		_	_						1					Drange 03		48.6
Orange 04	Orange - Green - Purple - Red													_									8					Drange 04		48.4
Orange 05	Orange - Purple - Black	_		-		_		x							-	_	-	_										Drange 05		46.6
Orange 06	Orange - Purple - x - Red	_						8			-								100		1.0		8	_				Drange 06		46.5
Orange 07	Orange - Purple - Red	_		1 1 1		_		×	_	-	-		-	_	+ +	-		-		_	_			-		-		Drange 07		45.7
Orange 08	Orange - Purple - Red - Purple - Black					_		X														×	1 1					Drange 08		46.3
Orange 09	Orange - x - Green - Purple - Black			++-		_		×	_	+++	-		+ +	_	+++	_		_					-					Drange 09		49.2 49.1
Orange 10	Orange - x - Green - Purple - Red					_		X	-	++	-		-	_		-		-			-	-	×	-		_		Orange 10		
Orange 11	Orange - Green - Orange			-				×	_	+ +	-			-	+ +	_	-	-			_							Orange 11		49.9 48.9
Orange 12 Red 01	Orange - Green - Orange - Black							× ×			-				-			-		-		_	8 8					Orange 12 Red 01		+8.9 47.9
Red 02	Red - Purple - Black Red - Purple - x - Red	_	-					8	-	+ +	-			-	+ +	-	+ +	-	+ +		-	-						Red 02		47.8
Red 02	Red - Purple - X - Red Red - Purple - Red							8 8	-		-		-	-	+ +	-		-					8	-		-		Red 02		47
Red 04	Red - Purple - Red - Purple - Black		-	+ +		-++		8	_					-		-		-		++	-		-					Red 04		47.7
Bed 05	Red - Orange							8			-							-				×	-					Red 04		50.7
Red 06	Red - Orange - x - Black							n X					+ +		++	-		-					x x					Red 06		19.8
Red 07	Red - Orange - Green - Purple - Black							x					+ +		+ +			-				-	a   a					Red 07		50
Red 08	Red - Orange - Green - Purple - Red		-					8	-	-	-		+ +	-			-	-	+ +		-		N					Red 08		19.9
Red 09	Red -Green - Purple - Black							8							-	_							~					Red 09		50.5
Red 10	Red -Green - Purple - Red							8	-	+ +	-		++	-	+ +			-										Red 10	5	50.4
Red 11	Red -Green - Orange							8																				Red 11		51.2
Red 12	Red - Green - Orange - Black							8						-					+ +				8 8					Red 12		50.2
Red 13	Red - Blue - Purple - Black											8 8																Red 13		17.6
Red 14	Red - Blue - Purple - x - Red											8 8											8					Red 14		17.5
Red 15	Red - Blue - Purple - Red - Purple - Black									1		8 8										8						Red 15		17.4
Red 16	Red - Blue - Purple - Red						100					8 8			The state			-										Red 16		46.7
Red 17	Red - Blue - Red																											Red 17		15.9
Red 18	Red - Cyan - Blue - Red																						107					Red 18		45.5
Red 19	Red-Yellow - Blue - Red																	-					1 1 1					Red 19		16.4

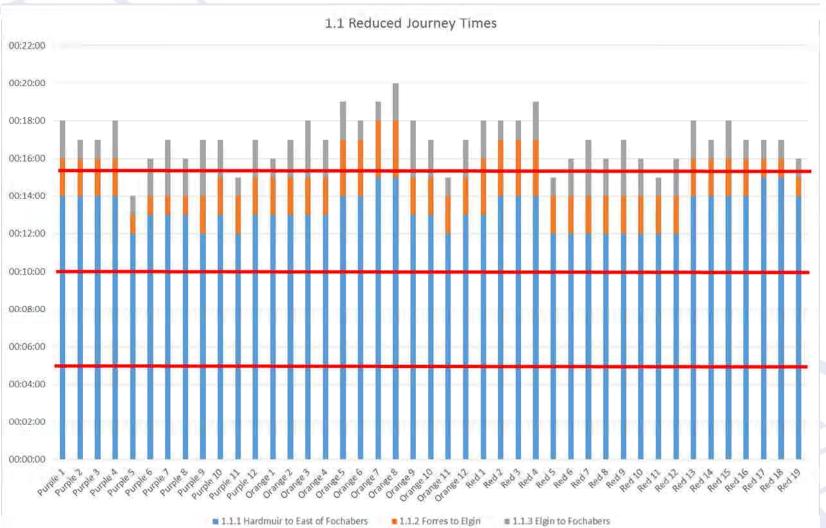
#### Objective 1: To improve the operation of the A96 and interurban connectivity

