

Appendix A

Corridor Areas Appraisal

Appendix A - Corridor Area Assessment against Programme and Scheme Objectives

Table A1 – Corridor Area Assessment - Objective 1 - Reduced Journey Times

A96 Programme Objectives	A96 East of Huntly to Aberdeen Scheme Objectives	B On line with localised bypass options	B Southern Inverurie bypass	B Northern Inverurie bypass	B+ Localised bypass from east of Inverurie to Blackburn	C Offline to the south between Huntly and Blackburn	D Offline to north between Glens of Foudland and Inverurie	D+ Offline to north between Huntly and Glens of Foudland	Comments
Objective 1 – To improve the operation of the corridor and inter-urban connectivity between the cities of Aberdeen and Inverness and their city regions through:	Objective 1 - To improve the operation of the A96 and inter-urban connectivity through:	✓	✓	✓	✓	✓	✓	✓	
<ul style="list-style-type: none"> Reduced journey times; 	<ul style="list-style-type: none"> Reduced journey times 	YES	YES	YES	YES	YES	YES	YES	
		<ul style="list-style-type: none"> Higher standard of road (dual carriageway, 70mph) with overtaking provision will reduce delays associated with slow moving vehicles along existing alignment Potential to remove conflict between local/strategic traffic movement at key junctions at Inverurie which currently cause delay (e.g. Blackburn Rbt, Port Elphinstone Rbt) 	<ul style="list-style-type: none"> Higher standard of road (dual carriageway, 70mph) with overtaking provision will reduce delays associated with slow moving vehicles along existing alignment Potential to remove conflict between local/strategic traffic movement at key junctions at Inverurie which currently cause delay (e.g. Blackburn Rbt, Port Elphinstone Rbt) 	<ul style="list-style-type: none"> Higher standard of road (dual carriageway, 70mph) with overtaking provision will reduce delays associated with slow moving vehicles along existing alignment Potential to remove conflict between local/strategic traffic movement at key junctions at Inverurie which currently cause delay (e.g. Blackburn Rbt, Port Elphinstone Rbt) 	<ul style="list-style-type: none"> Higher standard of road (dual carriageway, 70mph) with overtaking provision will reduce delays associated with slow moving vehicles An alignment through B+ offers opportunity to tie in with an eastern bypass of Inverurie with potential to bypass Kintore and provide more direct link to eastern extent of scheme. 	<ul style="list-style-type: none"> Higher standard of road (dual carriageway, 70mph) with overtaking provision will reduce delays associated with slow moving vehicles Potential to provide more direct link between Glens of Foudland and Inverurie with shorter length of trunk road 	<ul style="list-style-type: none"> Higher standard of road (dual carriageway, 70mph) with overtaking provision will reduce delays associated with slow moving vehicles Potential to provide more direct link between Huntly and Option D corridor area, 	<p>Offline corridor areas are very broad and therefore have the potential to create a longer route than the existing A96. However, this is offset by the improved standard of road, increased speed limit, and overtaking provision.</p>	

