



A90/A96 Haudagain Improvement April 2014 Public Exhibition

Summary Report

August 2014

JACOBS U.K. Limited

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1.1 Scheme Background

The project involves the development of an improvement at Haudagain roundabout, the junction between the A90 and A96 trunk roads in Aberdeen. The roundabout is currently operating over its capacity leading to congestion and unreliable journey times. Previous work which led to the identification of a preferred option was undertaken by Aberdeen City Council (ACC) as part of a study commissioned by a steering group comprising Transport Scotland (TS), Nestrans and ACC. The study was undertaken using STAG methodology and a report published on Nestrans' website in July 2008. Option 5 which proposes the construction of a new dual carriageway link road through the Middlefield area of Aberdeen was identified as the preferred option based on the STAG work. ACC and Nestrans have expressed their support for Option 5.

In 2010 the then Minister for Transport, Infrastructure and Climate Change Stewart Stevenson MSP confirmed that Option 5 was the preferred option for improvements at the junction.

TS is taking forward the development of the scheme and have committed to beginning construction following completion of the Aberdeen Western Peripheral Route in 2018. The first stage of this development work involved the assessment of route options and the selection of a preferred route.

1.2 Purpose of the Report

The Design Manual for Roads and Bridges (DMRB), Volume 5, Section 1, Part 2, TD 37 'Scheme Assessment Reporting' (TD37/93), outlines the process for assessing alternative route options. TD37/93 has three stages of assessment and the relevant stage for route selection is the DMRB Stage 2 assessment.

Following the completion of the DMRB Stage 2 assessment, Option 5 was confirmed as the preferred option. Public exhibitions were held on 24 and 25 April 2014 at the Henry E Rae Community Centre in Middlefield, Aberdeen to give the public the opportunity to view and provide feedback on the preferred option for the Haudagain Improvement scheme. Feedback will be considered during the development of the preferred option.

This report describes the public exhibitions, the material displayed and the feedback received.

2 Preparation for Exhibitions

2.1 Exhibition Promotion

The public exhibitions were advertised via a variety of means including invitations, a press release, the TS website and Twitter account, poster distribution and a ministerial statement. An advance viewing session was also organised for the media which was attended by the Minister for Transport and Veterans, Keith Brown.

A summary for each is provided in Sections 2.1.1 to 2.1.4.

2.1.1 Invitations

Invitations were issued by letter to Aberdeen City Council, NESTRANS, community councils, elected members, community groups and other organisations with an interest in the scheme.

A list of invitees is provided in Appendix A.

2.1.2 Press Release

The press advert shown in Figure 1 was issued to the following newspapers.

- Press & Journal (Aberdeen and Aberdeenshire editions).
- Aberdeen Citizen.
- Evening Express.
- Ellon Advertiser.
- Inverurie Advertiser.
- Turriff Advertiser.
- Buchan Observer.
- Deeside Piper.
- Inverurie Herald.
- Ellon Times.

A90 / A96 Haudagain Improvement scheme Public Exhibitions

Public exhibitions are being held by Transport Scotland in Aberdeen on 24 and 25 April 2014 to give the public the opportunity to view the preferred option for the Haudagain Improvement scheme.

Representatives from Aberdeen City Council will also be in attendance to answer any questions on the Middlefield Regeneration scheme.

Thursday 24 April 2014
12 noon – 7 pm

Friday 25 April 2014
11 am – 6 pm

Lord Provost Henry E Rae
Community Centre
Manor Avenue,
Aberdeen,
AB16 7UR

For further information please visit:
www.transportscotland.gov.uk/road/projects/A90-A96-Haudagain-Improvement

TRANSPORT SCOTLAND
COMHAIL ALBA

Figure 1 – Exhibition Press Advert

2.1.3 TS Website and Twitter

Information regarding the public exhibition could be found on the TS website and Twitter account as follows:

- Twitter – Transport Scotland @transcotland, “Preferred option for Aberdeen’s notorious bottleneck at Haudagain roundabout published today”.
- Transport Scotland Website – <http://www.transportscotland.gov.uk/news/option-selected-haudagain-improvement-scheme>

2.1.4 Poster Distribution

ACC, on behalf of TS, issued an advertisement poster to various facilities and organisations within the local community to display within their premises. The poster is provided in Appendix B. The following facilities and organisations were issued with the poster.

- Henry E Rae Community Centre.
- Middlefield Project.
- Healthy Hoose.
- Pathways.
- Middlefield Youth Project.
- Local Primary Schools.
- Northfield Academy.
- Shops within the Byron area near Middlefield.
- Shops within the Lintmill area near Middlefield.
- Shops within the Oldtown area near Middlefield.
- Shops within the Granitehill area near Middlefield.
- Shops adjacent to Haudagain roundabout.
- Local libraries.
- Mastrick Access Point.

ACC also issued copies of the poster directly to Middlefield residents who live in close proximity to the scheme. A list of postcodes to which the poster was issued is provided below.

- AB16 7UD – Manor Drive.
- AB16 7TQ – Logie Avenue.
- AB16 7TP – Logie Place.
- AB16 7PG – North Anderson Drive.
- AB16 7LT – Old Town Terrace.
- AB16 7XB – Smithfield Drive.
- AB16 7TD – Manor Avenue.
- AB21 9NN – Auchmill Road.
- AB16 7TN – Logie Avenue.
- AB16 7TS – Logie Avenue.
- AB16 7TT – Logie Avenue.
- AB16 7TJ – Manor Avenue.
- AB16 7GD – North Anderson Drive.
- AB16 7PF – North Anderson Drive.
- AB16 7UT – Manor Avenue.

2.1.5 Ministerial Statement

A statement from Keith Brown, Minister for Transport and Veterans, was released on 14 April 2014 encouraging people to attend the public exhibitions and provide feedback. The full statement read:

"We are delivering on our commitment to make substantial improvements to the road network and reduce congestion for road users and recognise the effect that the bottleneck at Haudagain has on commuters using the A90.

"We remain on target for completing the Aberdeen Western Peripheral Route in spring 2018, and are fully committed to commencing the improvement works at Haudagain then. We have made clear on numerous occasions that we need to await completion of the AWPR to avoid making the existing traffic congestion worse.

"The £3 million we have committed to the design work has allowed us to take work to a point where we are now able to identify a preferred option for Haudagain, and I met only last month with the Middlefield Area Regeneration Action Group and the local MSP where we had an open and positive discussion around plans for the area. Transport Scotland officials are continuing to work closely with council officials, who are responsible for the Middlefield Regeneration scheme, to identify a joint programme to take forward both projects together.

"We want local residents and road users alike to benefit from proposed improvements to Haudagain and later this month we will be unveiling those proposals. We would ask the public to turn up in numbers to see the plans for themselves and share their views."

2.1.6 Advance Media Session

Prior to general admission on the first day of the public exhibition, a media session was held. The media session was attended by Keith Brown, Minister for Transport and Veterans (shown in Figure 2).

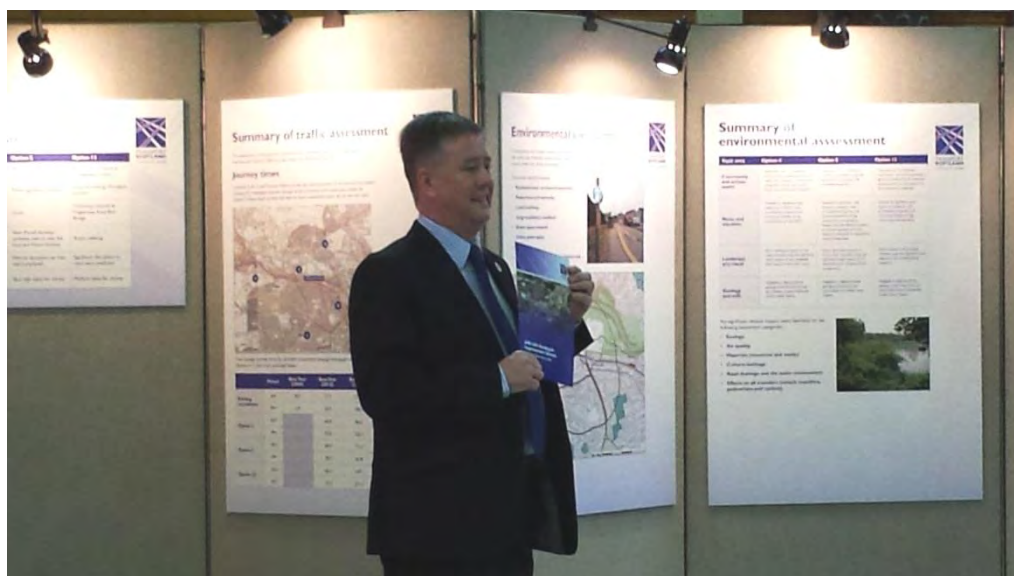


Figure 2 – Keith Brown MSP, Minister for Transport and Veterans, opening the exhibition

2.2 Exhibition Material

The exhibition material presented to the public included:

- 16 exhibition panels;
- An exhibition overview leaflet;
- A exhibition feedback form; and
- Engineering drawings;

The exhibition panels, overview leaflet and feedback form were made available on the project section of the Transport Scotland website at the following web address:

<http://www.transportscotland.gov.uk/project/a90a96-haudagain-improvement>

2.2.1 Exhibition Panels

The exhibition panels presented information under the following headings:

- Welcome;
- Scheme background;
- Scheme assessment process;
- Options sifting;
- Option 4 – signal controlled crossroads;
- Option 5 – new dual carriageway link road;
- Option 13 – signalised roundabout;
- Summary of engineering and economic assessment;
- Summary of traffic assessment;
- Environmental constraints;
- Summary of environmental assessment;
- Preferred option; and
- What happens next?

A copy of the exhibition panels is provided in Appendix C.

Figure 3 displays how the exhibition boards were displayed at the exhibition.



Figure 3 – General layout of exhibition boards

2.2.2 Exhibition Overview Leaflet

The information displayed on the exhibition boards was summarised in a six page Exhibition Overview Leaflet. The leaflets were issued to attendees as they arrived at the exhibition. A copy of the leaflet is provided in Appendix D.

2.2.3 Exhibition Feedback Forms

Feedback forms were made available to allow attendees to provide comments on the exhibition. The forms encouraged feedback relating to the preferred route in particular.

Attendees were given the opportunity to provide feedback via a feedback box located at the exhibition or alternatively by email or post. A copy of the feedback form is provided in Appendix E.

2.2.4 Engineering Drawings

Engineering drawings at A1 size showing the road layout of Options 4, 5 and 13 were available for the public to view at the exhibition. The engineering drawings provided further detailed information on the road alignment of the options considered in the DMRB Stage 2 assessment. The drawings were positioned on tables and used to facilitate discussion between exhibition staff and attendees.

3 The Exhibition and Feedback

3.1 General Details

The public exhibitions were held on:

- Thursday 24 April 2014 between 12noon and 7pm; and
- Friday 25 April 2014 between 11am and 6pm.

They were held at the following location:

Lord Provost Henry E Rae Community Centre
Manor Avenue,
Aberdeen,
AB16 7UR.

Six representatives of TS and their consultant were available at the exhibition each day to discuss the scheme proposals with attendees.

3.2 Attendance

Each person entering the exhibition were greeted by a member of staff who explained the exhibition layout and provided the attendee with an exhibition leaflet. The number of people that attended the exhibition was as follows:

- Thursday 24 April - 178 attendees
- Friday 25 April - 72 attendees

Figure 4 below provides a typical snapshot of the exhibition.



Figure 4 – The Exhibition

3.3 Feedback

Attendees were encouraged to provide feedback using the feedback forms provided. Feedback from the public is a key element of the consultation process and allows public opinion to be gauged and local knowledge to be gathered to assist with the development of the scheme. Attendees could return the comments via the feedback box located at the exhibition, or alternatively by email or by post. Attendees were asked to return feedback forms within six weeks.

44 feedback forms, containing 74 comments, were submitted during the exhibition using the feedback box. A further seven emails were received, containing 11 comments. Each comment was reviewed and the key points summarised into 12 categories. Figure 5 shows the number of comments received per category.

Summaries of the comments received from the feedback forms or via email, with personal information removed, are included in Appendix F.

