Appendix D

Corridor Options Appraisal - Criteria & Metrics
## Corridor Options Assessment Metrics

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Metric Owner</th>
<th>Metric Type</th>
<th>Metric</th>
<th>Major Adverse Impact</th>
<th>Adverse Impact</th>
<th>Medical Impact</th>
<th>Benefitful Impact</th>
<th>Major Benefitful Impact</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>to improve the operation of the transport network and inter-urban accessibility through</td>
<td>Traffic &amp; Economics</td>
<td>Qualitative</td>
<td>Change in journey time based on length of Corridor options compared to existing (excluding options assessed consistent transport corridor)</td>
<td>Increase of 71 of over 5 mins</td>
<td>Increase of 71 of 2 - 5 mins</td>
<td>N/A</td>
<td>N/A</td>
<td>qualitative - no change in JT reliability</td>
</tr>
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<td>qualitative - minor reduction in JT reliability</td>
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<td>qualitative - significant reduction in JT reliability</td>
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<tr>
<td>2</td>
<td>provision of efficient freight movements along the transport corridor</td>
<td>Traffic &amp; Economics</td>
<td>Qualitative</td>
<td>Change in freight accessibility to existing and proposed commercial areas</td>
<td>Difficult for a route to connect directly to existing commercial areas</td>
<td>difficulty for a route to connect directly to existing commercial areas</td>
<td>No change in number of freight and weight restrictions along the route</td>
<td>Opportunities for route to connect directly with existing freight traffic</td>
<td>N/A</td>
</tr>
<tr>
<td>3</td>
<td>traffic conflicts between local traffic and strategic journeys</td>
<td>Traffic &amp; Economics</td>
<td>Qualitative</td>
<td>Changes in volumes of strategic traffic travelling through urban areas to access NMU</td>
<td>Strategic traffic adds noise and congestion to existing road</td>
<td>Strategic traffic adds noise and congestion to existing road</td>
<td>No change in number of freight and weight restrictions along the route</td>
<td>Opportunities for route to connect directly with existing commercial areas</td>
<td>N/A</td>
</tr>
<tr>
<td>4</td>
<td>to improve the operation of the transport network and inter-urban accessibility through</td>
<td>Traffic &amp; Economics</td>
<td>Qualitative</td>
<td>Interactions of strategic and local traffic along the route</td>
<td>Strategic traffic adds noise and congestion to existing road</td>
<td>Strategic traffic adds noise and congestion to existing road</td>
<td>No change in number of freight and weight restrictions along the route</td>
<td>Opportunities for route to connect directly with existing commercial areas</td>
<td>N/A</td>
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<tr>
<td>5</td>
<td>traffic congestion and induced demand</td>
<td>Traffic &amp; Economics</td>
<td>Qualitative</td>
<td>Interactions of strategic and local traffic along the route</td>
<td>Strategic traffic adds noise and congestion to existing road</td>
<td>Strategic traffic adds noise and congestion to existing road</td>
<td>No change in number of freight and weight restrictions along the route</td>
<td>Opportunities for route to connect directly with existing commercial areas</td>
<td>N/A</td>
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<tr>
<td>6</td>
<td>to improve the operation of the transport network and inter-urban accessibility through</td>
<td>Traffic &amp; Economics</td>
<td>Qualitative</td>
<td>Impact of changes in route length, categories and speed limits/landscapes on existing commercial partners within the section</td>
<td>Significant increase in accident rates and severity</td>
<td>Significant increase in accident rates and severity</td>
<td>No expected change to accident rate</td>
<td>Expected minor reduction in accident rates</td>
<td>N/A</td>
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<tr>
<td>7</td>
<td>traffic congestion and induced demand</td>
<td>Traffic &amp; Economics</td>
<td>Qualitative</td>
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<td>Significant increase in accident rates and severity</td>
<td>No expected change to accident rate</td>
<td>Expected minor reduction in accident rates</td>
<td>N/A</td>
</tr>
<tr>
<td>8</td>
<td>to ensure land use is viable/attractive?</td>
<td>Traffic &amp; Economics</td>
<td>Qualitative</td>
<td>Interactions of strategic and local traffic along the route</td>
<td>Strategic traffic adds noise and congestion to existing road</td>
<td>Strategic traffic adds noise and congestion to existing road</td>
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<td>Opportunities for route to connect directly with existing commercial areas</td>
<td>N/A</td>
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<td>9</td>
<td>to improve the operation of the transport network and inter-urban accessibility through</td>
<td>Traffic &amp; Economics</td>
<td>Qualitative</td>
<td>Improved access to the wider strategic transport network</td>
<td>Strategic traffic adds noise and congestion to existing road</td>
<td>Strategic traffic adds noise and congestion to existing road</td>
<td>No change in number of freight and weight restrictions along the route</td>
<td>Opportunities for route to connect directly with existing commercial areas</td>
<td>N/A</td>
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<tr>
<td>10</td>
<td>traffic congestion and induced demand</td>
<td>Traffic &amp; Economics</td>
<td>Qualitative</td>
<td>Improved access to the wider strategic transport network</td>
<td>Strategic traffic adds noise and congestion to existing road</td>
<td>Strategic traffic adds noise and congestion to existing road</td>
<td>No change in number of freight and weight restrictions along the route</td>
<td>Opportunities for route to connect directly with existing commercial areas</td>
<td>N/A</td>
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<tr>
<td>11</td>
<td>to improve the operation of the transport network and inter-urban accessibility through</td>
<td>Traffic &amp; Economics</td>
<td>Qualitative</td>
<td>Changes in traffic volumes along existing and proposed corridors compared to existing and proposed</td>
<td>Major detriment to journey time to access trunk road network</td>
<td>Major detriment to journey time to access trunk road network</td>
<td>No change in journey time</td>
<td>Major improvement in journey times to access trunk road network</td>
<td>N/A</td>
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<td>12</td>
<td>traffic congestion and induced demand</td>
<td>Traffic &amp; Economics</td>
<td>Qualitative</td>
<td>Changes in traffic volumes along existing and proposed corridors compared to existing and proposed</td>
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<td>Major improvement in journey times to access trunk road network</td>
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<td>13</td>
<td>traffic congestion and induced demand</td>
<td>Traffic &amp; Economics</td>
<td>Qualitative</td>
<td>Changes in traffic volumes along existing and proposed corridors compared to existing and proposed</td>
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<td>14</td>
<td>traffic congestion and induced demand</td>
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<td>Qualitative</td>
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<td>Major improvement in journey times to access trunk road network</td>
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## AH8 East of Huntly to Aberdeen
### Corridor Options Assessment Metrics