· J						
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	2.4
Orange 01	3	2	3	2	2	2.0
Ŭ	3	3	3	2	3	2.4
Orange 02	3	3	3	2	3	2.8
Orange 03			3	2		
Orange 04	3	3		_	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 10	2	2	3	1	2	2.0
Red 12	3	3	3	2	3	2.8
Red 12 Red 13	3	3	3	2	3	2.8
Red 13	3	3	3	2	3	2.8
	3	3	3	2	3	2.8
Red 15			3	2		
Red 16	3	3			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

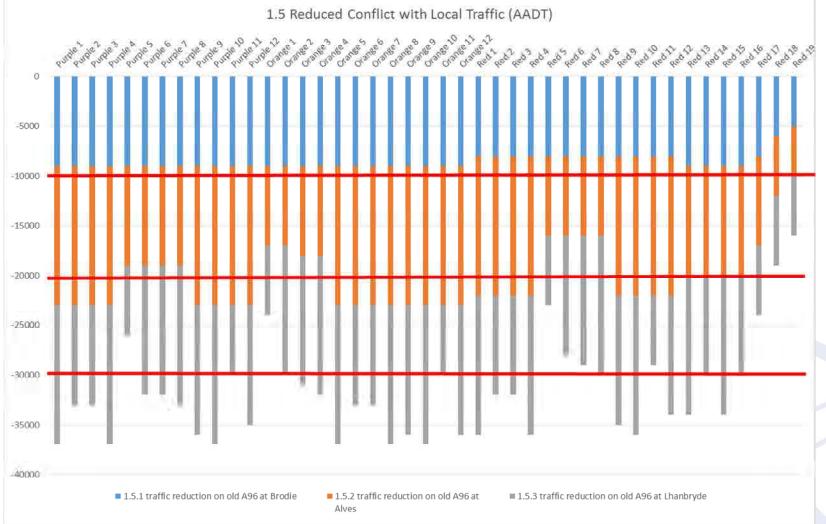


TRANSPORT SCOTLAND COMHDHAIL ALBA

#### Objective 1: To improve the operation of the A96 and interurban connectivity







#### Objective 2: To improve safety for motorised and nonmotorised users

	2.1	2.2	2.3	
Option	Reduced	Reduced	Reduced	Objective 2
Name	accident rates and	driver stress	NMU conflict	Overall
	severity	511 855	CONTINUE	
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	2.3
	3	3	2	2.7
Orange 04	3 3	3 3	2	2.7
Orange 05	3	3	2	2.7
Orange 06	3	3	2	
Orange 07	-		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





Improved access to the wider strategic network	Enhanced access to jobs and services	Objective 3 Overall
2	3	2.5
2	2	2
2	2	2
2	3	2.5
2	3	2.5
2	3	2.5
3	3	3
3	3	3
2	3	2.5
2	3	2.5
1	2	1.5
2	2	2
2	3	2.5
2	3	2.5
3	3	3
3	3	3
2	3	2.5
2	2	2
2	2	2
2	3	2.5
2		2.5
2		2.5
1		2
2	3	2.5
2	2	2
2	1	1.5
2	1	1.5
2	2	2
1	2	1.5
2	2	2
2	2	2
2	2	2
2	2	2
2	2	2
1	2	1.5
	2	1.5
2	3	2.5
2	2	2
2	3	2.5
2	1	1
0		0
	strategic network	strategic network         services           2         3           2         2           2         2           2         3           2         3           2         3           2         3           2         3           2         3           3         3           2         3           3         3           2         3           2         3           2         3           2         3           2         3           2         3           3         3           3         3           2         3           3         3           3         3           3         3           2         2           2         3           3         3           3         3           3         3           3         3           3         3           3         3           3         3           3         3           3

