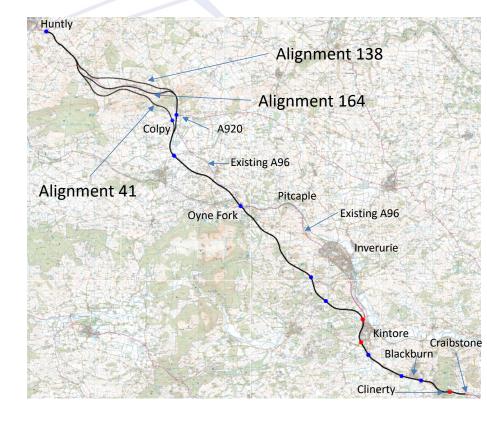
Traffic Appraisal Criteria



- Following Scheme Objectives and STAG Criteria assessed both qualitatively and quantitively against the existing A96 performance
- SO1 To improve the operation of the A96 and inter-urban connectivity between the cities of Inverness and Aberdeen and their city regions
- SO2 To improve safety for motorised and non-motorised users
- SO3 To provide opportunities to grow the regional economies on the corridor
- SO4 To facilitate active travel in the corridor
- SO5 To facilitate integration with Public Transport Facilities
- STAG2 Safety; STAG3 Economy; STAG4 Integration; STAG5 Accessibility & Social Inclusion and STAG8 - Public Acceptability
- The scale of the impacts measured against the performance of all 52 alignments

Alignment Groupings for Traffic Modelling







- 52 end-to-end alignments aggregated into 20 groups with similar alignments for modelling in CRAM v1.3
- All grouped alignments have similar routes and junction locations, with only minor variations in alignment on one section
- Difference in length between grouped alignments is less than 1km
- Difference in journey times between grouped alignments is less than 30 seconds
- Full list of grouped alignments are included in Appendix A of the workshop pack

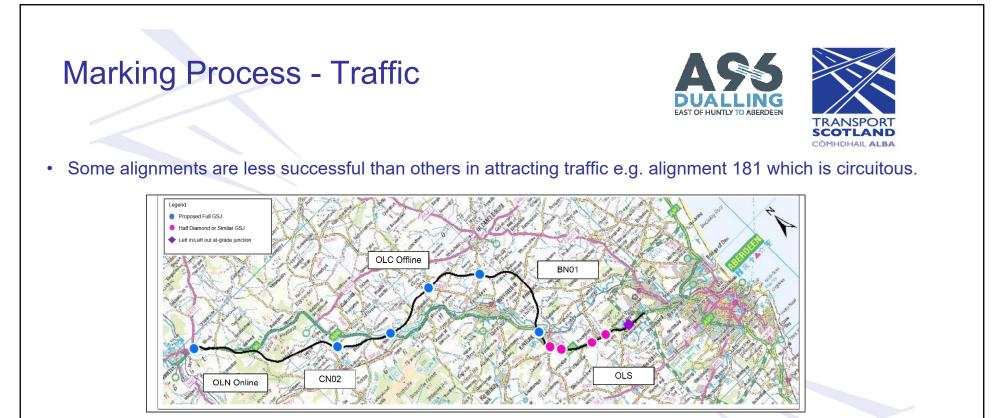
Outputs from CRAM v1.3 used in Appraisal

		Access to			LandUse	
	Freight	Strategic	Access to	Public		
	Movement	Transport	Jobs and	Transport	Policy	
Journey Times on Routes	Efficiency	Network	Services	Integration	Integration	
Aberdeen (King Street) to Huntly (Stephen Road)	¥	1	4		1	
Dyce (Craibstone Park and Ride) to Huntly (Stephen Road)	¥	1		4		
Inverurie (Station) to Huntly (Stephen Road)		1	1	4		
Oldmeldrum (Colpy Way) to Huntly (Stephen Road)	1	1	1			
Kintore (Station) to Oldmeldrum (Colpy Way)				1		
Kintore (Development Area) to Oldmeldrum (Colpy Way)	1				1	
Kintore (Development Area) to Inverurie (Uryside Drive)				1	1	
Dyce (Craibstone Park and Ride) to Inverurie (Uryside Drive)		1		1	1	
Dyce (Craibstone Park and Ride) to Inverurie (Brankie Road)		1		1		
Huntly (Stephen Road) to Insch (High Street)			V			
Oldmeldrum (Colpy Way) to Insch (High Street)	1		1			
Inverurie (Station) to Insch (High Street)		1	1	1		
Kintore (Development Area) to Insch (High Street)	1				1	
Huntly (Stephen Road) to Kemnay (High Street)			1			
Dyce (Craibstone Park and Ride) to Kemnay (High Street)		1		1		
Inverurie (Harlaw Road) to Kintore (Development Area)	¥		1		1	
Huntly (Stephen Road) to Crichie (Development Area)					1	
Dyce (Craibstone Park and Ride) to Crichie (Development Area)					1	
Inverurie (Harlaw Road) to Dyce (Craibstone Park and Ride)	1	1	1		1	





