

Appendix E

Workshop Presentation

E1 Workshop Presentation



A96 Dualling East of Huntly to Aberdeen

**DMRB Stage 2 Options Sifting: Second Fix Alignments
Workshop
24 July 2018**





Introductions

- AmeyArup Presentation Team
- Transport Scotland

Safety Moment





Session 1

Scheme Familiarisation and Workshop Objectives



A96 Dualling Programme - Background



- **Strategic Transport Projects Review (2008)**
 - Specific intervention: upgrade A96 between Inverness and Nairn to dual carriageway and also a bypass of Nairn.
- **Infrastructure Investment Plan (2011)**
 - Commitment to complete the dualling of the A96 between Inverness and Aberdeen by 2030.
- **Ministerial Announcement (9 May 2013)**
 - Preliminary engineering and strategic environmental assessment work along A96 corridor
 - Ongoing route option assessment work between Inverness and Nairn, including Nairn Bypass (preferred option announced in October 2014)
- **Ministerial Announcement (11 May 2015)**
 - Outlined the outcome of the Preliminary engineering and strategic environmental assessment work
 - Outlined the programme for taking forward the next stages of design work across the A96 corridor.

A96 Dualling Programme



Western Section

Length: 46km, Consultant: Mott MacDonald/Sweco

Central Section

Length: 31km, Consultant: TBC

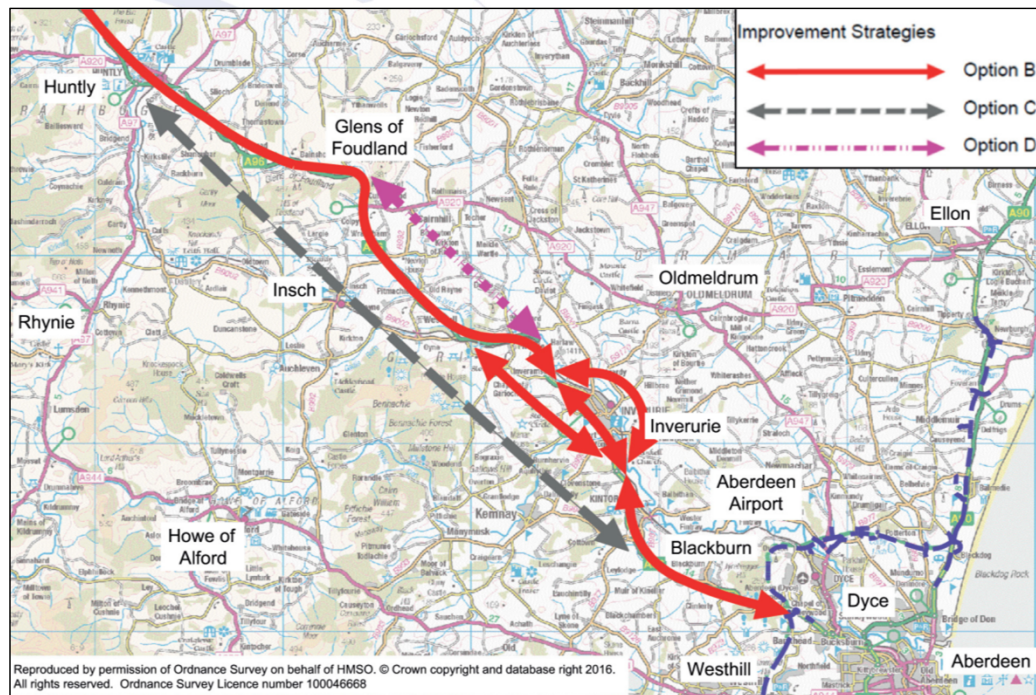
Eastern Section

Length: 42km, Consultant AmeyArup

Eastern Section – East of Huntly to Aberdeen

- AmeyArup Joint Venture appointed July 2017
- Handover Workshop held 16 August 2017
- Inception Workshop held 6 October 2017
- Meet the Team Events held 8, 9 10 November 2017 (Inverurie, Huntly & Blackburn)
- Community Council Forums held 7 December 2017 (Huntly & Inverurie)

DMRB Stage 1 Assessment Outcomes



Recommendation for following Improvement Strategy Options to be carried forward to DMRB Stage 2.

- **Improvement Strategy Option B** Following the line of existing A96 with consideration offline bypassing of Inverurie to north or south.
- **Improvement Strategy Option C** New offline dual carriageway between Huntly and Kintore, passing south of Inverurie.
- **Improvement Strategy Option D** Following line of existing A96 with new offline section between Glens of Foudland and Inverurie

Scheme Objectives



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

- Reduced journey times
- Improved journey time reliability
- Increased overtaking opportunities;
- Improved efficiency of freight movements along the transport corridor;
- Reduced conflicts between local traffic and strategic journeys; and,
- Improved network resilience.