Table A2 – Corridor Area Assessment - Objective 1 - Improved Journey Time Reliability A96 Programme Objectives	A96 East of Huntly to Aberdeen Scheme Objectives	B On line with localised bypass options	B Southern Inverurie bypass	B Northern Inverurie bypass	B+ Localised bypass from east of Inverurie to Blackburn	C Offline to the south between Huntly and Blackburn	D Offline to north between Glens of Foudland and Inverurie	D+ Offline to north between Huntly and Glens of Foudland	Comments
Objective 1 – To improve the operation of the corridor and inter-urban connectivity between the cities of Aberdeen and Inverness and their city regions through:	Objective 1 - To improve the operation of the A96 and inter-urban connectivity through:	✓	✓	✓	✓	✓	✓	✓	
<ul style="list-style-type: none"> Improved journey time reliability 	<ul style="list-style-type: none"> Improved journey time reliability 	<p style="text-align: center;">YES</p> <ul style="list-style-type: none"> Higher standard of road (dual carriageway, 70mph) with overtaking provision will reduce delays associated with slow moving vehicles along existing alignment Opportunity to rationalise frequency of junctions and accesses and improve standard of junctions 	<p style="text-align: center;">YES</p> <ul style="list-style-type: none"> Provides secondary dual carriageway between Kintore and west of Inverurie which would distribute traffic between the two networks. Reduced traffic volumes and grade separated junctions on new A96 will improve journey time reliability 	<p style="text-align: center;">YES</p> <ul style="list-style-type: none"> Provides secondary dual carriageway between Kintore and west of Inverurie which would distribute traffic between the two networks. Reduced traffic volumes and grade separated junctions on new A96 will improve journey time reliability 	<p style="text-align: center;">YES</p> <ul style="list-style-type: none"> Provides secondary dual carriageway between Kintore and west of Inverurie which would distribute traffic between the two networks. Reduced traffic volumes and grade separated junctions on new A96 will improve journey time reliability 	<p style="text-align: center;">YES</p> <ul style="list-style-type: none"> Higher standard of road (dual carriageway, 70mph) with overtaking provision will reduce delays associated with slow moving vehicles along existing alignment Opportunity to rationalise frequency of junctions and accesses and improve standard of junctions 	<p style="text-align: center;">YES</p> <ul style="list-style-type: none"> Higher standard of road (dual carriageway, 70mph) with overtaking provision will reduce delays associated with slow moving vehicles along existing alignment Opportunity to rationalise frequency of junctions and accesses and improve standard of junctions 	<p style="text-align: center;">YES</p> <ul style="list-style-type: none"> Higher standard of road (dual carriageway, 70mph) with overtaking provision will reduce delays associated with slow moving vehicles along existing alignment Opportunity to rationalise frequency of junctions and accesses and improve standard of junctions 	

Table A3 – Corridor Area Assessment - Objective 1 - Increased Overtaking Opportunities, Improved Efficiency of Freight Movement and Reduced conflicts between local and strategic road based journeys.

A96 Programme Objectives	A96 East of Huntly to Aberdeen Scheme Objectives	B On line with localised bypass options	B Southern Inverurie bypass	B Northern Inverurie bypass	B+ Localised bypass from east of Inverurie to Blackburn	C Offline to the south between Huntly and Blackburn	D Offline to north between Glens of Foudland and Inverurie	D+ Offline to north between Huntly and Glens of Foudland	Comments
Objective 1 – To improve the operation of the corridor and inter-urban connectivity between the cities of Aberdeen and Inverness and their city regions through:	Objective 1 - To improve the operation of the A96 and inter-urban connectivity through:	✓	✓	✓	✓	✓	✓	✓	
n/a	<input type="checkbox"/> <ul style="list-style-type: none"> Increased overtaking opportunities; 	YES	YES	YES	YES	YES	YES	YES	
n/a	<ul style="list-style-type: none"> Improved efficiency of freight movements along the transport corridor; 	YES	YES	YES	YES	YES	YES	YES	
<ul style="list-style-type: none"> Reduced conflicts between local and strategic road based journeys. 	<ul style="list-style-type: none"> Reduced conflicts between local and strategic road based journeys. 	YES	YES	YES	YES	YES	YES	YES	
		<ul style="list-style-type: none"> Grade separation of junctions where possible, and rationalisation of junction frequency will reduce interaction of strategic and local traffic Online construction on existing dual carriageway does not separate local and strategic trips through urban areas (e.g. Inverurie) 	<ul style="list-style-type: none"> Grade separation of junctions where possible, and rationalisation of junction frequency will reduce interaction of strategic and local traffic May still require strategic traffic from Inverurie and further north to travel through the urban area to reach A96 	<ul style="list-style-type: none"> Grade separation of junctions where possible, and rationalisation of junction frequency will reduce interaction of strategic and local traffic Provides alternative access to trunk road from north of Inverurie and beyond, reducing the need for strategic trips from north Inverurie (and beyond) to travel through Inverurie 	<ul style="list-style-type: none"> Grade separation of junctions where possible, and rationalisation of junction frequency will reduce interaction of strategic and local traffic Opportunity to tie in with eastern bypass which would provide alternative access to trunk road from north of Inverurie and beyond, reducing the need for strategic trips from north Inverurie (and beyond) to travel through Inverurie 	<ul style="list-style-type: none"> Grade separation of junctions where possible, and rationalisation of junction frequency will reduce interaction of strategic and local traffic 	<ul style="list-style-type: none"> Grade separation of junctions where possible, and rationalisation of junction frequency will reduce interaction of strategic and local traffic 	<ul style="list-style-type: none"> Grade separation of junctions where possible, and rationalisation of junction frequency will reduce interaction of strategic and local traffic 	