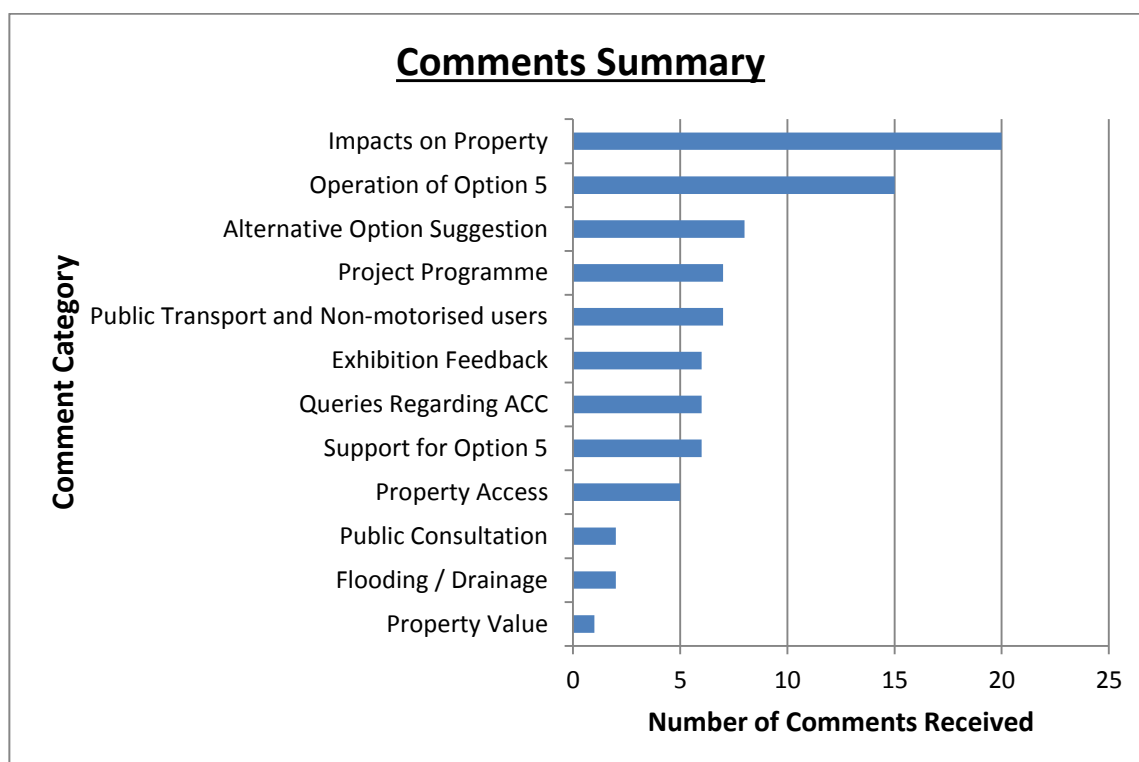


Figure 5 - Comment Categories

3.4 Summary of Comments

Sections 3.4.1 to 3.4.12 summarise the 85 comments received from the feedback forms and by email.

3.4.1 Impacts on Property/Services

20 comments were received in relation to the impacts on properties and tenants. The comments included concerns regarding the lack of information available and uncertainty over when affected residents would be relocated and where they would be relocated to. One comment noted concerns regarding the impact on the Middlefield Community Project.

3.4.2 Operation of Option 5

15 comments were received in relation to the operation of Option 5. These comments consisted of concerns regarding the ability of the option to reduce congestion and complaints that it only aided traffic flow in the south / west movement.

3.4.3 Alternative Option Suggestion

Eight of the comments received suggested alternative route options to those displayed at the exhibition. These included suggestions to construct a flyover, upgrade Mugiemooss Road to dual carriageway standard and to re-open Howes Road.

3.4.4 Project Programme

Seven comments were received in relation to the project programme. The majority of these comments suggested that construction should begin earlier than 2018. One respondent stated that the estimated construction duration was too long given the urban location of the project.

3.4.5 Public Transport and Non-Motorised Users (NMU)

Seven comments were received in relation to provision for public transport and non-motorised users (NMUs). The comments included queries relating to bus routes, cyclist provision and pedestrian routes, including crossing points.

3.4.6 Exhibition Feedback

Six positive comments were received in relation to the public exhibitions. The comments included compliments relating to the exhibition material, the layout and the helpfulness of exhibition staff.

3.4.7 Queries Regarding ACC

In parallel with the A90 / A96 Haudagain Improvement scheme, ACC is planning the regeneration of the wider Middlefield area. Local residents are aware that they could potentially be affected by the new road or the regeneration of Middlefield.

Six comments were received which indicated that the attendee was disappointed ACC was not in attendance to answer questions.

3.4.8 Support for Option 5

Six comments were received providing support for Option 5.

3.4.9 Property Access

Five comments were received in relation to access for properties following construction of the preferred option. Three of these comments related to the access provisions and the availability of parking on Manor Avenue.

3.4.10 Public Consultation

Two comments were received in relation to the public consultation process. The first comment expressed disappointment that local residents had not been given what they felt was adequate opportunity to input into the process. The second comment stated that the consultation process should have been longer and that additional exhibitions should have been held outwith the city.

3.4.11 Flooding / Drainage

Two comments were received in relation to flooding or drainage concerns. One respondent stated they were concerned their basement would flood during construction works, similar to that which they indicated they experienced when the bus gate on Hilton Drive was constructed. The other respondent expressed a concern regarding the detention basin.

3.4.12 Property Value

One comment was received asking how property values in the local area would be affected by the scheme.

3.5 Response to Feedback

Each person who completed a feedback form and who provided their postal or email address will receive a letter to thank them. The letter will explain how this April 2014 Public Exhibition Summary Report addresses all of the comments received and it will also provide a link to the project section of the Transport Scotland website where the report can be accessed. A copy of the letter that will be issued is provided in Appendix G.

Responses relating to each category of comments, as defined in Section 3.4, are provided in Section 3.5.1 to 3.5.12.

3.5.1 Impacts on Property/Services

The exhibition panel titled “What happens next?” contained contact details for ACC. Tenants of properties in close proximity to the scheme were also informed that specific contact details for a Housing Officer dedicated to ACC’s Middlefield regeneration could be found in recent editions of the Middlefield Matters newsletter.

3.5.2 Operation of Option 5

The largest traffic movements at the Haudagain roundabout are west to south in the morning peak and south to west in the evening peak. The new dual carriageway link road proposed under Option 5 would remove this traffic from Haudagain roundabout.

As a result, the reduction in traffic at Haudagain roundabout would provide benefits for all journey routes that pass through the roundabout. When considering the junction as a whole, traffic modelling shows that in the opening year of Option 5, 2004 average journey times would be reduced by a third. Similarly, the modelling also shows that Option 5 would sustain 2004 average journey times until 2033.

3.5.3 Alternative Option Suggestion

As part of the route selection process, a total of 49 options were considered. Many of these options were identified by ACC during consultations with stakeholders and the public as part of the 2008 STAG work. The criteria used to assess these options included the operational performance of the junction, the ability to contribute to the regeneration of the area and environmental impact. This allowed the number of options to be reduced to 3 main options which were assessed in more detail.

Option 5 was subsequently selected as the preferred option for the scheme. This followed a review of the performance of each option considering engineering, environmental, traffic and economic criteria, and their performance against the scheme objectives.

3.5.4 Project Programme

The exhibition panel titled “What happens next?” explains the project programme. The Scottish Government has consistently stated that construction work will begin following completion of the Aberdeen Western Peripheral Route as construction works will be disruptive to the road network.

The programme also allows for statutory processes which may result in objections to the scheme and the need for a Public Local Inquiry, all of which need to be taken account of in the projected timescales.

3.5.5 Public Transport and Non-Motorised Users (NMU)

The next stage of design work will consider public transport and NMU provision in more detail. The design process will involve consultation with key stakeholders such as ACC, bus operators and cycle groups. Access groups will help to ensure the needs of disabled people are also considered.

3.5.6 Support of Option 5

The positive feedback received from the feedback forms is noted and welcomed.

3.5.7 Exhibition Feedback

The public exhibition is important to ensure that the public and stakeholders are kept up to date with the progress of the project and are given the opportunity to provide feedback that can be considered as design work progresses.

Further public exhibitions will be held in summer 2015 when it is anticipated that the draft orders will be published.

3.5.8 Queries Regarding ACC

Attendees were directed to the exhibition panel titled “What happens next?” which contained contact details for ACC. Tenants of properties in close proximity to the scheme were also advised that recent editions of Middlefield Matters, a local newsletter, contained specific contact details for an ACC Housing Officer dedicated to ACC’s Middlefield regeneration.

3.5.9 Property Access

The next stage of design work will consider access provision in further detail.

3.5.10 Public Consultation

As noted in Section 3.5.3, the initial identification of options was undertaken by ACC in consultation with stakeholders and the public as part of the STAG 40 work options were identified at this stage. This included public consultation in the summer of 2006 and again in the spring of 2008 which identified an additional 28 options. Following consideration of the options, the Minister for Transport identified Option 5 as the preferred option in 2010.

The current route assessment work commissioned by TS in 2013 builds on the previous STAG work and reconsidered all of the options identified by ACC and the public. This work confirmed that Option 5 continues work effectively taking account of the latest developments in Aberdeen and anticipated traffic growth. The public exhibitions displayed the recent work that has been undertaken, leading to the confirmation that Option 5 remains the preferred option.

In addition to the recent public exhibitions, TS has contributed to two editions of Middlefield Matters, a newsletter for local residents. Staff representing TS have also attended two drop in centres in an ACC office within Middlefield. These public communication forums will continue during the next stage of design, and consultation will also extend to a wide range of stakeholders including bus operators and cycle groups.

3.5.11 Flooding / Drainage

The drainage design will be further developed during the design of the preferred option. This will include a review of existing flooding problems and the implementation of flood prevention measures such as detention basins to ensure there is no increase in flood risk. Measures will also be put in place during construction to manage surface water run-off.

3.5.12 Property Value

It is not known whether property values will be affected by the scheme.

Press coverage of the exhibition was ongoing throughout the duration of the exhibition and continued following the exhibitions. There were articles in various news outlets, such as the Aberdeen Evening Express, Aberdeen Press & Journal and Aberdeen Citizen. A full list of known articles covering is shown in Table 1:

Publication	Date	Title
Aberdeen Evening Express	14/04/2014	Exclusive on public exhibitions
P&J	15/04/2014	<i>Haudagain uncertainty has hung over residents too long</i>
Aberdeen Citizen	16/04/2014	<i>Preferred Haudagain improvement plan now selected</i>
BBC News (Website)	24/04/2014	<i>Haudagain roundabout: Dual carriageway plan to ease congestion</i>
Aberdeen Evening Express	24/04/2014	<i>Dual carriageway planned to relieve traffic bottleneck</i>
Aberdeen Evening Express	25/04/2014	<i>Roundabout discussions – Public tells of concerns over Haudagain plan</i>
P&J	25/04/2014	<i>Council's road rage at Haudagain plans / Drivers' déjà vu on Haudagain proposals / Plans unveiled to end Haudagain bottleneck / Plan to ease Haudagain hold-ups / New dual route to ease pressure / Editorial: Transformation must go ahead without delay</i>
P&J	26/04/2014	<i>Council chiefs fail to turn up at exhibition / Project leader disappointed at no-show</i>
Aberdeen Evening Express	26/04/2014	<i>Transport Minister's call to "clear air" over Haudagain row / Roundabout can help bridges between authorities / Editorial: Co-operation is road ahead</i>

Table 1 – Press Articles

STV News produced a video report on the exhibition which can be found at the link below:

<http://news.prod.stv.tv/north/272694-haudagain-roundabout-plans-revealed-by-keith-brown-in-aberdeen/>

Evening Express also prepared a video report on the exhibition which can be found at the link below:

<http://www.eveningexpress.co.uk/news/local/video-what-do-you-think-of-the-plans-for-aberdeen-s-haudagain-roundabout-1.336750>

Appendix A Invitation Distribution List

Organisation
Aberdeen City Council
NESTRANS
MP
Scottish Labour Party (Aberdeen South)
Scottish Labour Party (Aberdeen North)
MSPs
Scottish National Party
Scottish Labour Party
Scottish Conservative and Unionist Party
Scottish Liberal Democrats
Local Councillors
Dyce/ Bucksburn/ Danestone
Scottish Labour Party
Scottish National Party
Northfield / Mastrick North
Scottish Labour Party
Scottish National Party
Hilton / Woodside / Stockethill
Scottish Labour Party
Scottish National Party
Community Councillors
Northfield Community Council
Bucksburn and Newhills Community Council
Dyce and Stoneywood Community Council
Mastrick, Sheddocksley and Summerhill Community Council

Other Invites
MARAG
First Aberdeen Ltd
Disability Advisory Group
Stagecoach Bluebird
Police Scotland
Scottish Fire and Rescue Service
Scottish Ambulance Service
Road Haulage Association Ltd
North of Scotland Cycling Association (NoSCA)
BEAR Scotland Ltd
Aberdeen City and Shire Strategic Development Planning Authority
SEPA Aberdeen
Scottish Natural Heritage
Sustrans Scotland
Aberdeen and Grampian Chamber of Commerce

Appendix B Advertising Poster



A90 / A96 Haudagain Improvement scheme Public Exhibitions



Public exhibitions are being held by Transport Scotland in Aberdeen on 24 and 25 April 2014 to give the public the opportunity to view the preferred option for the Haudagain Improvement scheme.