To improve safety for motorised and Non Motorised Users through:

- Reduced accident rates and severity
- Reduced driver stress
- Reduced potential conflicts between Motorised and Non-Motorised Users

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

- Improved access to the wider strategic transport network
- Enhanced access to jobs and services

To facilitate active travel in the corridor.

To facilitate integration with Public Transport Facilities.


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

- the communities and people in the corridor; and natural and cultural heritage assets.



Workshop Objectives



- To review initial option sifting work undertaken to date and resulting outcomes.
 - To highlight the better performing route options from the assessment work undertaken.
 - To confirm the route options to be carried forward to the Public Exhibitions in October.
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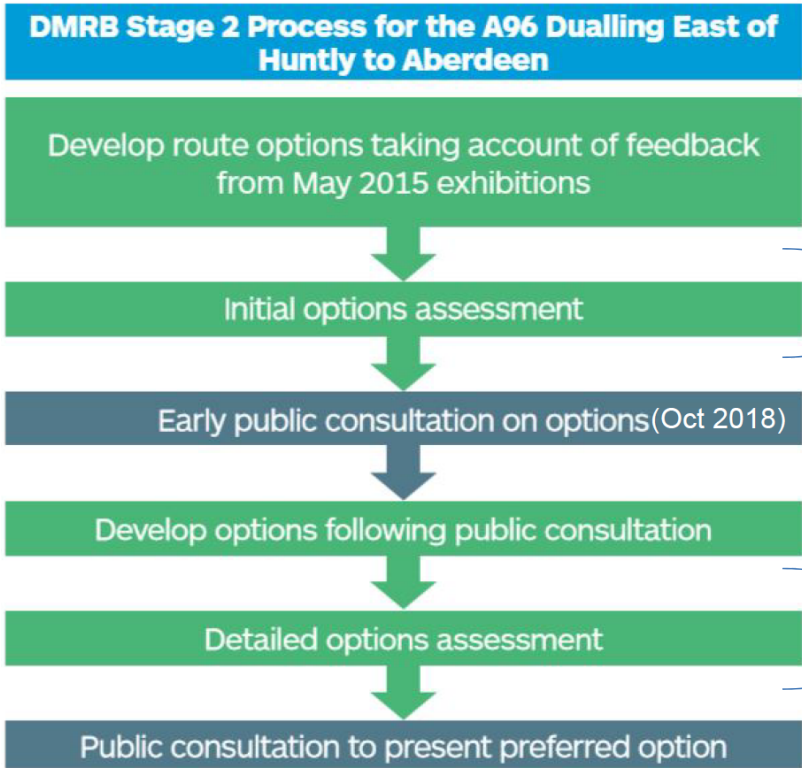


Session 2

Process for Option Development



Stage 2 Progress So Far



Utilise scheme objectives and appropriate STAG assessment criteria to sift out poorer performing options

Full DMRB Stage 2 assessment considering engineering, environment and traffic and economics to identify preferred option.

Corridor Development



Study Area Familiarisation and Constraints Mapping

- **Site familiarisation visits**
- **Data collection, including:**
 - Topographical information
 - Environmental Designations and Sensitivities
 - Local Development Plans
 - Flood Data
 - Traffic Information
 - Utility Information
 - Early Stakeholder Meetings
 - Public and Stakeholder Feedback
- **Development of project GIS**

Route Corridor Development and Assessment

- **Cognisance of DMRB Stage 1 outcomes.**
 - 2km wide Corridors developed.
- **Corridor feasibility assessed considering:**
 - Existing constraints
 - Technical complexity
 - Environmental impact
 - End user desirability and connectivity
- **HIGH IMPACT AREAS identified**

