ANNEX A

Transport Scotland A96 Dualling Programme Board Paper from July 2014 in relation to the sifting of proposed improvement strategies for the A96 Dualling Inverness to Aberdeen programme.

FOR DECISION **July 2014**

PROGRAMME BOARD
PAPER A96PB03 – 02

Paper Title: A96 Dualling Preliminary Engineering Services
Sifting of Proposed Improvement Strategies

Purpose

To confirm the proposed improvement strategies to be included in the detailed Design Manual for Roads and Bridges (DMRB) Stage 1 Assessment of the proposed upgrade of the A96 to dual carriageway.

Priority

Routine.

Decisions/Actions required of the Board

The Board is invited to decide whether it is content for the proposed improvement strategies to be included in the detailed DMRB Stage 1 Assessment.

Key information the Board will need

The Board needs to know:

Background

A total of 16 potential improvement strategies have been identified through a desk-based study, for the proposed upgrade of the A96 to dual carriageway. A sifting exercise has been undertaken to assess the advantages and disadvantages of each strategy to identify those that should be included in the more detailed DMRB Stage 1 Assessment.

The sifting methodology used was similar to that recently used for the A9 Dualling, and involved a two-part assessment of each strategy:

- Part 1 of the process required the assessment of each strategy against the A96 Dualling Programme objectives. Those strategies that were assessed as failing to meet the Programme objectives were removed from further consideration.

- Part 2 of the process involved a more detailed assessment of the remaining strategies against relevant DMRB type criteria. Those strategies that were clearly less advantageous than other strategies were removed from further consideration.

It is proposed that those strategies remaining at the end of the Part 2 sifting exercise will be included in the more detailed DMRB Stage 1 Assessment.

A sifting assessment workshop was conducted on 13th May 2014 to review the outcome of the Part 1 and Part 2 sifting assessments. The objective of the workshop was to review and challenge the sifting exercise and thereafter agree those options that were clearly not feasible and/or desirable to progress further.

Programme Objectives

The following A96 Programme objectives were developed from the A96 Inverness to Aberdeen STAG Appraisal corridor objectives to provide a more targeted and measurable context for the A96 Dualling: Preliminary Engineering Services commission:

- To improve the operation of the A96 and inter-urban connectivity between the cities of Inverness and Aberdeen and their city regions through;
  - Reduced journey times;
  - Improved journey time reliability; and
  - Reduced conflicts between local and strategic journeys.

- To improve safety for motorised and non-motorised users through;
  - Reduced accident rates and severity; and
  - Reduced driver stress.

- To provide opportunities to grow the regional economies on the corridor through;
  - Improved access to the wider strategic transport network; and
  - Enhanced access to jobs and services.

- To facilitate active travel in the corridor;

- To facilitate integration with Public Transport Facilities; and

- To reduce the environmental effect on the communities in the corridor.

The above programme objectives were used to assess the improvement strategies in Part 1 of the sifting process.

Improvement Strategy Options

The 16 improvement strategies (Options A – N and Options P & Q) were developed as conceptual alternatives for the dualling of the A96 and are shown on drawing B1557621/0000/001 (refer to Appendix A).

Part 1 Sifting

Following the sifting assessment workshop, Options B, C, D, E, N and P were assessed as meeting all of the programme objectives and therefore progressed to Part 2 of the Sifting Process.

Option A, comprising a full online upgrade, only satisfied two scheme objectives relating to providing opportunities to grow the regional economies and facilitating integration with public transport facilities. Due to the requirement to upgrade the existing A96 through heavily populated areas such as Elgin, it was assessed that the operation of the A96 and safety for motorised and non-motorised users would be compromised due to the necessary reduction in design standards for the constrained urban areas and as such Option A failed to satisfy these objectives.

Option F was assessed as failing to satisfy two of the programme objectives relating to facilitating active travel and facilitating integration with public transport facilities. This was due to the remoteness of this option from the populated areas of Fochabers and Mosstodloch which meant that existing public transport facilities in these towns would be unavailable to the public.