Representatives from Aberdeen City Council will also be in attendance to answer any questions on the Middlefield Regeneration scheme.

Thursday 24 April 2014

12 noon – 7 pm

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Lord Provost Henry E Rae Community Centre

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Aberdeen,
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For further information please visit:

www.transportscotland.gov.uk/road/projects/A90-A96-Haudagain-Improvement

Appendix C Exhibition Panels

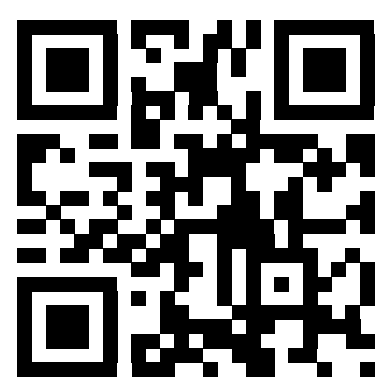
Welcome

A90/A96 Haudagain Improvement

This exhibition presents the preferred option for the Haudagain Improvement scheme and also explains the work undertaken so far.

Transport Scotland and Jacobs UK staff (wearing **blue** name badges) will be happy to assist with any queries you may have in relation to the junction improvement scheme.

A leaflet summarising the exhibition is also available for you to take away as well as a feedback form where we welcome your comments.



www.transportscotland.gov.uk/road/projects/A90-A96-Haudagain-Improvement



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Scheme background

This scheme involves an improvement at Haudagain roundabout, the junction between the A90 and A96 trunk roads.

Key stages in the development of the scheme to date include:

- **2008:** STAG appraisal undertaken by Aberdeen City Council (ACC) recommends Option 5 as the preferred route
- **2010:** Minister for Transport, Infrastructure and Climate Change confirms Option 5 as the preferred option
- **2013/2014:** Transport Scotland revisits the STAG appraisal to take account of ACC's updated development plans in the wider Aberdeen area. This work was carried out in accordance with the Design Manual for Roads and Bridges (DMRB)
- **2014:** Design and assessment work confirms that Option 5 remains the preferred option.

The scheme objectives are:

- To reduce congestion and unreliability by improving and sustaining base year 2004 journey times for commercial and public transport traffic until 2033
- Measures must minimise the risk of transport related accidents especially for vulnerable users in the vicinity of the junction to improve on 2002 - 2006 casualty levels
- To make socially-inclusive and healthy transport modes more attractive to use, including cycling, walking and public transport measures to be promoted in all measures
- To minimise traffic induced severance on communities by ensuring measures do not have a significant detrimental impact on 2004 walk time accessibility
- To contribute to the City Council's regeneration aims by complementing the development of the Logie/Manor area of Middlefield.

Scheme assessment process

The DMRB Stage 2 Assessment carried out in 2013/2014 involved the following work:

- **Surveys**
- **Review of existing traffic, environmental and engineering conditions**
- **Review and sifting of options**
- **Design and engineering assessment of options**
- **Environmental impact assessment and consideration of potential environmental mitigation**
- **Traffic modelling and assessment of options**
- **Preparation of DMRB Stage 2 Assessment Report**
- **Confirmation of Preferred Option.**



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Options sifting

Options sifting involved:

- **Review of the 41 options identified in the 2008 STAG report**
- **Identification of eight other potential options**
- **Assessment of options**
- **Review of option assessment at a sifting workshop.**

At the sifting workshop each option was reviewed considering the following criteria:

- **Operational performance (22 options discounted primarily under this criteria)**
- **Scheme objectives (one option discounted primarily under this criteria)**
- **Environmental impact (eight options discounted primarily under this criteria)**
- **Engineering complexity (11 options discounted primarily under this criteria)**
- **Cost (four options discounted primarily under this criteria).**

The outcome of the workshop determined that the following options be developed and assessed further:

- **Option 4 – signal-controlled crossroads**
- **Option 5 – new dual carriageway link road**
- **Option 13 – signalised roundabout.**





Legend

- Proposed Route
- Proposed Central Reserve/Traffic Island
- Proposed Verges
- Proposed Embankment
- Proposed Cutting
- Proposed Footway or Footway/Cycleway
- Proposed Detention Basin
- Proposed bridge widening to accommodate upgrade to dual carriageway in the future

0	28/03/14	Issued for Public Exhibition.	SA	DGC	CH	AMM
Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Apprv'd

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Client



Project

**A90/A96 HAUDAGAIN
IMPROVEMENT**

Drawing title

**PUBLIC EXHIBITION - APRIL 2014
GENERAL PLAN
OPTION 4 - SIGNAL CONTROLLED
CROSSROADS**

Drawing status

FOR INFORMATION

Scale **NTS @ A1** **DO NOT SCALE**

Jacobs No. **B1557630**

Drawing number

B1557630/PE/01/001

Rev

0

This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.

Option 4 – signal-controlled crossroads

Option 4 would include the following:

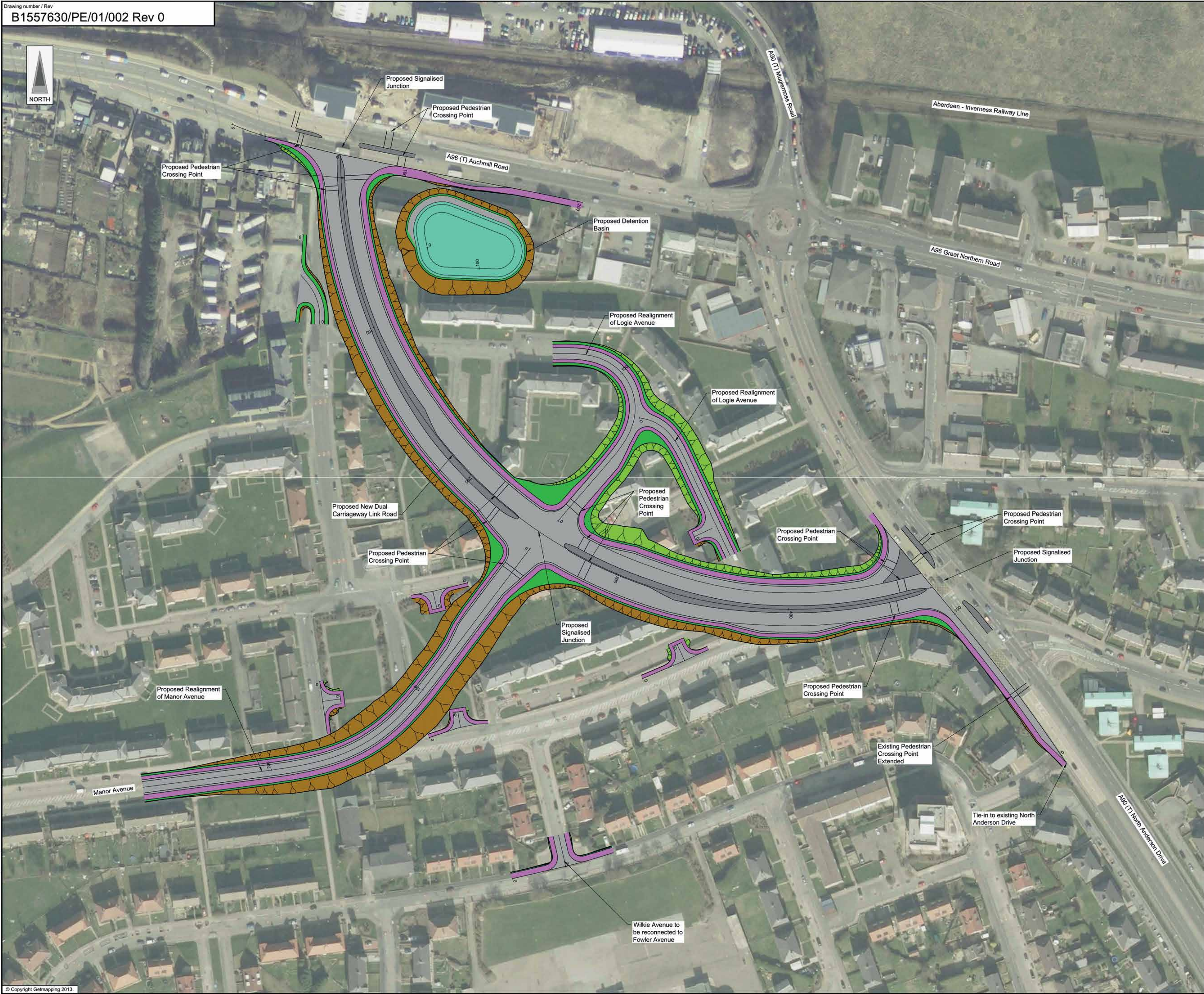
- **Existing roundabout replaced with a signal-controlled crossroads**
- **A90(T) Mugiemoos Road would be widened to provide two lanes in each direction close to the junction**
- **A96 Great Northern Road would be subject to minor modifications only**
- **A90(T) North Anderson Drive northbound carriageway would be widened to provide an additional two lanes on approach to the junction**
- **A96(T) Auchmill Road eastbound carriageway would be widened to provide an additional lane on approach to the junction.**

Other features:

- **A detention basin to store and treat surface water run-off from the road would be located to the north-west of the junction**
- **Mugiemoos Road Rail Bridge would be widened**
- **New footways and/or cycleways would be provided close to the junction**
- **Traffic signals at the crossroads would include pedestrian crossings.**



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- Legend
- Proposed Route
 - Proposed Central Reserve/Traffic Island
 - Proposed Verges
 - Proposed Embankment
 - Proposed Cutting
 - Proposed Footway or Footway/Cycleway
 - Proposed Detention Basin

0	27/03/14	Issued for Public Exhibition.	SA	DGC	CH	AMM
Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Apprv'd

JACOBS
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www.jacobs.com



Client

Project

A90/A96 HAUDAGAIN IMPROVEMENT

Drawing title

**PUBLIC EXHIBITION - APRIL 2014
GENERAL PLAN
OPTION 5 - NEW DUAL
CARRIAGEWAY LINK ROAD**

Drawing status	FOR INFORMATION	
Scale	NTS @ A1	DO NOT SCALE
Jacobs No.	B1557630	
Drawing number	B1557630/PE/01/002	
Rev	0	

This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.