- Quantitative appraisal uses outputs from traffic model (CRAM v1.3) to determine changes in travel time, veh-kms, and traffic volumes on sections between the 2030 Do-Min and Do-Something
- Journey times have been extracted both along the whole route, (A96 Huntly to Craibstone) and between major trip attractors and generators
- Transport user benefits calculated from changes in journey time indexed to relative BCR groupings
- Accident benefits calculated using changes in veh-kms and local accident rate on the existing



- The scale of some benefits are adjusted by moving it down a step when low levels of traffic (< 27%) reassigning away from the existing A96 at Inverurie to the new dual carriageway.
- The 17 scores for each of the alignments have been added together to give an overall total for the traffic appraisal and marked from highest (best performing) to lowest (poorer performing).

	Traf	ffic	Арр	orais	al S		mar	ry S	hee	t				LING TO ABERDEEN		ANSPOR DTLANI HDHAIL ALB	
		\$01 - To improve	ve the operation of the A96 and inter-urban	a connectivity through:		SO2 - To impr	ove safety for motorised and Non-Motori	sed Lisers through:	503 - To provide opportunities to gr	ow the regional economies on the confidor hrough:	SO4 - To facilitate active travel in the corridor.	SOS - To facilitate integration with Public Transport Facilities	STAG2 - Safety	STAG2 - Economy	STAG4 - Integration	STAGS -Accessibility & Social Inclusion	STAGB -Public Acceptability
Layer Number	211 - Reduced journey times SC D3D peak modelled JTs between Huntly (M nd Craibstone compared to Do Min) be	D1.2 - Improved journey time reliability Addelled change in level of variation etween peak and interpeak ITs along A teween Huntly and Craitstone)	v SD1.3 - Increased overtaking opportunities (Increase in the number of vehicle ABG bilometres (veh kms) travelled on dual carriageways in 2030 relative to the Do-	ISD1.4 - Improved efficiency of freight movements along the transport corridor *(2030 peak modelled Freight JTs between Huntly and Craibstone compared to Do MI	SO1.5 - Reduced conflicts between local traffic and strategic journeys n *(Reduction in average trip lengths for invehicles remaining on the existing AGE a	SO2.1 - Reduced accident rates and severity Reduction in existing PKA's per year, base and on reduction in traffic volumes on existin	SO2.2 - Reduced driver stress [Qualitative - provision of a new higher d standard dual carriageway and avoidance g of congestion on the existing ASE around	SO2.3 - Reduced potential conflicts between Motorised users and NMUs *(Reduction in traffic volumes on de- trunked sections of AGG and change in	SO3.1 - Improved access to the wider strategic transport network [Change in journey times from urban are. to reach other strategic transport	SO3.2 - Enhanced access to jobs and services (Change in peak journey time from population centres to other population	(Reductions in traffic volumes on existing ABE and local roads)	(Change in peak journey times to and from key public transport interchanges (Railway tations at Huntly, Insch, Inserule and Kirtons. Bus services from inserule and	(Qualitative -Improved laybys and NMU facilities will improve personal security for all road users)	(Relative BCR index grouping (based on IT savings and Relative indexed Costs))	[Qualitative - fit with National, Region and Local policies and land use allocati and reduces levels of traffic and	al Change in volume of strategic traffic traveling through urban areas to access the A&& & impact on community accessibility to services, PT, walking and	[Qualitative – Potential public concern over proximity to properties, agricultural land, scheduled mocument, recreational arras, Bennachie etc Inability to relieve
