

# Record of Decisions



## A96 Dualling - East of Huntly to Aberdeen

### Project Decision Register

Date of Last Review: 17/07/2018



- Corridor Areas - Improvement Strategies progressed from DMRB Stage 1 Assessment used to generate wide areas within which potential corridors can be established.
- Corridor Options - Subdivision of corridor areas into corridor options, guided by major constraints. Appraisal of options to identify poorly performing options and sift out where possible
- First Fix - Development of alignments within Corridor Options. Appraisal of First Fix Alignments and sifting out of poorly performing options.
- Second Fix - Generation of end-to-end route alignments from better performing First Fix Alignments. More detailed appraisal of end-to-end routes and identification of better performing options
- Stage 2 Assessment - Comparative DMRB Assessment of the better performing end to end routes.

#### Corridor Areas - Internal Workshop No.1 12 January 2018

Study Area Extent set using Improvement Strategies and SEA as a guide

7 Corridor Areas

Improvement Strategy B = Corridor Area B, Corridor Area Inverurie North, Corridor Area B Inverurie South

Improvement Strategy C = Corridor Area C (Kintore to Glens of Foudland - south of Inverurie)

Improvement Strategy D = Corridor Area D (Inverurie to Colpy/Glens of Foudland)

Additional Corridor Areas B+ - Kintore to Inverurie North added to enable more flexibility with connection of junction at Kintore North/Port Elphinstone

Corridor Area D+ - East of Huntly to Hills to Skares, north of Existing A96 Corridor - added to give more flexibility in tie in at Huntly and to take about of feedback at Meet the Team

**Decision - All Corridor Areas have the potential to meet Scheme Objectives. All Corridor Areas remain.**

#### Corridor Options - Internal Workshop No.2 9 February 2018

Challenge Review 19 January 2018 re High Impact Areas identification

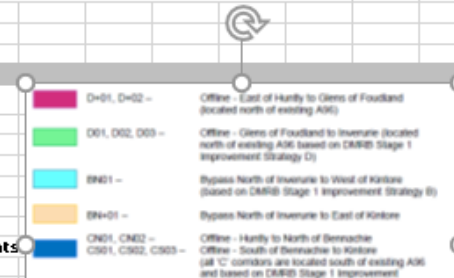
17 Corridor Options

CS01 is more remote than CS02 and does not provide any additional benefits over the other options.

The boundary of CS02 should be amended to include a portion of CS01 during the alignments stage

All other Corridor Options remain and will be taken forward to the First Fix Alignments phase.

**Decision - Corridor Option CS01 sifted out based on major adverse scoring in enviro and eng assessments**

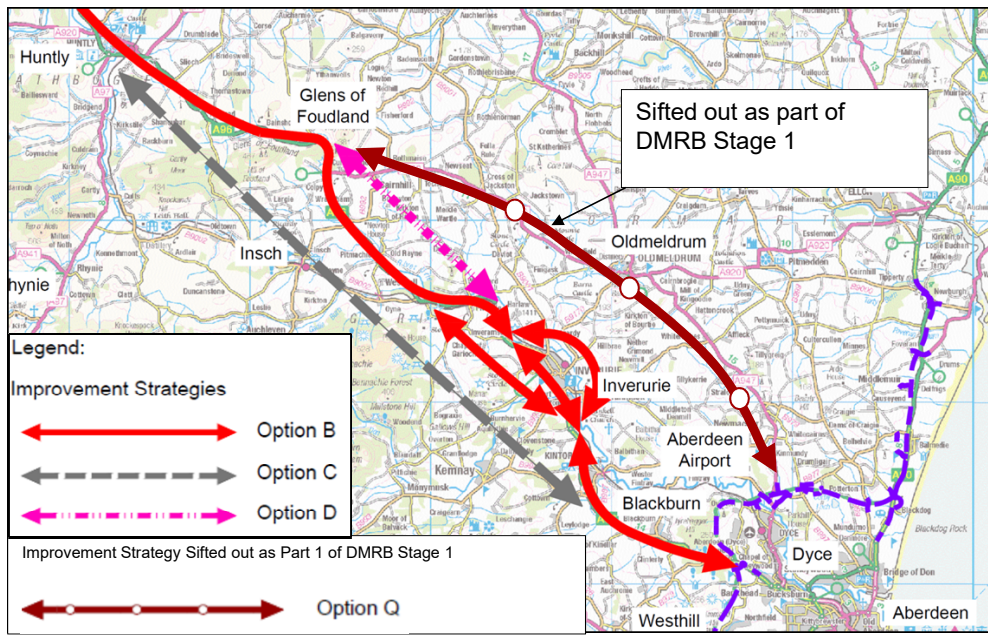


- Extract from Project Decisions Register utilised to record decisions made
- Highlights key reasons after each workshop or challenge review