Option 5 – new dual carriageway link road

Option 5 would include the following:

- **New dual carriageway link road approximately 500 metres in length**
- **Three new signal-controlled junctions would connect the new link road to the existing road network**
- **Manor Avenue would be realigned to tie-in to the new link road**
- **Logie Avenue would be realigned to tie-in to the new link road**
- **Logie Place would be closed and stopped up at its eastern extent**
- **Logie Terrace would be closed and stopped up at its southern extent**
- **Manor Terrace would be closed and stopped up**

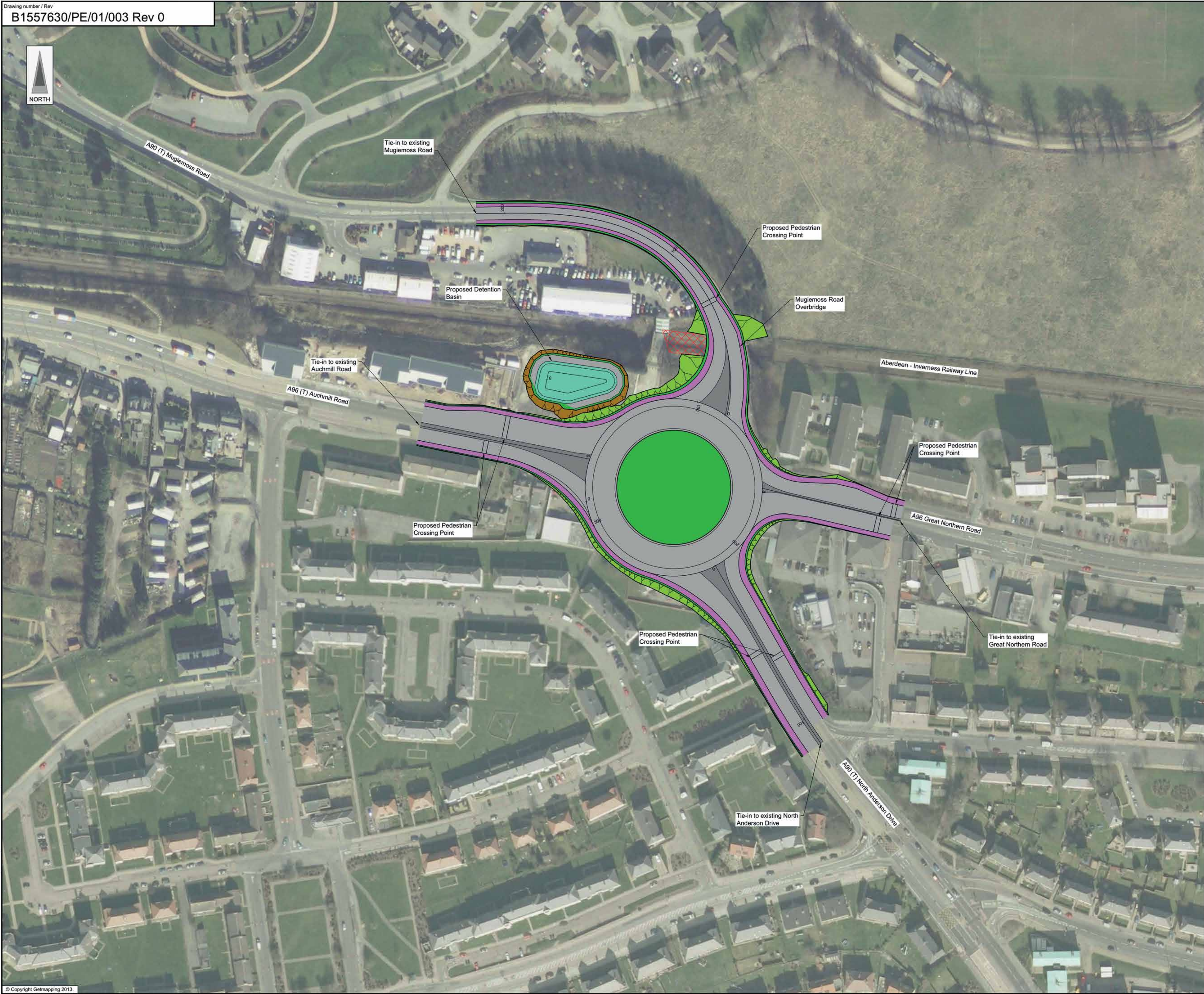
- **A new junction would connect Wilkie Avenue to Fowler Avenue to maintain access to Manor Avenue.**

Other features:

- **No works are proposed at the existing Haudagain roundabout as part of Option 5**
- **A detention basin to store and treat surface water run-off from the road is proposed to the south of Auchmill Road**
- **New footways and/or cycleways are proposed next to the new link road and Manor Avenue**
- **Traffic signals would include pedestrian crossings.**



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- Legend
- Proposed Route
 - Proposed Central Reserve/Traffic Island
 - Proposed Verges
 - Proposed Embankment
 - Proposed Cutting
 - Proposed Footway or Footway/Cycleway
 - Proposed Detention Basin
 - Proposed bridge widening to accommodate upgrade to dual carriageway in the future

0	28/03/14	Issued for Public Exhibition.	SA	DGC	CH	AMM
Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Apprv'd

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Project

A90/A96 HAUDAGAIN IMPROVEMENT

Drawing title

**PUBLIC EXHIBITION - APRIL 2014
GENERAL PLAN
OPTION 13 - SIGNALISED
ROUNDAABOUT**

Drawing status

FOR INFORMATION

Scale	NTS @ A1	DO NOT SCALE
Jacobs No.	B1557630	

Drawing number	B1557630/PE/01/003	Rev	0
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This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.

Option 13 – signalised roundabout

Option 13 would include the following:

- **Existing roundabout would be upgraded with a larger signalised roundabout**
- **A90(T) Mugiemoos Road would be widened to provide two lanes in each direction close to the roundabout**
- **A96 Great Northern Road westbound carriageway would be widened in the vicinity of the new roundabout**
- **A90(T) North Anderson Drive northbound carriageway would be widened close to the new roundabout**
- **A96(T) Auchmill Road eastbound carriageway widened to provide an additional lane on the approach to the new roundabout.**

Other features:

- **A detention basin to store and treat surface water run-off from the road would be located to the north-west of the roundabout**
- **Mugiemoos Road Rail Bridge would be widened**
- **New footways and cycleways would be provided close to the roundabout**
- **Traffic signals at the roundabout would include pedestrian crossings.**



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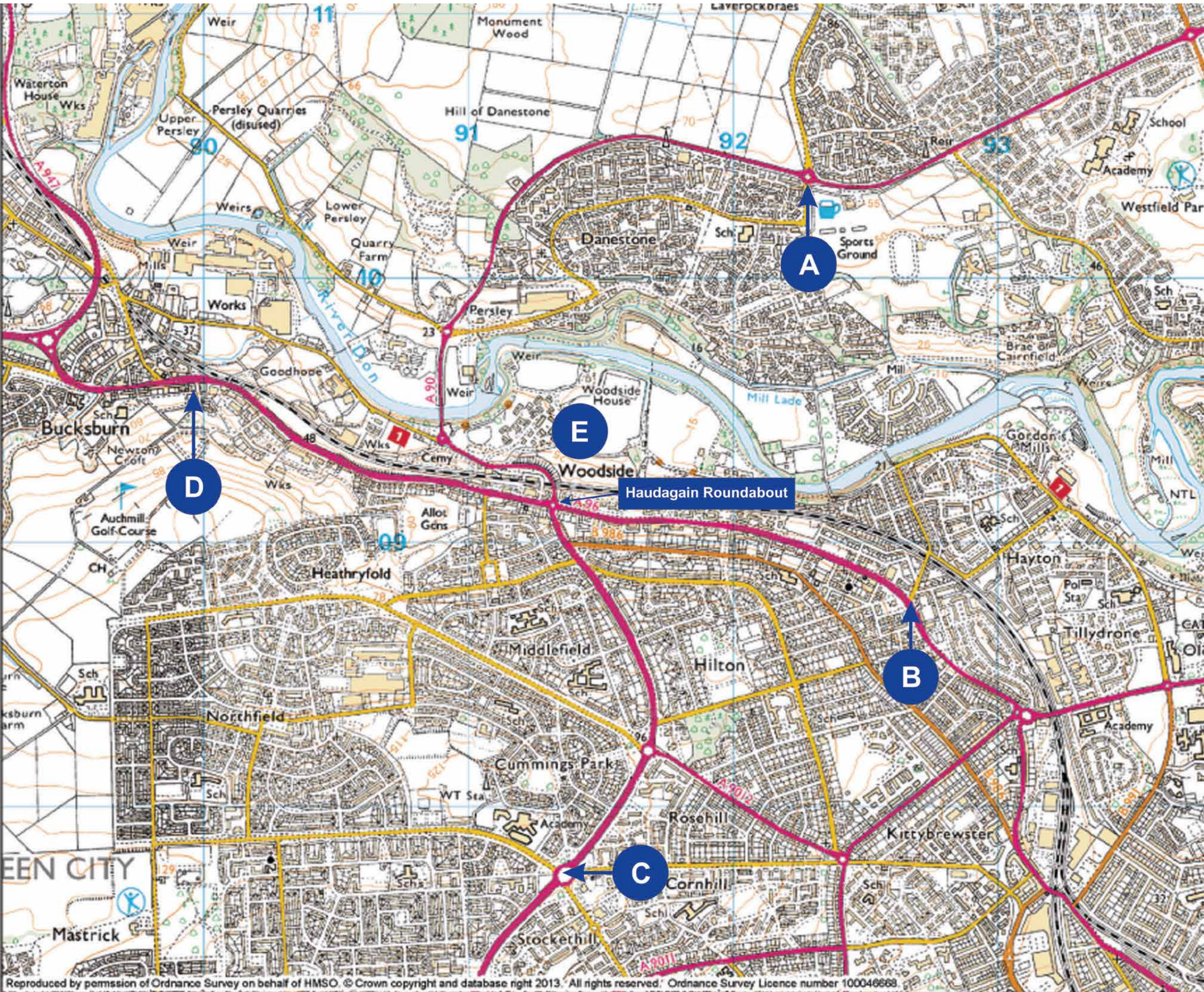
Summary of traffic assessment



The assessment of the junction’s performance considered whether the objective to improve and maintain 2004 journey times until 2033 would be met.

Journey times

Locations A, B, C and D shown below are the start and end points of the journey time routes. Location E is Haudagain junction through which all journey time routes pass, except for Option 5 where south to west and west to south movements travel via the new link road.



Total average journey times for all traffic movements through Haudagain in minutes for Options 4, 5 and I3 are provided below.

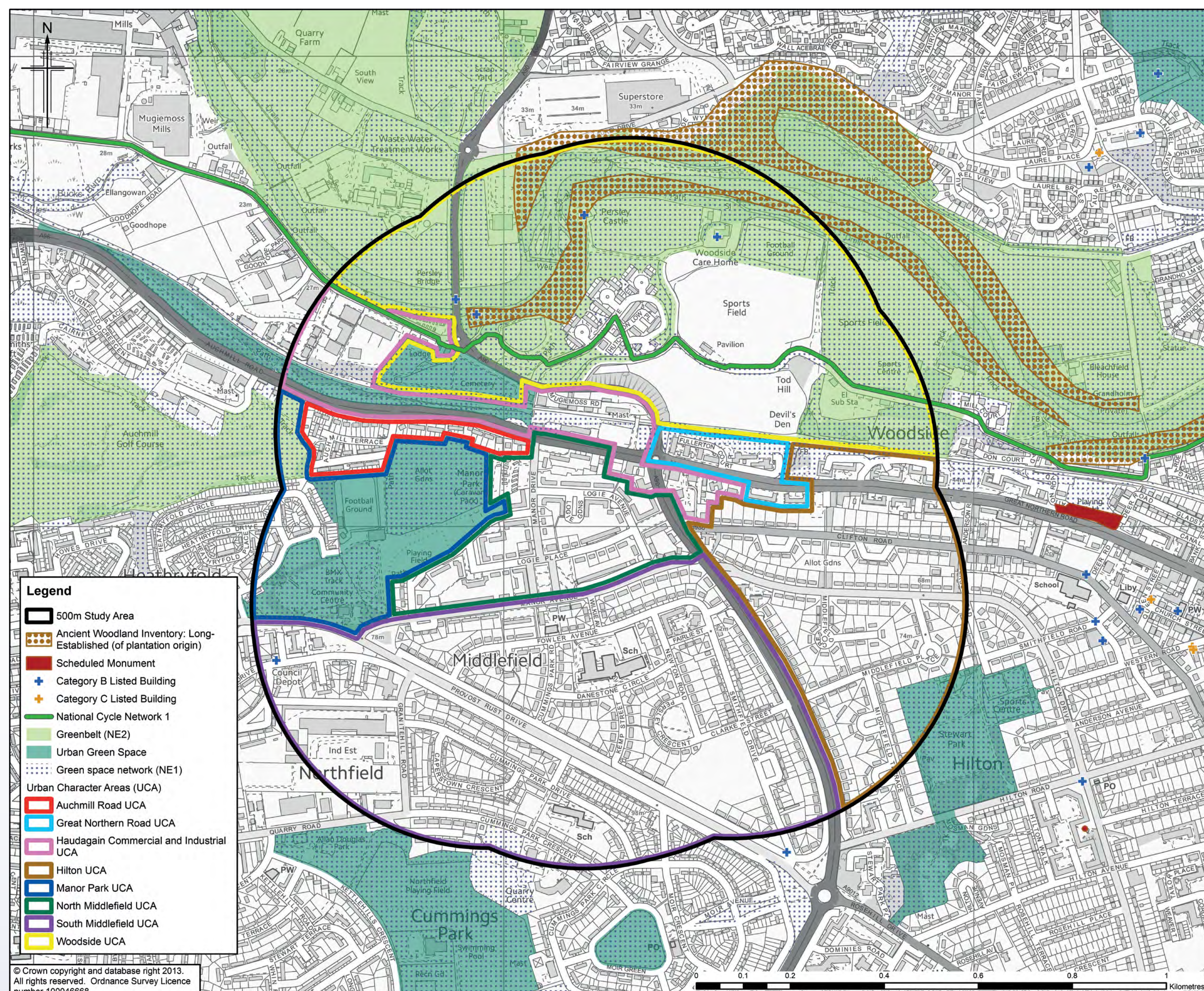
	Period	Base Year (2004)	Base Year (2018)	Base Year (2033)
Existing roundabout	AM	70.5	57.7	129.5
	PM	115	55.6	180.4
Option 4	AM		66.8	96.0
	PM		75.8	136.3
Option 5	AM		59.4	71.8
	PM		58.9	87.8
Option I3	AM		66.4	149.1
	PM		73.0	251.2