126	Major Benefit	Major Benefit	Moj Moderate Besefit	as TUBA Indexed Freight User Benefits) Moderate Benefit	passing through key SLA links) Moderate Benefit	A96 and traffic volumes on new dual Moderate Benefit	(neensie) Major Benefit	saffic volumes in urban areas) Minor Benefit	(strastructure) Major levelit	centres, industrial and employment areas). Major Benefit	Moderate lie refit	Craibstone Park and Choose). Major Benefit	Minor Benefit	Moderate Benefit	congestion in Inversite) Major Benefit	Cycling) Moderate Benefit	congestion or re-use existing road) Major levels
127 187	Major Benefit Moderate Benefit	Major Benefit Major Benefit	Moderate Benefit Moderate Benefit	Moderate Benefit Moderate Benefit	Moderate Benefit	Moderate Benefit Major Benefit	Majar Benefit Majar Benefit	Minor Benefit Minor Benefit	Major Benefit Major Benefit	Major Benefit Major Benefit	Moderate lie refit Moderate lie refit	Major Benefit Major Benefit	Minor Benefit Minor Benefit	Moderate Benefit Minor Benefit	Major Benefit Moderate Benefit	Maderate Benefit Major Benefit	Moderate Benefit Moderate Benefit
188	Moderate Benefit	Major Benefit	Moderate Benefit	Moderate Benefit	Moderate Benefit	Major Benefit	Major Benefit	Minor Benefit	Major Benefit	Moderate Benefit	Moderate lie refit	Major Benefit	Minor Benefit Minor Benefit	Minorikesefit Minorikesefit	Moderate Benefit	Major Benefit	Major Benefit
27	Moderate Benefit	Major Benefit	Moderate Benefit	Moderate Benefit	Moderate Benefit	Moderate Benefit	Major Benefit	Minar Benefit Minar Benefit	Major Benefit	Major Benefit	Moderate lie refit	Major Benefit	Minor Renefit	Minarikenefit	Major Benefit	Moderate Benefit	Major Benefit
135 194	Moderate Benefit	Major Benefit	Noderste Benefit	Moderate Benefit	Moderate Benefit	Moderate Benefit	Major Benefit	Minor Benefit Minor Benefit	Major Benefit	Major lenefit	Moderate lie refit	Major Benefit	Minor Renefit Minor Renefit	Minorikesefit	Major Benefit	Moderate Benefit	Major Benefit
21	Maderate Benefit	Major Benefit	Moderate Benefit	Moderate Benefit	Moderate Benefit	Moderate Benefit	Majar Benefit	Minor Benefit	Major Benefit	Moderate Benefit	Moderate lie cefit	Major Benefit	Minor Benefit	Moderate Recefit	Major Benefit	Moderate Benefit	Minor Benefit
93 125	Maderate Benefit Major Benefit	Major Benefit Major Benefit	Moderate Benefit Moderate Benefit	Minor Benefit Moderate Benefit	Maderate Benefit Maderate Benefit	Moderate Benefit Moderate Benefit	Major Benefit Major Benefit	Ninor Benefit Ninor Benefit	Major lienefit Major lienefit	Moderate Benefit Major Benefit	Moderate ile refit Moderate ile refit	Major Benefit	Minor Renefit Minor Renefit	Modecute Receilt Modecute Receilt	Major Benefit Major Benefit	Moderate Benefit Moderate Benefit	Moderate Benefit Moderate Benefit
180	Major Breefs	Major Benefit	Moderate Benefit	Misor Benefit	Maderate Benefit	Minor Benefit	Majar Benefit	Minor Benefit	Major Benefit	Major Benefit	Moderate ile cefit	Major Benefit	Minor Recefit	Minorikesefit	Moderate Benefit	Minor Benefit	Moderate Benefit
195 173	Moderate Benefit Moderate Benefit	Major Benefit Major Benefit	Major Benefit Moderate Benefit	Moderate Benefit Moderate Benefit	Maderate Benefit Major Benefit	Moderate Benefit Moderate Benefit	Major Benefit Major Benefit	Minor Benefit Minor Benefit	Major Benefit Major Benefit	Major Benefit Moderate Benefit	Moderate lie refit Moderate lie refit	Major Benefit Major Benefit	Minor Benefit Minor Benefit	Moderate Benefit Moderate Benefit	Major Benefit Moderate Benefit	Minor Benefit Major Benefit	Major Benefit Minor Benefit
45	Major Benefit	Major Benefit	Major Benefit	Major Becefit	Major Benefit	Major Benefit	Majar Benefit	Minor Benefit	Major Benefit	Major Benefit	Minar Benefit	Major Benefit	Minor Benefit	Majorikesefit	Moderate Benefit	Misor Benefit	Major Negative