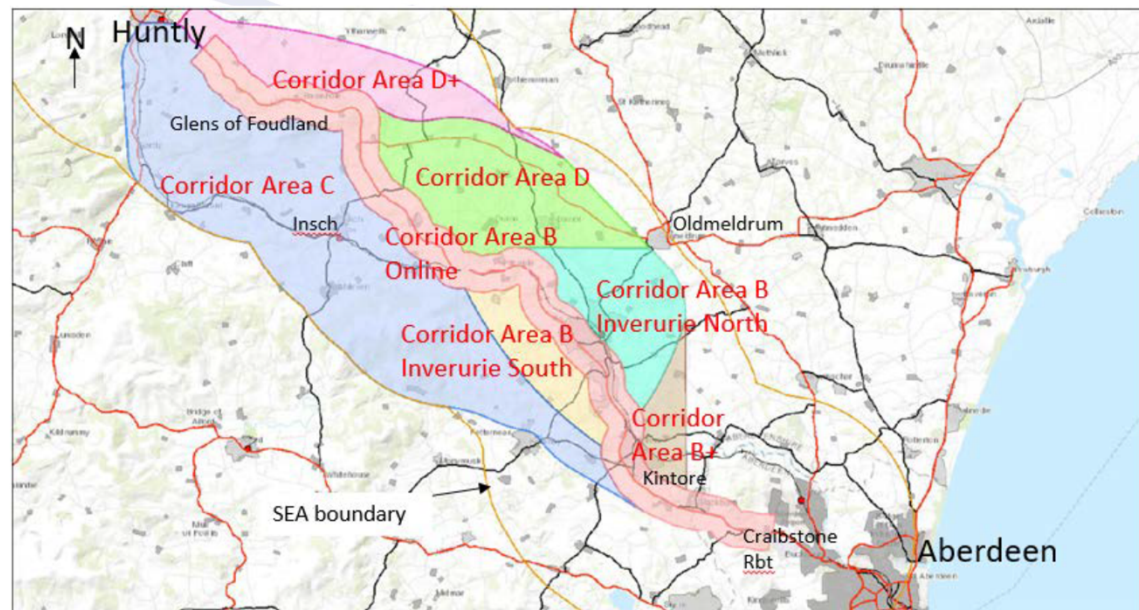
Route Option Development and Assessment

- **Initial Route Options developed horizontally and vertically within identified corridors and assessed considering:**
 - Engineering complexity
 - Environmental impacts
 - Traffic performance, connectivity and public acceptability.

- 4 Internal sifting workshops held by AmeyArup to:
- Identify poorer performing Corridor Options
 - Identify better performing alignments or sections of alignments within Corridor Options
 - Further sift of alignments to identify 52 end to end route options
 - Sift Long List of 52 to 16 short listed route options for Public Exhibition.

Options Sifting Workshop to illustrate process and confirm Short Listed Route Options for Public Exhibition.

Corridor Areas Assessment - Jan 2018



- Corridor Areas relate to Improvement Strategies B (including online and bypasses North & South of Inverurie), C & D
- Two additional Corridor Areas B+ and D+ added.

All Corridor Areas achieved Programme and Scheme Objectives – None sifted out

GIS Constraints Mapping



Initial Environmental Observations

- World Heritage Sites – None
- Special Protection Areas / Ramsar sites - None
- National Parks – None
- Special Areas of Conservation – None
- National Scenic Area – None

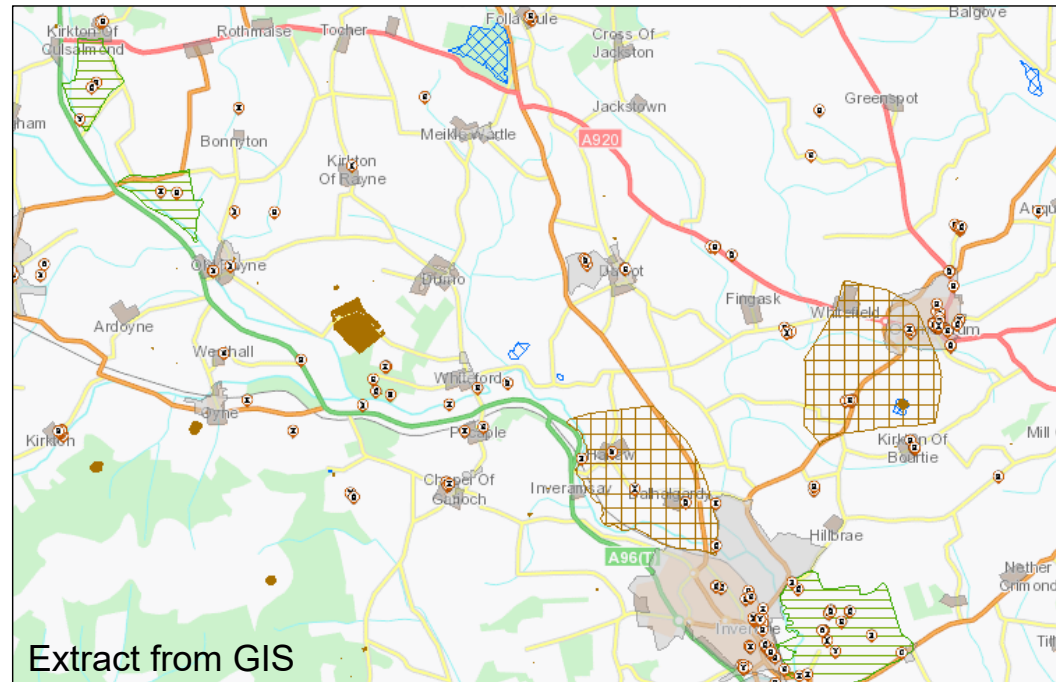
Numerous environmental constraints, including site with Local Designations, and engineering constraints identified at an early stage that would be best avoided if possible – reference GIS mapping and large constraints maps for more detail