Environmental constraints

Consultations and studies allowed environmental constraints to be identified within the study area. Potential environmental impacts and mitigation were considered to ensure protection of the environment

Constraints identified include:

- **Residential and commercial properties**
- **Pedestrian/cycle networks**
- **Listed buildings**
- **Long established woodland**
- **Green space network**
- **Urban green space**
- **Green belt**
- **Urban Character Area – area of distinct and recognisable urban character.**



Summary of environmental assessment



Topic area	Option 4	Option 5	Option 13
Community and private assets	<ul style="list-style-type: none">Demolition of 17 residential / commercial premises, garden land-take from a further 11 residential properties and car park space from two commercial properties.	<ul style="list-style-type: none">Demolition of 131 residential / community premises and garden land-take from a further 108 residential properties.	<ul style="list-style-type: none">Demolition of 16 residential / community / commercial premises, garden land-take from 43 residential properties and car park space from two commercial properties.
Noise and vibration	<ul style="list-style-type: none">Potential for significant noise impacts on receptors such as residential properties and community facilities during construction and operation.	<ul style="list-style-type: none">Potential for significant noise impacts on receptors such as residential properties and community facilities during construction and operation.Fewest adversely affected receptors on scheme opening and most receptors anticipated to experience reduced noise levels.	<ul style="list-style-type: none">Potential for significant noise impacts on receptors such as residential properties and community facilities during construction and operation.
Landscape and visual	<ul style="list-style-type: none">Direct landscape impacts on four urban character areas and significant visual impacts on two residential built receptors and a cycle route.	<ul style="list-style-type: none">Direct landscape impacts on three urban character areas and significant visual impacts on 19 residential built receptors and a caravan park.	<ul style="list-style-type: none">Direct impacts on three urban character areas and significant visual impacts on five residential built receptors.
Geology and soils	<ul style="list-style-type: none">Negligible to slight/moderate geology, contaminated land and groundwater Impacts. Moderate surface water impacts.	<ul style="list-style-type: none">Negligible to slight/moderate geology, contaminated land, groundwater and surface water impacts.	<ul style="list-style-type: none">Negligible to slight/moderate geology, contaminated land and groundwater Impacts. Moderate surface water impacts.

No significant residual impacts were identified for the following assessment categories:

- Ecology
- Air quality
- Materials (resources and waste)
- Cultural heritage
- Road drainage and the water environment
- Effects on all travellers (vehicle travellers, pedestrians and cyclists).



Preferred option

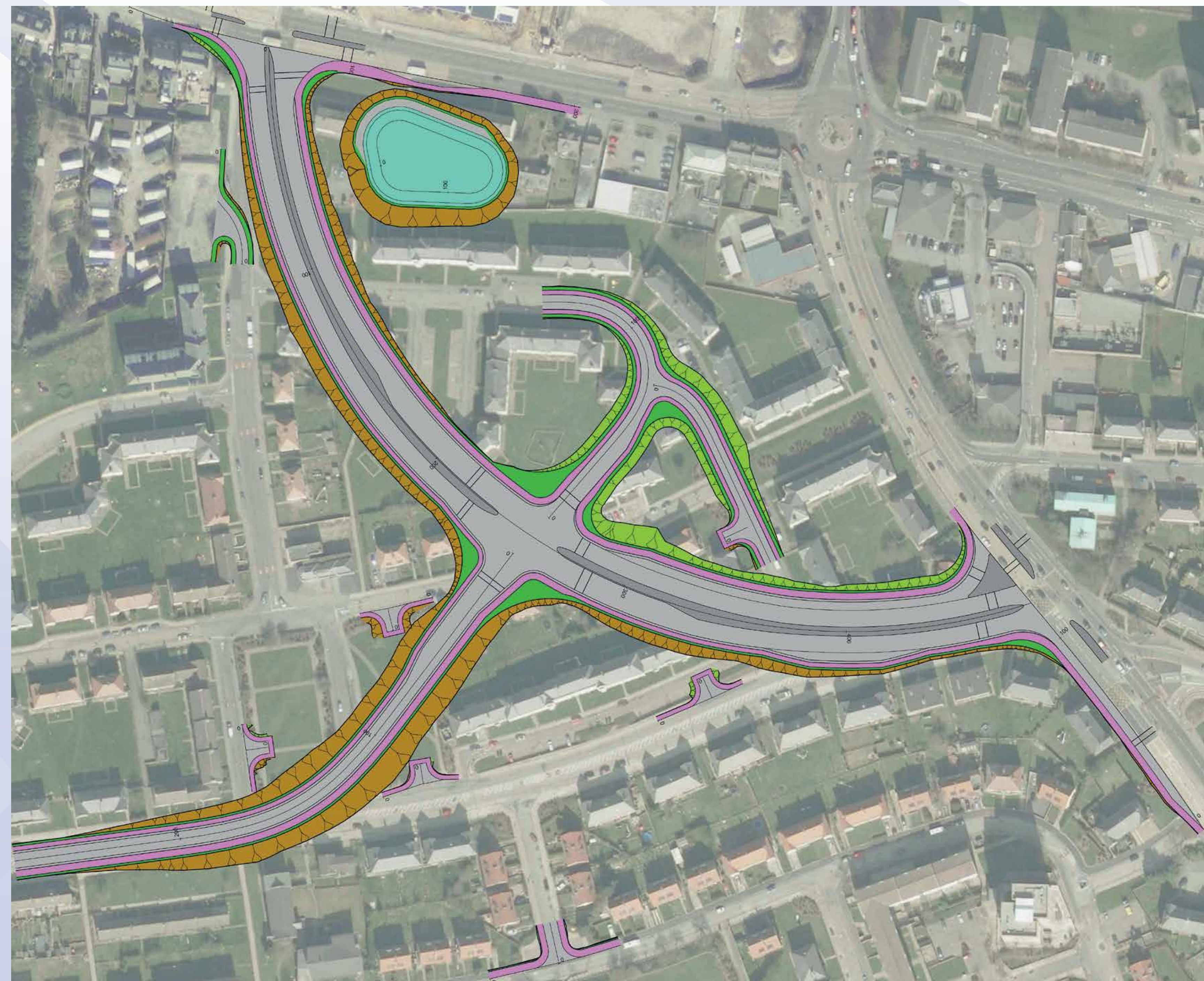
Option 5 remains the preferred route for the A90/A96 Haudagain Improvement scheme.

The new dual carriageway link road would:

- **Provide the best operational performance in terms of journey times, reducing congestion and improving journey time reliability at Haudagain**
- **Reduce the risk of transport related accidents by reducing congestion and reducing driver frustration**
- **Cater for socially inclusive and healthy transport modes e.g. walking and cycling**
- **Provide safe and efficient walking routes and crossing points for pedestrians and cyclists**
- **Cater for effective access to the Logie / Manor regeneration area at Middlefield.**



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Summary of engineering and economic assessment

Details	Option 4	Option 5	Option 13
Road construction	770 metres of mainline carriageway (online)	480 metres mainline and 510 metres of side roads	820 metres of mainline carriageway (online)
Junction	Upgrade existing Haudagain junction	Three signalised junctions	Upgrade existing Haudagain junction
Major structural works	Widening required at Mugiemoss Road Rail Bridge	None	Widening required at Mugiemoss Road Rail Bridge
Non motorised user (NMU) facilities	As per existing	New shared footway / cycleway next to new link road and Manor Avenue	As per existing
Constructability	Significant disruption to road users predicted	Minimal disruption to road users predicted	Significant disruption to road users predicted
Value for money	Very high value for money	Very high value for money	Medium value for money

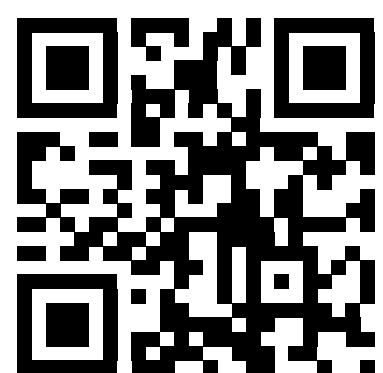
What happens next?

Key programme dates:

- **Completion of preferred option design and assessment – summer 2015**
- **Publication of the Draft Orders and Environmental Statement – summer 2015**
- **Preparation of construction stage tender documents – summer 2017**
- **Land acquisition – early 2018**
- **Anticipated construction start – spring 2018.**



We welcome your comments and feedback. Please take your time to consider the information presented and provide any feedback you may have on the feedback form provided by **6 June 2014**.



