Appendix H

First Fix Alignments - Traffic and Transportation Appraisal

			Scheme Objectives											STAG Criteria						
			To improve the operation of the A96 and inter-urban connectivity through:						To improve safety for motorised and Non-Motorised Users through:			To provide opportunities to grow the regional economies on the corridor through:		To facilitate active travel in the corridor.	To facilitate integration with Public Transport Facilities	Safety	Economy	Integration	Accessibility & Social Inclusion	Public Acceptability
Corridor Areas	Corridor Option	First Fix Alignment	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	Improved network resilience	Reduced accident rates and severity	Reduced driver stress	Reduced potential conflicts between Motorised and Non Motorised Users	Improved access to the wider strategic transport network	Enhanced access to jobs and services	NMU and junction strategies to be developed					Impact on accessibility and social inclusion is currently unclear. More detail is required regarding junction strategy and NMU strategy.	
Corridor Area D+																				
Corridor Area D+	D+01	D+01_001	Neutral	Moderate benefit	Major benefit	Minor benefit	Moderate benefit	N/A	Moderate benefit	Major benefit	Neutral	Minor benefit	Minor benefit	Neutral	Minor benefit	N/A	N/A	Minor benefit	Neutral	Neutral
		D+01_001A	Neutral	Moderate benefit	Major benefit	Minor benefit	Moderate benefit	N/A	Moderate benefit	Major benefit	Neutral	Minor benefit	Minor benefit	Neutral	Minor benefit	N/A	N/A	Minor benefit	Neutral	Neutral
		D+01_002	Neutral	Moderate benefit	Major benefit	Minor benefit	Moderate benefit	N/A	Moderate benefit	Major benefit	Neutral	Minor benefit	Minor benefit	Neutral	Minor benefit	N/A	N/A	Minor benefit	Neutral	Neutral
		D+01_003	Neutral	Moderate benefit	Major benefit	Minor benefit	Moderate benefit	N/A	Moderate benefit	Major benefit	Neutral	Minor benefit	Minor benefit	Neutral	Minor benefit	N/A	N/A	Minor benefit	Neutral	Neutral
		D+01_003A	Neutral	Moderate benefit	Major benefit	Minor benefit	Moderate benefit	N/A	Moderate benefit	Major benefit	Neutral	Minor benefit	Minor benefit	Neutral	Minor benefit	N/A	N/A	Minor benefit	Neutral	Neutral
		D+01_004	Neutral	Moderate benefit	Major benefit	Minor benefit	Moderate benefit	N/A	Moderate benefit	Major benefit	Neutral	Minor benefit	Minor benefit	Neutral	Minor benefit	N/A	N/A	Minor benefit	Neutral	Neutral
		Comments	Most alignments show journey time savings of approximately 1 minute. 004 shows no reduction in journey time due to increase in length which is not offset by the higher travel speed (assumed to be 65mph). Overall, alignment D+01_001A offers the shortest distance and therefore the greatest reduction in journey time.	All alignments offer similar improved journey time reliability. No difference in peak/interpeak journey times. Existing A96 is bendy and hilly with poor limited overtaking opportunities, numerous at-grade junctions, slow moving vehicles and inclement weather. Benefits gained by consistent driving conditions, fewer junctions, improved overtaking provision, potentially lower exposure to adverse weather, improved incident management and alternative routes for agricultural vehicles.	Opportunities for overtaking on the existing A96 are limited due to the alignment and visibility Sections of WS2+1 provided for 1.3km in each direction to allow some overtaking. All alignments improve overtaking by providing dual carriageway along full length	All alignments perfom similarly. Improved efficiency through higher speed limit for freight vehicles, more consistent driving conditions, reduced journey times. No change in access to industrial or commercial areas. All alignments have gradients of < 4%. No change in the number of weight or height restrictions.	All alignments perform similary. Assumed that most local trips will continue to use existing A96 and strategic trips would use dual carriageway. Assumed that grade separation of local roads and dualled A96 will be provided as underbridge/overbridge. Junction will be provided in Colpy area for local traffic to join A96.	Network resilience not assessed within the first fix assessment. There is insufficient variation between alignment options within one corridor area to undertake a comparative assessment of resilience.	Existing A96 is above national average for 'serious accidents' and slightly lower than national average for 'all accidents' and fatal' accidents. One accident cluster site at Bainshole had 8 accidents in 5years (3 of which were serious). Majority of accidents are associated with overtaking, loss of control on bends and poor weather. All options improve alignment and overtaking provision which is likely to reduce risk and severity of accidents on the new A96. Avoids existing accident cluster site. Potential residual risk of poor weather but may be mitigated through design. Reduced traffic flows on the detrunked section also likely to reduce risk of accidents.	All alignments offer improved overtaking and reduced number of junctions and accesses. Improved alignment and upgrade to dual carriageway standard reduces number of substandard bends and allows consistent and predictable driving conditions. Dual carriageway allows safe overtaking of slow moving vehicles.	No existing core paths or cycle routes are impacted by the proposed alignment. No existing NMU facilities along existing A96 route which suggests low demand. Users of the existing A96 will indirectly benefit from lower traffic volumes as strategic traffic is removed from the route.	All alignments perform similary. Small improvements in journey time along this section will reduce time taken to access the wider strategic transport network, including Aberdeen Airport, Inverness Airport, Aberdeen Port.	All alignments perform similary. Small improvements in journey time along this section will reduce time taken to reach jobs and services.	No existing core paths or cycle routes are impacted by the proposed alignment. No existing NMU facilities along existing A96 route which suggests low demand. Offline options will reduce level of traffic on existing A96, potentially making this more attractive to cyclists and walkers. Small population, spread out over large area with no real population centres. May be some potential to encourage cycling to Huntly and within local area by removing traffic from existing A96.	All alignments perform similarly. Improved road standard will improve reliability of trips to Inverurie and Huntly railway stations. Impact on bus services is unclear until junction strategy has been developed, however, there is potential for improved bus services to be provided eg express services along the A96, and improved journey times for local services due to reduced traffic volumes on local roads.	STAG Safety Criteria looks at 2 elements: 1. Accidents - Considered under the Scheme Objectives "to improve safety for motorised and non-motorised users" 2. Security - Security considered whether each option has any material impact on security for the users, eg remoteness from settlements. This criteria is not considered until 2nd Fix sifting due to insufficient detail on junction strategy, NMU provision and layby strategy.	The STAG Economy Criteria looks at 2 elements: 1. Transport Economic Efficiencies - TEE impacts relating to changes in journey time, journey time reliability, driver frustration and accidents are captured qualatively under the Scheme Objectives. They will be appraised quantatively at 2nd Fix along with construction and maintenace costs. 2. Wider Economic Impacts - WEI's such as agglomeration are not considered quantatively at individual scheme level however they will be considered qualatively at DMRB Stage 2.	All alignments perform similarly There are significant LDP allocations at Huntly which will benefit from improved access through more reliable journey times. - 671 houses - 4.5ha employment land Alignments generally aligns with policies, however, none of the alignments support local policy desire to make use of existing infrastructure.	All alignments perform similarly. Assumed that current level of connectivity will be maintained, however, severance of local roads could result in significant detriment to local rural populations who rely on access to Huntly and Insch for services.	Area not included in previous consultations, however, several members of the public suggested an alignment to the north of the existing A96 through the Glens of Foudland could provide an alternative which could reduce impact of winter weather. May be unlikely to gain support if no additional benefit offered in winter resilience.
	D+ 02	D+02_001	Minor benefit	Moderate benefit	Major benefit	Minor benefit	Moderate benefit	N/A	Moderate benefit	Major benefit	Neutral	Minor benefit	Minor benefit	Neutral	Minor benefit	N/A	N/A	Minor benefit	Neutral	Neutral
		D+02_002	Minor benefit	Moderate benefit	Major benefit	Minor benefit	Moderate benefit	N/A	Moderate benefit	Major benefit	Neutral	Minor benefit	Minor benefit	Neutral	Minor benefit	N/A	N/A	Minor benefit	Neutral	Neutral
		D+02_003	Minor benefit	Moderate benefit	Major benefit	Minor benefit	Moderate benefit	N/A	Moderate benefit	Major benefit	Neutral	Minor benefit	Minor benefit	Neutral	Minor benefit	N/A	N/A	Minor benefit	Neutral	Neutral
		D+02_004	Minor benefit	Moderate benefit	Major benefit	Minor benefit	Moderate benefit	N/A	Moderate benefit	Major benefit	Neutral	Minor benefit	Minor benefit	Neutral	Minor benefit	N/A	N/A	Minor benefit	Neutral	Neutral
		Comments	All alignments offer reduced journey times of 2-3 minutes (in combination with D+01_001). D+02_001 offers shortest alignment and therefore the greatest reduction in journey time.	All alignments offer similar improved journey time reliability. No difference in peak/interpeak journey times. Existing A96 is bendy and hilly with poor limited overtaking opportunities, numerous at-grade junctions, slow moving vehicles and inclement weather. Benefits gained by consistent driving conditions, fewer junctions, improved overtaking provision, potentially lower exposure to adverse weather, improved incident management and alternative routes for agricultural vehicles.	Opportunities for overtaking on the existing A96 are limited due to the alignment and visibility. Sections of WS2+1 provided for 1.3km in each direction to allow some overtaking. All alignments improve overtaking by providing dual carriageway along full length	All alignments perform similarly. Improved efficiency through higher speed limit for freight vehicles, more consistent driving conditions, reduced journey times. No change in access to industrial or commercial areas. All alignments have gradients of < 4%. No change in the number of weight or height restrictions.	All alignments perform similary. Assumed that most local trips will continue to use existing A96 and strategic trips would use dual carriageway. Assumed that grade separation of local roads and dualled A96 will be provided as underbridge/overbridge. Junction will be provided in Skares/Colpy area for local traffic to join A96.	Network resilience not assessed within the first fix assessment. There is insufficient variation between alignment options within one corridor area to undertake a comparative assessment of resilience.	Existing A96 is above the national average for all accidents and serious accidents while comparable to the national fatal accident rate. One accident cluster site at Bainshole had 8 accidents in 5years (3 of which were serious). Majority of accidents are associated with overtaking, loss of control on bends and poor weather. All options improve alignment and overtaking provision which is likely to reduce risk and severity of accidents on the new A96. Avoids existing accident cluster site. Potential residual risk of poor weather but may be mitigated through design. Reduced traffic flows on the detrunked section also likely to reduce risk of accidents.	All alignments offer improved overtaking and reduced number of junctions and accesses. Improved alignment and upgrade to dual carriageway standard reduces number of substandard bends and allows consistent and predictable driving conditions. Dual carriageway allows safe overtaking of slow moving vehicles.	No existing core paths or cycle routes are impacted by the proposed alignment. No existing NMU facilities along existing A96 route which suggests low demand. Users of the existing A96 will indirectly benefit from lower traffic volumes as strategic traffic is removed from the route.	All alignments perform similary. Small improvements in journey time along this section will reduce time taken to access the wider strategic transport network, including Aberdeen Airport, Inverness Airport, Aberdeen Port.	All alignments perform similary. Small improvements in journey time along this section will reduce time taken to reach jobs and services.	No existing core paths or cycle routes are impacted by the proposed alignment. No existing NMU facilities along existing A96 route which suggests low demand. Offline options will reduce level of traffic on existing A96, potentially making this more attractive to cyclists and walkers. Small population, spread out over large area with no real population centres. May be some potential to encourage cycling to Huntly and within local area by removing traffic from existing A96.	All alignments perform similarly. Improved road standard will improve reliability of trips to Inverurie and Huntly railway stations. Impact on bus services is unclear until junction strategy has been developed, however, there is potential for improved bus services to be provided eg express services along the A96, and improved journey times for local services due to reduced traffic volumes on local roads.	STAG Safety Criteria looks at 2 elements: 1. Accidents - Considered under the Scheme Objectives "to improve safety for motorised and non-motorised users" 2. Security - Security considered whether each option has any material impact on security for the users, eg remoteness from settlements. This criteria is not considered until 2nd Fix sifting due to insufficient detail on junction strategy, NMU provision and layby strategy.	The STAG Economy Criteria looks at 2 elements: 1. Transport Economic Efficiencies - TEE impacts relating to changes in journey time, journey time reliability, driver frustration and accidents are captured qualatively under the Scheme Objectives. They will be appraised quantatively at 2nd Fix along with construction and maintenace costs. 2. Wider Economic Impacts - WEI's such as agglomeration are not considered quantatively at individual scheme level however they will be considered qualatively at DMRB Stage 2.	All alignments perform similarly There are significant LDP allocations at Huntly which will benefit from improved access through more reliable journey times. - 671 houses - 4.5ha employment land Alignments generally align with policies, however, none of the alignments support local policy desire to make use of existing infrastructure.	All alignments perform similarly. Assumed that current level of connectivity will be maintained, however, severance of local roads could result in significant detriment to local rural populations who rely on access to Huntly and Insch for services.	Area not included in previous consultations, however, several members of the public suggested an alignment to the north of the existing A96 through the Glens of Foudland could provide an alternative which could reduce impact of winter weather. May be unlikely to gain support if no additional benefit offered in winter resilience.