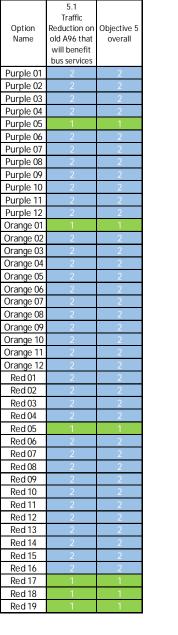
#### Objective 4. To facilitate active travel in the corridor

		•••••	
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 00	0	0	
Red 08	0	0	
Red 00	1	1	
Red 10	1	1	
Red 10	0	0	
Red 12	1	1	
Red 12	1	1	
Red 14	1	1	
Red 15	1	1	
Red 16	1	1	
Red 10	0	0	
Red 18	0	0	
Red 10	0	0	





#### 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

Option	6.1.1	6.1.2	6.1.3	6.1.4	6.1.5	6.1
Name	Air Quality	Noise & Vibration	People & Communities	Policies and Plans	Materials	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 6.2.2 6.2.3 6.2.4 625 62

6.2.1 





	6.2.1	6.2.2	6.2.3	6.2.4	6.2.5	6.2
Option	Cultural	Landscape	Nature	Geology, soils,	Road	Natural and
Name	Heritage	& Visual	Conservation	contaminated	5	Cultural
Name				land and	water	Assets
				groundwater	environment	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 02	-3	-3	-3	-3	-2	-2.8
Red 03	-3	-3	-3	-2	-2	-2.0
Red 04 Red 05	-3	-2		-2	-2	-2.4
	-3	-3 -2	-3 -3	-2	-3	
Red 06						-2.6
Red 07	-3	-2 -3	-3	-2 -3	-1 -1	-2.2
Red 08	-3		-3			-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
	-3	-3	-3	-3	-2	-2.8

## **Composite Spreadsheet**



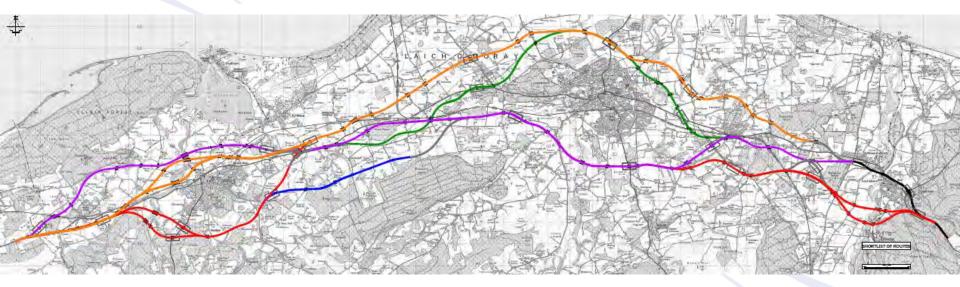


- Explanation of the amalgamation of results using spreadsheet
- Graphical demonstration of scoring
- Identification of elements causing poorer scoring
- De-selection of options leading to the shortlist
- Demonstration of sensitivity of results
- Presentation of options being further developed and consulted 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