Options G to M inclusive were assessed as failing to satisfy four of the programme objectives relating to providing opportunities to grow the regional economies on the corridor, facilitating active travel, facilitating integration with public transport facilities and reducing the environmental effect on the communities in the corridor. This was due to the remoteness of these options from the main population centres in the region which meant that existing public transport facilities in these centres would be unavailable to the public using the proposed Options G to M inclusive. Similarly, the existing travel patterns are predominantly between communities within the existing A96 corridor and not end-to-end. Therefore the remoteness of Options G to M from the existing A96 would mean that the majority of the traffic would remain on the existing A96 and discourage active travel in the urban areas along the existing A96.

Similarly, Option Q failed to satisfy the objectives relating to providing opportunities to grow the regional economies, active travel and public transport.

A summary table of the Part 1 Sifting outcomes is included in Appendix B along with a drawing (B1557621/0000/002) showing those strategies that proceeded to the Part 2 Sifting.

Part 2 Sifting

Those strategies which successfully passed Sifting Part 1 were subject to a more detailed Sifting Part 2 assessment. For this assessment, the improvement strategies were assessed at a high level against DMRB Stage 1 type criteria relating to Engineering, Cost and Environment.

The Sifting Part 2 assessment recommended that Options E and P should be removed from further consideration due to the significant engineering and cost disadvantages associated with the tunnelling required for both of these Options. It was concluded that Options B, C D and N should be taken forward to the detailed DMRB Stage 1 Assessment.

A summary table of the Part 2 Sifting outcomes is included in Appendix C along with a drawing (B1557621/0000/004) showing those strategies that are recommended for further consideration as part of the DMRB Stage 1 Assessment.

Advice and Conclusions

Based on the outcome of the sifting assessment and the decisions agreed at the workshop, it is recommended that the following improvement strategy options are taken forward for further consideration as part of the DMRB Stage 1 Assessment:

- Option B;
- Option C;
- Option D; and
- Option N

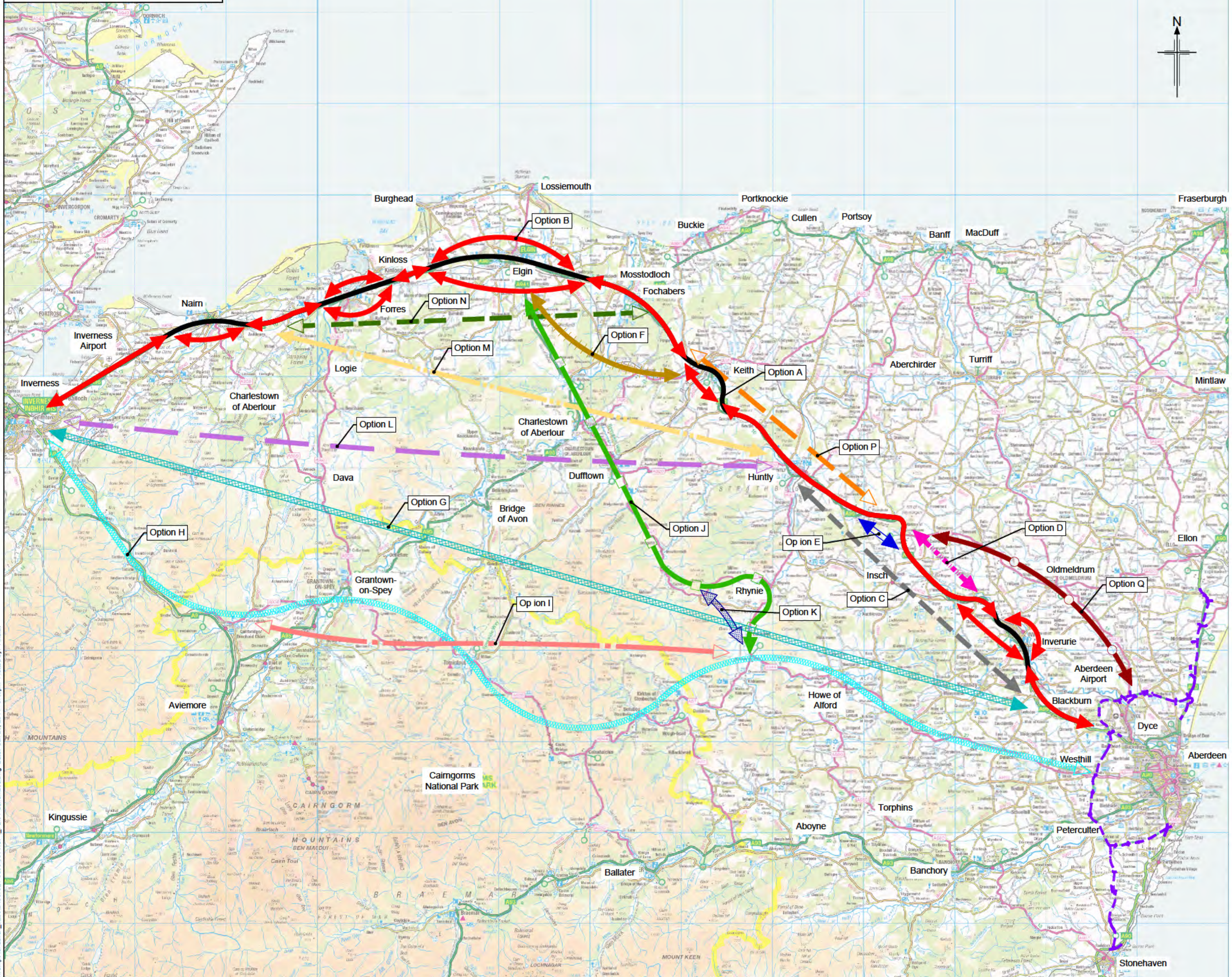
[redacted]
MTRIPS – Planning and Design: Design Team 3
07 July 2014