Corridor Area D																				
	D01	D01_001	Minor benefit	Moderate benefit	Major benefit	Minor benefit	Moderate benefit	N/A	Moderate benefit	Major benefit	Minor benefit	Moderate benefit	Moderate benefit	Minor benefit	Minor benefit	N/A	N/A	Minor benefit	Neutral	Minor Adverse Impact
		D01_002	Minor benefit	Moderate benefit	Major benefit	Minor benefit	Moderate benefit	N/A	Moderate benefit	Major benefit	Minor benefit	Moderate benefit	Moderate benefit	Minor benefit	Minor benefit	N/A	N/A	Minor benefit	Neutral	Minor Adverse Impact
		D01_003	Minor benefit	Moderate benefit	Major benefit	Minor benefit	Moderate benefit	N/A	Moderate benefit	Major benefit	Minor benefit	Moderate benefit	Moderate benefit	Minor benefit	Minor benefit	N/A	N/A	Minor benefit	Neutral	Minor Adverse Impact
		D01_004	Minor benefit	Moderate benefit	Major benefit	Minor benefit	Moderate benefit	N/A	Moderate benefit	Major benefit	Minor benefit	Moderate benefit	Moderate benefit	Minor benefit	Minor benefit	N/A	N/A	Minor benefit	Neutral	Minor Adverse Impact
		Comments	All alignments offer potential journey time savings of 3mins. 003 offers the shortest length and therefore the greatest journey time savings. 004 is the longest alignment and therefore offers the least journey time savings.	All alignments offer similar improved journey time reliability. No difference in peak/interpeak journey times. Existing A96 is bendy and hilly with poor limited overtaking opportunities, numerous at-grade junctions, slow moving vehicles and inclement weather. Benefits gained by consistent driving conditions, fewer junctions, improved overtaking provision, improved incident management and alternative routes for agricultural vehicles.	Existing A96 has limited opportunity for overtaking. All alignments improve overtaking by providing dual carriageway along full length.	All alignments perfom similarly. Improved efficiency through higher speed limit for freight vehicles, more consistent driving conditions, reduced journey times. No change in access to industrial or commercial areas. All alignments have gradients of < 4%. No change in the number of weight or height restrictions.	All alignments perform similary. Assumed that most local trips will continue to use existing A96 and strategic trips would use dual carriageway. The significant volume of trips which join/leave the A96 at Oyne Fork and are considered unlikely to re-assign to the new A96 as this would be a less direct route than the existing A96. Assumed that grade separation of local roads and dualled A96 will be provided as underbridge/overbridge.	Network resilience not assessed within the first fix assessment. There is insufficient variation between alignment options within one corridor area to undertake a comparative assessment of resilience.	Existing A96 is above the national average for 'all accidents' and 'serious accidents'. 2 accident cluster sites;A96 bends between Pitstop Layby and south of Ardoyne (3 accidents, 1 with a serious severity), and Chapel of Garioch junction, just south of Oyne Fork (3 accidents, all slight). Majority of accidents are associated with junctions, overtaking, and loss of control. All options improve alignment and overtaking provision and are likely to reduce risk and severity of accidents on the A96. Reduced traffic flows on the detrunked section also likely to reduce risk of accidents on existing A96.	All alignments offer improved overtaking and reduced number of junctions and accesses. Improved alignment and upgrade to dual carriageway standard reduces number of substandard bends and allows consistent and predictable driving conditions. Dual carriageway allows safe overtaking of slow moving vehicles.	Existing A96 has small sections of footway adjacent to carriageway and bus stops located at the roadside. 1 fatal pedestrian accident occurred at the bus layby at Kellockbank in 2016. Alignments offer opportunity to segregate NMUs from motorised vehicles and reduced traffic volumes on A96 and A920 may offer improved safety for NMUs. D01 has network of core paths and an established cycle route which would be impacted by the alignments. It is assumed that provision will be made to maintain connectivity and facilitate safe use. Overall, the alignment offers potential to reduce conflict between motorised and non-motorised users.	All alignments perform similary. Improvements in journey time along this section will reduce time taken to access the wider strategic transport network, including Aberdeen Airport, Inverness Airport, Aberdeen Port.	All alignments perform similary. Improvements in journey time along this section will reduce time taken to reach jobs and services.	Opportunity to provide improved NMU facilities on A96 trunk road. D01 has network of core paths and an established cycle route which would be impacted by the alignments. Alignments D01_001 and 002 have most direct impact on existing routes. It is assumed access will be maintained at all locations impacted by the new route. Reduced travel volumes on existing A96 and A920 may indirectly facilitate active travel along these routes.	All alignments perform similarly. Slight improvements in journey times and road standard will make trips to Inverurie and Huntly railway stations quicker and more reliable. However, the route to the railway station at Insch will be slightly longer (assuming that a grade separated junction will be provided at the junction with the B992). Impact on bus services is unclear until junction strategy has been developed, however, there is potential for improved bus services to be provided eg express services along the A96, and improved journey times for local services due to reduced traffic volumes on local roads.	STAG Safety Criteria looks at 2 elements: 1. Accidents - Considered under the Scheme Objectives "to improve safety for motorised and non-motorised users" 2. Security - Security considered whether each option has any material impact on security for the users, eg remoteness from settlements. This criteria is not considered until 2nd Fix sifting due to insufficient detail on junction strategy, NMU provision and layby strategy.	The STAG Economy Criteria looks at 2 elements: 1. Transport Economic Efficiencies - TEE impacts relating to changes in journey time, journey time reliability, driver frustration and accidents are captured qualatively under the Scheme Objectives. They will be appraised quantatively at 2nd Fix along with construction and maintenace costs. 2. Wider Economic Impacts - WEI's such as agglomeration are not considered quantatively at individual scheme level however they will be considered qualatively at DMRB Stage 2.	All alignments perform similarly. Minor LDP allocations at Old Rayne which may benefit from improved journey times.	All alignments perform similarly. Assumes level of access will be at least as good as it is at present through sufficient junction provision. Unable to appraise in detail until junction strategy is confirmed.	D04 is furthest from local communities at Old Rayne, Whiteford and Durno and may therefore gain more support than the other D01 alignments. Some concern for loss of agricultural land. Some concern for impact on properties and local communities such as Old Rayne, Whiteford and Durno. Some people did mention that they would prefer an option through Improvement Strategy D than an option which runs closer to Bennachie than the existing route.

			Scheme Objectives											STAG Criteria						
			To improve the operation of the A96 and inter-urban connectivity through:						To improve safety for motorised and Non-Motorised Users through:			To provide opportunities to grow the regional economies on the corridor through:		To facilitate active travel in the corridor.	To facilitate integration with Public Transport Facilities	Safety	Economy	Integration	Accessibility & Social Inclusion	Public Acceptability
Corridor Areas	Corridor Option	First Fix Alignment	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	Improved network resilience	Reduced accident rates and severity	Reduced driver stress	Reduced potential conflicts between Motorised and Non Motorised Users	Improved access to the wider strategic transport network	Enhanced access to jobs and services	**NMU and junction strategies to be developed**					**Impact on accessibility and social inclusion is currently unclear. More detail is required regarding junction strategy and NMU strategy.**	
Corridor D	D02	D02_001	**Minor benefit**	**Moderate benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**Moderate benefit**	**Minor benefit**	**Minor benefit**	**N/A**	**N/A**	**Neutral**	**Neutral**	**Minor Adverse Impact**
		D02_002	**Minor benefit**	**Moderate benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**Moderate benefit**	**Minor benefit**	**Minor benefit**	**N/A**	**N/A**	**Neutral**	**Neutral**	**Minor Adverse Impact**
		D02_003	**Minor benefit**	**Moderate benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**Moderate benefit**	**Minor benefit**	**Minor benefit**	**N/A**	**N/A**	**Neutral**	**Neutral**	**Minor Adverse Impact**
		D02_004	**Minor benefit**	**Moderate benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**Moderate benefit**	**Minor benefit**	**Minor benefit**	**N/A**	**N/A**	**Neutral**	**Neutral**	**Minor Adverse Impact**
		Comments	D02_001 and 002 offer potential journey time savings of 3 minutes. D02_003 and 004 may offer slightly lower journey time savings of 2-3mins due to their longer length. D02_001 has the potential to offer greatets journey time savings as this is the most direct alignment.	All alignments offer similar improved journey time reliability. No difference in peak/interpeak journey times. Existing A96 is bendy and hilly with poor limited overtaking opportunities, numerous at-grade junctions, slow moving vehicles and inclement weather. Benefits gained by consistent driving conditions, fewer junctions, improved overtaking provision, improved incident management and alternative routes for agricultural vehicles.	Existing A96 has limited opportunity for overtaking. All alignments improve overtaking by providing dual carriageway along full length.	All alignments perfom similarly. Improved efficiency through higher speed limit for freight vehicles, more consistent driving conditions, reduced journey times. No change in access to industrial or commercial areas. All alignments have gradients of < 4%. No change in the number of weight or height restrictions.	All alignments perform similary. Assumed that most local trips will continue to use existing A96 and strategic trips would use dual carriageway. The significant volume of trips which join/leave the A96 at Oyne Fork and are considered unlikely to re-assign to the new A96 as this would be a less direct route than the existing A96. Assumed that grade separation of local roads and dualled A96 will be provided as underbridge/overbridge.	Network resilience not assessed within the first fix assessment. There is insufficient variation between alignment options within one corridor area to undertake a comparative assessment of resilience.	Existing A96 is above the national average for 'all accidents' and 'serious accidents'. 2 accident cluster sites;A96 bends between Pitstop Layby and south of Ardoyne (3 accidents, 1 with a serious severity), and Chapel of Garioch junction, just south of Oyne Fork (3 accidents, all slight). Majority of accidents are associated with junctions, overtaking, and loss of control. All options improve alignment and overtaking provision and are likely to reduce risk and severity of accidents on the A96. Reduced traffic flows on the detrunked section also likely to reduce risk of accidents on existing A96.	All alignments offer improved overtaking and reduced number of junctions and accesses. Improved alignment and upgrade to dual carriageway standard reduces number of substandard bends and allows consistent and predictable driving conditions. Dual carriageway allows safe overtaking of slow moving vehicles.	Existing A96 has small sections of footway adjacent to carriageway and bus stops located at the roadside. 1 fatal pedestrian accident occurred at the bus layby at Kellockbank in 2016. Alignments offer opportunity to segregate NMUs from motorised vehicles and reduced traffic volumes on A96 and A920 may offer alternative NMU routes D02_004 impacts on one core paths and all alignments cross an established cycle route. It is assumed that provision will be made to maintain connectivity and facilitate safe use. Overall, the alignments offer potential to reduce conflict between motorised and non-motorised users.	All alignments perform similary. Improvements in journey time along this section will reduce time taken to access the wider strategic transport network, including Aberdeen Airport, Inverness Airport, Aberdeen Port.	All alignments perform similary. Improvements in journey time along this section will reduce time taken to reach jobs and services.	Opportunity to improve existing facilities on trunk road. D02 crosses the established xyxle route twice (all alignments) D02_004 crosses core path at Warthill House. Reduced travel volumes on existing A96 and A920 may indirectly facilitate active travel along these routes.	All alignments perform similarly. Slight improvements in journey times along this section will make trips to Inverurie and Huntly railway stations quicker and more reliable. However, the route to the railway station at Insch will be slightly longer (assuming that a grade separated junction will be provided at the junction with the B992). Impact on bus services is unclear until junction strategy has been developed, however, there is potential for improved bus services to be provided eg express services along the A96, and improved journey times for local services due to reduced traffic volumes on local roads.	STAG Safety Criteria looks at 2 elements: 1. Accidents - Considered under the Scheme Objectives "to improve safety for motorised and non-motorised users" 2. Security - Security considered whether each option has any material impact on security for the users, eg remoteness from settlements. This criteria is not considered until 2nd Fix sifting due to insufficient detail on junction strategy, NMU provision and layby strategy.	The STAG Economy Criteria looks at 2 elements: 1. Transport Economic Efficiencies - TEE impacts relating to changes in journey time, journey time reliability, driver frustration and accidents are captured qualatively under the Scheme Objectives. They will be appraised quantatively at 2nd Fix along with construction and maintenace costs. 2. Wider Economic Impacts - WEI's such as agglomeration are not considered quantatively at individual scheme level however they will be considered qualatively at DMRB Stage 2.	All alignment perform similarly. No LDP allocations near this area.	All alignments perform similarly. Assumes level of access will be at least as good as it is at present through sufficient junction provision. Unable to appraise in detail until junction strategy is confirmed.	D02_002 may have least overall impact on communities in Durno, Meikle Wartle and Daviot and therefore may gain more support than the other D02 alignments. Some concern for loss of agricultural land. Some concern for impact on properties and local communities such as Old Rayne, Whiteford and Durno. Some people did mention that they would prefer an option through Improvement Strategy D than an option which runs closer to Bennachie than the existing route.