# Improvement Strategy Option Q



- One of 16 no. strategies developed during DMRB Stage 1, sifted out at Sifting Part 1 – did NOT meet all of A96 Programme Objectives



AmeyArup have:

- Confirmed findings of the DMRB Stage 1 Assessment in relation to Option Q Improvement Strategy
- Re-evaluated Option Q Improvement Strategy based on current baseline information, identifying Corridor Area and Corridor Options in line with methodology
- Assessed Corridor Options against Scheme Objectives and STAG criteria
- Undertaken traffic modelling using most recent CRAM model (Version 1.3) to understand traffic patterns and assignment

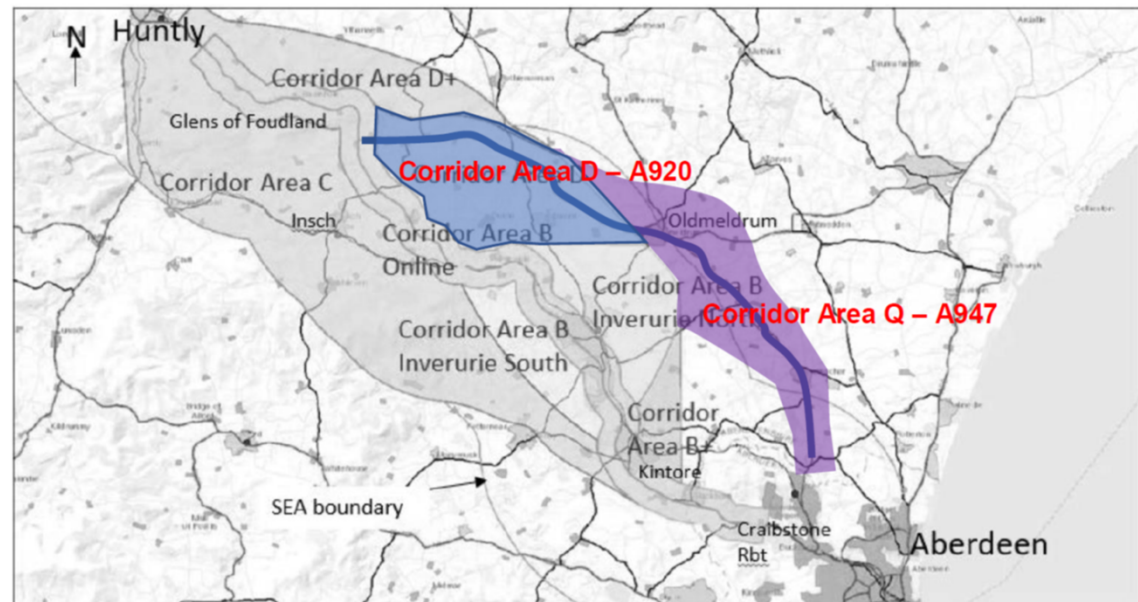
## Corridor Areas D & Q

Option Q has two distinct areas:

Corridor Area D – A920

Corridor Area Q – A947

Corridor Area D progressed separately as part of Stage 2 Process (now Corridor Option D03)