“High Impact” Constraints

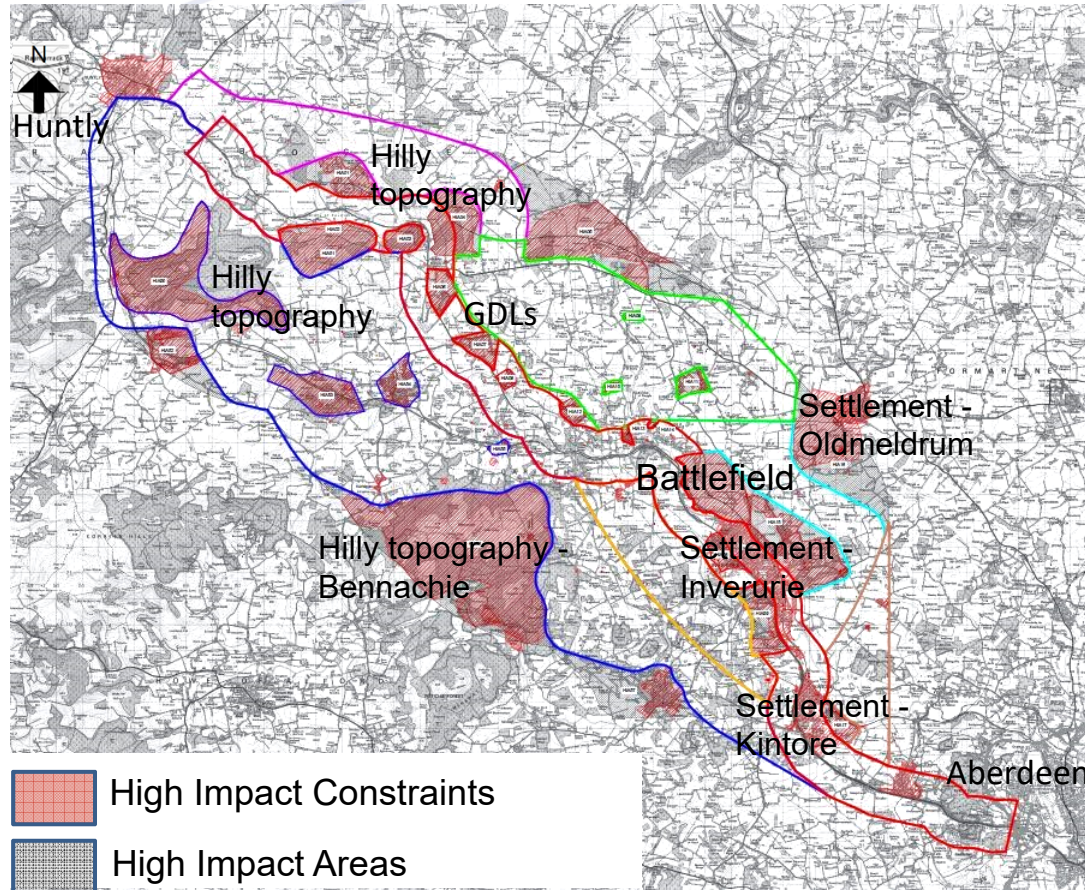


Constraints of national importance environmentally or physical barriers requiring undesirable engineering solutions

- Scheduled Monuments
- SSSI – geological and biological
- Gardens and Designed Landscapes
- Historic Battlefields
- Category A Listed Buildings
- Existing Settlements
- Proposed Settlements (LDP 2017)
- Topography



“High Impact” Areas



- Avoided unless there is no better alternative.
- Help guide Corridor Option Development
- GIS mapping and validation of constraints
- Consultations with Statutory Bodies on high impact constraints
- Challenge review of HIAs undertaken