	D03	D03_001	**Minor benefit**	**Moderate benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**Moderate benefit**	**Minor benefit**	**Minor benefit**	**N/A**	**N/A**	**Minor benefit**	**Neutral**	**Minor Adverse Impact**
		D03_002	**Minor benefit**	**Moderate benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**Moderate benefit**	**Minor benefit**	**Minor benefit**	**N/A**	**N/A**	**Minor benefit**	**Neutral**	**Minor Adverse Impact**
		D03_003	**Minor benefit**	**Moderate benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**Moderate benefit**	**Minor benefit**	**Minor benefit**	**N/A**	**N/A**	**Minor benefit**	**Neutral**	**Minor benefit**
		D03_004	**Minor benefit**	**Moderate benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**Moderate benefit**	**Minor benefit**	**Minor benefit**	**N/A**	**N/A**	**Minor benefit**	**Neutral**	**Minor Adverse Impact**
		Comments	D03 alignments have been assessed in combination with BN01 to allow a tie in to the A96. 001, 002 and 003 offer potential average journey time savings of 3-4 minutes during peak periods. Max journey time savings of up 7 minutes during peak periods (predominantly due to the benefit of BN01 which avoids congestion in Inverurie). **This is moderate benefit during peak periods.** However since these larger benefits are associated with BN01 rather than D03, all alignments have been categorised as having minor benefit. Alignment D03_001 has the shortest length and therefore largest journey time savings.	All alignments offer similar improved journey time reliability. No difference in peak/interpeak journey times. Existing A96 is bendy and hilly with poor limited overtaking opportunities, numerous at-grade junctions, slow moving vehicles and inclement weather. Benefits gained by consistent driving conditions, fewer junctions, improved overtaking provision, improved incident management and alternative routes for agricultural vehicles.	Opportunities for overtaking on the existing A96 are limited due to the alignment and visibility All alignments improve overtaking by providing dual carriageway along full length.	All alignments perfom similarly. Improved efficiency through higher speed limit for freight vehicles, more consistent driving conditions, reduced journey times. No change in access to industrial or commercial areas. All alignments have gradients of < 4%. No change in the number of weight or height restrictions.	All alignments perform similary. Assumed that most local trips will continue to use existing A96 and strategic trips would use dual carriageway. The significant volume of trips which join/leave the A96 at Oyne Fork and are considered unlikely to re-assign to the new A96 as this would be a less direct route than the existing A96. May atttract new trips from existing A920 and further north, minimising the need for this traffic to use local roads. Assumed that grade separation of local roads and dualled A96 will be provided as underbridge/overbridge.	Network resilience not assessed within the first fix assessment. There is insufficient variation between alignment options within one corridor area to undertake a comparative assessment of resilience.	Existing A96 is above the national average for 'all accidents' and 'serious accidents'. 2 accident cluster sites;A96 bends between Pitstop Layby and south of Ardoyne (3 accidents, 1 with a serious severity), and Chapel of Garioch junction, just south of Oyne Fork (3 accidents, all slight). Majority of accidents are associated with junctions and loss of control. All options improve alignment and overtaking provision and are likely to reduce risk and severity of accidents on the A96. Reduced traffic flows on the detrunked section also likely to reduce risk of accidents on existing A96. These alignments are likely to attract traffic from the A920 which will reduce the risk of accidents on the A920 and provide a secondary benefit.	All alignments offer improved overtaking and reduced number of junctions and accesses. Improved alignment and upgrade to dual carriageway standard reduces number of substandard bends and allows consistent and predictable driving conditions. Dual carriageway allows safe overtaking of slow moving vehicles.	Existing A96 has small sections of footway adjacent to carriageway and bus stops located at the roadside. 1 fatal pedestrian accident occurred at the bus layby at Kellockbank in 2016. Alignments offer opportunity to segregate NMUs from motorised vehicles and reduced traffic volumes on A96 and A920 may improve safety for NMUs;However, since O03 is primarily an online upgrade of the A920, this would require a new segregated facility. Alignments 001, 002 and 004 impact on one core path and all alignments cross an established cycle route. It is assumed that provision will be made to maintain connectivity and facilitate safe use. Overall, the alignment offers potential to reduce conflict between motorised and non-motorised users.	All alignments perform similary. Improvements in journey time along this section will reduce time taken to access the wider strategic transport network, including Aberdeen Airport, Inverness Airport, Aberdeen Port.	All alignments perform similary. Improvements in journey time along this section will reduce time taken to reach jobs and services.	Opportunity to improve existing facilities. D03 crosses core paths in alignments D01 and D02 and crosses cycle route in all alignments. D03_003 runs along alignment of existing A920, however, there are no NMU facilities provided along this route at present and therefore the level of NMU usage is likely to be low. Reduced travel volumes on existing A96 and A920 may indirectly facilitate active travel along these routes (Note: Alignment 003 would not reduce traffic on A920).	All alignments perform similarly. Slight improvements in journey times along this section will make trips to Inverurie and Huntly railway stations quicker and more reliable. Impact on bus services is unclear until junction strategy has been developed, however, there is potential for improved bus services to be provided eg express services along the A96, and improved journey times for local services due to reduced traffic volumes on local roads.	STAG Safety Criteria looks at 2 elements: 1. Accidents - Considered under the Scheme Objectives "to improve safety for motorised and non-motorised users" 2. Security - Security considered whether each option has any material impact on security for the users, eg remoteness from settlements. This criteria is not considered until 2nd Fix sifting due to insufficient detail on junction strategy, NMU provision and layby strategy.	The STAG Economy Criteria looks at 2 elements: 1. Transport Economic Efficiencies - TEE impacts relating to changes in journey time, journey time reliability, driver frustration and accidents are captured qualatively under the Scheme Objectives. They will be appraised quantatively at 2nd Fix along with construction and maintenace costs. 2. Wider Economic Impacts - WEI's such as agglomeration are not considered quantatively at individual scheme level however they will be considered qualatively at DMRB Stage 2.	There are major LDP allocation in Oldmeldrum which may benefit from improved journey times. Alignment D03 promotes the upgrade of the A920 which fits with existing policy which encourages use of existing assets.	All alignments perform similarly. Assumes level of access will be at least as good as it is at present through sufficient junction provision. Unable to appraise in detail until junction strategy is confirmed.	D03_003 offer potential to use existing A920 route which will minimise impact on new land take, including prime agricultural land. Some concern for loss of agricultural land. Some concern for impact on properties and local communities such as Old Rayne, Whiteford and Durno. Some people did mention that they would prefer an option through Improvement Strategy D than an option which runs closer to Bennachie than the existing route.
Corridor Area BN01																				
Corridor Area B Inverurie North (Intersects Northern Bypass)	BN01	BN01_001	**Moderate benefit**	**Major benefit**	**Major benefit**	**Major benefit**	**Major benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**Moderate benefit**	**Moderate benefit**	**Moderate benefit**	**N/A**	**N/A**	**Major benefit**	**Moderate benefit**	**Minor benefit**
		BN01_002	**Moderate benefit**	**Major benefit**	**Major benefit**	**Moderate benefit**	**Major benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**Moderate benefit**	**Moderate benefit**	**Moderate benefit**	**N/A**	**N/A**	**Major benefit**	**Moderate benefit**	**Moderate benefit**
		BN01_003	**Moderate benefit**	**Major benefit**	**Major benefit**	**Moderate benefit**	**Major benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**Moderate benefit**	**Minor benefit**	**Moderate benefit**	**N/A**	**N/A**	**Moderate benefit**	**Moderate benefit**	**Minor benefit**
		BN01_003A	**Moderate benefit**	**Major benefit**	**Major benefit**	**Moderate benefit**	**Major benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**Moderate benefit**	**Minor benefit**	**Moderate benefit**	**N/A**	**N/A**	**Moderate benefit**	**Moderate benefit**	**Minor benefit**
		BN01_003B	**Moderate benefit**	**Major benefit**	**Major benefit**	**Moderate benefit**	**Major benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**Moderate benefit**	**Minor benefit**	**Moderate benefit**	**N/A**	**N/A**	**Moderate benefit**	**Moderate benefit**	**Minor benefit**
		BN01_003A+B - uses 0003A and 003B at either end of 003	**Moderate benefit**	**Major benefit**	**Major benefit**	**Moderate benefit**	**Major benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**Moderate benefit**	**Minor benefit**	**Moderate benefit**	**N/A**	**N/A**	**Moderate benefit**	**Moderate benefit**	**Minor benefit**
		BN01_004	**Minor benefit**	**Major benefit**	**Major benefit**	**Moderate benefit**	**Major benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**Moderate benefit**	**Minor benefit**	**Minor benefit**	**N/A**	**N/A**	**Moderate benefit**	**Moderate benefit**	**Minor Adverse Impact**
		BN01_004A	**Minor benefit**	**Major benefit**	**Major benefit**	**Moderate benefit**	**Major benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**Moderate benefit**	**Minor benefit**	**Minor benefit**	**N/A**	**N/A**	**Moderate benefit**	**Moderate benefit**	**Neutral**
		Comments	All alignments offer reduced journey times of 2-3mins on average throughout the day and up to 6mins during peak periods , except BN01_004 and 004A which only offer slight improvement during peak periods. 001, 002 and 003 offer moderate benefit during peak periods. 004 is poorest performing. Eastbound traffic benefits from up to 4 mins journey time saving during the AM peak under alignments 001 and 002, 3mins under 003 and 2 mins under 004. Westbound traffic benefits from up to 7 mins journey time savings during the PM peak under alignments 001 and 002, 5 mins under 003 and 4 mins under 004. Journey time benefits gained from removal of need to travel through at-grade junctions at Port Elphinstone	All alignments improve JT reliability by avoiding the need to travel through the congested at-grade junctions at Port Elphinstone and Blackhall Roundabouts. Peak time delays of 2mins EB in the AM peak and 4mins WB in PM peak compared to interpeak travel time. A northern bypass of Inverurie will allow better distribution of strategic and non-strategic trips between detrunked A96/new A96 which could reduce peak time congestion at Port Elphinstone and Blackhall Roundabouts. Potential to provide an alternative access to the A96 to the north of inverurie is also likely to reduce congestion for trips travelling to Inverurie and beyond.	Existing A96 has limited opportunity for overtaking. All alignments improve overtaking by providing dual carriageway along full length.	All options improve access to proposed commercial areas to north of Inverurie. BN01_001 offers potential to provide direct access to proposed development areas north of the railway. No direct improvement to existing employment/industrial areas around Thainstone and Port Elphinstone although access may be improved indirectly by the removal of trips from existing A96. Gradients of less than 4% on all alignments.Avoids existing height restriction at Upperboat O/B (5.32m). Improved efficiency through higher speed limit for freight vehicles, consistent driving conditions, reduced journey times, particularly during peak periods when congestion at Port Elphinstone and Blackhall Roundabouts can generate delays of up to 4mins.	All options offer improved segregation of strategic/local trips in the Inverurie area. Strategic traffic no longer required to interface with local traffic at the at-grade junctions at Blackhall and Port Elphinstone Roundabouts. Potential junction at B9170 could significantly reduce the number of trips from north of Inverurie travelling through Inverurie to reach A96 (ANPR survey suggests 1/3rd traffic joins A96 from north of Inverurie). As a secondary benefit, this junction may also improve movement of traffic in Inverurie as this would offer an alternative access point to the north of the town.	Network resilience not assessed within the first fix assessment. There is insufficient variation between alignment options within one corridor area to undertake a comparative assessment of resilience.	Accident rates on existing A96 are slightly higher than national accident rate between Port Elphinstone and Inveramsay but lower than the national average at the eastern extents of the section. 3 accident cluster sites; Port Elphinstone Roundabout (3 accidents, all slight), Blackhall Roundabout (5 accidents, 1 serious, 4 slight), A96/C120C Drimmies junction (5 accidents, all slight). Most accidents associated with cluster sites. New junctions on new A96 likely to be fewer in number, high standard, grade separated which will reduce the risk and severity of accidents at junctions. Removal of some traffic on detrunked A96 could indirectly reduce accidents rates on the existing A96. Potential to provide new junction on the north side of Inverurie could also reduce the risk of accidents within the town by reducing traffic flows.	All options similar. Potential for trunk road users to avoid peak period congestion at Inverurie and potential to reduce congestion by removing strategic trips from Port Elphinstine and Blackhall Roundabouts. Provision of safe and consistent overtaking opportunity along length of alignment Consistent driving speed and predictable road alignment Potential reduction in number of junctions and improved quality	All alignments offer potential to reduce traffic volumes along existing A96 and through Inverurie, where majority of NMU activity is focused. BN01_001 and 002 do not affect any existing cycle routes or core paths. BN001_003 cross Oldmeldrum to Old Rayne cycle route (2 locations) BN01_003A crosses above cycle route at 3 locations. BN01_004 cross above cycle route at 4 locations. Core paths affected; - Whiteford to Old Rayne (Logie Road) (1 location) - Logie Woods to Durno (1 location) Assumed that suitable NMU facilities will be provided to manage interaction of motorised/non-motorised users where existing paths are crossed by the alignment.	All options similar. Improved journey times on all alignments will contribute to improved access to the wider strategic transport network, including Aberdeen Airport, Inverness Airport, Aberdeen Port. Potential to provide junction with B9170 could improve access from Inverurie to wider strategic transport network.	All options similar. Improved journey times could reduce time spent in commute to regional centres such as Aberdeen and Inverurie. Potential to provide junction with B9170 could improve access from Inverurie employment and housing areas.	Alignments unlikely to directly influence active travel in the corridor due to remoteness from trip attractors (trips are more likely to cross alignments than travel along alignments) However, alignments offer potential to reduce traffic in Inverurie town centre which may increase active travel within the town. Reduction in traffic volumes along detrunked A96 offer opportunities to provide improved NMU facilities along and across this corridor. 001 and 002 do not impact on existing core paths or cycle routes. 003, 004 and 005 cross the Oldmeldrum to old Rayne cycle route and may require diversion.	All options similar. Improved journey time along section improves access to Kintore rail station and Dyce Park and Choose Potential to provide junction at B9170 could improve access to Inverurie train station and provide potential alternative routes for bus services to Inverurie town centre.	STAG Safety Criteria looks at 2 elements: 1. Accidents - Considered under the Scheme Objectives "to improve safety for motorised and non-motorised users" 2. Security - Security considered whether each option has any material impact on security for the users, eg remoteness from settlements. This criteria is not considered until 2nd Fix sifting due to insufficient detail on junction strategy, NMU provision and layby strategy.	The STAG Economy Criteria looks at 2 elements: 1. Transport Economic Efficiencies - TEE impacts relating to changes in journey time, journey time reliability, driver frustration and accidents are captured qualatively under the Scheme Objectives. They will be appraised quantatively at 2nd Fix along with construction and maintenace costs. 2. Wider Economic Impacts - WEI's such as agglomeration are not considered quantatively at individual scheme level however they will be considered qualatively at DMRB Stage 2.	All alignments provide benefit by improving access to land allocations in north of Inverurie and redcue traffic congestion in the town and on the existing A96 approached, thereby easing access to land allocations elsewhere in the town and Port Elphinstone. These alignments would eliminate the need for an Eastern Relief Road. 001 and 002 have potential to provide most direct access to land allocations in the north-east of Inverurie. 004 and 004a are furthest from Inverurie but closer to the LDP allocations in Oldmeldrum. All alignments fit with current policy.	All options similar Together with adjoining sections, quicker journey times may improve access by public transport for trips to settlements along the corridor. Accessibility by car from Oldmeldrum to the A96 corridor is likely to be improved if a junction with the B9170 is provided. Reduced traffic levels in Inverurie may improve accessibility to services, employment, education, public transport ,etc. There may also be some reduction in traffic within the town, improving bus reliability, road safety and the urban environment for all users.	All options likely to receive some positive supppot. Significant support for a route to the east of Inverurie to reduce congestion within the town (if junction provided with B9170) Some concern for loss of prime agricultural land. 002 offers similar benefits to 001 but with less impact on Keith Hall. It is also further from proposed housing in north Inverurie. 004 has some concern for properties and local communities of Durno, Whiteford, Daviot and Kinmuck and impact on recreational use of walking areas along river at Logie Woods. 004A has similar concerns to 004 but impact is likely to be lower.