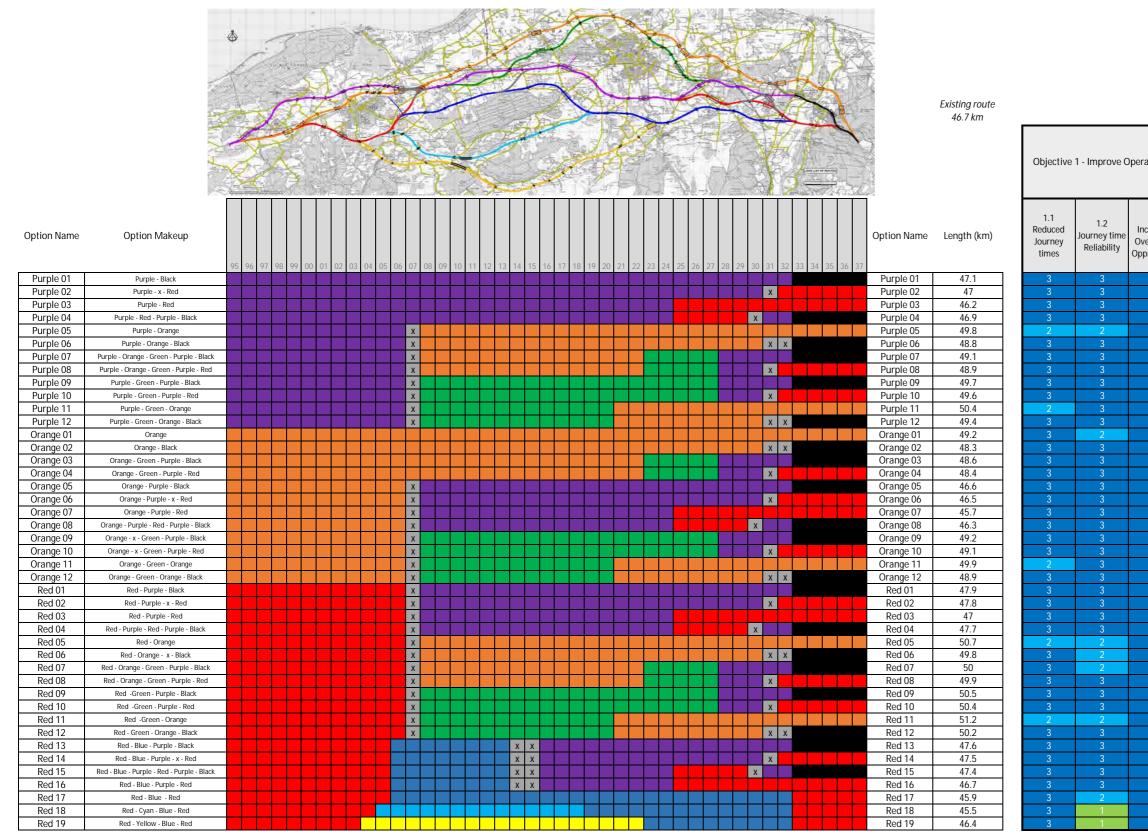


- Actions
- AOB

#### APPENDIX C OPTION ASSESSMENT OUTPUT SUMMARY

#### APPENDIX C OPTION ASSESSMENT OUTPUT SUMMARY

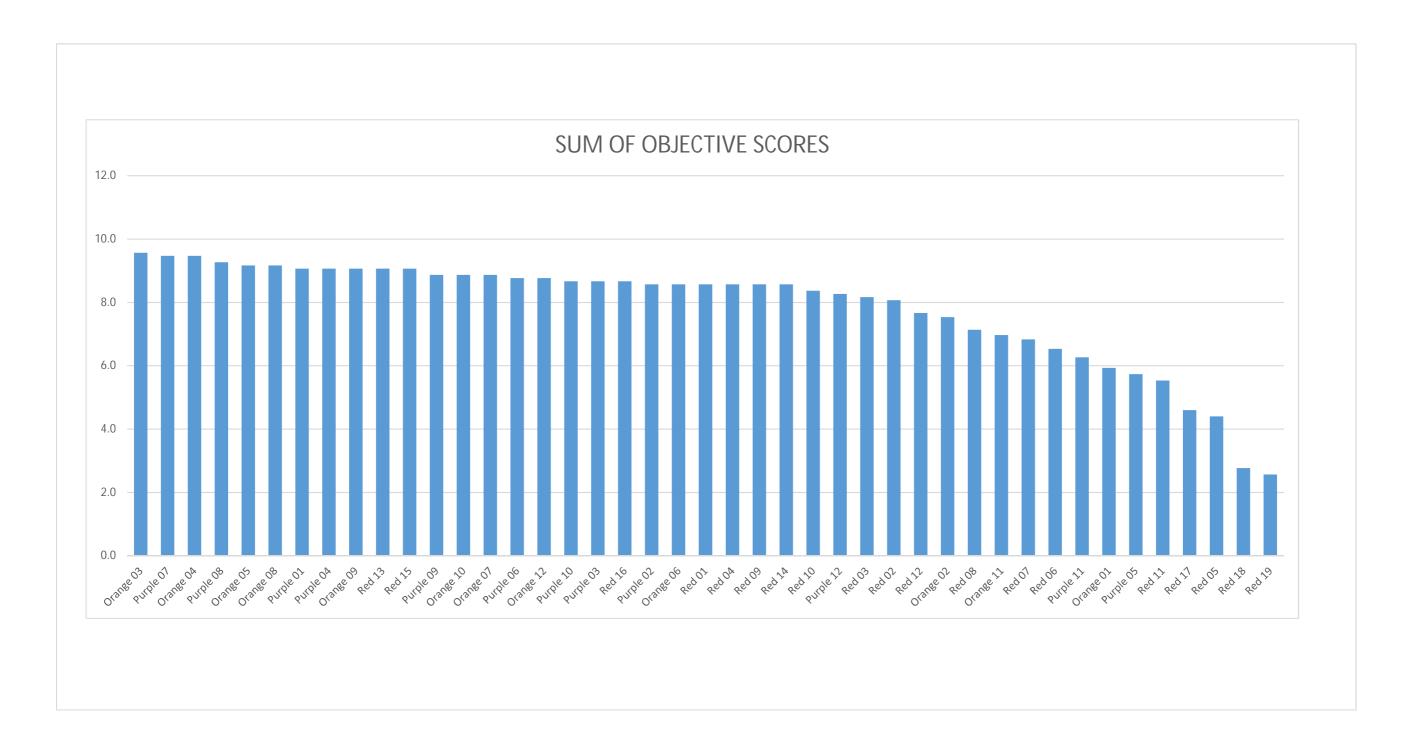
As attached.



