

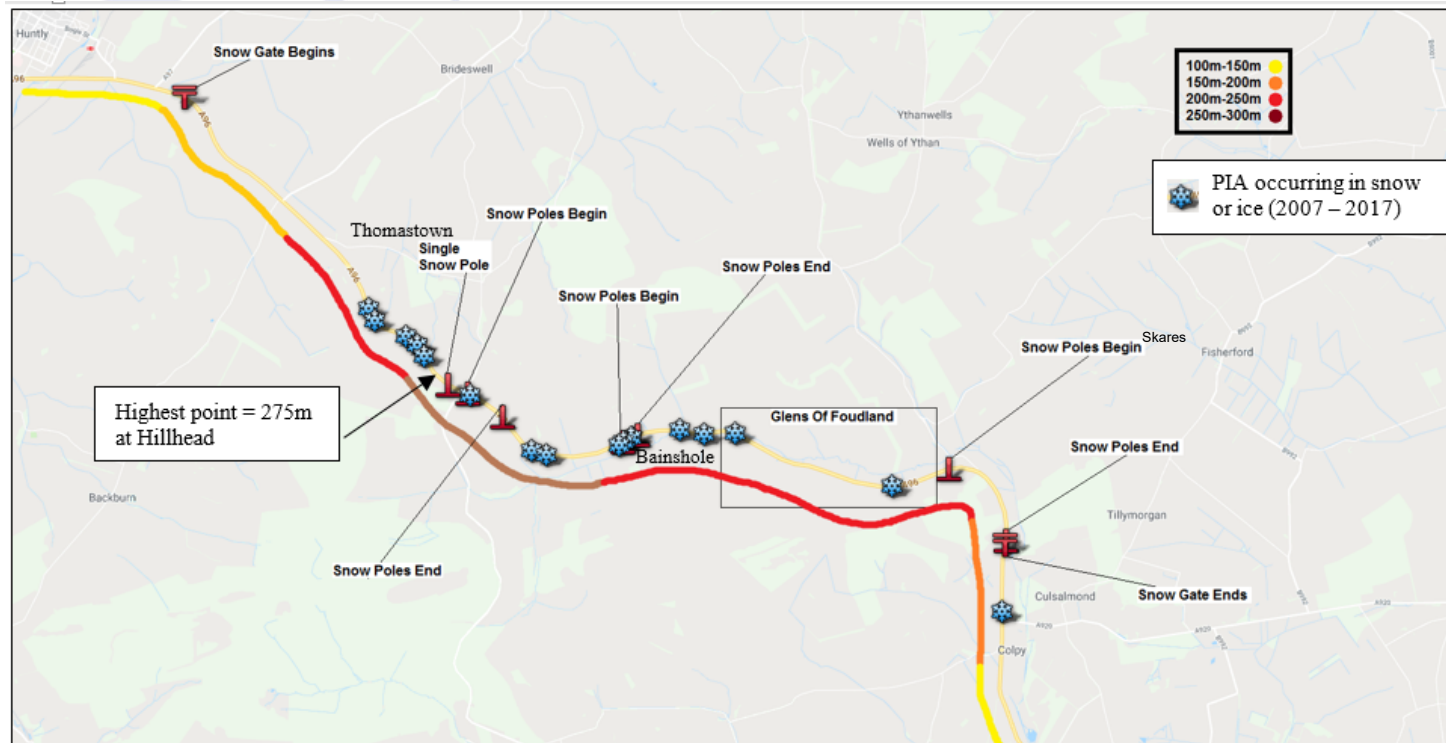
CN01 Further Assessment



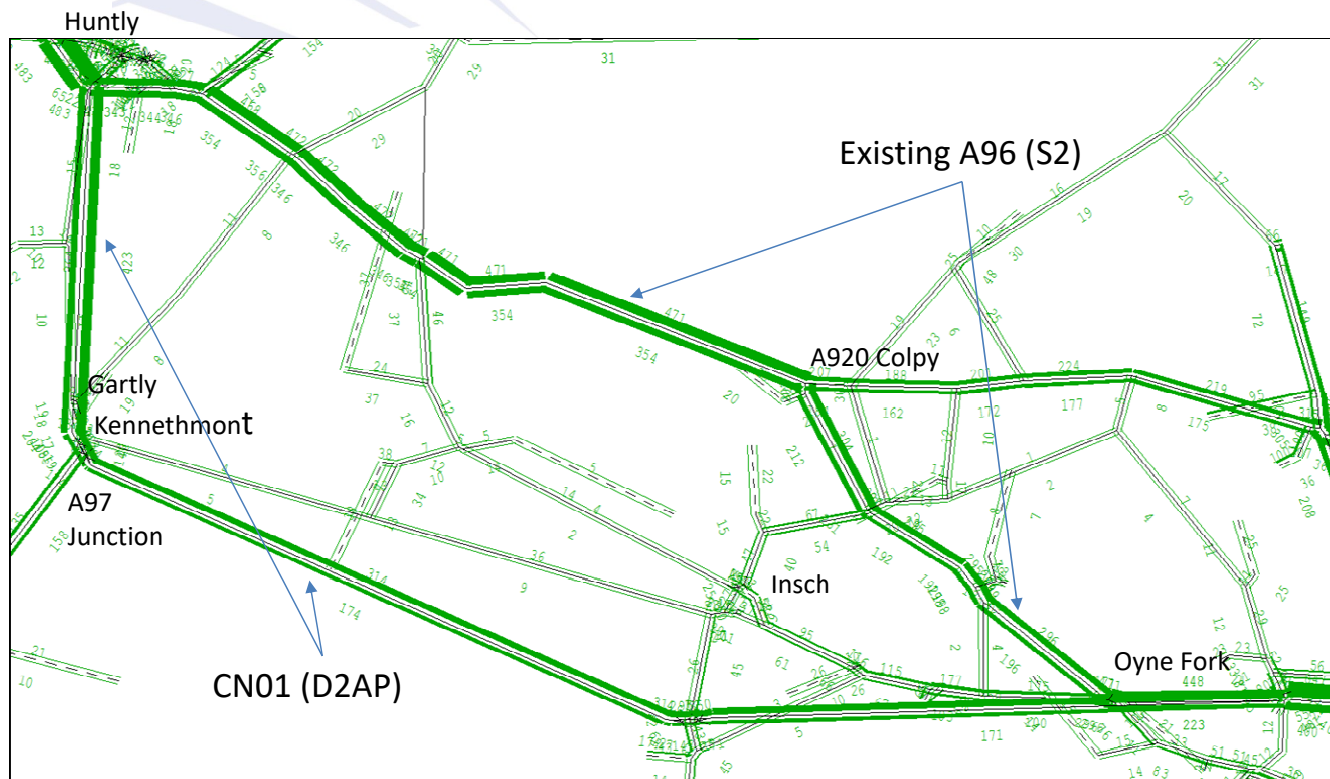
10. CN01 – Minor Road South of Kennethmont (Looking North to Strathbogie GDL)

To assess the potential level of traffic attracted to CN01, revise First Fix alignment(s) to validate Engineering findings and to update and review winter resilience information

Winter Resilience Issues- Existing A96



CN01 Traffic Modelling – 2030 Trip Assignment



42% of traffic reassigns to CN01 (6,100 vpd)

58% of traffic remains on existing A96 S2 (8,300 vpd)

100% of traffic reassigns to OLN (14,400 vpd)