			Scheme Objectives												STAG Criteria						
			To improve the operation of the A96 and inter-urban connectivity through:						To improve safety for motorised and Non-Motorised Users through:			To provide opportunities to grow the regional economies on the corridor through:		To facilitate active travel in the corridor.	To facilitate integration with Public Transport Facilities	Safety	Economy	Integration	Accessibility & Social Inclusion	Public Acceptability
Corridor Areas	Corridor Option	First Fix Alignment	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	Improved network resilience	Reduced accident rates and severity	Reduced driver stress	Reduced potential conflicts between Motorised and Non Motorised Users	Improved access to the wider strategic transport network	Enhanced access to jobs and services	**NMU and junction strategies to be developed**					**Impact on accessibility and social inclusion is currently unclear. More detail is required regarding junction strategy and NMU strategy.**	
Corridor Area BN+																					
Corridor Area BN +	BN+ 01	BN+01_001	**Minor benefit**	**Moderate benefit**	**Neutral**	**Moderate benefit**	**Major benefit**	**N/A**	**Minor benefit**	**Minor benefit**	**Neutral**	**Moderate benefit**	**Moderate benefit**	**Minor benefit**	**Minor benefit**	**N/A**	**N/A**	**Minor benefit**	**Minor benefit**	**Neutral**	
		BN+01_002	**Minor benefit**	**Moderate benefit**	**Neutral**	**Moderate benefit**	**Major benefit**	**N/A**	**Minor benefit**	**Minor benefit**	**Neutral**	**Moderate benefit**	**Moderate benefit**	**Minor benefit**	**Minor benefit**	**N/A**	**N/A**	**Minor benefit**	**Minor benefit**	**Neutral**	
		BN+01_003	**Minor benefit**	**Moderate benefit**	**Neutral**	**Moderate benefit**	**Major benefit**	**N/A**	**Minor benefit**	**Minor benefit**	**Neutral**	**Moderate benefit**	**Moderate benefit**	**Minor benefit**	**Minor benefit**	**N/A**	**N/A**	**Minor benefit**	**Minor benefit**	**Neutral**	
		BN+01_004	**Minor benefit**	**Moderate benefit**	**Neutral**	**Moderate benefit**	**Major benefit**	**N/A**	**Minor benefit**	**Minor benefit**	**Neutral**	**Moderate benefit**	**Moderate benefit**	**Minor benefit**	**Minor benefit**	**N/A**	**N/A**	**Minor benefit**	**Minor benefit**	**Neutral**	
		Comments	All alignments assessed in combination with BN01. Alignments 001 and 002 offer greatest journey time savings with 3-4 on average through the day and up to 5-7 minutes during the peak periods. This is a moderate benefit during the peaks. 003 and 004 offer reductions of 2-3mins on average through the day and 4-6mins during the peaks. These options perform less well than 001 and 002 but still offer benefit. Excluding the peak period benefits associated with BN01, these alignments offer very small journey time improvements by tying in to the existing A96 at Kintore, bypassing Thainstone Roundabout.	In combination with BN01, these alignments offer potential to greatly improve journey time reliability. As a standalone option, there is little additional benefit to be gained from BN+01 alignments as there are no known journey time reliability issues along the equivalent length of the existing A96. However, since this option is considered an extension of BN01 there is likely to be a considerable improvements in journey time reliability overall.	Equivalent section of existing A96 is dual carriageway and therefore currently offers full overtaking provision. These alignments offer no additional benefit over the existing network.	Benefits as per BN01. Improved journey times and journey time reliability during peaks by avoiding Port Elphinstone and Blackhall Roundabouts. All alignments have gradients <4%. Avoids existing height restriction at Upperboat O/B (5.32m) on existing A96. As a standalone option BN+01 alignments offer no additional benefits to BN01.	Considered in combination with BN01. Benefits as per BN01. Additional benefits include segregation of strategic traffic from a point to the east of Kintore which reduces the level of strategic traffic interacting with local traffic at the Kintore junctions.	Network resilience not assessed within the first fix assessment. There is insufficient variation between alignment options within one corridor area to undertake a comparative assessment of resilience.	All accident rates lower than national accident rate although 2 accident cluster sites at Broomhill Roundabout and Gauchill junction. Most accidents are associated with wet or icy road conditions (A96 between the Gauchhill and Broomhill subject to surface water flooding). New junctions on new A96 likely to be fewer in number, high standard, grade separated. Removal of some traffic on detrunked A96 could indirectly reduce risk of accidents on existing A96. Unlikely to reduce the accidents occuring at Gauchhill junction as traffic is likely to continue to use this route to access Westhill. Traffic travelling between Kintore and Aberdeen unlikely to re-route to the new BN+01 alignments.	Driver stress likely to be reduced through; - potential reduction in number of junctions and improved quality of junctions - potential reduction in peak time congestion at existing Broomhill Roundabout This section of dualling only offers a slight reduction in driver stress as the existing A96 is already a dual carriageway. Its improvements come from the likely reduction in the number of junctions (assuming only 1 GSI will be provided at Kintore).	One fatal pedestrian accidents occurred on the A96 near Gauchhill Interchange – reduced traffic volumes on existing A96 have potential to reduce NMU accidents. No footpaths or cycleways adjacent to the existing A96. A Core path does pass under the existing A96 and all the BN+01 alignments are assumed to pass over this Core path at Deystone as the route uses an existing local road. This Core path is crossed a further 3 times by all of the alignments. Assumed that suitable NMU facilities will be provided to manage interaction of motorised/non-motorised users. Unlikely to have significant imoact on interaction of motorised/non-motorised users.	All options similar. Reduction in journey times will improve access to the wider strategic transport network, including Aberdeen Airport, Inverness Airport, Aberdeen Port. In addition, reduction in congestion in Inverurie will reduce travel times for trips starting/ending in Inverurie.	All options similar. Reduction in journey times will improve access to jobs and services. In addition, reduction in congestion in Inverurie will reduce travel times for trips starting/ending in Inverurie.	Existing network of core paths located to the west of Blackburn, some of which provide long distance links with Kintore, would cross the proposed alignment three times. Retention of the core paths would require to be accommodated in any new road layout and suitable enhancements could be made to the NMU facilities within the road corridor as part of this.	Reductions in journey time in all options will benefit those travelling to Dyce Park and Choose from Inverurie or further west. However, option does not provide good access to Kintore railway station.	STAG Safety Criteria looks at 2 elements: 1. Accidents - Considered under the Scheme Objectives "to improve safety for motorised and non-motorised users" 2. Security - Security considered whether each option has any material impact on security for the users, eg remoteness from settlements. This criteria is not considered until 2nd Fix sifting due to insufficient detail on junction strategy, NMU provision and layby strategy.	The STAG Economy Criteria looks at 2 elements: 1. Transport Economic Efficiencies - TEE impacts relating to changes in journey time, journey time reliability, driver frustration and accidents are captured qualatively under the Scheme Objectives. They will be appraised quantatively at 2nd Fix along with construction and maintenance costs. 2. Wider Economic Impacts - WEI's such as agglomeration are not considered quantatively at individual scheme level however they will be considered qualatively at DMRB Stage 2.	Unlikely to provide enhanced access to proposed LDP allocations in the Kintore area, relative to the existing A96. However, in combination with BN01 the alignments support policy by improving network efficiency in and around Inverurie and has the potential to improve access to LDP allocations in the Inverurie/Port Elphinstone area and Oldmeldrum. In combination with BN01 these alignments would eliminate the need for an Eastern Relief Road and may eliminate the need for grade separation of Port Elphinstone Roundabout.	Reduced congestion at Port Elphinstone Thainstone junctions will reduce bus journey times to/from Inverurie. Together with adjoining sections, quicker journey times may improve access by public transport for trips to settlements along the corridor. Any localised walking and cycling accessibility issues are unclear at this stage.	This area was not included in previous consultations. Anticipated concern over loss of prime agricultural land. Likely to receive support if this option was an enabler to an eastern bypass of Inverurie which is likely to relieve congestion in the town.
Corridor Area CN																					
	CN 01	CN01_001	**Neutral**	**Moderate benefit**	**Major benefit**	**Major benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Minor Adverse Impact**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Moderate Adverse Impact**	
		CN01_002	**Minor benefit**	**Moderate benefit**	**Major benefit**	**Major benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Neutral**	**Moderate benefit**	**Moderate benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Moderate Adverse Impact**	
		CN01_003	**Minor benefit**	**Moderate benefit**	**Major benefit**	**Major benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Minor Adverse Impact**	**Moderate benefit**	**Moderate benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Moderate Adverse Impact**	
		CN01_004	**Minor benefit**	**Moderate benefit**	**Major benefit**	**Major benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Minor Adverse Impact**	**Moderate benefit**	**Moderate benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Moderate Adverse Impact**	
		Comments	001 offers potential average journey time saving of 1 minute. 002 and 003 offer potential journey time savings of 2-3 minutes and a maximum journey time saving of 4mins. 004 offers potential journey time savings of 2-3mins and a maximum journey time saving of 3mins. Overall, CN01_002 and CN01_003 perform equally well with the greatest potential to reduce travel time.	All alignments offer similar levels of improved journey time reliability. No difference in current peak/interpeak journey times on existing A96, however, some journeys likely to be affected by slow moving vehicles, limited overtaking opportunities and bendy alignment which requires vehicles to slow/accelerate. Benefits gained by consistent driving conditions and improved overtaking provision. Alignments through this section may offer improved journey time reliability during poor winter weather due to lower altitude.	Existing A96 has limited opportunity for overtaking. All alignments improve overtaking by providing dual carriageway along full length.	All alignments will improve access to the existing and proposed employment sites to the south west of Huntly, including Huntly Auction Mart. Potential to provide direct access from a new junction with the existing A96/A97 routes. Potential to improve access to Kennethmont Distillery if a junction is provided locally (CN01_004 performs best in this regard). Improved efficiency through higher speed limit for freight vehicles, more consistent driving conditions, reduced journey times. All alignments have gradients <4%. No change in the number of weight or height restrictions.	All alignments perform similarly. Alignment may reduce level of travel on local road network if sufficient junction provision is made available. Assumed that some local trips between Insch area and Huntly may continue to use existing A96 and more strategic trips would use dual carriageway. Assumed that grade separation of local roads and dualled A96 will be provided as underbridge/overbridge.	Network resilience not assessed within the first fix assessment. There is insufficient variation between alignment options within one corridor area to undertake a comparative assessment of resilience.	Accident rate for 'serious' and 'fatal' accidents is higher than the national average. 3 fatal accidents occurred on this section between 201 and 2016. Majority of accidents occured on junctions and bends with over 50% in wet, snowy or icy conditions. 2 accident cluster sites at bends through Bairnshole (8 No.) and Mill of Carden Junction (3 No.) Options offer improved alignment, improved standard of junction provision and full overtaking provision which is likely to significantly reduce the risk of accidents. By removing traffic from the existing A96 it also has the potential to reduce accidents on the existing A96.	For any traffic choosing to use the CN01 alignments, driver stress likely to be reduced through; - potential reduction in number of junctions and accesses and improved quality of junctions - improved alignment and lower elevation - improved overtaking opportunities Existing A96 likely to be used for local trips and may still be subject to poor overtaking opportunities and slow moving vehicles.	All alignments pass through the base of Bennachie at the southern end, This is a popular area for walking and cycling. Assumed that suitable NMU facilities will be provided to manage interaction of motorised/non-motorised users. 001 crosses existing core paths at Gartly and Auchleven and directly impacts on 1.5km of path which would require diversion. 002 passes through existing core paths at Gartly. 003 runs parallel to 1.3km of existing path, increasing exposure to traffic. 004 crosses existing core paths at Gartly and Kennethmont and directly impacts on 1.5km of path in ennachie which would require diversion. Reduced traffic volumes on existing A96 may reduce conflict between motorised and non-motorised users on existing route.	Improved journey times on all alignments will contribute to improved access to the wider strategic transport network, including Aberdeen Airport, Inverness Airport, Aberdeen Port. 001 offers lower journey time savings than alignments 002, 003 and 004.	improvements in journey time will make access to the jobs and services quicker. 001 offers lower journey time savings than alignments 002, 003 and 004.	There is a network of core paths around Gartly, Kennethmont and Auchlevel plus additional informal walking routes. Potential to improve existing facilities and create links between villages.	Improvements in journey time will will make trips to Insch and Huntly railway stations quicker. Potential to provide future park and ride site at Insch train station (currently 44 car parking spaces). With sufficient junction provision there is the potential to improve bus routes serving local communities of Insch, Kennethmont, and Gartly.	STAG Safety Criteria looks at 2 elements: 1. Accidents - Considered under the Scheme Objectives "to improve safety for motorised and non-motorised users" 2. Security - Security considered whether each option has any material impact on security for the users, eg remoteness from settlements. This criteria is not considered until 2nd Fix sifting due to insufficient detail on junction strategy, NMU provision and layby strategy.	The STAG Economy Criteria looks at 2 elements: 1. Transport Economic Efficiencies - TEE impacts relating to changes in journey time, journey time reliability, driver frustration and accidents are captured qualatively under the Scheme Objectives. They will be appraised quantatively at 2nd Fix along with construction and maintenance costs. 2. Wider Economic Impacts - WEI's such as agglomeration are not considered quantatively at individual scheme level however they will be considered qualatively at DMRB Stage 2.	There are major LDP allocations in Huntly and others in Insch, Oyne and Kennethmont and its distillery which would benefit from improved journey times. Huntly - 4.5ha employment land - 671 houses Insch - 5ha employment land - 70 houses Kennethmont - 0.6ha employment land - 35 houses Oyne - 10 houses CN01_004 has potential to provide most direct access to existing and proposed employment land in Kennethmont if a local junction is provided. Other alignments are comparable.	All alignments perform similarly. Assumes level of access will be at least as good as it is at present through sufficient junction provision. Unable to appraise in detail until junction strategy is confirmed. Potential to to provide improved access to services, education, employment etc for settlements along this alignment (Gartly, Kennethmont, Insch and Oyne) Together with adjoining sections, quicker journey times may improve access by public transport for trips to settlements along the corridor.	Concern for impact on landscape and wildflife in Strathbogie and Bennachie areas. Concern for negative impact on visual amenity. Perception that lower lying land could improve winter resilience. However, this is likely to be outweighed by concerns over natural heritage. Potential impacts on Gartly, Kennethmont and Auchleven due to proximity to the alignments. 003 may be perceived as least impact on natural heritage as this runs closest to the existing A97. 004 passes directly between Kennethmont and its distillery, which may create impression of severance.