1.3 creased ertaking ortunities	1.4 Improved Efficiency of Freight	1.5 Reduce Conflict with local traffic	Objective 1 Overall
3	2	3	2.8
3	2	3	2.8
3	2	3	2.8
3	2	3	2.8
3	2	2	2.2
3	2	3	2.8
3	2	3	2.8
3	2	3	2.8
3	2	3	2.8
3	2	3	2.8
3	1	3	2.4
3	2	3	2.8
3	2	2	2.4
3	2	3	2.8
3	2	3	2.8
3	2	3	2.8
3	2	3	2.8
3	2	3	2.8
3	3		3
		3	
3	2	3	2.8
3	2	3	2.8
3	2	3	2.8
3	2	3	2.6
3	2	3	2.8
3	2	3	2.8
3	2	3	2.8
3	2	3	2.8
3	2	3	2.8
3	2	2	2.2
3	2	2	2.4
3	2	2	2.4
3	2	3	2.8
3	2	3	2.8
3	2	3	2.8
	1		
3		2	2
3	2	3	2.8
3	2	3	2.8
3	2	3	2.8
3	2	3	2.8
3	2	3	2.8
3	2	2	2.4
3	2	1	2
3	2	1	2

#### Objective 1 - Improve Operation of the A96 and inter-urban connectivity

Objective 2	2 - Improve S non motor	afety for mot rised users	torised and		- To provide o regional ecor corridor		active tra	- To facilitate avel in the ridor	Objective 5 - integration transport	with public	ublic 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 Conservatio n	6.2.4 Geology, soils, contaminat ed land and groundwate	6.2.5 Road drainage and water environmen t	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		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 2.7	2	3	2.5 2.5	1	1	2	2	0	-3	-3	-2	-1	-1.8	-2 -2	-2 -3	-3	-2	-3	-2.4	-2.1	Purple 09	
3	3	2	2.7	2	3		0	0	2	2	0	-2 -1	-3	-2	-2	-1.8	-2 -3		-3 -3	-3	-3 -3	-2.8	-2.3	Purple 10	
3	ు	2	2.7	2	2	1.5	0	1	2	2	0	-3	-3 -3	-2	-3	-1.0	-3 -2	-3	-3	-2	-3 -3	-2.8 -2.4	-2.3 -2.2	Purple 11 Purple 12	
3	ວ ົ	2	2.7	2	2	2.5	0	0	1	1	0	-5 -1	-3	-2	-2	-1.8	-2	-2	-3 -3	-2	-3	-2.4	-2.2	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	-2.3	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	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 -1.4	-3	-2	-3	-2	-1	-2.2	-1.9	Red 07	
2	3	2	2.3 2.7	2	2	2	1	1	2	2	0	-2	-2	-2	-1 -1	-1.4 -1.6	-3 -3	-3	-3	-3	-1 -1	-2.6 -2.2	-2 -1.9	Red 08 Red 09	
3	3	2	2.7	2	2	2	1	1	2	2	0		2		-	-1.0	-3 -3	-2	-3	-2	-1	-2.2	-1.9 -2.1	Red 09 Red 10	
3	2	2	2.1	1	2	1.5	0	0	2	2	0	-2	-2		- 2	-1.0	-3 -3		-3		-3		2.1		
3	3	2	2.3	1	2	1.5	1	1	2	2	0	-3	-3	-2	-3 -2	-1.0	-3 -3	-3	-3	-2	-3	-2.8 -2.6	-2.3	Red 11 Red 12	
3	3	2	2.7	2	3	2.5	1	1	2	2	0	-3	-3	-2	-2	-1.4	-3	-2	-3	-2	-3	-2.0	-2.3	Red 12 Red 13	
3	3	2	2.7	2	2	2.5	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	