Challenge Review High Impact Areas



CHALLENGE REVIEW SHEET					
High Impact Areas - refer to Drawing 0003					
Reviewed by Andy Heap and Gordon Henderson 180118					
High Impact Area Ref.	Corridor Area	High Impact Constraint	Justification for High Impact Area	Review Comments	Review Response
HIA01	Option D+ Option B	Serious Constraint - Topographical constraint identified at the Hill of Bainshole and its approach slopes Serious constraint - Bainshole Windfarm	The combination of the serious topographical and windfarm constraints result in this area being excluded from the corridor. The extent of the excluded area has been extended to reflect a feasible route for a geometrically compliant Option B or Option D+ Corridor.	Is there a case for a significant constraint relating to adverse winter weather i.e. merge HIA 01, 02, 03, 04 and 51 into one area for this purpose?	No we think the the HIAs already constraint this area and the resilience of the route will be appraised via the scheme opjectives. Also this is not a physical constraint or a designation like the other areas.
HIA02	Option B	Significant Constraint - Topographical constraint identified at the Hill of Foudland and its approach slopes	The significant topographical constraint result in this area being excluded from the corridor.	Does this area need to be extended to include the summit and high ground of adjacent hills?	No - because we have included these high areas as serious constraints - amber coloured as shown at workshop on 12 Jan 2018. These will help to guide the option development but they are not significant enough to show on this plan

- Challenge Reviews helped to highlight issues and justify the case for decisions.

High Impact Constraint Examples



Difficult topography - Hill of Skares



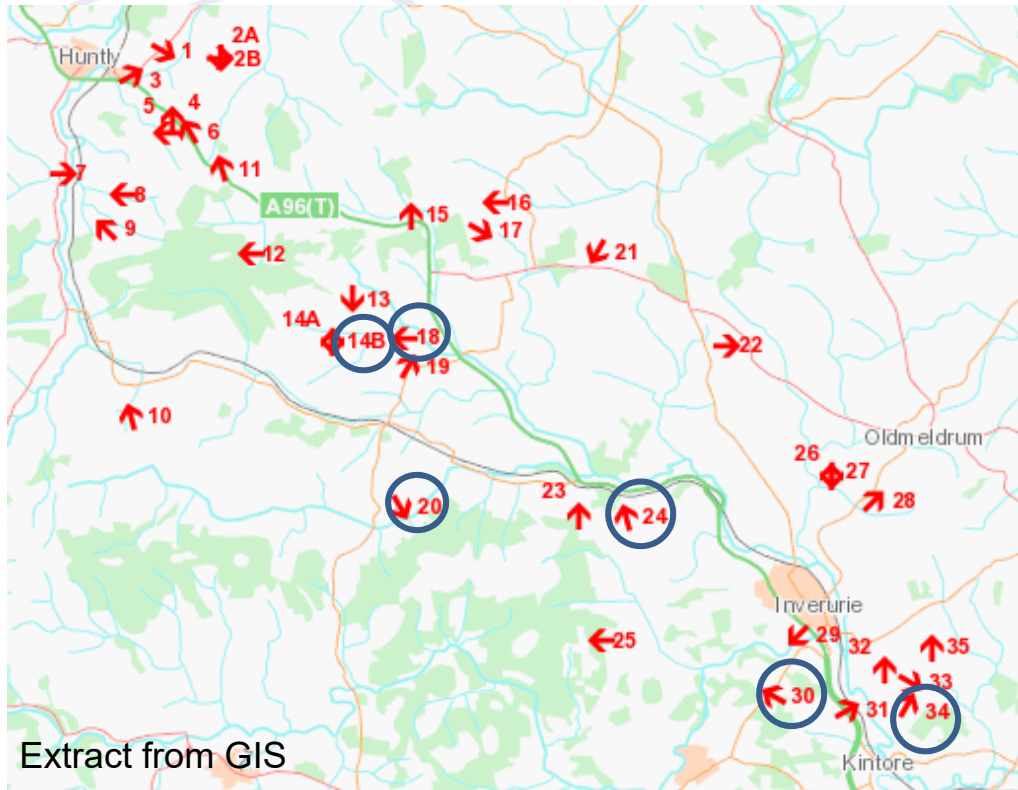
Gardens & Designed Landscape – Keith Hall



Scheduled Monument – Loanhead of Daviot Stone Circle

Other Key Constraints - Landscape

A96
DUALING
EAST OF HUNTLY TO ABERDEEN



- GIS used to log photos locations across the study area
- Panoramic views give feel for high quality landscape character