Corridor C north (Inverurie North to Huntly)	CN 02	CN02_001	**Minor benefit**	**Moderate benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Neutral**	**Moderate benefit**	**Moderate benefit**	**Minor benefit**	**Minor benefit**	**N/A**	**N/A**	**Minor benefit**	**Minor benefit**	**Moderate Adverse Impact**	
		CN02_002	**Minor benefit**	**Moderate benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Neutral**	**Moderate benefit**	**Moderate benefit**	**Minor benefit**	**Minor benefit**	**N/A**	**N/A**	**Minor benefit**	**Minor benefit**	**Moderate Adverse Impact**	
		CN02_003	**Moderate benefit**	**Moderate benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Neutral**	**Major benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**N/A**	**N/A**	**Moderate benefit**	**Minor benefit**	**Moderate Adverse Impact**	
		CN02_004	**Minor benefit**	**Moderate benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Minor Adverse Impact**	**Moderate benefit**	**Moderate benefit**	**Minor benefit**	**Moderate benefit**	**N/A**	**N/A**	**Minor benefit**	**Minor benefit**	**Moderate Adverse Impact**	
		Comments	All alignments slightly shorter than existing route. Combined with improved alignment, travel speeds and overtaking provision, this results in averager journey time reductions of 4-5mins throughout the day. During AM peak, the journey time reduction may be up to 6minutes, offering a moderate improvement. CN02_003 offers greatest potential journey time savings (shortest length).	All alignments offer similar levels of improved journey time reliability. No difference in current peak/interpeak journey times on existing A96, however, some journeys likely to be affected by slow moving vehicles, limited overtaking opportunities and bendy alignment which requires vehicles to slow/accelerate. Benefits gained by consistent driving conditions and improved overtaking provision. Alignments through this section are at a similar elevation to exisiting route and therefore may still suffer poor journey time reliability during adverse winter weather .	Existing A96 has limited opportunity for overtaking. All alignments improve overtaking by providing dual carriageway along full length.	All alignments perfom similarly. Improved efficiency through higher speed limit for freight vehicles, more consistent driving conditions, reduced journey times. No change in access to industrial or commercial areas. No change in the number of weight or height restrictions.	All alignments perform similarly. Alignment may reduce level of travel on local road network if sufficient junction provision is made available. Assumed that some local trips between Insch area and Huntly will continue to use existing A96 and more strategic trips would use dual carriageway. Assumed that grade separation of local roads and dualled A96 will be provided as underbridge/overbridge.	Network resilience not assessed within the first fix assessment. There is insufficient variation between alignment options within one corridor area to undertake a comparative assessment of resilience.	Accident rate for 'serious' and 'fatal' accidents is higher than the national average. 2 fatal accidents occurred on this section between 201 and 2016. Majority of accidents occured on junctions and bends with over 50% in wet, snowy or icy conditions. 2 accident cluster sites at bends through Bainshole (8 No.) and Mill of Carden Junction (3 No.) Options offer improved alignment, improved standard of junction provision and full overtaking provision which is likely to significantly reduce the risk of accidents. By removing traffic from the existing A96 it also has the potential to reduce accidents on the existing A96.	For any traffic choosing to use the CN02 alignments, driver stress likely to be reduced through; - potential reduction in number of junctions and accesses and improved quality of junctions - improved alignment and lower elevation - improved overtaking opportunities Existing A96 likely to be used for local trips and may still be subject to poor overtaking opportunities and slow moving vehicles.	All alignments pass through existing core path networks around Insch and Oyne and along the base of Bennachie. This is a popular area for walking and cycling. All alignments also cross the Insch to Oyne via Archaeolink cycle route. 004 runs alongside approx 1.2km of existing path and would require diversion of NMU facilities. Assumed that suitable NMU facilities will be provided to manage interaction of motorised/non-motorised users. Existing A96 has small sections of footway adjacent to carriageway and bus stops located at the roadside. Reduced traffic volumes on existing A96 may reduce conflict between motorised and non-motorised users on existing route.	Improvements in journey time will make access to the wider strategic transport network, including Aberdeen Airport, Inverness Airport, Aberdeen Port. CN02_003 offers greatest journey time savings.	Improvements in journey time will make access to the jobs and services quicker. CN02_003 offers greatest journey time savings.	There is a network of core paths around Insch and Oyne plus additional informal walking routes. All alignments also cross the Insch to Oyne via Archaeolink cycle route. 002 crosses once, 001 and 003 cross twice. Potential to improve existing facilities and create links between discreet core paths and between villages.	Improvements in journey time will will make trips to Insch and Huntly railway stations quicker. 003 and 004 could offer most direct link to Insch railway station. Potential to provide future park and ride site at Insch train station. With sufficient junction provision there is the potential to improve bus routes serving Insch (currently 44 car parking spaces).	STAG Safety Criteria looks at 2 elements: 1. Accidents - Considered under the Scheme Objectives "to improve safety for motorised and non-motorised users" 2. Security - Security considered whether each option has any material impact on security for the users, eg remoteness from settlements. This criteria is not considered until 2nd Fix sifting due to insufficient detail on junction strategy, NMU provision and layby strategy.	The STAG Economy Criteria looks at 2 elements: 1. Transport Economic Efficiencies - TEE impacts relating to changes in journey time, journey time reliability, driver frustration and accidents are captured qualatively under the Scheme Objectives. They will be appraised quantatively at 2nd Fix along with construction and maintenance costs. 2. Wider Economic Impacts - WEI's such as agglomeration are not considered quantatively at individual scheme level however they will be considered qualatively at DMRB Stage 2.	There are major LDP allocations in Huntly and others in Insch and Oyne which would benefit from improved journey times. Huntly - 4.5ha employment land - 671 houses Insch - 5ha employment land - 70 houses Oyne - 10 houses 003 offers largest journey time improvements.	All alignments perform similarly. Assumes level of access will be at least as good as it is at present through sufficient junction provision. Unable to appraise in detail until junction strategy is confirmed. Potential to to provide improved access to services, education, employment etc for settlements along this alignment (Insch and Oyne) Together with adjoining sections, quicker journey times may improve access by public transport for trips to settlements along the corridor.	Concerns over impact on properties and proximity to Insch and Oyne. Potential impact on existing recreational sites at Gartly Moor which has walking, skiing and cycling trails. Difficult terrain may require large amounts of cut/fill which could negatively impact on visual amenity. Proximity to Bennachie makes the southern end of this option likely to be unacceptable to large numbers of people.
	CN 03	CN03_001	**Minor benefit**	**Moderate benefit**	**Major benefit**	**Moderate benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Neutral**	**Moderate benefit**	**Moderate benefit**	**Moderate benefit**	**Moderate benefit**	**Moderate benefit**	**Moderate benefit**	**Minor benefit**	**Minor benefit**	**Minor Adverse Impact**	
		CN03_002	**Minor benefit**	**Moderate benefit**	**Major benefit**	**Major benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Minor Adverse Impact**	**Moderate benefit**	**Moderate benefit**	**Minor benefit**	**Minor benefit**	**N/A**	**N/A**	**Minor benefit**	**Minor benefit**	**Minor Adverse Impact**	
		CN03_003	**Minor benefit**	**Moderate benefit**	**Major benefit**	**Major benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Minor Adverse Impact**	**Moderate benefit**	**Moderate benefit**	**Minor benefit**	**Minor benefit**	**N/A**	**N/A**	**Minor benefit**	**Minor benefit**	**Minor Adverse Impact**	
		Comments	001 and 002 are comparable in length to the existing route and offering average journey time savings of 3-4 mins throughout the day. Max journey time savings of 5 minutes during AM peak, offering slight-moderate benefit during this period. 003 is longer than existing A96 and offers journey time savings of 2-3 minutes throughout the day and up to 4mins during AM peak. CN01_001 offers greatest potential journey time savings due to shortest distance.	All alignments offer similar levels of improved journey time reliability. No difference in current peak/interpeak journey times on existing A96, however, some journeys likely to be affected by slow moving vehicles, limited overtaking opportunities and bendy alignment which requires vehicles to slow/accelerate. Benefits gained by consistent driving conditions and improved overtaking provision. Alignments through this section are at a similar elevation to exisiting route and therefore may still suffer poor journey time reliability during adverse winter weather .	Existing A96 has limited opportunity for overtaking. All alignments improve overtaking by providing dual carriageway along full length.	CN03_002 and 003 offer potential to improve access to existing and proposed employment areas on the north side of Insch. CN03_003 is very slightly longer than the equivalent section of the A96 and therefore may incur slightly more fuel costs. CN03_002 is best performing. Improved efficiency through higher speed limit for freight vehicles, more consistent driving conditions, reduced journey times. No change in the number of weight or height restrictions.	All alignments perform similarly. Alignment may reduce level of travel on local road network if sufficient junction provision is made available. Assumed that some local trips between Insch area and Huntly will continue to use existing A96 and more strategic trips would use dual carriageway. Assumed that grade separation of local roads and dualled A96 will be provided as underbridge/overbridge.	Network resilience not assessed within the first fix assessment. There is insufficient variation between alignment options within one corridor area to undertake a comparative assessment of resilience.	Accident rate and severity slightly above the national average for this section. 1 fatal accident occurred on this sectio between 2012-2016. Majority of accidents occured on junctions and bends, predominantly on a wet, icy or snowy road surface during winter. 1 accident cluster site at bends through Bainshole (8 No.) Improved alignment, overtaking provision and grade separated junction provision is likely to reduce accidents. By removing traffic from the existing A96 it also has the potential to reduce accidents on the existing A96.	For any traffic choosing to use the CN03 alignments, driver stress likely to be reduced through; - potential reduction in number of junctions and accesses and improved quality of junctions - improved alignment and lower elevation - improved overtaking opportunities Existing A96 likely to be used for local trips and may still be subject to poor overtaking opportunities and slow moving vehicles.	All alignments pass through existing core path networks around Insch and Oyne and along the base of Bennachie. This is a popular area for walking and cycling. Assumed that suitable NMU facilities will be provided to manage interaction of motorised/non-motorised users. 002 and 003 directly conflict with 1km of existing core path and would require diversion. Existing A96 has small sections of footway adjacent to carriageway and bus stops located at the roadside. Reduced traffic volumes on existing A96 may reduce conflict between motorised and non-motorised users on existing route.	All options similar. Improvements in journey time will make access to the wider strategic transport network, including Aberdeen Airport, Inverness Airport, Aberdeen Port.	All options similar. Improvements in journey time will make access to the jobs and services quicker.	There is a network of core paths around Insch and Oyne plus additional informal walking routes. Potential to improve existing facilities and create links between discreet core paths and between villages.	Improvements in journey time will will make trips to Insch and Huntly railway stations quicker. Potential to provide future park and ride site at Insch train station (currently 44 car parking spaces) With sufficient junction provision there is the potential to improve bus routes serving Insch.	STAG Safety Criteria looks at 2 elements: 1. Accidents - Considered under the Scheme Objectives "to improve safety for motorised and non-motorised users" 2. Security - Security considered whether each option has any material impact on security for the users, eg remoteness from settlements. This criteria is not considered until 2nd Fix sifting due to insufficient detail on junction strategy, NMU provision and layby strategy.	The STAG Economy Criteria looks at 2 elements: 1. Transport Economic Efficiencies - TEE impacts relating to changes in journey time, journey time reliability, driver frustration and accidents are captured qualatively under the Scheme Objectives. They will be appraised quantatively at 2nd Fix along with construction and maintenance costs. 2. Wider Economic Impacts - WEI's such as agglomeration are not considered quantatively at individual scheme level however they will be considered qualatively at DMRB Stage 2.	There are major LDP allocations in Huntly and others in Insch and Oyne which would benefit from improved journey times. Huntly - 4.5ha employment land - 671 houses Insch - 5ha employment land - 70 houses Oyne - 10 houses Alignments 002 has greatest journey time savings and lies closest to the proposed employment area in Insch and therefor may offer preferred alignment.	All alignments perform similarly. Assumes level of access will be at least as good as it is at present through sufficient junction provision. Unable to appraise in detail until junction strategy is confirmed. Potential to to provide improved access to services, education, employment etc for settlements along this alignment (Insch and Oyne) Together with adjoining sections, quicker journey times may improve access by public transport for trips to settlements along the corridor.	No specific comments, however, concerns over winter resilience likely to remain as alignment at the northern end. Some concerns over impact on properties and proximity to Insch and Oyne. Proximity to Bennachie makes the southern end of this option likely to be unacceptable to large numbers of people. Of the three alignments within CN03, alignment 003 has potential to offer the least impact to communities and Bennachie area.

