Annex B

Email Correspondence - Extracts in relation to orange and violet routes and online through Inverurie

From	To	Date	Extract:
Aberdeenshire Council	Transport Scotland	30/10/2018	▉. I have received a range of correspondence from our Elected Members of the past couple of days. We would appreciate your assistance in providing timeous responses to the following queries. 2. Please can you provide specific justification regarding the reasons for the de-selection of the on-line route through Inverurie – whilst officers of Aberdeenshire council have some information on this, for matters of consistency, it is appropriate that Transport Scotland and their consultants provide this information. With kind regards ▉
Transport Scotland	Aberdeenshire Council	02/11/2018	▉ Further to the receipt of your email of 30 October 2018, I provide the following in response to each of the points on which you have sought clarification. 2. De-selection of the on-line route through Inverurie The online widening of the existing A96 between Inveramsay Bridge and Port Elphinstone Roundabout, approximately 6.6 kilometres, was appraised against the A96 East of Huntly to Aberdeen Scheme Objectives and STAG criteria.

In consideration of this section, AmeyArup found that although the online dualling through Inverurie had in theory the potential to positively contribute to the A96 East of Huntly to Aberdeen Scheme Objectives, it performed poorly from an Environment and Engineering perspective.
.
AmeyArup's engineering appraisal confirmed that the existing A96 through Inverurie is constrained on both sides due to the proximity of residential and commercial property boundaries. Generally, the existing landscaping and screening bunds would need to be removed to accommodate a new dual carriageway with some sections potentially requiring retaining structures to prevent encroachment of earthworks into adjoining properties. However, at the narrowest point, south-east of Blackhall Roundabout, the available width between trunk road boundary fence lines is 20.9 metres, with private properties located immediately behind these boundaries. The minimum dual carriageway cross section assuming a straight and level alignment with no earthworks is 26.1 metres. Therefore, any widening at this location even with retaining structures will encroach and permanently impact on the accessibility to property to the south of the A96 and/or rear garden areas of the properties located to the north.   Furthermore, the grade separation of the existing Blackhall Roundabout and its associated slip roads would have an even greater impact on these private properties than the standard dual carriageway cross section, noting that additional land would also be required at the junction location inducing further encroachment on the surrounding commercial and residential properties.

The Environmental appraisal confirmed that the dualling of the existing route would likely have significant effects on people and communities due to the proximity to existing properties, businesses and community facilities. Significant noise, air quality and visual impacts on a large number of receptors within close proximity to the A96, particularly for those properties bounding the existing A96 were also anticipated.
.
Finally, the outcomes of the traffic appraisal for online dualling of the existing A96 through Inverurie indicated that there would be no real benefits to local traffic within Inverurie with all traffic continuing to pass through the town to join the trunk road. Furthermore, AmeyArup deduced that traffic effects within the town would likely be exacerbated with the new and proposed development traffic on the north side of Inverurie travelling towards the new A96. The

			traffic assessment also indicated that a full grade separation, with slip road connections to the trunk road, would be required at Blackhall Roundabout to avoid severe congestion on the surrounding road network. Based on the above, it was AmeyArup's recommendation that an online dual carriageway upgrade of the A96 through Inverurie not be considered further as part of the DMRB Stage 2 Scheme Assessment process. Best regards ██████
Aberdeenshire Council	Transport Scotland	11/12/2018	████████████████████ Thanks for taking the time for coming up this morning. The Member's in attendance benefitted from the session, and we had a good discussion of the points. Councillor ██████ has asked that I forward on the attached photographs of flooding that has recently been experienced in the area, please find attached below. Kind regards ██████ Good afternoon ████, I would be grateful if you could forward these photos to the Transport Scotland staff that attended our meeting this morning. The consultants may also be interested.

			I took these images mostly from the road leading from Hatton of Fintray looking towards Kintore and Bennachie. The last couple are the river in flood at Inverurie looking towards Uryside. Best regards, Cllr ███████████