Appendix A – Potential Improvement Strategies

- Drawing Number: B1557621/0000/001

Drawing number / Rev

B1557621/0000/001 Rev 1



File: C:\Temp\AcPublish_6220\B1557621-0000-001 Rev 1_Part 1 Schematic.dwg Date: Jun 25, 2014 - 3:46pm Plotted by: Findlat

Legend:

Part 1 Sifting Improvement Strategies

- Option A
- Option B
- Option C
- Option D
- Option E
- Option F
- Option G
- Option H
- Option I
- Option J
- Option K
- Option L
- Option M
- Option N
- Option P
- Option Q

Proposed Aberdeen Western Peripheral Road

Notes:

1. Limit of indicative improvement strategies may be altered as options are developed.

Rev	Rev. Date	Purpose of revision	Drawn	Checked	Reviewed	Approved
1	24/06/14	Legend updated.	SA	DB	GH	AJG
0	20/03/14	For Comment	GH	AG	AG	AG

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Client

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

Project

A96 DUALLING
INVERNESS TO ABERDEEN

Drawing title

PART 1 SIFTING
IMPROVEMENT STRATEGIES

Drawing status

FOR INFORMATION

Scale	1:200,000 @ A1	DO NOT SCALE
Jacobs No.	B1557621	

Drawing number: B1557621/0000/001

Rev: 1

Appendix B – Part 1 Sifting Outcome

- Table 1 – Summary of Part 1 Appraisal; and
- Drawing Number: B1557621/0000/002

Option	Programme objectives						Proceed to Part 2 Sifting?
	1: To improve the operation of the A96 and inter-urban connectivity between the cities of Inverness to Aberdeen and their city regions through: • Reduced journey times; • Improved journey time reliability; and • Reduced conflicts between local and strategic journeys	2: To improve safety for motorised and non-motorised users through: • Reduced accident rate and severity; and • Reduced driver stress.	3: To provide opportunities to grow the regional economies on the corridor through: • Improved access to the wider strategic transport network; and • Enhanced access to jobs and services	4: To facilitate Active Travel in the Corridor	5: To facilitate integration with Public Transport Facilities	6: To reduce the environmental effect on the communities in the corridor	
A	No	No	Yes	No	Yes	No	×
B	Yes	Yes	Yes	Yes	Yes	Yes	✓
C	Yes	Yes	Yes	Yes	Yes	Yes	✓
D	Yes	Yes	Yes	Yes	Yes	Yes	✓
E	Yes	Yes	Yes	Yes	Yes	Yes	✓
F	Yes	Yes	Yes	No	No	Yes	×
G	Yes	Yes	No	No	No	No	×
H	Yes	Yes	No	No	No	No	×
I	Yes	Yes	No	No	No	No	×
J	Yes	Yes	No	No	No	No	×
K	Yes	Yes	No	No	No	No	×
L	Yes	Yes	No	No	No	No	×
M	Yes	Yes	No	No	No	No	×
N	Yes	Yes	Yes	Yes	Yes	Yes	✓
P	Yes	Yes	Yes	Yes	Yes	Yes	✓