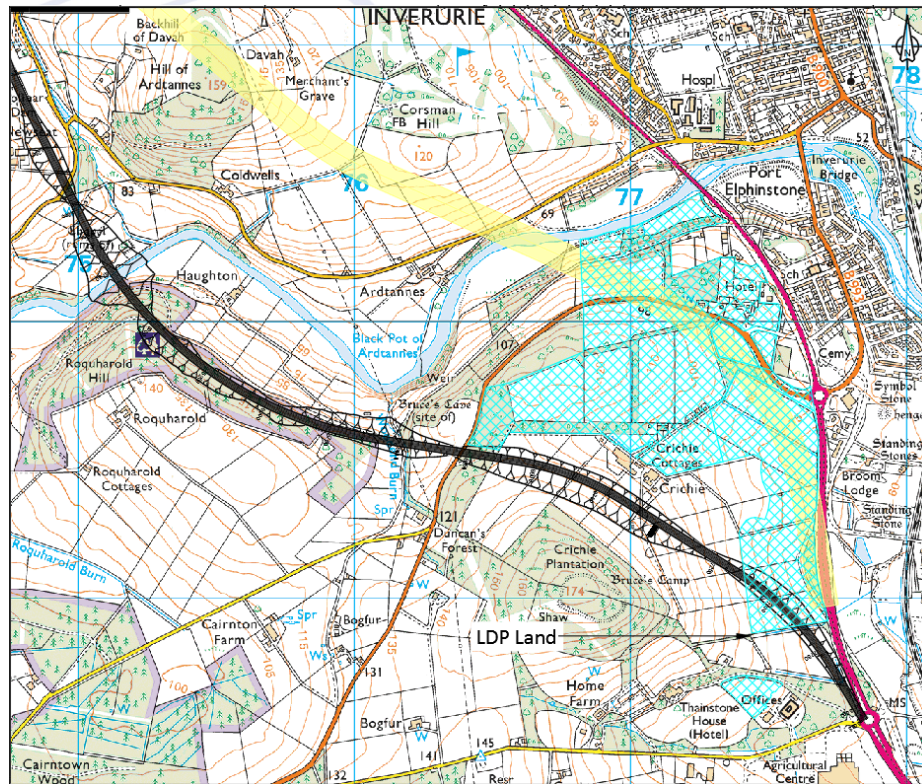
CN01 - Traffic & Engineering Assessment



- **Conclusions**

- Strathbogie revised alignment significant engineering challenges remain
- Alignment still routes south west of Leith Hall GDL and at 200-220 metres elevation in sections
- Additional Traffic assessment confirms the online A96 alignments perform better than CN01.
- Assessment findings validates First Fix decision not to progress CN01 to Second Fix