For further information on the Haudagain Improvement scheme please visit the Transport Scotland website:
www.transportscotland.gov.uk/road/projects/A90-A96-Haudagain-Improvement

Further information on Aberdeen City Council's Middlefield Regeneration project is available from John Quinn | Telephone: **01224 439 209** | Email: **jquinn@aberdeencity.gov.uk**

Appendix D Exhibition Overview Leaflet



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A90/A96 Haudagain Improvement Scheme

Exhibition Overview Leaflet

April 2014

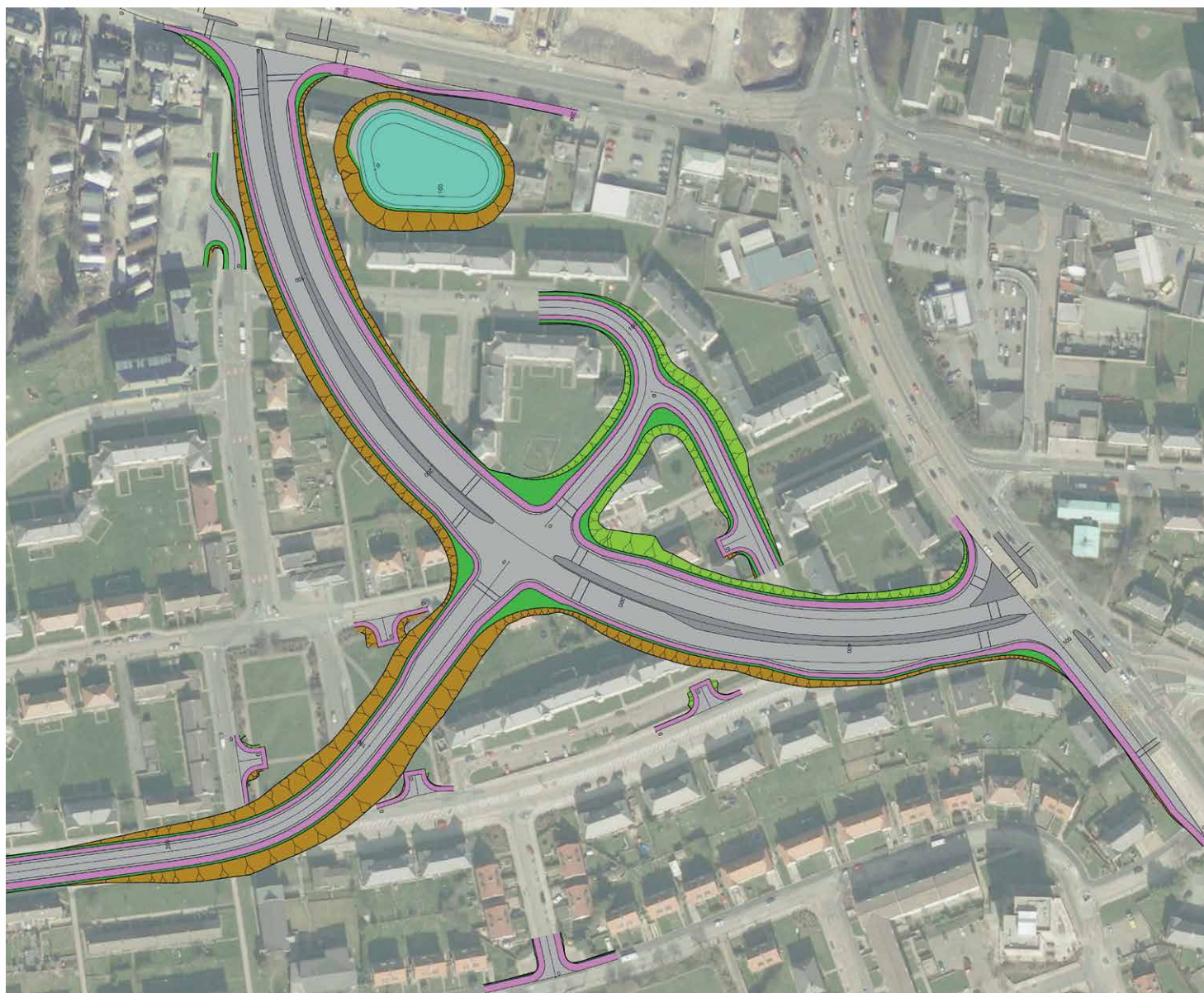
A90/A96 Haudagain Improvement Scheme



Option 4 – signal-controlled crossroads

- existing roundabout replaced with a signal-controlled crossroads
- A90(T) Mugiemooss Road widened to provide two lanes in each direction in the vicinity of the junction
- A96 Great Northern Road subject to minor modifications only
- A90(T) North Anderson Drive northbound carriageway widened to provide an additional two lanes on approach to the junction
- A96(T) Auchmill Road eastbound carriageway widened to provide an additional lane on approach to the junction
- A detention basin to store and treat surface water run-off from the road would be located to the north-west of the junction
- Mugiemooss Road Rail Bridge widened
- New footways and/or cycleways provided close to the junction
- traffic signals at the crossroads would include pedestrian crossing.



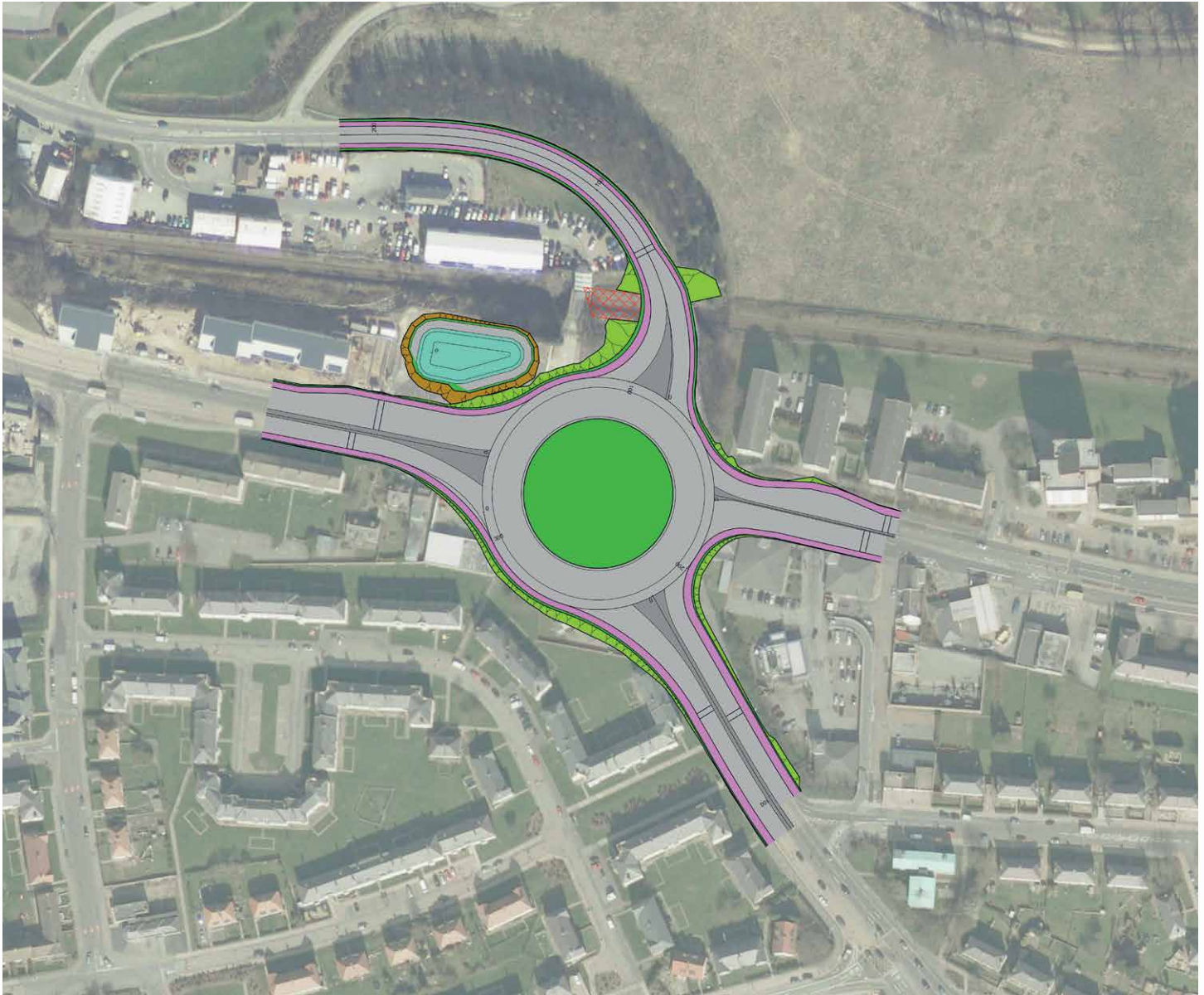


Option 5 – new dual carriageway link road

- new dual carriageway link road approximately 500 metres in length
- three new signal-controlled junctions would connect the new link road to the existing road network
- Manor Avenue would be realigned to tie-in to the new link road
- Logie Avenue would be realigned to tie-in to the new link road
- Logie Place would be closed and stopped up at its eastern extent
- Logie Terrace would be closed and stopped up at its southern extent
- Manor Terrace would be closed and stopped up
- a new junction would connect Wilkie Avenue to Fowler Avenue to maintain access to Manor Avenue
- No works are proposed at the existing Haudagain roundabout as part of Option 5



- a detention basin to store and treat surface water run-off from the road is proposed to the south of Auchmill Road
- New footways and/or cycleways are proposed next to the new link road and Manor Avenue and traffic signals would include pedestrian crossing.



Option 13 – signalised roundabout

- existing roundabout would be upgraded with a larger signalised roundabout
- A90(T) Mugiemoos Road widened to provide two lanes in each direction in the vicinity of the roundabout
- A96 Great Northern Road westbound carriageway widened in the vicinity of the new roundabout
- A90(T) North Anderson Drive northbound carriageway widened in the vicinity of the new roundabout
- A96(T) Auchmill Road eastbound carriageway widened to provide an additional lane on the approach to the new roundabout
- A detention basin to store and treat surface water run-off from the road would be located to the north-west of the roundabout
- Mugiemoos Road Rail Bridge widened
- new footways and cycleways would be provided close to the roundabout and traffic signals at the roundabout would include pedestrian crossings.



A90/A96 Haudagain Improvement Scheme

Introduction

This scheme involves an improvement at Haudagain roundabout, the junction between the A90 and A96 trunk roads.

In 2008, a STAG appraisal by Aberdeen City Council (ACC) recommended Option 5 as the preferred route. This was confirmed by the Minister for Transport, Infrastructure and Climate Change in 2010. In 2013/2014, Transport Scotland revisited the STAG appraisal to take account of Aberdeen City Council's updated development plans in the wider Aberdeen area. This work was carried out in accordance with the Design Manual for Roads and Bridges (DMRB), and in 2014 Transport Scotland confirmed that Option 5 remains the preferred option.

This leaflet provides information about the scheme including the recent work undertaken in 2013/2014, the preferred option and what happens next.



The scheme objectives are:

- **To reduce congestion and unreliability by improving and sustaining base year 2004 journey times for commercial and public transport traffic until 2033**
- **Measures must minimise the risk of transport related accidents especially for vulnerable users in the vicinity of the junction to improve on 2002 - 2006 casualty levels**
- **To make socially-inclusive and healthy transport modes more attractive to use,**
- **including cycling, walking and public transport measures to be promoted in all measures**
- **To minimise traffic induced severance on communities by ensuring measures do not have a significant detrimental impact on 2004 walk time accessibility**
- **To contribute to the City Council's regeneration aims by complementing the development of the Logie/Manor area of Middlefield.**

Scheme assessment process

The DMRB Stage 2 Assessment carried out in 2013/2014 involved a broad scope of work including surveys, review of existing traffic, environmental and engineering conditions, review and sifting of options, design and engineering assessment of options, environmental impact assessment and consideration of potential environmental mitigation, traffic modelling and assessment of options, preparation of the DMRB Stage 2 Report and confirmation of the preferred option.



Options sifting

Options sifting reviewed the 41 options identified in the 2008 STAG report, identified eight other potential options, assessed options and reviewed options assessment at a sifting workshop.

The outcome of the workshop determined that three options be developed and assessed further:

- **Option 4 – signal-controlled crossroads**
- **Option 5 – new dual carriageway link road**
- **Option 13 – signalised roundabout**

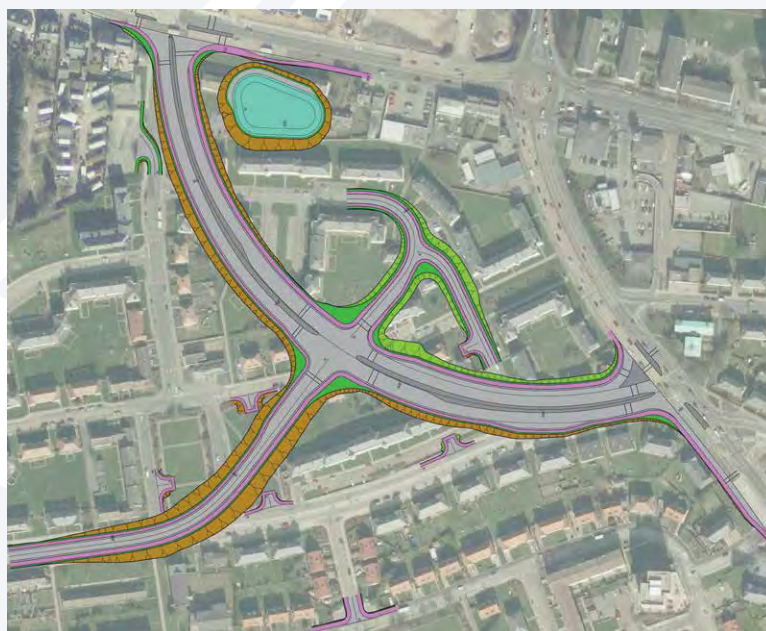
A90/A96 Haudagain Improvement Scheme

The preferred option

Option 5 remains the preferred option for the A90/A96 Haudagain Improvement scheme.