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</thead>
<tbody>
<tr>
<td><strong>5 To facilitate integration with Public Transport facilities.</strong></td>
<td></td>
<td>Qualitative</td>
<td>Proximity of route to settlements far access to public transport and park &amp; ride</td>
<td>Major detriment to accessibility of exiting public transport infrastructure and journey times between existing transport nodes and existing housing. Existing route located by one route potential reduction in service.</td>
<td>Major detriment to accessibility of exiting public transport infrastructure and journey times between existing transport nodes and existing housing.</td>
<td>Major detriment to accessibility of exiting public transport infrastructure and journey times between existing transport nodes and existing housing.</td>
<td>Improved journey time between exiting transport nodes.</td>
<td>Improved journey time between exiting transport nodes.</td>
<td>Major improvement in journey times between existing transport nodes.</td>
</tr>
<tr>
<td><strong>6 To avoid significant environmental impacts and where this is not possible to ameliorate the environmental effect on:</strong></td>
<td></td>
<td>Qualitative</td>
<td>This is appraised using the developed STAG criteria below</td>
<td>Li (near STAG Environmental)</td>
<td>Li (near STAG Environmental)</td>
<td>Li (near STAG Environmental)</td>
<td>Li (near STAG Environmental)</td>
<td>Li (near STAG Environmental)</td>
<td>Li (near STAG Environmental)</td>
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<tr>
<td>Natural and cultural heritage assets.</td>
<td></td>
<td>Qualitative</td>
<td>Low number/density of sensitive receptors within the route corridor (via) potential for candidate site management level impacts.</td>
<td>Li (near STAG Environmental)</td>
<td>Li (near STAG Environmental)</td>
<td>Li (near STAG Environmental)</td>
<td>Li (near STAG Environmental)</td>
<td>Li (near STAG Environmental)</td>
<td>Li (near STAG Environmental)</td>
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<tr>
<td><strong>1 Environmental</strong></td>
<td></td>
<td>Quantitative</td>
<td>Assessment of potential changes in local air quality (qualitative)</td>
<td>High number/density of sensitive receptors</td>
<td>Low number/density of sensitive receptors</td>
<td>Low number/density of sensitive receptors</td>
<td>Low number/density of sensitive receptors</td>
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<tr>
<td><strong>2 Air Quality</strong></td>
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<td>Assessment of potential changes in regional air quality (qualitative)</td>
<td>High number/density of sensitive receptors</td>
<td>Low number/density of sensitive receptors</td>
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<tr>
<td><strong>3 Noise and vibration</strong></td>
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<td>Qualitative</td>
<td>Sensitivity of receptors within the route corridor (via)</td>
<td>High number/density of sensitive receptors</td>
<td>Low number/density of sensitive receptors</td>
<td>Low number/density of sensitive receptors</td>
<td>Low number/density of sensitive receptors</td>
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<tr>
<td><strong>4 Natural and cultural heritage assets.</strong></td>
<td></td>
<td>Qualitative</td>
<td>Assessment of potential changes in traffic noise (qualitative)</td>
<td>Low number/density of sensitive receptors</td>
<td>Low number/density of sensitive receptors</td>
<td>Low number/density of sensitive receptors</td>
<td>Low number/density of sensitive receptors</td>
<td>Low number/density of sensitive receptors</td>
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<tr>
<td><strong>5 Landscape &amp; visual</strong></td>
<td></td>
<td>Quantitative</td>
<td>Lime trees impacted by the route corridor (via)</td>
<td>High number/density of sensitive receptors</td>
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<td>Low number/density of sensitive receptors</td>
<td>Low number/density of sensitive receptors</td>
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<tr>
<td><strong>6 Landscape &amp; visual</strong></td>
<td></td>
<td>Quantitative</td>
<td>Number of listed buildings within route corridor (via)</td>
<td>High number/density of sensitive receptors</td>
<td>Low number/density of sensitive receptors</td>
<td>Low number/density of sensitive receptors</td>
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<td>Transport Corridor</td>
<td>Area of route through nationally designated sites</td>
<td>Qualitative</td>
<td>High number/number of sensitive receptors</td>
<td>Medium number/number of sensitive receptors</td>
<td>Low number/number of sensitive receptors</td>
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<td>N/A</td>
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<td>Area of route through protected landscapes</td>
<td>Qualitative</td>
<td>High number/number of sensitive receptors</td>
<td>Medium number/number of sensitive receptors</td>
<td>Low number/number of sensitive receptors</td>
<td>N/A</td>
<td>N/A</td>
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<tr>
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<td>Area of route through woodland</td>
<td>Qualitative</td>
<td>High number/number of sensitive receptors</td>
<td>Medium number/number of sensitive receptors</td>
<td>Low number/number of sensitive receptors</td>
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<td>Area of route through protected landscapes</td>
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<th>Criteria</th>
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<tbody>
<tr>
<td>Geotechnical</td>
<td>Engineering</td>
<td>Qualitative</td>
<td>Trench of potential geological (including contaminated) constraints within the corridor area (and associated constraints considered); Peat (and areas of compressible peat deposit described); Fluvial activity (slippery sites and high ground); Ground with potential contamination risks (including non-recorded areas of the potential geological constraints).</td>
<td>Combination of extensive and resident areas of potential geological constraints exists.</td>
<td>Combination of resident / localised areas of potential geological constraints exist in corridor area.</td>
<td>Extensive areas of visible and ground deposits are visible, with combination of identified and non-recorded areas of the potential geological constraints.</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Flood Risk, Flood Risk and New Crossings</td>
<td>Engineering &amp; Environmental</td>
<td>Quantitative</td>
<td>Does the proposed corridor pass through areas of existing active flood plain, potentially impacting on flood risk, and require associated diversion or engineering works?</td>
<td>Would potential alignments within this corridor option require: 1. Structures are not complex or extensive (eg recompression bunds, modifications or minor structures); 2. Structures are not complex or extensive (eg recompression bunds, modifications or minor structures); 3. Structures are not complex or extensive (eg recompression bunds, modifications or minor structures); 4. Structures are not complex or extensive (eg recompression bunds, modifications or minor structures);</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Structures</td>
<td>Engineering</td>
<td>Qualitative</td>
<td>Potential for major bridges or large scale solutions is identified; Potential for useable sand and gravel deposits exists with no recorded areas of potential constraints.</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>N/A</td>
<td>Engineering</td>
<td>Qualitative</td>
<td>Does the option require complex utility diversions? Does the option require examination or utility works that represent an unacceptable risk to the project?</td>
<td>Significant impact on strategic utility infrastructure.</td>
<td>Consideration of a likely impact on Regional Utility Infrastructure or Strategic Utility Infrastructure.</td>
<td>No diversions of Strategic or Regional Utility Infrastructure.</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>
## A96 East of Huntly to Aberdeen

