

## Next Steps

It is proposed to have a public consultation period from 7 January 2003 to 14 February 2003. This would permit a report to be presented to the North East Strategic Planning Committee to allow it to make a recommendation to both Councils. This would then enable both Councils to approve a preferred route.

## Consultation

The details of public consultation are as follows:

**7 January 2003**

### Press conference AECC

All correspondents from Stage 1 consultation written to and informed of new Stage 2 consultation Leaflet and questionnaire produced and circulated to local newspapers.

Exhibitions to be set up in St Nicholas House and Woodhill House and available for public inspection.

**14 January – 23 January 2003**

Roadshows to be held in Bucksburn, Bridge of Don, Dyce, Potterton and Newmachar. These to be held from 4pm – 8pm in each location and attended by staff from both Councils. Leaflets and questionnaires to be distributed at each roadshow. Roadshows to be advertised in local press.

**14 February**

**Public Consultation Closes**

## Background

The WPR is a central element of the transport strategy being promoted by the two Councils with NESTRANS. It is intended not only to act as a bypass but as a distributor road, link with the Park & Ride sites, and a means of relieving heavy traffic from unsuitable rural routes and the city centre.

The western section of the WPR was investigated by Grampian Regional Council and after public consultation a route was adopted in 1996, that route having been subsequently endorsed by Grampian's successor authorities, Aberdeen City and Aberdeenshire. This consultation does not seek to re-visit that process.

Whilst it was always envisaged that the WPR would extend from the A90 (T) south to the A90 (T) north, the route for the northern leg was not investigated in the mid 1990s. This is what is now being done so that it may be brought to the same status as the rest of the WPR.

## Work to date

The work has been undertaken within the appropriate Scottish Executive assessment framework i.e. the Scottish Transport Appraisal Guidance (STAG) and the Design Manual for Roads and Bridges (DMRB). The first stage identified constraints, selected a range of route options for comparative assessment, and set out the context of an initial stage of public consultation. From an initial consideration of over 100 possible routes, this resulted in 18 potential route options for consultation and appraisal.

Officials from both Councils undertook briefings of a range of local Community Councils within the area through which the 18 route options passed. In addition briefings were given to the Area Committees in Aberdeenshire.

All comments received were collated and any which highlighted particular issues relating to possible environmental or engineering constraints were taken into account in the next stage of the assessment. To-date the following key elements of the study have been carried out:

## Contacts

Your views on these proposals should be submitted to the following individuals at the Councils. Should you require further information then they will be happy to provide it for you or potentially meet to discuss your views in more detail.

### Ewan Wallace

Transportation and Infrastructure Service  
Aberdeenshire Council  
Woodhill House  
Westburn Road  
Aberdeen  
AB16 5JB

Tel 01224 665228  
Fax 01224 662005

e-mail  
ewan.wallace@  
aberdeenshire.gov.uk

### Derick Murray

Roads Management Unit  
City Development Services  
Aberdeen City Council  
St Nicholas House  
Broad Street  
Aberdeen  
AB10 1GY