Table A4 – Corridor Area Assessment - Objective 1 - Improved Network Resilience

A96 Programme Objectives	A96 East of Huntly to Aberdeen Scheme Objectives	B On line with localised bypass options	B Southern Inverurie bypass	B Northern Inverurie bypass	B+ Localised bypass from east of Inverurie to Blackburn	C Offline to the south between Huntly and Blackburn	D Offline to north between Glens of Foudland and Inverurie	D+ Offline to north between Huntly and Glens of Foudland	Comments
Objective 1 – To improve the operation of the corridor and inter-urban connectivity between the cities of Aberdeen and Inverness and their city regions through:	Objective 1 - To improve the operation of the A96 and inter-urban connectivity through:	✓	✓	✓	✓	✓	✓	✓	
n/a	<ul style="list-style-type: none"> Improved network resilience 	<p style="text-align: center;">YES</p> <ul style="list-style-type: none"> Dual carriageway enables traffic to be managed more easily during incidents and maintenance works Provision of dual carriageway cross section, improved alignment and junction provision is likely to reduce the number of accidents on the route and associated delays Localised offline bypasses provide opportunity to use existing A96 as a diversion route during incidents/closures, reducing need to use minor road network Alignment passes through high elevation areas at risk of snow at Hill head and Glens of Foudland. Topography constraints offer limited opportunity to reduce road height through this section. 	<p style="text-align: center;">YES</p> <ul style="list-style-type: none"> Dual carriageway enables traffic to be managed more easily during incidents and maintenance works Provision of dual carriageway cross section, improved alignment and junction provision is likely to reduce the number of accidents on the route and associated delays Localised offline bypasses provide opportunity to use existing A96 as a diversion route during incidents/closures, reducing need to use minor road network 	<p style="text-align: center;">YES</p> <ul style="list-style-type: none"> Dual carriageway enables traffic to be managed more easily during incidents and maintenance works Provision of dual carriageway cross section, improved alignment and junction provision is likely to reduce the number of accidents on the route and associated delays Localised offline bypasses provide opportunity to use existing A96 as a diversion route during incidents/closures, reducing need to use minor road network 	<p style="text-align: center;">YES</p> <ul style="list-style-type: none"> Dual carriageway enables traffic to be managed more easily during incidents and maintenance works Provision of dual carriageway cross section, improved alignment and junction provision is likely to reduce the number of accidents on the route and associated delays Localised offline bypasses provide opportunity to use existing A96 as a diversion route during incidents/closures, reducing need to use minor road network 	<p style="text-align: center;">YES</p> <ul style="list-style-type: none"> Dual carriageway enables traffic to be managed more easily during incidents and maintenance works Provision of dual carriageway cross section, improved alignment and junction provision is likely to reduce the number of accidents on the route and associated delays C is offline alignment. Existing route could therefore be used as a diversion route during incidents/closures, reducing need to use minor road network 	<p style="text-align: center;">YES</p> <ul style="list-style-type: none"> Dual carriageway enables traffic to be managed more easily during incidents and maintenance works Provision of dual carriageway cross section, improved alignment and junction provision is likely to reduce the number of accidents on the route and associated delays D is offline alignment. Existing route could therefore be used as a diversion route during incidents/closures, reducing need to use minor road network 	<p style="text-align: center;">YES</p> <ul style="list-style-type: none"> Dual carriageway enables traffic to be managed more easily during incidents and maintenance works Provision of dual carriageway cross section, improved alignment and junction provision is likely to reduce the number of accidents on the route and associated delays D+ is offline alignment. Existing route could therefore be used as a diversion route during incidents/closures, reducing need to use minor road network 	<p>Flood risk also recognised as constraint associated with option B, however, it is assumed that this can be mitigated through construction or avoidance of flood plains within the area.</p>

Table A5 – Corridor Area Assessment - Objective 2 - Reduced Accident Rates, Reduced Driver Stress and Reduced Conflicts between Motorised and Non-Motorised Users