67 83	Maderate Benefit Major Benefit	Major Benefit Major Benefit	Moderate Benefit Major Benefit	Moderate Benefit Major Benefit	Maderate Benefit Major Benefit	Moderate Benefit Major Benefit	Major Benefit Major Benefit	Minor Benefit Minor Benefit	Major Benefit Major Benefit	Moderate Benefit Major Benefit	Moderate ile nefit Minor ilenefit	Major Benefit Major Benefit	Minor Renefit Minor Renefit	Moderate Benefit Majorikenefit	Major Benefit Moderate Benefit	Moderate Benefit Ninor Benefit	Moderate Benefit Major Negative
129	Major Benefit	Major Benefit	Major Benefit	Major Becefit	Major Benefit	Major Benefit	Major Benefit	Ninor Benefit	Major Benefit	Major Benefit	Minorikenefit	Major Benefit	Misor Bezefit Misor Bezefit	Major Benefit Minor Benefit	Moderate Benefit	Misor Benefit Misor Benefit	Major Negative
143 186	Moderate Benefit	Major Benefit	Moderate Benefit	Moderate Benefit	Maderate Benefit	Moderate Benefit	Major Benefit	Minor Benefit	Major Benefit	Major Benefit	Moderate ile refit	Major Benefit	Minor Benefit	Moderate Receilt	Major Benefit	Miscriberafit	Moderate Benefit
189 191	Moderate Benefit	Major Benefit	Moderate Benefit	Moderate Benefit	Moderate Benefit	Moderate Benefit	Major Benefit	Ninor Benefit Ninor Benefit	Major Benefit	Moderate Benefit	Moderate lie refit	Major Benefit	Minor Benefit Minor Benefit	Moderate Receils	Major Benefit Moderate Benefit	Minor Benefit	Major levels Minor levels
10	Major Benefit	Major Benefit	Major Benefit	Major Benefit	MajorBenefit	Major Benefit	Major Benefit	Minor Benefit	Major Benefit	Moderate Benefit	Minaritenefit	Major Benefit	Minor Recefit	Majorikesefit	Minar Benefit	Minor Benefit	Minor Negative
23 60	Moderate Renefit Moderate Renefit	Major Benefit Major Benefit	Moderate Benefit Moderate Benefit	Moderate Benefit Moderate Benefit	Moderate Benefit Major Benefit	Moderate Benefit Moderate Benefit	Major Benefit Major Benefit	Minor Benefit Minor Benefit	Major Benefit Major Benefit	Major Benefit Moderate Benefit	Moderate lie refit Moderate lie refit	Major Benefit Major Benefit	Minor Benefit Minor Benefit	Mincräesefit Neutral	Major Benefit Moderate Benefit	Minor Benefit Major Benefit	Moderate Benefit Moderate Benefit
72	Moderate Benefit	Major JeneSt	Moderate Benefit	Moderate Benefit	Modecate Benefit	Moderate Benefit	Major Benefit	Minor Benefit	Major Benefit	Major Benefit	Moderate lie refit	Major Benefit	Minor Recefit	Minorikesefit	Major Benefit	Minor Benefit	Moderate Benefit
20 66	Moderate Benefit Moderate Benefit	Major Benefit Major Benefit	Minor Benefit Minor Benefit	Moderate Benefit Moderate Benefit	Minoritenefit Minoritenefit	Moderate Benefit Moderate Benefit	Major Benefit Major Benefit	Neutral	Maderate Benefit Maderate Benefit	Moderate Benefit Moderate Benefit	Moderate lie refit Moderate lie refit	Major Benefit	Minor Benefit Minor Benefit	Moderate Benefit Minorikenefit	Moderate Benefit Moderate Benefit	Moderate Benefit Moderate Benefit	Minor Benefit Moderate Benefit
92 185	Maderate Benefit	Major Benefit	Minor Benefit	Moderate Benefit	Minoritenefit	Moderate Benefit	Majar Benefit	Neutral Minor Recefit	Maderate Benefit	Moderate Benefit	Moderate lie refit Minor iteratis	Major Benefit	Minor Berefit Minor Berefit	Moderate Receils	Moderate Benefit	Moderate Benefit	Minor Benefit
196	Major Benefit	Major Benefit	Major Benefit	Major Benefit	MajorBenefit	Major Benefit	Major Benefit	Minor Benefit	Major Benefit	Moderate Breefit	Minor Benefit	Major Benefit	Minor Recefit	Majorikenefit	Minor Benefit	Moderate Benefit	Moderate Negative
58 89	Major Benefit Major Benefit	Major Benefit Major Benefit	Major Benefit Major Benefit	Major Benefit Major Benefit	Major Benefit Major Benefit	Major Benefit Major Benefit	Major Benefit Major Benefit	Minor Benefit Minor Benefit	Major Benefit Major Benefit	Moderate Benefit Moderate Benefit	Minor Benefit Minor Benefit	Major Benefit Major Benefit	Minor Benefit Minor Benefit	Majorikenefit Majorikenefit	Minor Benefit Minor Benefit	Minor Benefit Minor Benefit	Moderate Negative Moderate Negative
138	Major Breefit	Major Benefit	Major Benefit	Major Benefit	Major Benefit	Major Benefit	Major Benefit	Minor Benefit	Major Benefit	Major Benefit	Minor Benefit	Major Benefit	Minor Renefit	Moderate Recefit	Moderate Benefit	Minor Benefit	Major Negative