			Scheme Objectives											STAG Criteria						
			To improve the operation of the A96 and inter-urban connectivity through:						To improve safety for motorised and Non-Motorised Users through:			To provide opportunities to grow the regional economies on the corridor through:		To facilitate active travel in the corridor.	To facilitate integration with Public Transport Facilities	Safety	Economy	Integration	Accessibility & Social Inclusion	Public Acceptability
Corridor Areas	Corridor Option	First Fix Alignment	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	Improved network resilience	Reduced accident rates and severity	Reduced driver stress	Reduced potential conflicts between Motorised and Non Motorised Users	Improved access to the wider strategic transport network	Enhanced access to jobs and services	**NMU and junction strategies to be developed**					**Impact on accessibility and social inclusion is currently unclear. More detail is required regarding junction strategy and NMU strategy.**	
Corridor Area CS02																				
Corridor C south (Dirtnon to Inverurie North)	CS 02	CS02_001	**Moderate benefit**	**Major benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Minor Adverse Impact**	**Moderate benefit**	**Minor benefit**	**Minor benefit**	**Moderate benefit**	**N/A**	**N/A**	**Minor benefit**	**Neutral**	**Major Adverse Impact**
		CS02_002	**Moderate benefit**	**Major benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Minor Adverse Impact**	**Moderate benefit**	**Minor benefit**	**Minor benefit**	**Moderate benefit**	**N/A**	**N/A**	**Minor benefit**	**Neutral**	**Major Adverse Impact**
		CS02_003	**Moderate benefit**	**Major benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Minor Adverse Impact**	**Moderate benefit**	**Minor benefit**	**Minor benefit**	**Moderate benefit**	**N/A**	**N/A**	**Minor benefit**	**Neutral**	**Major Adverse Impact**
		CS02_004	**Moderate benefit**	**Major benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Moderate Adverse Impact**	**Moderate benefit**	**Minor benefit**	**Minor benefit**	**Moderate benefit**	**N/A**	**N/A**	**Minor benefit**	**Neutral**	**Major Adverse Impact**
		Comments	All options offer moderate reductions in journey time. Eastbound traffic benefits from greatest reductions during the AM peak (up to 9mins under alignment 003) and westbound traffic benefits most during the PM peak (up to 10mins under 003) Alignment 003 offers largest journey time reductions.	All alignments improve JT reliability by avoiding the need to travel through the congested at-grade junctions at Port Elphinstone and Blackhall Roundabouts. Existing A96 has peak time delays of 2mins for EB traffic during AM peak and 4mins for WB traffic during PM peak due to congestion at these junctions. All alignments will allow better distrubution of strategic and non-strategic trips between detrunked A96/new A96 which could also reduce peak time congestion at Port Elphinstone and Blackhall Roundabouts. Dual carriageway will allow overtaking of slower moving vehicles, currently not possible due to single carriageway and at-grade junctions.	Existing A96 has limited opportunity for overtaking. All alignments improve overtaking by providing dual carriageway along full length.	Al alignments are remote from Inverurie and Kintore which are the key employment and commercial areas within the A96 Aberdeen to Huntly corridor. Improved efficiency through higher speed limit for freight vehicles, more consistent driving conditions, reduced journey times. No change in the number of weight or height restrictions. However, while there may be benefits to longer distance freight traffic there is no benefit for freight traffic accessing Inverurie and Kintore.	All alignments perform similarly. Assumed that alignments will be primarily used by strategic trips and trips from Huntly/Insch to Aberdeen as all are remote from the main settlements of Inverurie and Kintore. Assumed that grade separation of local roads and dualled A96 will be provided as underbridge/overbridge.	Network resilience not assessed within the first fix assessment. There is insufficient variation between alignment options within one corridor area to undertake a comparative assessment of resilience.	West of Port Elphinstone the accident rate and severity slightly above the national average. East of this point, the accident rates are lower than the national average. Majority of accidents related to junctions and loss of control. 7 accident cluster sites. Alignments avoid the need to travel through the at-grade junctions past Inverurie. Access to the new A96 alignment will be provided through high standard grade separated junctions which have the potential to reduce accidents associated with junctions. No improvement to the existing junctions which are identified as accident cluster sites.	Traffic choosing to use the CS02 alignments, driver stress likely to be reduced through; - potential reduction in number of junctions and accesses and improved quality of junctions - improved alignment - improved overtaking opportunities For traffic bypassing Inverurie, there is no longer a need to travel through the at-grade junctions in Inverurie and Kintore which are congested at peak times.	All alignments pass through existing core path networks along the base of Bennachie. This is a popular area for walking and cycling. Assumed that suitable NMU facilities will be provided to manage interaction of motorised/non-motorised users. 001 and 002 directly conflict with 600m of core path and 003 conflicts with 2.8km of core path. These would required diversion. 004 directly conflicts with Bennachie Visitor Centre which is a major NMU attractor. Existing A96 has shared footway/cycleway adjacent to carriageway and bus stops located in roadside laybys. Reduced traffic volumes on existing A96 may reduce conflict between motorised and non-motorised users on existing route.	All options similar. Improvements in journey time will make access to the wider strategic transport network, including Aberdeen Airport, Inverness Airport, Aberdeen Port. However, this option bypasses the main settlements of Inverurie and Kintore and therefore does not directly benefit these areas. Some indirect benefit may be gained from reduction in traffic volumes on local routes which may improve access to and from these towns.	All options similar. Improvements in journey time will make access to the jobs and services quicker for journeys between Huntly/Insch and Aberdeen. However, all alignments bypass main employment and service areas in Inverurie and Kintore. Some indirect benefit may be gained from reduction in traffic volumes on local routes which may improve access to and from these towns.	All alignments cross The Great Inverurie Bike Ride cycle routetwice. This is a popular areas for recreational walking and existing core paths are also crossed by the alignments. All routes cross the core path network 5 times, including the long distance route "The Gordon Way". Alignments unlikely to directly encourage active travel as they are remote from the main settlements, however, removal of traffic along the existing A96 may encourage greater active travel around Inverurie and Kintore.	Improvements in journey time will will make trips to Kintore and Huntly railway stations quicker. Does not improve integration with Inverurie train station or bus services to Inverurie.	STAG Safety Criteria looks at 2 elements: 1. Accidents - Considered under the Scheme Objectives "to improve safety for motorised and non-motorised users" 2. Security - Security considered whether each option has any material impact on security for the users, eg remoteness from settlements. This criteria is not considered until 2nd Fix sifting due to insufficient detail on junction strategy, NMU provision and layby strategy.	The STAG Economy Criteria looks at 2 elements: 1. Transport Economic Efficiencies - TEE impacts relating to changes in journey time, journey time reliability, driver frustration and accidents are captured qualatively under the Scheme Objectives. They will be appraised quantatively at 2nd Fix along with construction and maintenance costs. 2. Wider Economic Impacts - WEI's such as agglomeration are not considered quantatively at individual scheme level however they will be considered qualatively at DMRB Stage 2.	Considerably quicker journey times over this section especially at peak times makes access to LDP allocations in Huntly, Insch, Oyne and Kennay areas quicker. However, these alignments do not directly improve access or journey times to the major LDP allocations in Inverurie and Kintore. A small proportion of the congestion will be reduced at Port Elphinstone and Blackhall Roundabouts will reduce journey times to LDP allocations in Inverurie and Port Elphinstone area, however, it is possible that some congestion will remain as only 1 third of traffic is expected to bypass Inverurie (based on ANPR data).	All alignments perform similarly. Reduction in traffic through Inverurie may indirectly benefit bus journey times to and from Inverurie. Bus routes in area unlikely to be otherwise affected. Unable to appraise in detail until junction strategy is confirmed, however, alignments are remote from main population, employmentand service centres of Inverurie and Kintore and therefore benefits are primarily limited to journeys which bypass these settlements eg Huntly to Aberdeen. Together with adjoining sections, quicker journey times may improve access by public transport for trips to settlements along the corridor.	Proximity to Bennachie and potential impact on the setting of the hill makes this option likely to be highly unacceptable to large numbers of people. Perception that Option C will not relieve traffic congestion in Inverurie town centre and on the B9170 between Inverurie and Oldmeldrum This area is also popular for walking and cycling and there are concerns that a route through this area will negatively impact on the peace and tranquility that these pursuits offer.
Corridor Area BS01																				
Corridor Area B Inverurie South (Southern Bypass)	BS 01	BS01_001	**Moderate benefit**	**Major benefit**	**Major benefit**	**Major benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**Moderate benefit**	**Minor benefit**	**Moderate benefit**	**N/A**	**N/A**	**Moderate benefit**	**Minor benefit**	**Moderate Adverse Impact**
		BS01_002	**Moderate benefit**	**Major benefit**	**Major benefit**	**Moderate benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Minor Adverse Impact**	**Moderate benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Moderate benefit**	**Minor benefit**	**Moderate Adverse Impact**
		BS01_003	**Moderate benefit**	**Major benefit**	**Major benefit**	**Major benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**Moderate benefit**	**Minor benefit**	**Minor benefit**	**N/A**	**N/A**	**Moderate benefit**	**Minor benefit**	**Moderate Adverse Impact**
		BS01_004	**Moderate benefit**	**Major benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Moderate benefit**	**Minor benefit**	**Moderate Adverse Impact**
		BS01_005	**Moderate benefit**	**Major benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Moderate benefit**	**Minor benefit**	**Moderate Adverse Impact**
		Comments	Alignment 001 and 002 offer least reduction in journey times (average 2-3mins)and max journey time savings of 6mins during peak periods. 003 offers reduction of 3-4mins (average) and max journey time savings of 7mins during peak periods. 004 and 005 offer reduction of 4-5mins (average) and max journey time savings of 8 mins during peak periods. Alignments 005 offer most greatest journey time savings (shortest length).	All alignments improve JT reliability by avoiding the need to travel through the congested at-grade junctions at Port Elphinstone and Blackhall Roundabouts. Existing A96 has peak time delays of 2mins for EB traffic during AM peak and 4mins for WB traffic during PM peak due to congestion at these junctions. All alignments will allow better distrubution of strategic and non-strategic trips between detrunked A96/new A96 which could also reduce peak time congestion at Port Elphinstone and Blackhall Roundabouts. Dual carriageway will allow overtaking of slower moving vehicles, currently not possible due to single carriageway and at-grade junctions.	Existing A96 has limited opportunity for overtaking. All alignments improve overtaking by providing dual carriageway along full length.	Alignments 001 and 003 offer opportunity to connect directly with the existing and proposed employment and commercial areas around Port Elphinstone and Thainstone. 002 also offers opportunity to improve access to the Thainstone area but is less well connected to Port Elphinstone. 004 and 005 are remote from the key commercial areas in Inverurie and therefore it is expected that freight traffic will continue to use the existing A96 to access these areas.	Alignments do not address concerns that "strategic" trips from north of Inverurie to the A96 must travel through the town in order to access the A96. Benefit of all alignments is that strategic trips along no longer have to interface with local traffic at the at-grade junctions at Port Elphinstone and Blackhall Roundabouts. Assumed that all local roads will be crossed using underbridge/overbridges.	Network resilience not assessed within the first fix assessment. There is insufficient variation between alignment options within one corridor area to undertake a comparative assessment of resilience.	West of Port Elphinstone the accident rate and severity slightly above the national average. East of this point, the accident rates are lower than the national average. Majority of accidents related to junctions and loss of control. 6 accident cluster sites. Alignments avoid the need to travel through the at-grade junctions past Inverurie. Access to the new A96 alignment will be provided through high standard grade separated junctions which have the potential to reduce accidents associated with junctions. No improvement to the existing junctions which are identified as accident cluster sites.	Driver stress likely to be reduced through; - potential reduction in number of junctions and accesses and improved quality of junctions - improved alignment - improved overtaking opportunities For traffic bypassing Inverurie, there is no longer a need to travel through the at-grade junctions in Inverurie.	All alignments remove traffic from the existing A96 which is where most NMU activity is located. 002 directly conflicts with 1km of existing cycle route and 600m of existing path which would require diversion. Assumed that suitable NMU facilities will be provided to manage interaction of motorised/non-motorised users. Existing A96 has shared footway/cycleway adjacent to carriageway and bus stops located in roadside laybys. Reduced traffic volumes on existing A96 may reduce conflict between motorised and non-motorised users on existing route.	All options similar. Improvements in journey time will make access to the jobs and services quicker for journeys between Huntly/Insch and Aberdeen. 001 and 003 offer opportunity to directly serve the existing and proposed employment areas in Port Elphinstone and Thainstone and maintain access to services in Inverurie. 002 may offer opportunity to connect to the employment area around Thainstone but is less well connected to Port Elphinstone. Access is maintained to services in Inverurie. 004 and 005 are remote from the main employment areas in Inverurie and therefore will not directly improve access to jobs and services.	Improvements in journey time will make access to the jobs and services quicker for journeys between Huntly/Insch and Aberdeen. Proposed core paths along the Old Kemnay Road is also cross by the alignment. Alignments unlikley to directly encourage active travel as they are remote from the main settlements, however, removal of traffic along the existing A96 may encourage greater active travel around Inverurie and Kintore.	All alignments cross the existing cycle route "The Great Inverurie Bike Ride" twice. Removal of strategic traffic from exsitng A96 will improve access to/from Inverurie for buses and help facilitate onward connections by bus or rail. 001 likely to offer most benefit for bus services to Inverurie.	Improvements in journey time will will make trips to Inverurie and Huntly railway stations quicker. Removal of strategic traffic from exsitng A96 will improve access to/from Inverurie for buses and help facilitate onward connections by bus or rail. 001 likely to offer most benefit for bus services to Inverurie.	STAG Safety Criteria looks at 2 elements: 1. Accidents - Considered under the Scheme Objectives "to improve safety for motorised and non-motorised users" 2. Security - Security considered whether each option has any material impact on security for the users, eg remoteness from settlements. This criteria is not considered until 2nd Fix sifting due to insufficient detail on junction strategy, NMU provision and layby strategy.	The STAG Economy Criteria looks at 2 elements: 1. Transport Economic Efficiencies - TEE impacts relating to changes in journey time, journey time reliability, driver frustration and accidents are captured qualatively under the Scheme Objectives. They will be appraised quantatively at 2nd Fix along with construction and maintenance costs. 2. Wider Economic Impacts - WEI's such as agglomeration are not considered quantatively at individual scheme level however they will be considered qualatively at DMRB Stage 2.	001 and 003 offer opportunity to directly connect with major development areas in Thainstone and Crichie/Port Elphinstone. 002, 004 and 005 are more remote from LDP allocations but will remove some traffic from the existing A96 and may indirectly improve journey times to development sites. A small proportion of the congestion will be reduced at Port Elphinstone and Blackhall Roundabouts will reduce journey times to LDP allocations in Inverurie and Port Elphinstone area, however, it is possible that some congestion will remain as only 1 third of traffic is expected to bypass Inverurie (based on ANPR data).	The alignments should make access to Inverurie/Port Elphinstone (and further afield) quicker through reduced congestion at Port Elphinstone and Blackhall Roundabouts. Bus routes in the area are unlikely to be affected except through reduced congestion on the approach to Inverurie. It is assumed that the current level of access to bus stops for bus users in the Thainstone and Port Elphinstone will be maintained.	Potential impact on the setting of Bennachie could make a southern bypass unacceptable to some. Perception that a southern bypass of Inverurie will not relieve traffic congestion in Inverurie town centre and on the B9170 between Inverurie and Oldmeldrum. Concerns over the natural and cultural heritage in the area, Acquitheries House and ((Stone Circle)), the Maiden Stone, Pittodrie House, Harthill Castle. Of the 5 BS01 alignments, 001 may be more acceptable than other alignments due to greatest distance from Bennachie area and lower level of impact on open land used for recreation and natural heritage.