A96 Programme Objectives	A96 East of Huntly to Aberdeen Scheme Objectives	B On line with localised bypass options	B Southern Inverurie bypass	B Northern Inverurie bypass	B+ Localised bypass from east of Inverurie to Blackburn	C Offline to the south between Huntly and Blackburn	D Offline to north between Glens of Foudland and Inverurie	D+ Offline to north between Huntly and Glens of Foudland	Comments
Objective 2 – To improve safety for motorised and non- motorised users through:	Objective 2 - To improve safety for motorised and Non-Motorised Users through:	✓	✓	✓	✓	✓	✓	✓	
□		YES	YES	YES	YES	YES	YES	YES	
• Reduced accident rates and severity;	• Reduced accident rates and severity;	<ul style="list-style-type: none"> Consistent dual carriageway cross section Improved standard of road with fewer junctions, and grade separated junctions where possible Improved overtaking opportunity 	<ul style="list-style-type: none"> Consistent dual carriageway cross section Improved standard of road with fewer junctions, and grade separated junctions where possible Improved overtaking opportunity 	<ul style="list-style-type: none"> Consistent dual carriageway cross section Improved standard of road with fewer junctions, and grade separated junctions where possible Improved overtaking opportunity 	<ul style="list-style-type: none"> Consistent dual carriageway cross section Improved standard of road with fewer junctions, and grade separated junctions where possible Improved overtaking opportunity 	<ul style="list-style-type: none"> Consistent dual carriageway cross section Improved standard of road with fewer junctions, and grade separated junctions where possible Improved overtaking opportunity 	<ul style="list-style-type: none"> Consistent dual carriageway cross section Improved standard of road with fewer junctions, and grade separated junctions where possible Improved overtaking opportunity 	<ul style="list-style-type: none"> Consistent dual carriageway cross section Improved standard of road with fewer junctions, and grade separated junctions where possible Improved overtaking opportunity 	
• Reduced driver stress.	• Reduced driver stress.	YES	YES	YES	YES	YES	YES	YES	
		<ul style="list-style-type: none"> Provision of dual carriageway to allow overtaking and improved journey time reliability will reduce driver stress As part of the A96 junction strategy, a reduced number of junctions and provision of grade separated junctions (where possible) will reduce driver stress associated with local at-grade access from local to strategic routes 	<ul style="list-style-type: none"> Provision of dual carriageway to allow overtaking and improved journey time reliability will reduce driver stress As part of the A96 junction strategy, a reduced number of junctions and provision of grade separated junctions (where possible) will reduce driver stress associated with local at-grade access from local to strategic routes 	<ul style="list-style-type: none"> Provision of dual carriageway to allow overtaking and improved journey time reliability will reduce driver stress As part of the A96 junction strategy, a reduced number of junctions and provision of grade separated junctions (where possible) will reduce driver stress associated with local at-grade access from local to strategic routes 	<ul style="list-style-type: none"> Provision of dual carriageway to allow overtaking and improved journey time reliability will reduce driver stress As part of the A96 junction strategy, a reduced number of junctions and provision of grade separated junctions (where possible) will reduce driver stress associated with local at-grade access from local to strategic routes 	<ul style="list-style-type: none"> Provision of dual carriageway to allow overtaking and improved journey time reliability will reduce driver stress As part of the A96 junction strategy, a reduced number of junctions and provision of grade separated junctions (where possible) will reduce driver stress associated with local at-grade access from local to strategic routes 	<ul style="list-style-type: none"> Provision of dual carriageway to allow overtaking and improved journey time reliability will reduce driver stress As part of the A96 junction strategy, a reduced number of junctions and provision of grade separated junctions (where possible) will reduce driver stress associated with local at-grade access from local to strategic routes 	<ul style="list-style-type: none"> Provision of dual carriageway to allow overtaking and improved journey time reliability will reduce driver stress As part of the A96 junction strategy, a reduced number of junctions and provision of grade separated junctions (where possible) will reduce driver stress associated with local at-grade access from local to strategic routes 	
n/a	• Reduced potential conflicts between Motorised and Non- Motorised Users	YES	YES	YES	YES	YES	YES	YES	
		<ul style="list-style-type: none"> Bypass sections are likely to reduce NMU exposure to traffic Opportunity to provide grade separation of NMU crossing facilities Online option will not reduce traffic levels on existing A96 	<ul style="list-style-type: none"> New dual carriageway will reduce traffic on existing A96 and will reduce NMU exposure to traffic Opportunity to provide grade separation of NMU crossing facilities New offline route may sever existing NMU routes which are currently unaffected by trunk road traffic 	<ul style="list-style-type: none"> New dual carriageway will reduce traffic on existing A96 and will reduce NMU exposure to traffic Opportunity to provide grade separation of NMU crossing facilities New offline route may sever existing NMU routes which are currently unaffected by trunk road traffic 	<ul style="list-style-type: none"> New dual carriageway will reduce traffic on existing A96 and will reduce NMU exposure to traffic Opportunity to provide grade separation of NMU crossing facilities New offline route may sever existing NMU routes which are currently unaffected by trunk road traffic 	<ul style="list-style-type: none"> New dual carriageway will reduce traffic on existing A96 and will reduce NMU exposure to traffic Opportunity to provide grade separation of NMU crossing facilities New offline route may sever existing NMU routes which are currently unaffected by trunk road traffic 	<ul style="list-style-type: none"> New dual carriageway will reduce traffic on existing A96 and will reduce NMU exposure to traffic Opportunity to provide grade separation of NMU crossing facilities New offline route may sever existing NMU routes which are currently unaffected by trunk road traffic 	<ul style="list-style-type: none"> New dual carriageway will reduce traffic on existing A96 and will reduce NMU exposure to traffic Opportunity to provide grade separation of NMU crossing facilities New offline route may sever existing NMU routes which are currently unaffected by trunk road traffic 	