190 31	Major Benefit Major Benefit	Major Benefit Major Benefit	Major Benefit Major Benefit	Major Benefit Moderate Benefit	Major Benefit Major Benefit	Major Benefit Major Benefit	Major Benefit Major Benefit	Minor Benefit Minor Benefit	Major Benefit Major Benefit	Moderate Benefit Moderate Benefit	Minor Benefit Minor Benefit	Major Benefit Major Benefit	Minor Benefit Minor Benefit	Majorikesefit Moderate kecefit	Minar Benefit Minar Benefit	Minor Renefit Minor Renefit	Moderate Negative Minor Negative
41	Major Benefit	Major Benefit	Major Benefit Moderate Benefit	Major Benefit	MajorBenefit	Major Benefit	Major Benefit	Minor Benefit	Major Benefit	Major Benefit	Minor Benefit Minor Benefit	Major Benefit	Minor Benefit Minor Benefit	Moderate Recefit	Moderate Benefit Moderate Benefit	Neutral	Major Negative
118 164	Major Benefit	Major Benefit	Moderate Benefit	Moderate Benefit Major Benefit	Major Benefit Major Benefit	Major Benefit	Majar Benefit Majar Benefit	Minor Benefit Minor Benefit	Major Benefit	Major Benefit	Minor Benefit Minor Benefit	Major Benefit	Minor Benefit Minor Benefit	Majoritessifit Moderate Recellt	Moderate Benefit	Neutral Minor Benefit	Major Negative
53	Major Recefit	Major Benefit	Major Benefit	Moderate Benefit	Major Benefit	Major Benefit Major Benefit	Major Benefit	Minor Benefit	Major Benefit	Moderate Benefit	Minor Benefit Minor Benefit	Major Benefit	Minor Bezefit Minor Bezefit	Moderate Receils	Minar Benefit	Misor Benefit Misor Benefit	Moderate Negative Moderate Negative
131 108	Major Recefit	Major Benefit	Major Benefit	Minor Benefit	Major Benefit	Major Benefit	Major Benefit	Minor Benefit	Major Benefit	Major Benefit	Misorikerefit Misorikerefit	Major Benefit	Minor Benefit	Moteote Receit	Minor kenefit Minor kenefit	Minor Benefit Neutral	Moderzte Negative
55	Maderate Benefit	Major Benefit	Minor Benefit	Moderate Benefit	Neutral	Minor Benefit	Major Benefit	Neutral	Major Benefit	Moderate Benefit	Moderate lie refit	Major Benefit	Minor Renefit	Minorikesefit	Moderate Benefit	Major Benefit	Moderate Benefit
136 140	Maderate Benefit	Major Benefit	Minor Benefit	Moderate Benefit Moderate Benefit	Neutral	Minor Resefit	Major Benefit	Neutral Minor Recefit	Major Benefit	Moderate Benefit Moderate Benefit	Moderate ile refit	Major Benefit	Minor Renefit Minor Renefit	Minorikesefit	Moderate Benefit	Major Benefit	Moderate Benefit
181	Moderate Benefit	Major Benefit	Minorikenefit	Minor Benefit	MinorBenefit	Minor Renefit	Major Benefit	Neutral	Major Benefit	Major Benefit	Moderate lie refit	Major Benefit	Minor Benefit	Mincräesefit	Major Benefit	Moderate Benefit	Neutral
28 144	Moderate Benefit	Major Benefit Major Benefit	Major Benefit Misor Benefit	Moderate Benefit Moderate Benefit	Major Recefit	Major Benefit Minor Benefit	Major Benefit	Ninor Benefit Neutral	Major Benefit	Moderate Benefit Moderate Benefit	Minorikenefit Moderate ike refit	Major Benefit	Minor Renefit Minor Renefit	Minorikesefit Minorikesefit	Minor Benefit Moderate Benefit	Neutral Moderate Receffs	Moderate Negative Minor Recefit
192	Moderate Benefit	Major Benefit	Minor Benefit	Moderate Benefit	MinorBenefit	Minor Benefit	Major Benefit	Neutral	Major Benefit	Moderate Breefit	Moderate lie refit	Major Benefit	Minor Benefit	Minorikenefit	Moderate Benefit	Moderate Benefit	Minor Benefit
193 26	Modecate Receffs	Major JeneSt	Major Benefit	Moderate Benefit	Major Benefit	Major levels Minor levels	Major Benefit	Minor Benefit	Major Benefit	Moderate Benefit	Misor Benefit	Major Benefit	Minor Renefit	Minorikesefit Minorikesefit	Minor Benefit	Neutral	Moderate Negative Minor Recefit
	Anoderate menetrit	Major sevent	Million Benefit	Musar Benetic	Nectra	Miller Benest	Major Benefit	Neutra	Major Benefit	Moderate secent	Moderate Benefit	Major Benefit	Minor Benefit	Minoraesent	Moderate seneral	Major means	Manor Benefit