Corridor Area OLS																				
Corridor Area B Craibstone to Inverurie South (Crabbie South)	OLS	OLS_001	**Minor benefit**	**Minor benefit**	**Neutral**	**Neutral**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Minor benefit**	**Moderate benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Moderate benefit**	**Neutral**	**Minor benefit**
		OLS_002	**Minor benefit**	**Minor benefit**	**Neutral**	**Neutral**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Minor benefit**	**Moderate benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Neutral**	**Neutral**
		OLS_003	**Minor benefit**	**Minor benefit**	**Neutral**	**Neutral**	**Moderate benefit**	**N/A**	**Minor benefit**	**Minor benefit**	**Moderate benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Neutral**	**Neutral**
		OLS_004	**Minor benefit**	**Minor benefit**	**Neutral**	**Neutral**	**Moderate benefit**	**N/A**	**Minor benefit**	**Minor benefit**	**Minor Adverse Impact**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Neutral**	**Neutral**
		OLS_005	**Minor benefit**	**Minor benefit**	**Neutral**	**Neutral**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Minor benefit**	**Neutral**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Neutral**	**Neutral**
		OLS_006	**Minor benefit**	**Minor benefit**	**Neutral**	**Neutral**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Minor benefit**	**Neutral**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Neutral**	**Neutral**
		OLS_007	**Minor benefit**	**Minor benefit**	**Neutral**	**Neutral**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Minor benefit**	**Neutral**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Minor benefit**	**Neutral**	**Neutral**
		Comments	All alignments offer similar journey time savings of 2-3mins. This is consistent throughout the day. Existing A96 along this section is dual carriageway therefore journey time savings are likely to be associated with grade-separation of existing at-grade junctions.	The existing A96 has relatively consistent journey times throughout the day (slight increase during PM peak). A96 traffic must slow to negotiate at-grade roundabouts. Traffic joining the A96 along this section can currently have difficulty at the at-grade roundabouts due to dominance of A96 movements. All alignments offer some potential for improved journey time reliability for traffic travelling along the A96 and for traffic joining the A96.	Equivalent section of existing A96 is dual carriageway and therefore offers full overtaking provision.	Existing dual carriageway section currently offers 60mph speed limit and opportunity for overtaking, therefore there is no additional benefit in terms of travel speed or overtaking. There is potential to reduce delay through grade separation of at-grade junctions. Improvements to this section are unlikely to change access to existing or proposed employment or commercial sites.	Grade separation of existing at-grade junctions will improve interaction of local and strategic traffic.	Network resilience not assessed within the first fix assessment. There is insufficient variation between alignment options within one corridor area to undertake a comparative assessment of resilience.	Accident rates on existing A96 are lower than national average. Majority of accidents occurred on wet surface conditions (77%) and during darkness (68%). Accidents at junctions and loss of control on links were primary accident trends. Closure of central reservation gaps will remove the risks associated with right turn manoeuvres across the dual carriageway, many of which were shown to result in serious or fatal injury (addresses accident cluster sites at Chapel of Stoneywood and Tyrebagger junction). Grade separation will reduce the risk of shunt accidents and risky gap acceptance at roundabouts (addresses accident cluster site at Broomhill Roundabout).	Existing A96 is dual carriageway with full overtaking provision and no significant congestion issues. Replacement of existing at-grade roundabouts with grade separated junctions may reduce potential driver stress for traffic on the mainline and traffic joining/leaving the A96 along this section.	Existing route has short sections of footway accessing bus stops along the routes. Existing crossing points are substandard. There is currently a shared cycle/footway between Kintore Business Park and Kintore. 1 fatal accident involving a pedestrian occurred on the A96 near Tavelty junction in 2015. Opportunity to reduce potential for conflict by providing improved NMU facilities, including grade separated crossing facilities and improved connectivity to key trip attractor and generators. 004 directly conflicts with 400m of existing core path. 005, 006 and 007 unlikely to impact on NMUs.	All alignments offer a similar level of service to the existing A96. Some small benefit may be gained by grade separation of junctions which will allow improved access from the side roads at Kintore and Blackburn.	All alignments offer a similar level of service to the existing A96. Some small benefit may be gained by grade separation of junctions which will allow improved access from the side roads at Kintore and Blackburn. Large area of proposed development land (mixed use) at Kintore will include employment land and business park (Masterplan required). Access to this site is from the current Broomhill Roundabout which is likely to be replaced by a grade separated junction.	Current facilities for active travel between Kintore and Craibstone are limited which may contribute to the perceived low number of pedestrian and cyclists using the route. All alignments offer potential to provide improved facilities along the corridor to improve connectivity between Kintore and Craibstone (and for onward travel to Aberdeen). Provision of footway or cycleway to Dyce Park and Choose may encourage increased uptake of active travel modes. Offline alignments offer potential to utilise existing A96 as segregated footway/cycleway.	Improvements in journey time will make trips to Inverurie and Kintore railway stations, and Dyce Park and Choose site quicker. Assumed an appropriate number of junction will be provided to retain current level of access to Blackburn and Kintore.	STAG Safety Criteria looks at 2 elements: 1. Accidents - Considered under the Scheme Objectives "to improve safety for motorised and non-motorised users" 2. Security - Security considered whether each option has any material impact on security for the users, eg remoteness from settlements. This criteria is not considered until 2nd Fix sifting due to insufficient detail on junction strategy, NMU provision and layby strategy.	The STAG Economy Criteria looks at 2 elements: 1. Transport Economic Efficiencies - TEE impacts relating to changes in journey time, journey time reliability, driver frustration and accidents are captured qualatively under the Scheme Objectives. They will be appraised quantatively at 2nd Fix along with construction and maintenance costs. 2. Wider Economic Impacts - WEI's such as agglomeration are not considered quantatively at individual scheme level however they will be considered qualatively at DMRB Stage 2.	001 offers online upgrade of existing A96 and therefore aligns with policy desire to utilise existing infrastructure. Grade separation of existing junctions may improve access to major development sites at Kintore (B07 houses plus employment land).	With an appropriate number of junctions provided, local accessibility across and to/from the alignment by bus, and access to train services at the proposed Kintore station should be maintained. Unable to appraise in detail until junction strategy is confirmed.	Support for online improvement because of the perception it will be less environmentally intrusive, less costly and will require grade separation of junctions which will improve access from side roads. Alignment 001 is likely to receive predominantly positive response as it offers online upgrade of existing road which reduces the need for additional land take, however, this is likely to cause greater disruption during construction. Offline improvement may receive less support due to impact on properties and land, and costs involved in replicating an existing dual carriageway section.

			Scheme Objectives											STAG Criteria						
			To improve the operation of the A96 and inter-urban connectivity through:						To improve safety for motorised and Non-Motorised Users through:			To provide opportunities to grow the regional economies on the corridor through:		To facilitate active travel in the corridor.	To facilitate integration with Public Transport Facilities	Safety	Economy	Integration	Accessibility & Social Inclusion	Public Acceptability
Corridor Areas	Corridor Option	First Fix Alignment	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	Improved network resilience	Reduced accident rates and severity	Reduced driver stress	Reduced potential conflicts between Motorised and Non Motorised Users	Improved access to the wider strategic transport network	Enhanced access to jobs and services	**NMU and junction strategies to be developed**					**Impact on accessibility and social inclusion is currently unclear. More detail is required regarding junction strategy and NMU strategy.**	
Corridor Area OLI																				
Corridor Area B Inverurie South to Inverurie North (Online Inverurie)	OLI	OLI_001	**Moderate benefit**	**Major benefit**	**Major benefit**	**Major benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Moderate benefit**	**Moderate benefit**	**Moderate benefit**	**Minor benefit**	**Moderate benefit**	**N/A**	**N/A**	**Moderate benefit**	**Minor benefit**	**Moderate Adverse Impact**
		OLI_002	**Moderate benefit**	**Major benefit**	**Major benefit**	**Neutral**	**Minor benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Neutral**	**Moderate benefit**	**Moderate benefit**	**Minor benefit**	**Moderate benefit**	**N/A**	**N/A**	**Minor benefit**	**Minor benefit**	**Moderate Adverse Impact**
		OLI_003	**Moderate benefit**	**Major benefit**	**Major benefit**	**Neutral**	**Minor benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Neutral**	**Moderate benefit**	**Moderate benefit**	**Minor benefit**	**Moderate benefit**	**N/A**	**N/A**	**Minor benefit**	**Minor benefit**	**Moderate Adverse Impact**
		Comments	All alignment perform similarly with average journey time reductions of 3mins throughout the day. Max peak time journey time savings of 7mins for westbound traffic and 6mins for eastbound traffic under alignments002 and 003. Max peak time journey time saving under 001 is 7mins for westbound traffic and 5mins for eastbound traffic. 002 and 003 offer greatest reductions in journey time.	All alignments could improve JT reliability by grade separating the existing Port Elphinstone and Blackhall RoundaboutsThis would avoid the need for trunk road traffic to travel through the congested at-grade junctions. Existing A96 has peak time delays of 2mins for EB traffic during AM peak and 4mins for WB traffic during PM peak due to congestion at these junctions. Traffic joining the A96 at Inverurie also subject to delays of up to 3mins due to queuing on approach to roundabouts. Benefits will be gained by both A96 'through' traffic and traffic joining the A96 in Inverurie.	Existing A96 has limited opportunity for overtaking. All alignments improve overtaking by providing dual carriageway along full length.	001 offer opportnity to directly connect with existing and proposed employment and commercial sites at Thainstone and Port Elphinstone. Dualling the existing A96 past Inverurie will improve journey times, driving efficiency and provide overtaking opportunity. It is assumed that the existing at-grade junctions will be grade separated and therefore will reduce the congestion currently experienced. Alignments 002 and 003 offer alternative tie-in alignments at the eastern and western ends of 001, however, do not add any additional benefit to the alignment and have been scored 'neutral'.	Alignments do not address concerns that 'strategic' trips from north of Inverurie to the A96 must travel through the town in order to access the A96. Assumes grade separation of existing at-grade junctions. Benefit of alignments is that strategic trips along no longer have to interface with local traffic at the at-grade junctions at Port Elphinstone and Blackhall Roundabouts. 002 and 003 have limited impact on the level of interaction between local and strategic traffic and would only provide benefit in combination with 001.	Network resilience not assessed within the first fix assessment. There is insufficient variation between alignment options within one corridor area to undertake a comparative assessment of resilience.	'All accident' rate for section between Port Elphinstone and Drimmies junction is higher than the national average, however, either side of this section the accident rate is lower than national average. 3 accident cluster sites at key access points to Inverurie (Port Elphinstone Rbt, Blackhall Rbt, Drimmies junction). Majority of accidents associated with junctions (63%) and loss of control (26%). Grade separation of existing at-grade junctions is likely to significantly reduce risk of accidents through this section.	Grade separation of at-grade existing junctions is likely to reduce congestion and delay for trips along the A96 and to/from Inverurie, thereby reducing driver stress along this section.	Existing A96 has shared footway/cycleway between Port Elphinstone and Thainstone junctions. There are also several substandard uncontrolled crossing facilities across the dual carriageway. These footways provide connections along and across the existing A96 and connect to bus stops along the route from the employment areas around Port Elphinstone and Thainstone. No accidents involving pedestrians were recorded during the appraisal period (2012-2016). Upgrade of existing A96 to dual carriageway could offer the opportunity to provide grade separated crossing facilities to reduce potential for conflict. 002 and 003 unlikely to impact on NMUs.	All options similar. Improvements in journey time will make access to the wider strategic transport network, including Aberdeen Airport, Inverness Airport, Aberdeen Port. Access will be particularly improved during peak periods. Current congestion at Port Elphinstone and Blackhall Roundabouts is avoided by through traffic and is likely to be reduced for traffic leaving/travelling to Inverurie. 002 and 003 have minimal impact on access to the wider strategic network.	Improvements in journey time will make access to the jobs and services quicker for journeys between along the A96 and grade separation of junction in Inverurie may improve access to and from the town. 001 offers opportunity to directly serve the existing and proposed employment areas in Port Elphinstone and Thainstone. 002 offer opportunity to connect directly with the proposed development area at Crichie, however, is slightly further from the existing employment land at Port Elphinstone. 003 offers no additional benefit in access to jobs and services.	Physical contraints through this section limit the opportunity to provide segregated facilities along the route, however, reduced congestion within Inverurie and improved crossing facilities across the A96 may encourage greater active travel within the town.	All alignments continue to serve the bus and rail hubs in Inverurie. Improvements in journey time will will make trips to Inverurie and Huntly railway stations quicker. Grade separated junctions will improve access to/from Inverurie for buses and help facilitate onward connections by bus or rail.	STAG Safety Criteria looks at 2 elements: 1. Accidents - Considered under the Scheme Objectives "to improve safety for motorised and non-motorised users" 2. Security - Security considered whether each option has any material impact on security for the users, eg remoteness from settlements. This criteria is not considered until 2nd Fix sifting due to insufficient detail on junction strategy, NMU provision and layby strategy.	The STAG Economy Criteria looks at 2 elements: 1. Transport Economic Efficiencies - TEE impacts relating to changes in journey time, journey time reliability, driver frustration and accidents are captured qualatively under the Scheme Objectives. They will be appraised quantatively at 2nd Fix along with construction and maintenace costs. 2. Wider Economic Impacts - WEI's such as agglomeration are not considered quantatively at individual scheme level however they will be considered qualatively at DMRB Stage 2.	Alignments offer opportunity to directly connect with major development areas in Thainstone and Crichie/Port Elphinstone. Grade separation of existing junctions will reduce congestion and improve network efficiency in and around Inverurie. 001 makes use of existing roads in line with policy desires. Alignments have the potential to improve access to LDP allocations throughout the Strategic Growth Area include high pressure areas at Inverurie / Port Elphinstone, Kintore and Blackburn.	With an appropriate number of junctions provided, local accessibility across and to/from the alignment should be at least as good as accessibility is in the Inverurie area now. Grade separation of existing junctions will improve access to Inverurie by private car and bus. Unable to appraise in detail until junction strategy is confirmed.	Concerns over impact on properties adjacent to existing A96, including Inverurie Golf Club. Overall support for an online improvement because of the perception it will be less environmentally intrusive, less costly and will require grade separation of Inverurie junctions which will reduce congestion . However, there is likely to be a low level of support if properties adjacent to the existing A96 are directly impacted. Offline improvement may receive mixed response due to impact on properties and land, and costs involved.