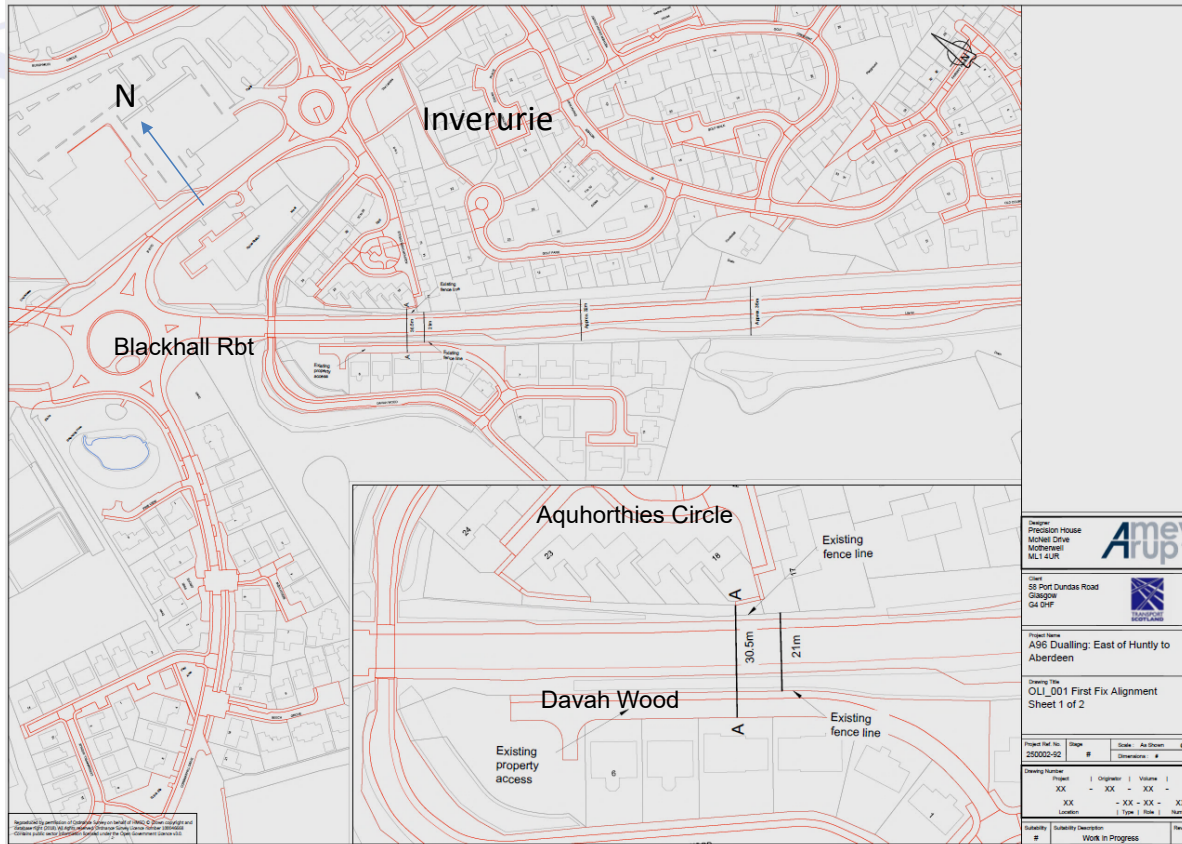
BS01 Alignment – Impact on LDP Land



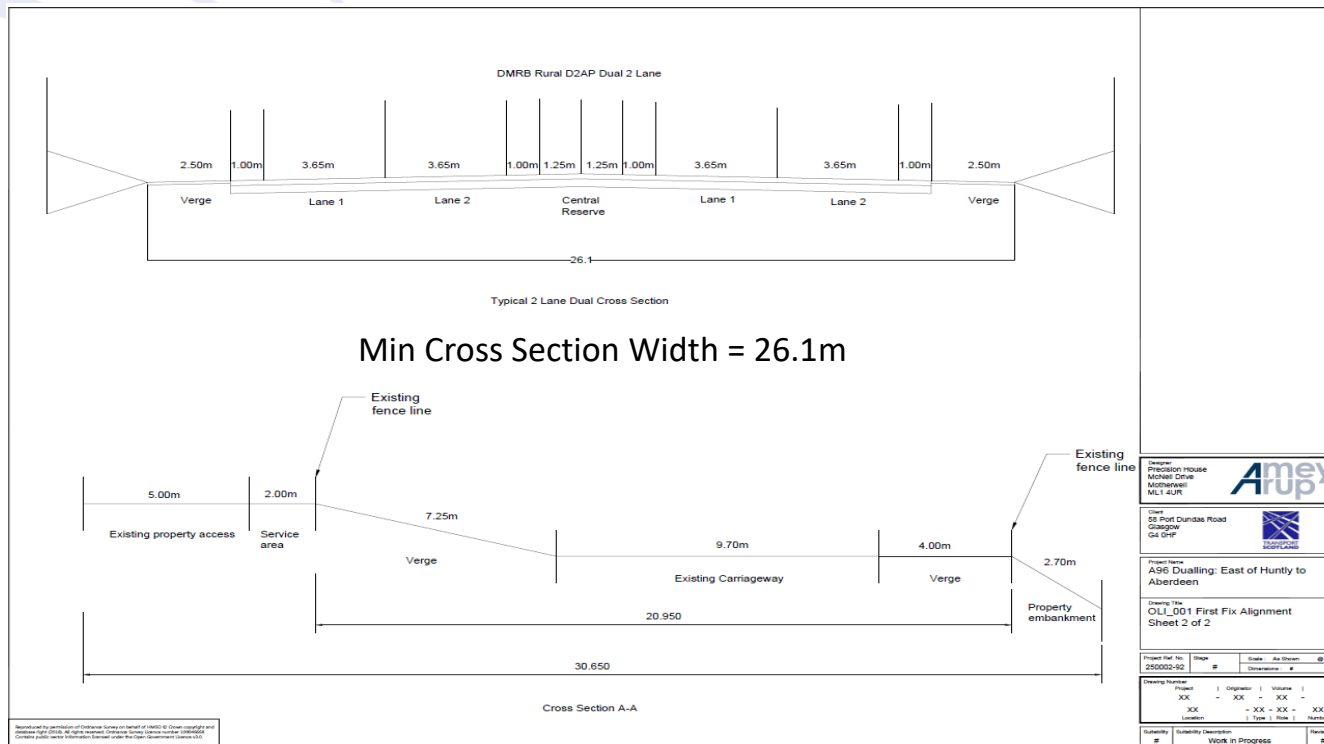
- Feasibility of preferred First Fix Alignment BS01 to avoid LPD land
- Alignment revised between tie-in at A96 Thainstone Roundabout and proposed grade separated junction although partially encroaches into LDP land
- Remainder of alignment avoids LDP land
- Revised alignment to be taken forward to Second Fix