Traffic Appraisal - Summary

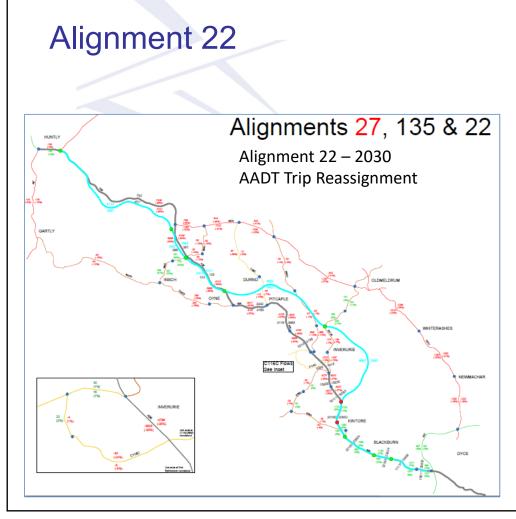


- All alignments produce positive scores, mainly as they are all modern dual carriageways with grade separated junctions.
- The only criteria that had negative scores for some alignments is Public Acceptability. For example, the impact of an alignment on Bennachie was identified as a major concern at public consultation.
- Routes that travel around the north of Inverurie succeed in relieving congestion in Inverurie, whilst routes to the south do not.
- Routes to the south of Inverurie, (particularly CS02), deliver the greatest improvements in end-to-end journey times, but are also likely to gain the least public support.





Traffic Worked Example – Alignment 22







- Attracts 100% of traffic North of Oyne (12,000 vpd), and 30% of traffic from Inverurie (8,700)
- Routes an additional 700 vpd through Insch town centre via new junction on dual at Kellochbank
- Delivers JT savings on the A96 of 9 ½ minutes (8 minutes for freight)
- Reduces JT variability to 2 minutes
- Reduced traffic volumes on existing A96 and increase in veh-kms on dual (100%) reduces the risk of conflicts between local and strategic journeys, reduced number of accidents and improves OT opportunities

Trip reassignment diagram

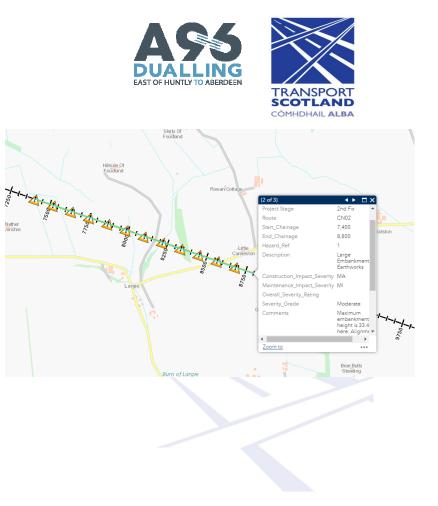
Alignment 22 – Traffic Appraisal



- Reduction in traffic volumes on de-trunked sections of A96 may encourage active travel on these sections and reduce potential for conflicts between motorised and non-motorised users. (Moderate reduction in traffic in Inverurie. Increases traffic through Insch).
- Improved access to the strategic transport network through average reduction in peak journey times of 3.5 mins (14.5%) from population centres to strategic transport networks
- Improves access to jobs and services by reducing average peak hour journey times by 3 mins (13.5%) from population centres to employment centres and key service areas and by 4 mins (17.5%) to public transport facilities.
- Alignment offers a lower level of economic benefits due to length of route (52.8km), relatively high construction costs and moderate level of JT savings.
- Likely to gain public support as a result of reducing congestion in Inverurie making use of large sections of the existing A96. Aligns with majority of policies and land use allocations, offering average peak JT savings of 2mins (11%) to LDP allocations in A96 Growth Corridor. Meets LDP aspirations for an eastern bypass of Inverurie.