The new dual carriageway link road would:

- **Provide the best operational performance in terms of journey times, reducing congestion and improving journey time reliability at Haudagain**
- **Reduce the risk of transport related accidents by reducing congestion and reducing driver frustration**
- **Cater for socially inclusive and healthy transport modes e.g. walking and cycling**
- **Provide safe and efficient walking routes and crossing points for pedestrians and cyclists**
- **Cater for effective access to the Logie/Manor regeneration area at Middlefield.**



What happens next...

Key programme dates:

- **Completion of preferred option design and assessment – summer 2015**
- **Publication of the Draft Orders and Environmental Statement – summer 2015**
- **Preparation of construction stage tender documents – summer 2017**
- **Land acquisition – early 2018**
- **Anticipated construction start – spring 2018.**

Transport Scotland welcomes your comments and feedback. A feedback form is available at this exhibition and from the project website, for any feedback you wish to provide. The closing date for general comments on the scheme is **6 June 2014**.

Further information

More information is available at the project website:

www.transportscotland.gov.uk/road/projects/A90-A96-Haudagain-Improvement

If you have any queries or any comment on the project, please contact:

Haudagain Improvement Scheme Project Team, Transport Scotland, MTRIPS, Buchanan House, 58 Port Dundas Road, Glasgow, G40HF
Telephone: **0141 272 7100** Email: **haudagaincomments@jacobs.com**

Further information on Aberdeen City Council's Middlefield Regeneration project is available from John Quinn

Telephone: **01224 439 209** Email: **jquinn@aberdeencity.gov.uk**

Appendix E Exhibition Feedback Form

A90/A96 Haudagain Improvement Scheme

Feedback form



Introduction

Thank you for attending the A90/A96 Haudagain Improvement Scheme public exhibition. We would be grateful if you could take the time to provide any feedback or comments you may have, particularly on the preferred route (Option 5) using this feedback form. Please return the form using the feedback box provided or by email or post (details below). The closing date to submit feedback is **6 June 2014**.

Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

Thank you for providing your feedback and comments.

Email:

haudagaincomments@jacobs.com

Post to:

**Haudagain Improvement Scheme Project Team,
Transport Scotland, MTRIPS,
Buchanan House, 58 Port Dundas Road
Glasgow, G40HF**

PLEASE TURN OVER TO RECORD YOUR COMMENTS OR FEEDBACK

A90/A96 Haudagain Improvement Scheme

Please note that we are only seeking feedback on the A90/A96 Haudagain Improvement Scheme, not on Aberdeen City Council's regeneration work. If we do receive any regeneration or housing comments, we will share those with Aberdeen City Council.

Comments:

Appendix F Feedback Form Comments

Comments	Categories
I don't mind the road going through my concern is where is all the residents going and when is it happening.	Impacts on property/services
I have been told different things about whether my property will be coming down. I've been told today it is not likely, which I find will make things awkward as I stay on North Anderson Drive I have to park on Manor Avenue. I've been told I will have to park halfway down Manor which will be a huge inconvenience as I have 3 young children and it's already extremely difficult to park on that street and if I have to park over in Hilton it will be very awkward for us unless we had our own drive. I do not want to have to cross a busy street with 3 kids every day at least 3 times a day, as it is very dangerous.	Property Access
I have had no upgrades done to my home for many years due to city council saying my house coming down, then I come to find my house not coming down how daft would four in a block look sitting looking on to dual carriageway state that it's in I would very much like for someone to be more specific on which houses are actually coming down. P.S if you ask me it's an absolute disgrace that I have had to sit in this house with no upgrades due to council decision makings.	Impacts on property/services
Having looked at the three options that have been chosen as the most viable and feasible, I really think that Option 5 looks the best, as it is the only one that is providing an alternative to using the Haudagain roundabout, which should reduce the present congestion levels. It's a shame that over one hundred homes will have to be demolished to achieve this, but I have noticed, being a local resident who passes through this area regularly, that quite a few of the blocks of flats have been empty for quite some time now. I have also been informed that this same housing area is one of the regeneration areas, so these homes would probably be replaced with new homes for the same residents - I would have thought so anyway (Better to have new council properties as opposed to selling the land to private building contractors). Option 5 also seems to be the best choice for the most healthy alternatives for folk who prefer not to drive, as there are quite a few new footways and / or cycleways proposed - next to the new link road, and Manor Avenue, and traffic signals which would include pedestrian crossings.	Support for Option 5
May succeed in cutting traffic through Haudagain heading North/West on A96 (and south on A90) but can see little benefit for traffic North + South on A90 through Bridge Of Don. But, I suppose, every little bit of relief helps.	Operation of Option 5
Would have been helpful if council members were present to answer questions regarding general areas. Maps of intended construction could have been provided to areas affected, this might enable constructive comments to have been made. No real input been requested from affected area residents. Presentation excellent - local council members should have been present.	Queries Regarding ACC Public Consultation Exhibition Feedback

Comments	Categories
None of the options would reduce the congestion to Bridge of Don. Why are no representatives from ACC here?	Operation of Option 5 Queries Regarding ACC
Public consultation period needs to be longer with different venues, Dyce, Kintore, Inverurie etc. As the main users are people from outwith city boundaries	Public Consultation
Will be pleased when a definite plan is in place so that we know where we stand, and what our options are. Shame there was no ACC reps here to answer questions. There should be someone here to answer them. Plans can change so knowing ASAP would be grateful.	Queries Regarding ACC Impacts on property/services
I hope that when I do get moved I get a choice of my area and house as I have lived at my flat for 20 years.	Impacts on property/services
Option 5 - Parking for residents of Manor Avenue where the new route starts? Access to the rest of Manor Avenue from Fowler? This journey normally takes 3 minutes walking. Traffic from north west going to Bucksburn - won't reduce at all - this will make it worse! 1 year of works is unacceptable for owners/residents this starts practically outside our home!! Will this affect property prices for home owners??	Property Access Public Transport and Non-Motorised Users Operation of Option 5 Project Programme Property Value
According to plans potential impact on largest number people currently living in area. Highly recommend a health inequality impact assessment at this stage to identify unintentional consequences + plans to mitigate against them. Should be done with LA + includes protected gps	Impacts on property/services
I had a chat with Transport Scotland's representative he was very nice to talk to explained everything what will happen how much the cost etc we are not far from the bypass being a taxi driver for 34 years. It is about time this was done	Project Programme Exhibition Feedback
Is this too little too late? Traffic increase over the next 4 years combined with new housing builds in Bucksburn / Dyce areas will negate any potential improvements	Operation of Option 5
Yes waited a long time for something to get done with roundabout. It takes me 30 minutes stuck in the traffic to get back and forwards to work in Dyce old houses need a lot of renovation done to it anyway	Project Programme Support for Option 5
Although our house is ear marked for demolition, host of tenants accept that, what we don't accept is the lack of information, also media "frenzy" causes undue pressure on elderly tenants, after 14 years of attending meetings, at present we are in the dark, and accept progress is needed, but as tenants consideration by ACC is not enough at this present time.	Impacts on property/services
I hope that the council are going to make the decision soon and take time to speak to the family's about housing and their options. And hope they get what they want as all family's are different. And it was a good display.	Impacts on property/services Exhibition Feedback
I live on Manor Avenue and have been in this area a very long time 30 years plus. We do not want our properties knocked down.	Impacts on property/services

Comments	Categories
It is great to now know which option has been picked now. The plans help but as a tenant still not really sure when things will be moving in relation to when properties will need to go back to council. However on transport side of things this has helped loads and thank you.	Support for Option 5 Impacts on property/services
Fortunately the plan 5 (preferred) does not seem to affect my property of Gt. Northern Road. This is an essential improvement much needed but should be brought forward as congestion is dire at the Haudagain Roundabout. I hope that the council look after and rehouse the residents where homes are affected and I feel this reassurance is needed sooner rather than later for their peace of mind as this is a life changing experience for most of them - please be sympathetic with their predicament.	Project Programme Impacts on property/services
I live right beside the Haudagain and I think that option 5 will still cause problems, I am unsure of my future of where I stay	Operation of Option 5 Impacts on property/services
Option 5 looks to be the best option giving a relief from the roundabout to traffic heading north west.	Support for Option 5
Option 5 does not meet the scheme objectives. The problem for accidents + pedestrians is the size of the roundabout causing traffic to accelerate to fit into small gaps. A larger roundabout is required for safe use by cars + pedestrians on top of the link road proposed.	Operation of Option 5 Alternative Option Suggestion
We feel that the road will still be bottle necked and a lot of disruption to local householders when option 5 is started. When the bus gates were constructed we started to have floods in our basement due to a change in the water table and we are very weary of this happening when construction work starts. Lots of children use this area and we need to have more crossings and make it safe. We feel that 2018 is a long time and opening Howes Road would be better to be opened asap to help traffic flow.	Operation of Option 5 Project Programme Public Transport and Non-Motorised Users Flooding / Drainage Alternative Option Suggestion
Gentlemen from Transport Scotland very helpful and answered all questions. Extremely disappointed there were no council officers present even though it was advertised in the press.	Exhibition Feedback Queries Regarding ACC
Can't quite believe that the chosen option 5 will provide no improvement to single lane Mugiemoss Road. Travelling from Bridge of Don to the city involves 6 lanes of traffic forced into 1 lane to travel approx 1 mile - this can take up to 45 mins every morning - to reach the notorious Haudagain. There are currently many houses being built in and around Bridge of Don and Mugiemoss, so the traffic volume will increase. This proposal will help - but not enough - and will require 130+ homes to be demolished - costly option in terms of money and human emotions. Very disappointed but not really surprised.	Operation of Option 5
More consideration should be given to cycling, particularly crossing Mugiemoss Road. There is a shared use path along Gt Northern Road and Auchmill Rd (North side of both) - this could benefit greatly from a signalised crossing across Mugiemoss Rd to lock both sides up. Also ensure that any crossings onto link road option 5 - allow proper linking up with the shared use path in Auchmill Rd. Ensure advanced stop lines are provided at any signals. Follow "cycling by design" guidance.	Public Transport and Non-Motorised Users
We both prefer option 5.	Support for Option 5

Comments	Categories
Middlefield Community Project is an important point of contact for a wide range of services to the local community. It is important that arrangements for alternative, (suitable and appropriate) provision are made at the earliest date to ensure at least a basic service for vulnerable families at a time of change and confusion.	Impacts on property/services
Do not like the fact that where I live will be a "Bermuda Triangle" between 2 very busy roads.	Property Access
Not enough information on why option 5 picked as seems families in the area being moved out less disruptive than waiting in a car for a short period of time. What happens next. Does not say when tenants need to be moved out of properties. Sad day for the community and all the services. What will happen to charities and agency workers in area!!	Impacts on property/services
I agree with the preferred option, personally I'd like more info on the land purchased i.e. how much land but this is from a personal view as my property is directly affected.	Support for Option 5 Impacts on property/services
Disappointed that a flyover was discounted. If it worked in Glasgow / Perth (Australia) it should work in Aberdeen? Although I accept that option 5 will thin the traffic on the A96, I think the resulting slower flow at the ends of the link road will prove unacceptable to drivers. The council will have a difficult time in relocating residents in the time frame allowed.	Alternative Option Suggestion Operation of Option 5 Impacts on property/services
It was very well laid out and easy to understand. Very disappointed no-one from the housing was here to help with any enquiries.	Exhibition Feedback Queries Regarding ACC
Mugiemoss Road is the issue and is currently not adequately designed for the volume of traffic into the Bridge of Don area. Regeneration of Logie is excellent however NOT the priority. Money has already been wasted on developing the Haudagain Improvement Scheme. There are 1000 new homes proposed for Mugiemoss Road, how does this current improvement scheme benefit the future residents as the amount of traffic will increase. The likelihood that Bridge of Don residents will use the new dual carriageway through Logie to get back to Auchmill Road at the proposed new signal junction is very high. This would allow traffic to access the Bridge of Don by turning left off Auchmill Road. What happens when the proposed 4700 new homes are built in Bridge of Don?? More traffic in the most problematic area.	Operation of Option 5
Wilkie Avenue opened at top of road will cause major problems - wintertime roads are undriveable, icy, dangerous. Pavements too wide need to narrow pavements on both sides, offer driveways into houses. Add slip road from Manor Avenue to new road for access for 40 households same as we have. Speed bumps have to be removed in Fowler Avenue and the local vicinity, some damage to vehicles. Other comments made to agents and noted.	Property Access
My main concern is lack of details on effect on Housing, proposed housing for the 131. Should be a priority before the road works begin.	Impacts on property/services

