

A90 Laurencekirk Junction Improvement Scheme

Meet the Team

Stakeholder and Community Engagement

Transport Scotland will ensure that stakeholder and community engagement is:

- inclusive, open and transparent
- undertaken at key stages to allow for feedback to inform the design and assessment process
- is facilitated through a range of methods for example workshops, events, exhibitions and website

Transport Scotland's Design Manager, Sandy Jamieson and the Project Manager for the scheme, Andy Anderson will be responsible for Transport Scotland's commitment to stakeholder and community engagement and ensuring that the principles for community engagement are followed.



Mr Gordon MacDonald (left) and Mr Mark Wells (right)

Transport Scotland is working in partnership with Aberdeenshire Council, Angus Council and NESTRANS to keep the local community informed and engaged throughout the process of development of the scheme.

Managing and coordinating public engagement and ongoing dialogue will be the responsibility of Amey's Principal Roads and Infrastructure Engineer, Mark Wells.

Mark is committed to ensuring that Transport Scotland's principles for community engagement are followed throughout the lifetime of the scheme.

Mark has over 20 years' experience of liaising with local communities and stakeholders. He and his team will undertake consultation with landowners and tenants throughout the design process, including agreeing access arrangements for surveys. Mark will be supported by Amey's Task Order Manager, Gordon MacDonald.



Mr Sandy Jamieson (left) and Mr Andy Anderson (right)



Contact Details

Should you wish to contact Amey, details are:

Mark Wells
 Tel: 07896 427 160
 Email: mark.wells@amey.co.uk
 By post: Precision House | McNeil Drive | Eurocentral | Motherwell | MLI 4UR

Further Information

More information is available at the project website:
<http://www.transport.gov.scot/project/a90a937-laurencekirk-junction-improvement-scheme>

Meet the Team Event February 2017

Welcome

In January 2016, the Scottish Government announced £24 million for the design and construction of grade-separated junction improvement at Laurencekirk as part of a package of additional investment alongside the Aberdeen City Region Deal.

In September 2016, following a competitive tendering process, Transport Scotland appointed Amey to take forward option assessment and development work.

Since being appointed, Amey has mobilised their design and assessment teams, commenced preliminary designs and topographical survey work and initial consultation with statutory bodies.

This 'Meet the Team' event is part of Transport Scotland's community engagement, allowing the public to meet representatives of Transport Scotland and their design consultant, Amey, and also to find out more about the essential design and assessment process to be followed during the development of the scheme.

Keeping local communities, landowners, stakeholders and members of the public informed is an essential and integral part of the design Design Manual for Roads and Bridges (DMRB) process. As the scheme progresses we will continue to provide you with updates and hold public events to allow you to have your say and give us your feedback.



A937 South of Laurencekirk looking north

DMRB Stage 1 - Access to Laurencekirk

The first part of this process is the DMRB Stage 1. This preliminary stage of work was completed as part of the earlier 2015 Access to Laurencekirk Study, which identified a range of broadly defined junction improvement options.

These outline improvement options were high level concepts, such as grade separation at the south junction on its own or in combination with other improvement options at the other two junctions.

DMRB Stage 2 Assessment

Amey is currently taking forward the DMRB Stage 2 options assessment, during which they will develop and assess in detail a variety of options for junction improvements at Laurencekirk.

This will include an engineering, traffic, economic and environmental assessment of the potential impacts of each option to inform a preferred option choice. During this stage the junction options under consideration will also be presented to the public later in 2017 for their vital feedback prior to the selection of a preferred option. It is expected that a preferred option for the scheme will be identified in 2018.

To inform the design development and environmental assessment of junction options, Amey will gather information over the coming months about the current state of the natural environment in the area. This will include walkover surveys which will help increase the team's understanding of existing conditions.

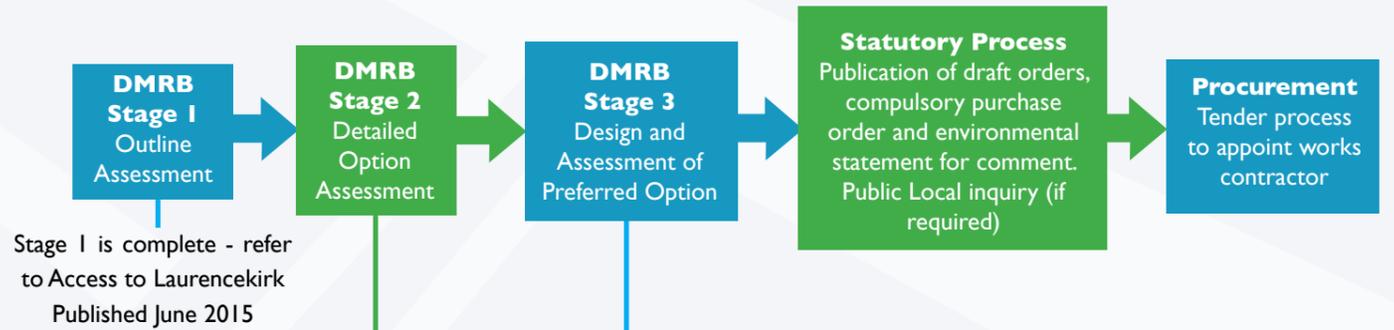


A90 Centre Junction looking southbound

Scheme Assessment Process

Transport Scotland carries out a rigorous and well defined assessment process to identify the preferred route and the land requirements for a trunk road improvement project.

The three-stage assessment process, based on the DMRB standard of good practice covers environmental, engineering, traffic and economic considerations. Throughout this process, Transport Scotland will continue to consult with stakeholders and interested parties.



DMRB Stage 3 Assessment

Following selection of the preferred option, the design will be further developed and assessed with an Environmental Impact Assessment prepared and the land required for the junction improvement identified.

During this stage of assessment, the preferred option will also be developed to take account of the needs of pedestrians, cyclists and other Non-Motorised Users (NMUs). The draft Statutory Orders will be prepared for publication at the same time as the Environmental Impact Assessment.

To inform the design development and environmental assessment of the scheme, Amey will also carry out other surveys in the coming years, for example ground investigation which will inform the preliminary design of the new earthworks and bridge foundations.

It is anticipated that the Stage 3 Assessment will take 12-18 months to complete with draft Orders expected to be published in 2019 for formal comment. Progress thereafter will depend on the public reaction to the published draft Orders and whether there is a need for a Public Inquiry.