CDM Hazards & Risk

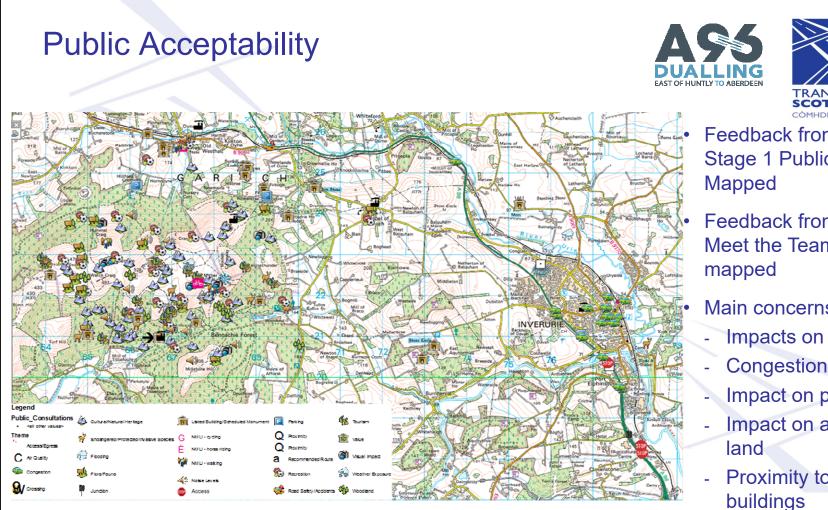
- CDM Assessment Process has been used throughout Second Fix.
 - Over 700 Hazards Identified
 - 202 of these Hazards considered Major
- Upload to GIS will visualise hazards for sifting discussions.
- PD review/challenge of hazards to follow upload.
- Significant hazards will contribute to rationale for sifting out alignments.
- Designers will be challenged to eliminate or reduce hazards during further design development.



Affordability



- Initial cost estimates compiled using rate/km (Spons) + Abnormals e.g. large earthworks, major structures etc
- Affordability is STAG Criteria but not used in overall appraisal at this stage i.e. Costs not used to mark route options
- Cost comparison using relative cost index to validate ranking
- Relative cost index in line with expectations



TRANSPORT SCOTLAND CÒMHDHAIL ALBA Feedback from DMRB

Stage 1 Public Exhibitions

Feedback from AmeyArup Meet the Team event

Main concerns are:

- Impacts on Bennachie
- Congestion in Inverurie
- Impact on properties
- Impact on agricultural
- Proximity to historic buildings