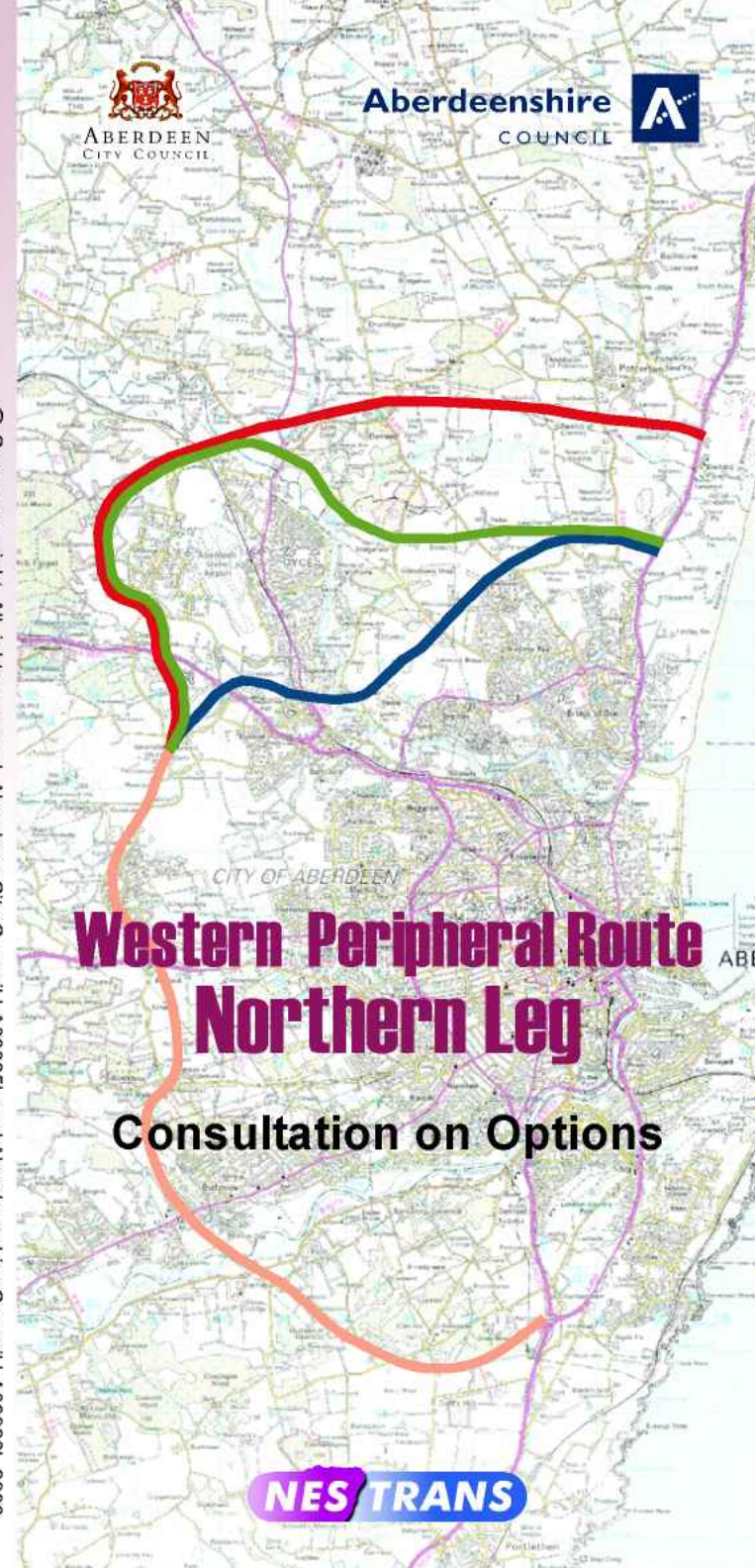
Tel 01224 522618  
Fax 01224 626301

e-mail  
DerickM@  
Roads.Aberdeen.net.uk

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- A set of objectives to be met and problems to be resolved prepared by the assessment team and approved by elected members. All routes have been assessed against both the problems and objectives.
- An Environmental assessment (carried out by independent consultants)
- An Engineering assessment (carried out by a joint Council in-house design team)
- A Traffic assessment (carried out by an in-house design team and independent consultants)
- An Economic "Value for Money" assessment (carried out by an in-house design team and independent consultants)
- An Economic Activity and Location Impacts assessment (carried out by independent consultants)

## Issues to consider

In preparing your response to this consultation it may be worth considering the following key issues. The plan on the inside of this leaflet highlights some of the key issues for the three route options under consideration.

## Environment

The initial routes for consultation have been examined in a Stage 2 Environmental Assessment which has identified the impacts which each has on sites with heritage, ecological, landscape and other environmental significance.

This study has allowed the engineering and traffic impact of the routes to be considered in relation to such aspects as visual impact of junctions & embankments, crossing of flood plains, proximity to Sites of Special Scientific Interest, noise and vibration.

An independent report has been produced which sets out the findings of the Stage 2 Environmental Assessment and that report plus a comprehensive set of drawings is available for inspection at St Nicholas House and Woodhill House.

## Engineering

All of the initial 18 route options have been examined for their engineering feasibility and been designed to be full dual carriageway standard with access at the key existing roads via grade separated junctions. This has involved balancing the impact of the works on people and the environment, the cost of providing details such as tunnels and retaining walls whilst still providing a route which will provide relief to the existing road network.

A report has been produced which sets out the findings of the Engineering Assessment and that report plus a comprehensive set of drawings is available for inspection at St Nicholas House and Woodhill House.

## Traffic

The various route options have also been tested on the Aberdeen Sub Area Model of the Transport Model for Scotland. This is based upon surveys carried out over the last 15 months and also includes projections for the likely housing, population and employment forecasts for the North East.

The predicted vehicular traffic flows on the existing and new route options have been used in the Engineering, Environmental and Economic aspects of the route option assessment.

A report on the traffic modelling has been produced and is available for inspection at St Nicholas House and Woodhill House.

## Economics

One of the key aspects of the traffic modelling is to take the costs from the engineering work and produce an economic assessment of the options. This was carried out for a reduced number of options as some of the original 18 options were ruled out on basis of Environmental and Engineering concerns. In summary, an economic assessment of five options was carried out. All five of the options examined show a good level of economic benefit and are comparable with similar projects elsewhere in Scotland.

### Kirkhill Area Environment

- Pros**  
Limits noise, vibration and severance at Kirkhill Industrial Estate
- Cons**  
Adjacent to Kirkhill Forest

### Kirkhill Area Engineering

- Pros**  
Avoids upgrade to Kirkhill Industrial Estate access road
- Cons**  
Rock cut required

### Kirkhill Area Traffic

- Pros**  
Provides relief to A947 and A96  
Best A96 junction
- Cons**  
No major route choice traffic constraints

### Central Environment

- Pros**  
Considered being one of the best in environmental terms
- Cons**  
Passes close to Sites of Special Scientific Interest  
Highly visible junction with A947

### Central Engineering

- Pros**  
Initial soils investigation has shown this route has the better soils to use for construction work, reducing the need to import soils from other locations
- Cons**  
No major route choice engineering constraints

### Central Traffic

- Pros**  
Provides greatest relief to A947 through Dyce and Parkhill from North
- Cons**  
No major route choice traffic constraints

### South Environment

- Pros**  
No major route choice environmental benefits
- Cons**  
Passes close to Perwinnes Moss  
Highly visible junction with A947  
Creates ecological barrier between river and Parkhill Wood

### South Engineering

- Pros**  
No major engineering advantages
- Cons**  
Length of works within the flood plain

### South Traffic

- Pros**  
Provides greatest relief to A947 through Dyce and Parkhill from North
- Cons**  
No major route choice traffic constraints

### Bucksburn Environment

- Pros**  
No major environmental benefits
- Cons**  
Passes close to Perwinnes & Granholm Mosses  
Impact on Rowett Research Institute

### Bucksburn Engineering

- Pros**  
Best river crossing of the River Don
- Cons**  
Requires tunnel in residential area  
Difficult construction of a railway overbridge

### Bucksburn Traffic

- Pros**  
Highest predicted WPR flows
- Cons**  
Provides least relief to A947, A96 and Haudagain junction