Corridor Area OLC																				
Corridor Area B Inverurie North to Colpy (Online North)	OLC	OLC_001	**Minor benefit**	**Moderate benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Moderate benefit**	**Minor benefit**	**Minor benefit**	**Moderate benefit**	**Minor benefit**	**N/A**	**N/A**	**Moderate benefit**	**Neutral**	**Neutral**
		OLC_002	**Minor benefit**	**Moderate benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Minor Adverse Impact**	**Minor benefit**	**Minor benefit**	**Moderate benefit**	**Minor benefit**	**N/A**	**N/A**	**Minor benefit**	**Neutral**	**Moderate Adverse Impact**
		OLC_002b	**Minor benefit**	**Moderate benefit**	**Major benefit**	**Minor benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Minor Adverse Impact**	**Minor benefit**	**Minor benefit**	**Moderate benefit**	**Minor benefit**	**N/A**	**N/A**	**Minor benefit**	**Neutral**	**Moderate Adverse Impact**
		OLC_003	**Minor benefit**	**Moderate benefit**	**Major benefit**	**Moderate benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Minor Adverse Impact**	**Minor benefit**	**Minor benefit**	**Moderate benefit**	**Minor benefit**	**N/A**	**N/A**	**Minor benefit**	**Neutral**	**Moderate Adverse Impact**
		OLC_004	**Minor benefit**	**Moderate benefit**	**Major benefit**	**Moderate benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Moderate benefit**	**Minor benefit**	**Minor benefit**	**Moderate benefit**	**Minor benefit**	**N/A**	**N/A**	**Moderate benefit**	**Neutral**	**Neutral**
		OLC_005	**Minor benefit**	**Moderate benefit**	**Major benefit**	**Moderate benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Moderate benefit**	**Minor benefit**	**Minor benefit**	**Moderate benefit**	**Minor benefit**	**N/A**	**N/A**	**Minor benefit**	**Neutral**	**Moderate Adverse Impact**
		OLC_006	**Minor benefit**	**Moderate benefit**	**Major benefit**	**Moderate benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Moderate benefit**	**Minor benefit**	**Minor benefit**	**Moderate benefit**	**Minor benefit**	**N/A**	**N/A**	**Minor benefit**	**Neutral**	**Moderate Adverse Impact**
		OLC_006b	**Minor benefit**	**Moderate benefit**	**Major benefit**	**Moderate benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Moderate benefit**	**Minor benefit**	**Minor benefit**	**Moderate benefit**	**Minor benefit**	**N/A**	**N/A**	**Minor benefit**	**Neutral**	**Moderate Adverse Impact**
		OLC_007	**Minor benefit**	**Moderate benefit**	**Major benefit**	**Moderate benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Moderate benefit**	**Minor benefit**	**Minor benefit**	**Moderate benefit**	**Minor benefit**	**N/A**	**N/A**	**Minor benefit**	**Neutral**	**Minor Adverse Impact**
		Comments	All alignment perform similarly with average journey time reductions of 3mins throughout the day. 005 offers greatest reduction in journey time, however, the difference between alignments is marginal.	All alignments offer similar levels of improved journey time reliability. No difference in current peak/interpeak journey times on existing A96, however, some journeys likely to be affected by slow moving vehicles, limited overtaking opportunities and bendy alignment which requires vehicles to slow/accelerate. Benefits gained by consistent driving conditions and improved overtaking provision.	Existing A96 has limited opportunity for overtaking. All alignments improve overtaking by providing dual carriageway along full length.	Alignments do not directly improve access to existing or proposed employment or commercial sites. All alignments have gradients <4%. Improved efficiency through higher speed limit for freight vehicles, more consistent driving conditions, reduced journey times. There are no existing weight or height restrictions on this section.	All alignments likely to reduce conflict of local and strategic trips through the provision of improved junction form. Current access provision along this section is at-grade junctions, some with substandard layout. There are also numerous private accesses along the route. All options offer opportunity to improve junction form and remove direct access from properties (access maintained through alternative provision eg collector road). It is assumed that junctions will be grade separated and where no junction is provided, the local road will be crossed using an underbridge/overbridge.	Network resilience not assessed within the first fix assessment. There is insufficient variation between alignment options within one corridor area to undertake a comparative assessment of resilience.	This section is above the national average for 'all accidents' and 'serious accidents'. 3 accident cluster sites; A96/C120C Drimmies junction (5 accidents, all slight), A96 bends at Pitcaple (between Pitstop Layby and south of Ardoyne) (3 accidents, 1 serious, 2 slight), A96/C117C to Chapel of Garioch (3 accidents, all slight) Majority of accidents associated with junctions (61%) and bends (30%). Loss of control was a contributory factor in 22%. Improved alignment and high standard junction provision in all alignments offer the potential to reduce accident rates and severity.	Driver stress likely to be reduced through; - potential reduction in number of junctions and accesses and improved quality of junctions - improved alignment - improved overtaking opportunities	Existing A96 has small sections of footway adjacent to carriageway and bus stops located at the roadside. 1 fatal pedestrian accident occurred at the bus layby at Kellockbank in 2016. All options offer opportunity to provide improved crossing facilities, possibly grade separated. It is assumed that online upgrades will replicate existing provision constructed to current standard. Offline sections offer potential for existing A96 to be used by NMUs. (002, 003, 005, 006, 007, 008 are predominantly offline) 002 and 002b directly impact on 600m of core path which would require diversion. 003 directly impacts on 800m of existing cycle route.	All options similar. Improvements in journey time will make access to the wider strategic transport network, including Aberdeen Airport, Inverness Airport, Aberdeen Port.	Improvements in journey time will make access to the jobs and services quicker for journeys between Huntly and the main employment and service areas in Inverurie, Kintore and Aberdeen .	There are existing core paths either side of the existing A96 around Oyne, Old Rayne and Whiteford which could potentially be better connected by provision of improved crossing facilities. Alignments 001, 002, 004, 005, 006 and 007 all cross the existing cycle route 'Insch to Oyne via Archaeolink'. Alignments 002 and 003 cross the Oldmeldrum to Old Rayne cycle route. It is assumed that these existing walking and cycle routes will be maintained and enhanced where these form part of the scheme.	All alignments perform similarly. Improvements in journey times along this section will make trips to Inverurie and Huntly railway stations quicker.	STAG Safety Criteria looks at 2 elements: 1. Accidents - Considered under the Scheme Objectives "to improve safety for motorised and non-motorised users" 2. Security - Security considered whether each option has any material impact on security for the users, eg remoteness from settlements. This criteria is not considered until 2nd Fix sifting due to insufficient detail on junction strategy, NMU provision and layby strategy.	The STAG Economy Criteria looks at 2 elements: 1. Transport Economic Efficiencies - TEE impacts relating to changes in journey time, journey time reliability, driver frustration and accidents are captured qualatively under the Scheme Objectives. They will be appraised quantatively at 2nd Fix along with construction and maintenace costs. 2. Wider Economic Impacts - WEI's such as agglomeration are not considered quantatively at individual scheme level however they will be considered qualatively at DMRB Stage 2.	Improved journey times may support major LDP allocation in Huntly and smaller allocations in Insch and Old Rayne. 001 and 004 have most online construction and therefore support local policy desire to utilise existing infrastructure.	With an appropriate number of junctions provided, local accessibility across and to/from the alignment should be at least as good as it is in the area now. Unable to appraise in detail until junction strategy is confirmed.	Concern for loss of prime agricultural land and impact on cultural heritage features eg Maiden Stone (impacted by 006) Proximity to community in Whiteford under 002 and 003. Concern for the waste of public money in building the bypass of Inveramsay Bridge when it could itself be bypassed Concern that local businesses, especially those reliant on passing trade, will suffer if they are no longer on the main road; Significant support for online upgrade with perception it will be less environmentally intrusive and less costly. 001 and 004 offer most online construction. However, options which are predominantly constructed offline may not be considered an 'online' upgrade.
Corridor Area OLN																				
Corridor Area B Colpy to Huntly (Online north)	OLN	OLN_001	**Minor benefit**	**Moderate benefit**	**Major benefit**	**Moderate benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Neutral**	**Minor benefit**	**Minor benefit**	**Neutral**	**Minor benefit**	**N/A**	**N/A**	**Moderate benefit**	**Neutral**	**Minor Adverse Impact**
		OLN_002	**Minor benefit**	**Moderate benefit**	**Major benefit**	**Moderate benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Neutral**	**Minor benefit**	**Minor benefit**	**Neutral**	**Minor benefit**	**N/A**	**N/A**	**Minor benefit**	**Neutral**	**Minor Adverse Impact**
		OLN_003	**Minor benefit**	**Moderate benefit**	**Major benefit**	**Moderate benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Neutral**	**Minor benefit**	**Minor benefit**	**Neutral**	**Minor benefit**	**N/A**	**N/A**	**Minor benefit**	**Neutral**	**Minor Adverse Impact**
		OLN_004	**Neutral**	**Moderate benefit**	**Major benefit**	**Moderate benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Neutral**	**Neutral**	**Neutral**	**Neutral**	**Neutral**	**N/A**	**N/A**	**Moderate benefit**	**Neutral**	**Minor Adverse Impact**
		OLN_005	**Neutral**	**Moderate benefit**	**Major benefit**	**Moderate benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Neutral**	**Neutral**	**Neutral**	**Neutral**	**Neutral**	**N/A**	**N/A**	**Moderate benefit**	**Neutral**	**Minor Adverse Impact**
		OLN_006	**Neutral**	**Moderate benefit**	**Major benefit**	**Moderate benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Neutral**	**Neutral**	**Neutral**	**Neutral**	**Neutral**	**N/A**	**N/A**	**Minor benefit**	**Neutral**	**Minor Adverse Impact**
		OLN_007	**Neutral**	**Moderate benefit**	**Major benefit**	**Moderate benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Neutral**	**Neutral**	**Neutral**	**Neutral**	**Neutral**	**N/A**	**N/A**	**Minor benefit**	**Neutral**	**Minor Adverse Impact**
		OLN_008	**Neutral**	**Moderate benefit**	**Major benefit**	**Moderate benefit**	**Moderate benefit**	**N/A**	**Moderate benefit**	**Major benefit**	**Neutral**	**Neutral**	**Neutral**	**Neutral**	**Neutral**	**N/A**	**N/A**	**Minor benefit**	**Neutral**	**Minor Adverse Impact**
		Comments	All alignments offer minor journey time reductions of 2 minutes (average). Alignments 001 to 003 offer max journey time savings of 4mins whereas max journey time savings for alignments 004-008 are up to 3mins. OLN_001 offers the greatest reduction in journey times (shortest length) with an average reduction of 2 3 mins and a max reduction of 4 minutes during the peak periods.	All alignments offer similar levels of improved journey time reliability. No difference in current peak/interpeak journey times on existing A96, however, some journeys likely to be affected by slow moving vehicles, limited overtaking opportunities and bendy alignment which requires vehicles to slow/accelerate. Benefits gained by consistent driving conditions and improved overtaking provision. Alignments through this section are at a similar elevation to exsiting route and therefore may still suffer poor journey time reliability during adverse winter weather .	Existing A96 has limited overtaking due to geometry. Sections of WS2+1 provided for 1.3km in each direction to allow some overtaking. All alignments improve overtaking by providing dual carriageway along full length	Alignments do not directly improve access to existing or proposed employment ad commercial sites. All alignments have gradients <4%. Improved efficiency through higher speed limit for freight vehicles, more consistent driving conditions, reduced journey times. There are no existing weight or height restrictions on this section.	All alignments likely to reduce conflict of local and strategic trips through the provision of improved junction form. Current access provision along this section is at-grade junctions, some with substandard layout. There are also numerous private accesses along the route. All options offer opportunity to improve junction form and remove direct access from properties (access maintained through alternative provision eg collector road). It is assumed that junctions will be grade separated and where no junction is provided, the local road will be crossed using an underbridge/overbridge.	Network resilience not assessed within the first fix assessment. There is insufficient variation between alignment options within one corridor area to undertake a comparative assessment of resilience.	This section is above the national average for 'all accidents' and 'serious accidents' and 'fatal' accidents. 2 fatal accidents occurred on this section between 2012-2016. One accident cluster site at Bainshole had 8 accidents in Syears (3 of which were serious). Majority of accidents are associated with overtaking, loss of control on bends and poor weather. All options improve alignment and overtaking provision and are likely to reduce risk and severity of accidents on the A96. Potential residual risk of poor weather but may be mitigated through design.	Driver stress likely to be reduced through; - potential reduction in number of junctions and accesses and improved quality of junctions - improved alignment - improved overtaking opportunities Unlikely to address driver stress associated with poor winter weather conditions.	Existing A96 has no footway or cycleway provision and which suggests number of NMUs is likely to be low. There are no significant settlements or NMU trip attractors along the route. Local roads may be used by cyclists and therefore grade separation may reduce potential for conflict.	All options similar. Improvements in journey time and journey reliability will make access to the wider strategic transport network quicker, including Aberdeen Airport, Inverness Airport, Aberdeen Port.	Improvements in journey time will make access to the jobs and services quicker for journeys between Huntly and the main employment and service areas in Inverurie, Kintore and Aberdeen .	No existing core paths or cycle routes are impacted by the proposed alignment. Small population, spread out over large area with no real population centres. May be some potential to encourage cycling to Huntly and within local area through improved facilities. Offline options could be used to form facilities for pedestrians and cyclists although demand may be low.	All alignments perform similarly. Improvements in journey times along this section will make trips to Inverurie and Huntly railway stations quicker.	STAG Safety Criteria looks at 2 elements: 1. Accidents - Considered under the Scheme Objectives "to improve safety for motorised and non-motorised users" 2. Security - Security considered whether each option has any material impact on security for the users, eg remoteness from settlements. This criteria is not considered until 2nd Fix sifting due to insufficient detail on junction strategy, NMU provision and layby strategy.	The STAG Economy Criteria looks at 2 elements: 1. Transport Economic Efficiencies - TEE impacts relating to changes in journey time, journey time reliability, driver frustration and accidents are captured qualatively under the Scheme Objectives. They will be appraised quantatively at 2nd Fix along with construction and maintenace costs. 2. Wider Economic Impacts - WEI's such as agglomeration are not considered quantatively at individual scheme level however they will be considered qualatively at DMRB Stage 2.	All alignments perform similarly There are significant LDP allocations at Huntly which will benefit from improved access through reduced journey times. - 671 houses - 4.5ha employment land 001, 004 and 005 have significant online sections and therefore support local policy desire to utilise existing infrastructure.	With an appropriate number of junctions provided, local accessibility across and to/from the alignment should be at least as good as it is in the area now. Unable to appraise in detail until junction strategy is confirmed.	Desire to have a route that is not affected by adverse weather at Glens of Foudland. This option does not address this concern. Support for online upgrade because of the perception it will be less environmentally intrusive and less costly. Concern that local businesses, especially those reliant on passing trade, will suffer if they are no longer on the main road;