OLI Engineering and Traffic Further Assessment

A96
DUALING
 EAST OF HUNTLY TO ABERDEEN



Typical Dual Carriageway and Existing Cross Section (OLI)



Available Width between boundary fences = 20.95m

Site Visit Inverurie



Existing A96



Davah Wood Access Road looking east



Existing A96

Davah Wood Access Road looking west

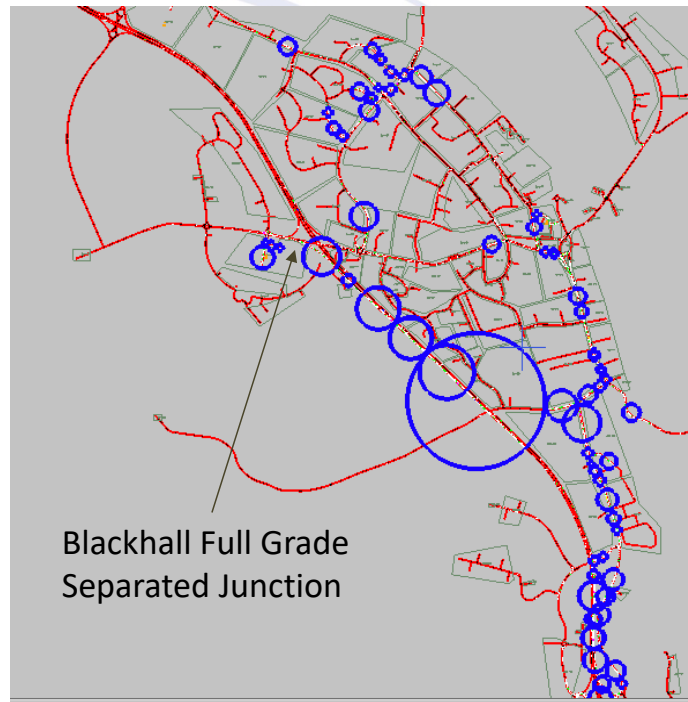


Existing A96 looking towards adjacent properties



Existing A96 looking towards Blackhall Rbt

OLI Modelling Results – Full Grade Separation at Blackhall



2030 CRAM Results - Full GSI at Blackhall - RFC				
Junction Location	Do Min AM Peak	Option AM Peak	Do Min PM Peak	Option PM Peak
Drimmies Junction	60.5	24.2	59.9	24.6
Blackhall Junction	76.9	62.7	96.2	70.3
Port Elphinstone/ Thainstone Junctions	99.4	48.5	106.3	59.9
Inverurie Roundabout	99.4	44.4	106.3	55.5
St James' Place/ Elphinstone Rd	74.9	51.4	80.0	68.7
High St/ Keithhall Rd	66.9	50.5	92.2	73.7
High St/ Market Place	40.7	28.5	58.1	43.2
W H St/ Constitution St	25.1	15.7	33.1	23.9
W H St/ North St/ Blackhall Rd	28.6	30.7	46.6	41.6
B9170/ Station Rd	16.1	16.3	16.6	16.3
Blackhall Rd/ Burghmuir Drive	44.0	52.3	55.7	70.7
Burghmuir Drive/ North St	36.3	42.0	45.9	52.4

OLI Engineering and Traffic Further Assessment



Conclusions

- Variations in alignment and/or junction layout still impacts directly on properties and commercial premises
- Local road capacity issues due to conflict between local road traffic and A96 traffic to and from Inverurie
- Upgrade to local roads and junctions to increase capacity will directly impact further on properties and commercial premises

The findings of the Engineering Assessment and traffic modelling validates the first fix workshop decision not to progress OLI to Second Fix