Comments	Categories
<p>Issues that I am concerned about. Displacement of communities. Surrounding roads condition. Drainage 'pool'. Loss / displacement of community services. Manor Avenue residents becoming 'divided' by road and alternative access via Wilkie / Cummings park road, both of which are residential and extremely poor condition.</p>	<p>Impacts on property/services Flooding / Drainage Property Access</p>
<p>A disgrace that there was no representation from Aberdeen city council. Hilton Drive / N.A.Drive - will buses still use this? If not where do they go? Rosehill Drive is unsuitable. No provision for upgrading artificial routes. Remove the first pedestrian crossing north on N. And. D when in use it backs traffic up onto the Haudagain. Not impressed with timescale. I came to the 'STAG' consultation in 2008, six years later what is there - another consultation. The timescale is an utter farce, the various depts should hang their heads in shame.</p>	<p>Queries Regarding ACC Public Transport and Non-Motorised Users Project Programme</p>
<p>I consider that options 4 and 13 are preferable to option 5 in conjunction with a spur road from Provost Rust Fraser Drive across the Howes. In considering either options 4 and 13 I believe that this proposed dualling of Mugiemoss Road should be extended to the parkway - in my opinion this option (4 or 13 + dualling of Mugiemoss Road and the Parkway). This option would be better able to accommodate the projected housing developments at Bridge of Don and Danestone. These options would protect much needed council house stock also.</p>	<p>Alternative Option Suggestion</p>
<p>I think it's a shame to break up such a close knit community and with people not knowing what's happening with housing is stressful.</p>	<p>Impacts on property/services</p>
<p>My only concern was due to the fact that I had only moved into the area 4 days ago. I am quite happy to see that I can continue without plans to improve the house we got. Hopefully the surrounding area will be improved as well.</p>	<p>Impacts on property/services</p>
<p>Some questions were answered but unfortunately we must wait until the final decision as it is still not clear as on the side of the road. Questions that could have been answered were, and explained very well.</p>	<p>Impacts on property/services Exhibition Feedback</p>

Comments	Categories
<p>I am concerned that the proposals do not sufficiently take into account the needs of active travellers (walkers and cyclists). While shared footway/cycleways are shown, this is not adequate: it would be much better to build in at this point proper provision for cycle routes in addition to footways. Cycle routes should have physical separation from roadways and footways to avoid conflicts with other modes.</p> <p>Junctions present particular challenges and the standard UK solutions are inadequate. I note that the proposals simply direct cycles to use pedestrian facilities. This is not appropriate.</p> <p>For cyclists, the existing diversion to signalised pedestrian crossings (the clue is in the name) is an inhibitor - just try using one of these. Requirements to dismount and remount is frankly silly - imagine if drivers were required to get out of their cars at each junction!</p> <p>What is required is cycleways parallel to the road ways. Best practice on busy roads would be continue cycleways directly across junctions with coloured tarmac to alert drivers of such and provide refuge areas (or simply enough space) so that right hand turns can be accommodated carrying straight ahead and then finishing the RH turn alongside pedestrian crossing cycles - see Copenhagen examples.</p> <p>Without such provision, the preferred option (or indeed the others) do not fulfil the objective of improving opportunities for active travel - they merely replicate the existing very poor situation.</p> <p>I commend to you as a starting point Copenhagen's Cycling Design Guide http://kk.sites.itera.dk/apps/kk_pub2/pdf/1133_mLNsmMM8tU6.pdf which illustrates how the good cycling infrastructure can be included on even the busiest roads.</p> <p>Christchurch also promotes to Dutch intersection and I refer you to it section on major cycleways. http://resources.ccc.govt.nz/files/CityLeisure/gettingaround/cycling/ChristchurchCycleDesignGuidelinesWEB.pdf</p> <p>I would comment that it is essential to provide decent cycling infrastructure on major routes - the same forces that drive traffic onto these routes, mean that they are also main routes for active travel - or would be if they were not unpleasant and unsafe for active travel users.</p>	Public Transport and Non-Motorised Users
<p>I'm concerned about the new road going into Aberdeen, which will run through manor avenue ,my children go to Manor park primary and bramble brae primary and will have to cross the new road to get to school , will there be something in place for my children to cross safely, I live on manor drive and my children will have to cross that road to get to school ,please can you let me know....</p>	Public Transport and Non-Motorised Users
<p>It is recognised that there is a problem of longstanding with traffic at the roundabout. But we have to wait 5 years before it is completed in 2019/2020!!! The plan to use Option 5 is not a very good option. The designers and planners have only moved traffic from the south to a different position on the east to west road, Auchmill Rd. Traffic has not been alleviated on, Auchmill Road, West to East, Great Northern Road East to West or on Mugiemoss Road in both directions. By the time these proposals would be built we would see no benefit from them. We will not have alleviated any traffic from the area. All options are very short sighted and no long term vision or solution thought of or proposed. Another fine mess that Aberdeen City Council are presiding over.</p>	Project Programme Operation of Option 5
<p>Following a review of the preferred option I have some queries and concerns that I wanted to share with you.</p> <p>Local bus services could be affected.</p> <ol style="list-style-type: none"> 1. The current bus gates from Hilton Drive onto North Anderson Drive onto Manor Avenue. - Will these be maintained? 2. A bus service terminates at Scatterburn, the turning circle will not be accessible at all - could a turning circle be provided? 3. Will bus priority be provided at the various junctions on the link roads? 	Public Transport and Non-Motorised Users

Comments	Categories
<p>I have seen the mistakes made in the first place when the A96 dual –carriageway was created and sliced Bucksburn in half separating it from its services. .I do not see any benefit to anyone in the present design which is supposed to alleviate the Haudagain congestion. All I see is yet more stop – start light controlled junctions which will simply create even more congestion.</p> <p>The original 1950's road from North Anderson Drive was to take Provost Rust Drive on a bypass route to The Howes, Davidson Drive and ultimately over the fields round Bucksburn to the A96 at Four Mile, or possibly around the Newhills Church down to the A96. Reasons of finance stopped that project. It is around the Newhills cemetery and Church area that the new Western Peripheral Route will appear and ultimately go around the airport. More investigation of that route should be looked at so that it will complement the flow of traffic to join with the peripheral route.</p> <p>Or indeed re –opening, improving and making safe The Howes road for such a route along Provost Rust, down The Howes to emerge at the present Bucksburn Police Station close to the Macdonald's Roundabout at the A947 Junction with the A96, would have little or no impact on housing, and be much less disruptive and contentious. The Howes was closed to prevent “so –called rat –runners trying to avoid the Haudagain from West and South. At the moment the Howes is a “nature Reserve” which attracts all sorts of problem youths anyway.</p> <p>It is my recollection, that this closure of The Howes, along with other so –called stopping –up “ improvements” added greatly to the congestion and caused most of the traffic problems, by forcing all eastbound traffic along the A96 & northbound A90 toward the Haudagain, and stopped traffic from the south along Provost Rust going down the Howes. It seemed to me that officialdom was actually trying to create a traffic problem in order to prove that the hated motor –car was a problem and that certain ideas by a local Transport Unit Professor should be adopted.</p> <p>Professor David Begg at that time was the darling of the Transport World, and feted in Aberdeen as a forward thinker. It is mainly his legacy and ideas that created the Haudagain problem. Yes, there were RTA's in Northfield, but that happens everywhere. It is my opinion that the carefully controlled press campaign by Aberdeen City & Professor David Begg which resulted in the closure of the Howes, was designed to create deliberate congestion, and in creating that congestion prove the point that change was needed to support other forms of transport. That congestion is now the legacy of that failed policy – because the other forms of transport never materialised.</p> <p>I do not disagree that better forms of transport are needed. Just that at that time Prof Begg and his team in Aberdeen got it mightily wrong and the people of Aberdeen have had to put up with his half –baked ideas ever since he decided to decamp to London. Where he inflicted his ideas on a much bigger population. This proposed road at Middlefield will solve nothing and create only yet more congestion.</p>	<p>Operation of Option 5 Alternative Option Suggestion</p>

Comments	Categories
<p>Option 4 and 13: detention basins are above the railway line. There have been occasions where pig slurry stored a legal distance away from a water course, but above it, have polluted the water course during spillage.</p> <p>Option 5: There is concern that the proposed link road will simply move the congestion to Auchmill Road and Anderson Drive (North) at Auchmill Road: will traffic coming (north) out of the city be held up/hold up traffic from the link road trying to access the A96? Similarly, traffic using the link road to head South along Anderson Drive may be held up by traffic on the A90.</p> <p>Options 4, 5 & 13: Recognise pedestrian and cycle access and safer routes to school: e.g. new crossing proposals at Persley Den (OP135) the primary school allocation could be on the opposite side of the A96/new link road. The east side of Great Northern Road/ Auchmill Road is a recognised cycle route (commuting) and for joggers/runners (commuting)</p> <p>Would an option be to a) dual Mugiemoss Road b) signalise the roundabout.</p>	<p>Alternative Option Suggestion Operation of Option 5</p>
<p>I have reviewed the proposed Haudagain roundabout improvements, particularly option 5, the preferred option. I have a few queries which I'd like to be considered please?</p> <p>1. How would this improve traffic coming from the north through the Haudagain? Every morning I can be in a queue from the Parkway for anywhere between 20 and 50 minutes to get to the Haudagain roundabout. I cannot see how this proposal will make any difference to this as the Haudagain is not being modified at all. This proposal will surely only benefit traffic from the Airport side going south and vice versa. I appreciate the third crossing over the Don should be complete by then but there are also plans for thousands of houses which should be considered too.</p> <p>2. Has it been considered to widen the Mugiemoss bridge and dual the Mugiemoss Road as per option X? Why was this discounted? There is a queue past Tesco every morning and if this was widened to 2 lanes southbound it would help. Same at 4pm onwards for northbound traffic.</p> <p>3. The traffic is nearly always backed up way past Manor Avenue at night time rush hour with traffic going north towards the Parkway or east on to Great Northern Road. If this is still the case traffic going west towards the airport will still be queued to go in to the new slip road. Why are there 3 sets of lights? Is this necessary? Often I find traffic moves better when traffic lights are switched off, the less the better.</p> <p>4. Was an under or over pass considered from north to south? If so, why was it ruled out?</p> <p>5. How about left filter lanes with priority such as what we have at Bridge of Dee turning left when going over the bridge on to the B9077, Great Southern Road. If this was implemented at the Haudagain it could minimise people stopping?</p>	<p>Operation of Option 5 Alternative Option Suggestion</p>

Appendix G Response Letter

xx August 2014

Private & Confidential

Our Ref: B1557630/File14

Name
Address Line 1
Address Line 2
ABERDEEN, Post Code, UK

A90/A96 Haudagain Improvement Scheme - Public Exhibition Feedback

Dear xxxxxx,

Thank you for attending the A90/A96 Haudagain Improvement Scheme public exhibitions on 24 and 25 April 2014 and for the comments you provided.

We have reviewed the comments received and categorised them into 12 specific groups which will be considered in the ongoing development of the scheme. We have produced a report that includes a summary of the comments, the specific category each comment has been assigned to and our response to the feedback received. The report is available on the Transport Scotland website.

To view the report and for further information on the scheme, please visit the Transport Scotland project website:

<http://www.transportscotland.gov.uk/project/a90a96-haudagain-improvement>

Yours sincerely

Chris Hutt
Assistant Project Manager