Alignment	Engineering Mark	Environment Mark	Transport Mark	Sum (Marks)		Section 1	Section 2	Section 3	Section 4	Section 5	DUALLING
Alignment_67	4.25	4.25	2.75	11.25		OLN Online		D03	BN01 outer	OLS	EAST OF HUNTLY TO ABERDEEN
Alignment_21	4.25	4.25	2.75	11.25		OLN North	-	D03	BN01 outer	OLS	TRANSPORT
Alignment_58 Alignment 60	3.75 4.25	4.25 3.75	3.25 3.25	11.25 11.25		OLN Online OLN Online	-	D01 (Kirkton) D01 (Kirkton)	BS01 BN01 outer	OLS	SCOTLAND
Alignment 126	3.75	3.25	3.75	10.75		OLN Online		D01 (Kirkton)	BN01 outer BN01 inner	OLS	CÒMHDHAIL ALBA
Alignment_93	4.25	4.25	2.25	10.75		OLN South		D03	BN01 outer	OLS	
Alignment_187	3.75	3.25	3.25	10.25		OLN South	-	D01 (Newton House)	BN01 outer	OLS	
Alignment_194	3.75	3.25	3.25	10.25	Better	OLN Online	-	D01 (Newton House)	BN01 outer	OLS	
Alignment_185	3.25	3.75	3.25	10.25	Performing	OLN South	-	D01 (Newton House)	BS01	OLS	
Alignment_191	3.25	3.75	3.25	10.25		OLN North	-	D01 (Kirkton)	BN01 outer	OLS	
Alignment_20	4.25 3.25	4.25	1.75	10.25 9.75		OLN North	-	D03	BN01 inner	OLS	
Alignment_196 Alignment 10	3.25	4.25	3.25 3.25	9.75		OLN Online OLN North	:	D01 (Newton House) D01 (Kirkton)	BS01 BS01	OLS	
Alignment_10 Alignment 66	4.25	4.25	1.25	9.75		OLN North OLN Online		DOI (Kirkton) DO3	BN01 inner	OLS	
Alignment 125	2.75	3.25	3.75	9.75		OLN North		D01 (Kirkton)	BN01 inner	OLS	
Alignment_92	4.25	3.75	1.75	9.75		OLN South		D03	BN01 inner	OLS	
Alignment_186	3.25	2.25	3.75	9.25		OLN South	-	D01 (Newton House)	BN01 inner	OLS	
Alignment_188	2.75	3.25	3.25	9.25		OLN North	-	D01 (Newton House)	BN01 outer	OLS	
Alignment_190	2.25	3.75	3.25	9.25		OLN North	-	D01 (Newton House)	BS01	OLS	
Alignment_195	3.75	1.75 3.25	3.75	9.25		OLN Online	-	D01 (Newton House)	BN01 inner	OLS	
Alignment_173 Alignment 83	2.25	2.75	3.25 3.75	8.75 8.75		OLN South OLN South	-	D01 (Kirkton) OLC online	BN01 outer CS02	OLS	
Alignment_45	2.25	2.75	3.75	8.75		OLN Online		OLC online	CS02	OLS	
Alignment_89	1.75	3.75	3.25	8.75		OLN South		D01 (Kirkton)	BS01	OLS	
Alignment_189	2.25	2.25	3.75	8.25		OLN North	-	D01 (Newton House)	BN01 inner	OLS	
Alignment_129	1.75	2.75	3.75	8.25		OLN North	-	OLC online	CS02	OLS	
Alignment_22	3.25	0.75	4.25	8.25		OLN Online	-	OLC online	BN01 inner	OLS	
Alignment_27	2.75	1.25	4.25	8.25		OLN South	-	OLC online	BN01 inner	OLS	
Alignment_127	1.75	2.25	3.75	7.75		OLN South	-	D01 (Kirkton)	BN01 inner	OLS	
Alignment_31 Alignment_135	2.75 2.25	2.75 0.75	2.25 4.25	7.75 7.25		OLN South OLN North	-	OLC online OLC online	BS01 BN01 inner	OLS	
Alignment_131	2.25	2.75	2.25	7.25		OLN North		OLC online	BS01	OLS	
Alignment_53	3.25	1.75	2.25	7.25		OLN Online	-	OLC online	BS01	OLS	
Alignment_55	3.75	2.25	1.25	7.25	Poorer	OLN Online	-	OLC online	BN01 outer	OLS	
Alignment_136	2.75	2.75	1.25	6.75	Performing	OLN North	-	OLC online	BN01 outer	OLS	
Alignment_26	3.25	2.75	0.75	6.75		OLN South		OLC online	BN01 outer	OLS	
Alignment_108	1.75	2.25	1.75	5.75		OLN Online	CN02	OLC Offline	BS01	OLS	
Alignment_118 Alignment_23	1.25 1.25	1.75 0.75	1.75 2.75	4.75 4.75		OLN Online OLN Online	CN02	OLC Offline OLC offline	CS02 BN01 Inner	OLS	
Alignment_25 Alignment_138	0.75	1.75	2.25	4.75		OLN North		OLC offline	CS02	OLS	
Alignment 164	1.25	1.75	2.25	4.75		OLN North		OLC offline	CS02	OLS	
Alignment_72	1.25	0.75	2.75	4.75		OLN south		OLC offline	BN01 inner	OLS	
Alignment_181	1.75	1.75	0.75	4.25		OLN Online	CN02	OLC Offline	BN01 outer	OLS	
Alignment_41	0.75	1.25	2.25	4.25		OLN South		OLC offline	CS02	OLS	
Alignment_143	0.75	0.75	2.75	4.25		OLN North		OLC offline	BN01 inner	OLS	
Alignment_180	1.75	0.75	1.75	4.25		OLN Online	CN02	OLC Offline	BN01 inner	OLS	
Alignment_140	0.75	2.25 1.75	1.25 1.25	4.25 3.75		OLN North	-	OLC offline	BS01	OLS	
Alignment_28 Alignment_193	1.25	1.75	1.25	3.75		OLN South OLN Online		OLC offline OLC offline	BS01 BS01	OLS	
Alignment 192	1.25	1.25	0.75	3.25		OLN Online	-	OLC offline	BN01 outer	OLS	
Alignment_73	1.25	1.25	0.75	3.25		OLN south		OLC offline	BN01 outer	OLS	
Alignment 144	0.75	1.25	0.75	2.75		OLN North		OLC offline	BN01 outer	OLS	



CÒMHDHAIL ALBA

Session 5 Next Stages of Development

Session 5: Next Stages of Development





- Junction Strategy
- Stakeholder Consultation
- Public Exhibition Details

Junction Strategy – Junction Locations and Type





Possible Junction Location Plan

Public Exhibition Details

- Public Exhibitions planned for early October over 4 days
- Preparations underway with venues:
 - Inverurie Town Hall (2 days)
 - Stewarts Hall, Huntly
 - Kinellar Community Hall, Blackburn
- · Initial draft story board of exhibition panels
- Working with BIG on preparation of all materials including panels, leaflet, publicity
- Preparing GIS viewer and landowner station
- Updating Q & A staff briefing 2-3 weeks ahead of October events















transport.gov.scot/projects/ a96-dualling-inverness-to-aberdeen/ a96-east-of-huntly-to-aberdeen