### Corridor Options Assessment Metrics

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<tbody>
<tr>
<td>Affordability</td>
<td>Engineering</td>
<td>Qualitative</td>
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<tr>
<td></td>
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<td></td>
<td></td>
<td>Capital costs - Are there exceptional, moderate or low numbers of abnormal engineering works?</td>
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### Scheme Objectives

- To improve the operation of the A96 and inter-urban connectivity through:
  - Affordability
  - Public Acceptability

### Affordability

- **Cost, Abnormals and cost risk**
  - **Engineering**
    - Capital costs - Are there exceptional, moderate or low numbers of abnormal engineering works?
    - Maintenance costs - Are abnormal maintenance costs expected (e.g. large structures / earthworks)?
    - Cost Risk - What degree of uncertainty exists with regard to estimates of project cost (e.g. extent of poor and variable ground conditions, necessary environmental mitigations, major obstacles encountered and diverted)?

### Public Acceptability

- **Traffic & Economics**
  -**Planning**
    - Is the option more or less likely to achieve public support?
    - Does the option address issues raised by local public?
    - Does the option show how many key concerns identified in feedback? Very unlikely to receive public support.
    - Does the option add new key concerns identified in feedback? Likely to receive public support.
    - Does the option show how many key concerns identified in feedback? Very unlikely to receive public support.
    - Does the option add new key concerns identified in feedback? Likely to receive public support.

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