Option Name	95 9	96 97	98	99 00	0 01	02	03	04	05 0	6 07	7 08	09	10	11	12 13	3 14	15	16	17	18	19 :	20 2	.1 2	2 2	3 2	4 2	5 26	6 27	28	29	30	31	32	33 3	34	35 3	36 3	37	Objective 1 - Improve Operation of the A96 and inter-urban connectivity	Objective 2 - Improve Safety for motorised and non motorised users	to grow the	Objective 4 - To facilitate active travel in the corridor	Objective 5 - To facilitate integration with public transport facilities	Objective 6 - To avoid significant environmenta impacts	SUM OBJEC SCOF	CTIVE
Orange 03																																							2.8	2.7	3	1	2	-1.9	9.0	
Purple 07																																							2.8	2.7	3	1	2	-2	9.	
Orange 04																																							2.8	2.7	3	1	2	-2	9.	
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	9.1	
Orange 08																																							2.8	2.7	2.5	1	2	-1.8	9.1	
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 2.8	2.7 2.7	2.5 2.5	1	2	-2.2 -2.3	8.8	
Purple 10 Purple 03		_			_		_	_																									-		-			-	2.8	2.7	2.0	1	2	-2.3 -1.8	8.	
Red 16																				_	_		+	+				-					-		-				2.8	2.7	2	1	2	-1.8	8.	
Purple 02																				_			-	+		-							_		-				2.8	2.7	2	1	2	-1.0	8.0	
Orange 06															_				_	-	-		+	+		+		+					-		-				2.8	2.7	2	1	2	-1.7	8.0	
Red 01																																							2.8	2.7	2	1	2	-1.9	8.0	
Red 04								-															+	+															2.8	2.7	2	1	2	-1.9	8.0	
Red 09								-																															2.8	2.7	2	1	2	-1.9	8.0	
Red 14								-																															2.8	2.7	2	1	2	-1.9	8.0	
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	8.1	
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.	
Orange 02																																							2.8	2.3	2.5	0	2	-2.1	7.	
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.(	
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.	
Purple 11																																	X			X	XIX	X	2.4	2.7	1.5	0	2	-2.3	6.3	
Orange 01																																	X	X	X	X	XIX	X	2.4	2.3	2.5	0	1	-2.3	5.9	
Purple 05																																	X	X		X		X	2.2	2.3	2.5	0	1	-2.3	5.1	
Red 11																																	X	X	X	X	XIX	X	2	2.3	1.5	0	2	-2.3	5.	
Red 17																X	X	X	X	X	X	XIX	$\langle \rangle$	$\langle \rangle$	$\langle \rangle$	$\langle \rangle$	( X )	$\langle   X \rangle$	X	X	X	X	X						2.4	2.0	1	0	1	-1.8	4.0	
Red 05																																	X	X	X	X	XX	X	2.2	2.0	1.5	0	1	-2.3	4.4	
Red 18									<u>X                                     </u>		X	X	X	X	XX		X	X	X	X	X							<u>(Ι</u> Χ		X	X	X	X						2	1.7	0	0	1	-1.9	2.8	
Red 19								X	X)	XIX	X	X	X	X	XX	ΙX	IX	X	X	X	XI	XI)	(   )	( )	(   )	$\langle 1 \rangle$		( X )		IX	X	X	X						2	1.7	0	0	1	-2.1	2.0	6