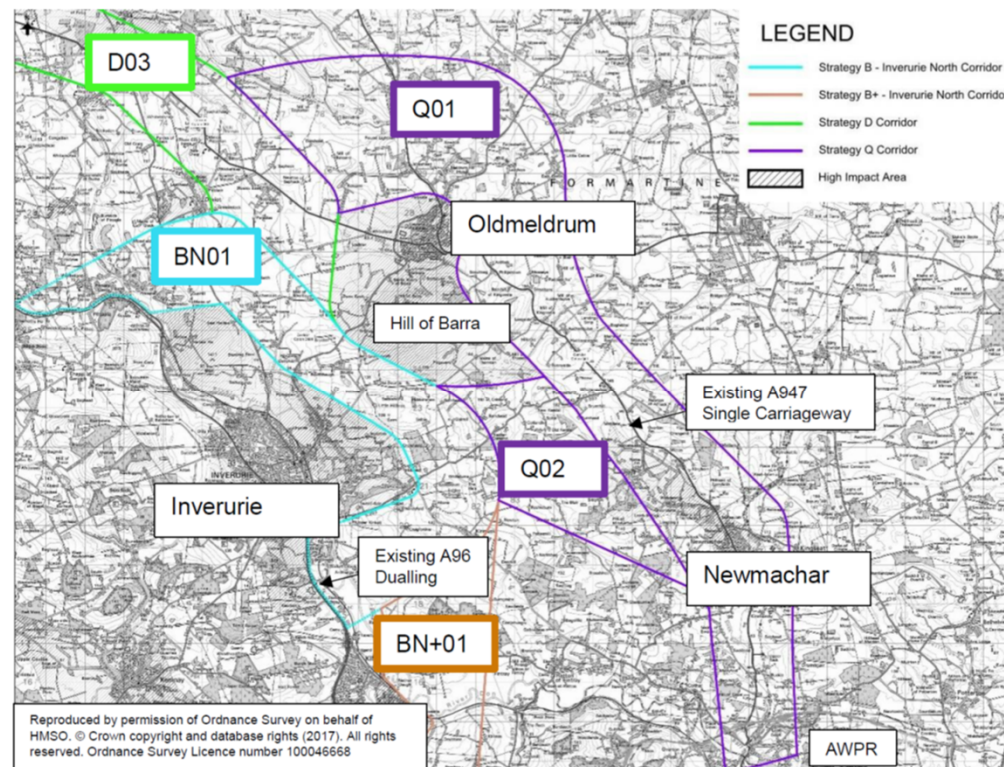
# Corridor Options Q01 & Q02



Corridor Area Q was then further split into two Corridor Options which avoided the High Impact Areas including the settlements and the Hill of Barra:

Q01 – A947 dualling with a northern bypass of Oldmeldrum and a bypass of Newmachar

Q02 – As above but with a southern bypass of Oldmeldrum



## Option Q Conclusions



- Option Q fails to perform against 3 out of 6 Programme Objectives and validates decision to sift out at Part 1 Appraisal.
- Q01 and Q02 routes do not utilise any of the existing A96 Dual Carriageway, requiring circa 12km of additional offline dualling
- Substantial upgrades to the junction with AWPR at Goval/Dyce required.
- Potential environmental impacts on the communities of Newmachar and Oldmeldrum
- Q01 & Q02 do little to relieve congestion in Inverurie removing less than 20% of daily traffic using existing A96 with circa 30,000 vpd remaining

**Recommended that Q01 and Q02 are sifted out and the western end of Option Q along the A920 corridor continues to be developed as part of the ongoing DMRB Stage 2 process.**