Table A6 – Corridor Area Assessment - Objective 3 - Improved Access to the Wider Strategic Transport Network

A96 Programme Objectives	A96 East of Huntly to Aberdeen Scheme Objectives	B On line with localised bypass options	B Southern Inverurie bypass	B Northern Inverurie bypass	B+ Localised bypass from east of Inverurie to Blackburn	C Offline to the south between Huntly and Blackburn	D Offline to north between Glens of Foudland and Inverurie	D+ Offline to north between Huntly and Glens of Foudland	Comments
Objective 3 – To provide opportunities to grow the regional economies on the corridor through:	Objective 3 - To provide opportunities to grow the regional economies on the corridor through:	✓	✓	✓	✓	✓	✓	✓	
<ul style="list-style-type: none"> Improved access to the wider strategic transport network; 	<ul style="list-style-type: none"> Improved access to the wider strategic transport network 	<p style="text-align: center;">YES</p> <ul style="list-style-type: none"> Main population centres along the route will continue to be served by the new A96 and the associated grade separated junctions, providing improved connections between the local and strategic road networks. Improved access to Aberdeen Airport and port Improved access to rail services in Inverurie, Kintore and Inch. 	<p style="text-align: center;">YES</p> <ul style="list-style-type: none"> Opportunity to improve junction standard for access to/from Inverurie which will improve access to rail and bus networks Improved connectivity for traffic bypassing Inverurie (avoids peak time congestion) Improved access to Aberdeen Airport and port 	<p style="text-align: center;">YES</p> <ul style="list-style-type: none"> Opportunity to improve junction standard for access to/from Inverurie which will improve access to rail and bus networks Improved access for traffic bypassing Inverurie (avoids peak time congestion) Provides more direct link from north and east of Inverurie to Aberdeen, Aberdeen airport and port 	<p style="text-align: center;">YES</p> <ul style="list-style-type: none"> Provides more direct link from north and east of Inverurie to Aberdeen, Aberdeen airport and port Improved access for traffic bypassing Inverurie (avoids peak time congestion) 	<p style="text-align: center;">YES</p> <ul style="list-style-type: none"> Improved access for Huntly and Inch to wider strategic transport network Improved access to Inch railway station Improved access to Aberdeen Airport and port 	<p style="text-align: center;">YES</p> <ul style="list-style-type: none"> Improved access from Huntly, Inverurie, and routes to the north-east of Inverurie to wider strategic transport network Improved access to Aberdeen Airport and port As part of the A96 junction strategy, improved connectivity and junction standard will improve access to and from the trunk road through this corridor area. Alignments through this corridor area could improve connectivity to settlements to the north of the existing A96, however will be more remote from Inch, Oyne and surrounding settlements to the south of the existing A96 (although these settlements will continue to be served by the existing A96 which will benefit from lower traffic volumes). 	<p style="text-align: center;">YES</p> <ul style="list-style-type: none"> Improves access from Huntly, Inverurie, and routes to the north-east of Inverurie to wider strategic transport network Improved access to Aberdeen Airport and port As part of the A96 junction strategy, improved connectivity and junction standard will improve access to and from the trunk road through this corridor area. Alignments through this corridor area could improve connectivity to settlements to the north of the existing A96, however will be more remote from Inch, Oyne and surrounding settlements to the south of the existing A96 (although these settlements will continue to be served by the existing A96 which will benefit from lower traffic volumes). 	