Q	Yes	Yes	No	No	No	Yes	×

Table 1 – Summary of Part 1 Appraisal

Drawing number / Rev
B1557621/0000/002 Rev 1

File: P:\Data3\B1557621 - A96 PES\A96 CAD\0000 - A96 Preliminaries\0000 - A96 Sifting Options\B1557621-0000-002 Rev 1_Part 1 to Part 2 Schematic.dwg Date: Jun 25, 2014 - 3:57pm Plotted by: Findlat

Legend:

Part 1 Sifting Improvement Strategies

- Option B
- Option C
- Option D
- Option E
- Option N (Refer to Note 2)
- Option P
- Proposed Aberdeen Western Peripheral Road

Notes:

1. Limit of indicative improvement strategies may be altered as options are developed.
2. The western extent of Option N has been altered to avoid the Natura sites at this end of this improvement strategy.

Rev	Rev. Date	Purpose of revision	Drawn	Checked	Reviewed	Approved
1	25/06/14	Opton N updated	GH	DB	AJG	AJG
0	20/03/14	For Comment	GH	AG	AG	AG

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Project

A96 DUALLING
INVERNESS TO ABERDEEN

Drawing title

PART 1 SIFTING IMPROVEMENT STRATEGIES PROGRESSING TO PART 2 SIFTING

Drawing status

FOR INFORMATION

Scale	1:200,000 @ A1	DO NOT SCALE
Jacobs No.	B1557621	

Drawing number: B1557621/0000/002

Rev: 1

Appendix C – Part 2 Sifting Outcome

- Table 2 – Summary of Part 2 Appraisal; and
- Drawing Number: B1557621/0000/004

Option	Engineering and Cost	Environmental	Proceed to DMRB Stage 1?
Option B	Yes	Yes	Yes
Option C	Yes	Yes	Yes
Option D	Yes	Yes	Yes
Option E	No	Yes	No
Option N	Yes	Yes	Yes
Option P	No	Yes	No

Table 2 – Summary of Part 2 Appraisal

Drawing number / Rev

B1557621/0000/004 Rev 0

File: C:\Temp\AcPublish_6220\B1557621-0000-004 Rev 0_Strategies Progressing to DMRB Stage 1.dwg Date: Jun 25, 2014 - 4:04pm Plotted by: Findlat

Legend:

Improvement Strategies

- Option B
- Option C
- Option D
- Option N (Refer to Note 2)
- Proposed Aberdeen Western Peripheral Road

Notes:

1. Limit of indicative improvement strategies may be altered as options are developed.
2. The western extent of Option N has been altered to avoid the Natura sites at this end of this improvement strategy.

Rev	Rev. Date	Purpose of revision	Drawn	Checked	Reviewed	Approved
0	18/06/14	For Comment	GH	DB	AJG	AJG

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Drawing title

PART 2 SIFTING IMPROVEMENT STRATEGIES PROGRESSING TO DMRB STAGE 1

Drawing status

FOR INFORMATION

Scale	1:200,000 @ A1	DO NOT SCALE
Jacobs No.	B1557621	

Drawing number: B1557621/0000/004 Rev: 0