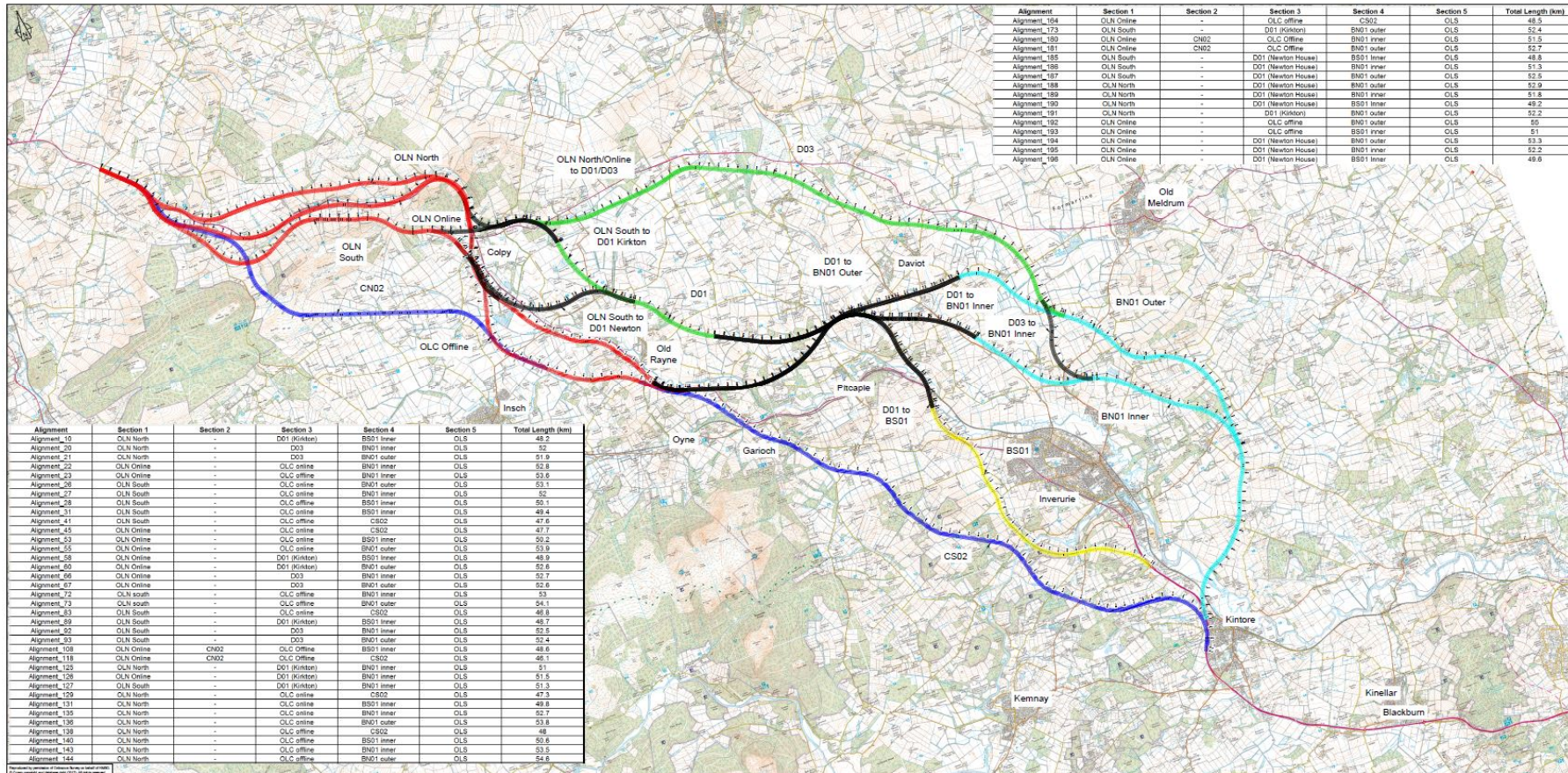


## Session 3

### Option Development (Second Fix) and Appraisal



# 52 Second Fix Alignments – End-to-End



25 discrete Alignment Sections e.g. OLN, BN01, OLS  
 52 end-to-end Combinations ranging from 46km to 55km in length from East of Huntly (A97) to AWPR

# Second Fix Appraisal Methodology



## Criteria

- Scheme Objectives
- STAG Sub Criteria
  - Environment
  - Safety
  - Economy
  - Integration
  - Accessibility & Social Inclusion
  - Feasibility (Engineering)
  - Affordability
  - Public Acceptability

## Scoring – 7 point scale

Colour Coding	Assessment
Red	Major Adverse Impact
Orange	Moderate Adverse Impact
Yellow	Minor Adverse Impact
Light Blue	Neutral Impact
Light Green	Minor Beneficial Impact
Medium Green	Moderate Beneficial Impact
Dark Green	Major Beneficial Impact

Spreadsheet based approach using colour coding to score each corridor accompanied by QUALITATIVE commentary & **QUANTITATIVE appraisal**



## Second Fix Appraisal Metrics



- Interpret the Scheme Objectives by discipline
- Define and measure compliance with the Scheme Objectives
- Review and challenge of metrics across disciplines
- Metrics were developed to be:
  - Proportionate to the size of the scheme
  - Aligned with regulatory requirements and risk
  - Aligned with construction and maintenance complexity and cost
  - Aligned with Health, Safety and Environmental risk

## Second Fix Appraisal Process



1. Appraise all alignments against the metrics for compliance with Scheme objectives and developed STAG criteria
2. Map the Engineering and Environmental appraisals in GIS and combine with Traffic and Economic Assessment
3. Combine appraisals to determine which alignment best satisfies the Scheme Objectives and STAG criteria i.e. identify better performing alignments across workstreams

[Engineering Appraisal Process](#)