Table A7 – Corridor Area Assessment - Objective 3 - Improved Access to Jobs and Services

A96 Programme Objectives	A96 East of Huntly to Aberdeen Scheme Objectives	B On line with localised bypass options	B Southern Inverurie bypass	B Northern Inverurie bypass	B+ Localised bypass from east of Inverurie to Blackburn	C Offline to the south between Huntly and Blackburn	D Offline to north between Glens of Foudland and Inverurie	D+ Offline to north between Huntly and Glens of Foudland	Comments
Objective 3 – To provide opportunities to grow the regional economies on the corridor through:	Objective 3 - To provide opportunities to grow the regional economies on the corridor through:	✓	✓	✓	✓	✓	✓	✓	
		YES	YES	YES	YES	YES	YES	YES	
<ul style="list-style-type: none"> Enhanced access to jobs and services. 	<ul style="list-style-type: none"> Enhanced access to jobs and services. 	<ul style="list-style-type: none"> Supports Huntly to Laurencekirk Growth Corridor (Aberdeen City and Shire Structure Plan) Main population centres along the route will continue to be served by the new A96 and the associated grade separated junctions, providing improved connections between the local and strategic road networks which serve key employment and service centres. Improved access to Aberdeen Airport and port 	<ul style="list-style-type: none"> Supports Huntly to Laurencekirk Growth Corridor (Aberdeen City and Shire Structure Plan) Opportunity to improve junction standard for access to/from Inverurie which will improve access to employment and services within the town. Improved connectivity for traffic bypassing Inverurie en route to key employment areas and service centres along the corridor (avoids peak time congestion) Improved access to Aberdeen Airport and port 	<ul style="list-style-type: none"> Supports Huntly to Laurencekirk Growth Corridor (Aberdeen City and Shire Structure Plan) Opportunity to improve junction standard for access to/from Inverurie which will improve access to employment and services within the town. Improved connectivity for traffic bypassing Inverurie en route to key employment areas and service centres along the corridor (avoids peak time congestion) Improved access to Aberdeen Airport and port 	<ul style="list-style-type: none"> Provides more direct link from north and east of Inverurie to Aberdeen, Aberdeen airport and port In combination with a northern bypass of Inverurie, this corridor area offers opportunity to improve junction standard for access to/from Inverurie which will improve access to employment and services within the town. 	<ul style="list-style-type: none"> Supports Huntly to Laurencekirk Growth Corridor (Aberdeen City and Shire Structure Plan) Main population centres along the route will continue to be served by the new A96 and the associated grade separated junctions, providing improved connections between the local and strategic road networks which serve key employment and service centres. Improved access for Huntly and Insch to wider strategic transport network Improved access to Aberdeen Airport and port 	<ul style="list-style-type: none"> Improves access from Huntly, Inverurie, and routes to the north-east of Inverurie to wider strategic transport network Alignments through this corridor area could improve connectivity to settlements to the north of the existing A96, however will be more remote from Insch, Oyne and surrounding settlements to the south of the existing A96 (although these settlements will benefit from lower traffic volumes). Improved connectivity and junction standard will improve access to and from the trunk road through 	<ul style="list-style-type: none"> Improves access from Huntly, Inverurie, and routes to the north-east of Inverurie to wider strategic transport network Improved access to Aberdeen Airport and port Alignments through this corridor area could improve connectivity to settlements to the north of the existing A96, however will be more remote from Insch, Oyne and surrounding settlements to the south of the existing A96 (although these settlements will benefit from lower traffic volumes). Improved connectivity and junction standard will improve access to and from the trunk road through this corridor area. 	

Table A8 – Corridor Area Assessment - Objectives 4 and 5 - To Facilitate Active Travel and Integration with Public Transport facilities

A96 Programme Objectives	A96 East of Huntly to Aberdeen Scheme Objectives	B On line with localised bypass options	B Southern Inverurie bypass	B Northern Inverurie bypass	B+ Localised bypass from east of Inverurie to Blackburn	C Offline to the south between Huntly and Blackburn	D Offline to north between Glens of Foudland and Inverurie	D+ Offline to north between Huntly and Glens of Foudland	Comments
Objective 4 – To facilitate active travel in the corridor.	Objective 4 – To facilitate active travel in the corridor.	✓	✓	✓	✓	✓	✓	✓	
		YES	YES	YES	YES	YES	YES	YES	
		<ul style="list-style-type: none"> Will include provision for NMUs along and across the corridor Offers opportunity to improve active travel on existing A96 	<ul style="list-style-type: none"> Will include provision for NMUs along and across the corridor. Offers opportunity to promote active travel on existing A96 (by reducing traffic on existing route) 	<ul style="list-style-type: none"> Will include provision for NMUs along and across the corridor. Offers opportunity to promote active travel on existing A96 (by reducing traffic on existing route) 	<ul style="list-style-type: none"> Will include provision for NMUs along and across the corridor. Offers opportunity to promote active travel on existing A96 (by reducing traffic on existing route) 	<ul style="list-style-type: none"> Will include provision for NMUs along and across the corridor. Offers opportunity to promote active travel on existing A96 (through reduced traffic) and along new A96 corridor. Opportunity to connect NMU provision with established outdoor attractions (e.g. Bennachie) Opportunity to improve NMU provision between Inverurie and Huntly 	<ul style="list-style-type: none"> Will include provision for NMUs along and across the corridor Offers opportunity to promote active travel on existing A96 (through reduced traffic) between Glens of Foudland and Inverurie 	<ul style="list-style-type: none"> Will include provision for NMUs along and across the corridor. Offers opportunity to promote active travel on existing A96 (through reduced traffic) between Huntly and Glens of Foudland 	
Objective 5 – To facilitate integration with public transport facilities.	Objective 5 – To facilitate integration with public transport facilities.	YES	YES	YES	YES	YES	YES	YES	
		<ul style="list-style-type: none"> Improved travel time and public transport service reliability. Improved network resilience improves journey time reliability for direct bus services between Inverurie and Aberdeen Permits development of improved junction strategy for effective connections to town and PT facilities including bus/ and rail 	<ul style="list-style-type: none"> Improved travel time and public transport service reliability. Permits development of improved junction strategy for effective connections to town and PT facilities including bus/ and rail Bypass to south will remain accessible to public transport facilities at Inverurie although will be further from facilities than existing route 	<ul style="list-style-type: none"> Improved travel time and public transport service reliability. Permits development of improved junction strategy for effective connections to town and PT facilities including bus/ and rail Bypass to north will improve links to public transport facilities at Inverurie 	<ul style="list-style-type: none"> Improved travel time and public transport service reliability Permits development of improved junction strategy for effective connections to town and PT facilities including bus/ and rail 	<ul style="list-style-type: none"> Improved travel time and public transport service reliability Permits development of improved junction strategy for effective connections to town and PT facilities including bus/ and rail Public transport facilities will remain accessible at Inverurie and Inverurie Opportunity to improve access to Inverurie rail station from surrounding areas. Improved network resilience improves journey time 	<ul style="list-style-type: none"> Improved travel time and public transport service reliability Permits development of improved junction strategy for effective connections to town and PT facilities including bus/ and rail Improved network resilience improves journey time reliability for direct bus services between Inverurie and Aberdeen Limited improvement for local buses services as more 	<ul style="list-style-type: none"> Improved travel time and public transport service reliability Permits development of improved junction strategy for effective connections to town and PT facilities including bus/ and rail Improved network resilience improves journey time reliability for direct bus services between Inverurie and Aberdeen Limited improvement for local buses services as more 	

						reliability for bus services	remote from main settlements	remote from main settlements	

Table A9 – Corridor Area Assessment - Objective 6 – To Reduce the Environmental Effect on Communities along the Corridor and Natural and Cultural Heritage Assets

A96 Programme Objectives	A96 East of Huntly to Aberdeen Scheme Objectives	B On line with localised bypass options	B southern Inverurie bypass	B northern Inverurie bypass	B+ Localised bypass from east of Inverurie to Blackburn	C Offline to the south between Huntly and Blackburn	D Offline to north between Glens of Foudland and Inverurie	D+ Offline to north between Huntly and Glens of Foudland	Comments
Objective 6 – To reduce the environmental effect on the communities in the corridor.	Objective 6 - To avoid significant environmental impacts and, where this is not possible, to minimise the environmental effect on;	✓	✓	✓	✓	✓	✓	✓	
	<ul style="list-style-type: none"> the communities and people in the corridor; and 	YES	YES	YES	YES	YES	YES	YES	
	<ul style="list-style-type: none"> natural and cultural heritage assets. 	YES	YES	YES	YES	YES	YES	YES	