

Welcome

A90/A96 Haudagain Improvement Scheme



This exhibition presents the Draft Orders and Environmental Statement for the A90/A96 Haudagain Improvement scheme. Information on the following panels includes details of this scheme and an explanation of the statutory processes that have been followed. A summary leaflet is available for you to take away.

Transport Scotland and Jacobs UK staff will be happy to assist with any queries you may have in relation to the junction improvement scheme.

Further information on the project can be found on Transport Scotland's website:

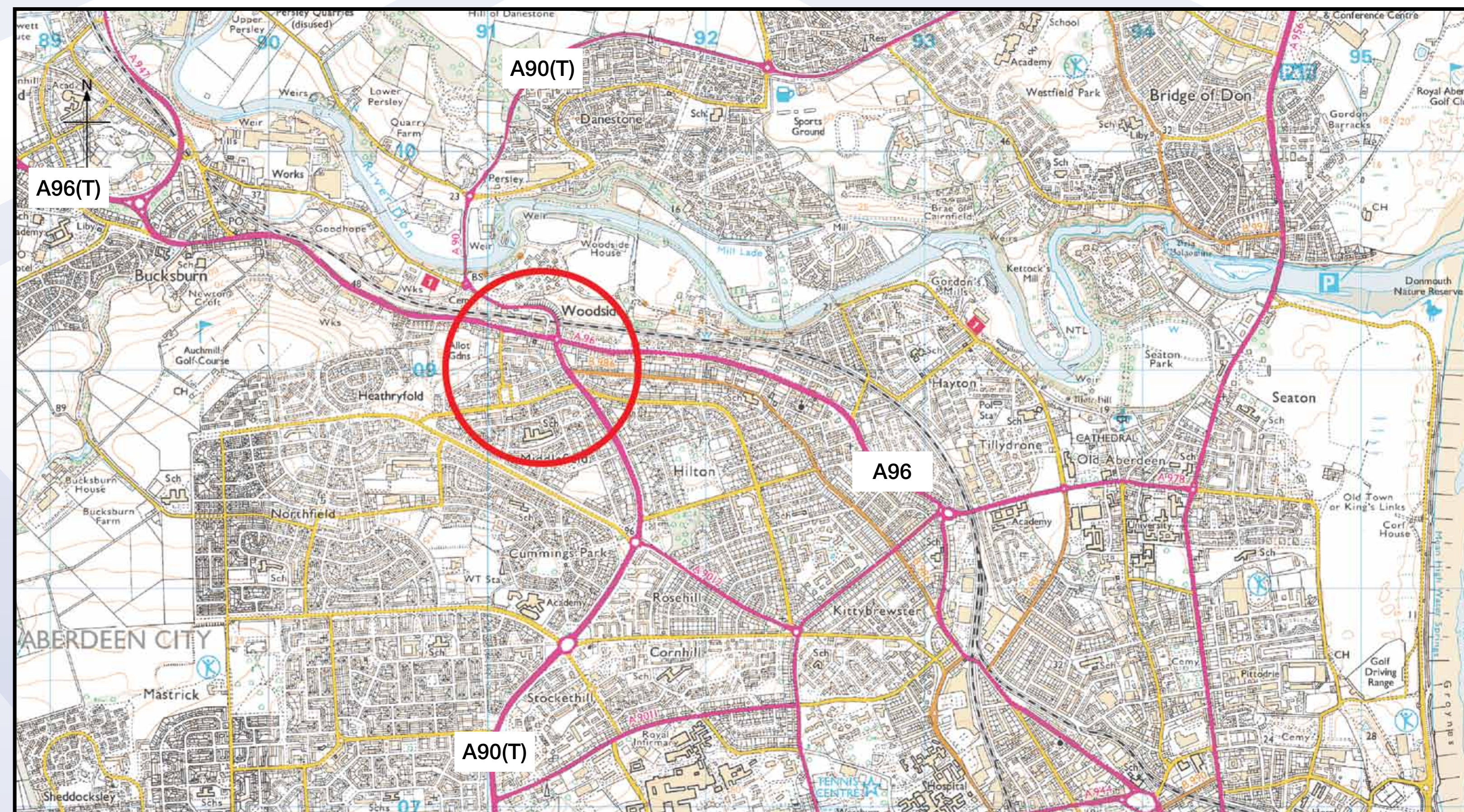
www.transportscotland.gov.uk/project/a90a96-haudagain-improvement



Introduction

Under the scheme proposals, a new 500m long dual carriageway link road will be provided between the A90(T) south of Haudagain Roundabout and the A96(T) west of Haudagain Roundabout. New connections will be provided to the existing side road network as part of the scheme.

Following consultation with landowners and other bodies, the scheme design has now been developed to a stage where sufficient level of detail exists to establish land-take requirements and to progress the scheme through the statutory processes.



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Need for the Scheme

The Haudagain Roundabout is located in the north-west of Aberdeen and serves both the A90 and A96 trunk roads, which enable access into and around Aberdeen from the north and north-west.

The A90/A96 Haudagain Roundabout is an important transport link, which is currently operating over its capacity, leading to congestion and unreliable journey times. This causes significant queues and delays to traffic on the approach roads.

The Scottish Government has committed to starting the construction of improvements to Haudagain once the Aberdeen Western Peripheral Route / Balmedie–Tipperty (AWPR/B-T) is completed, which is currently anticipated to be in late 2017.



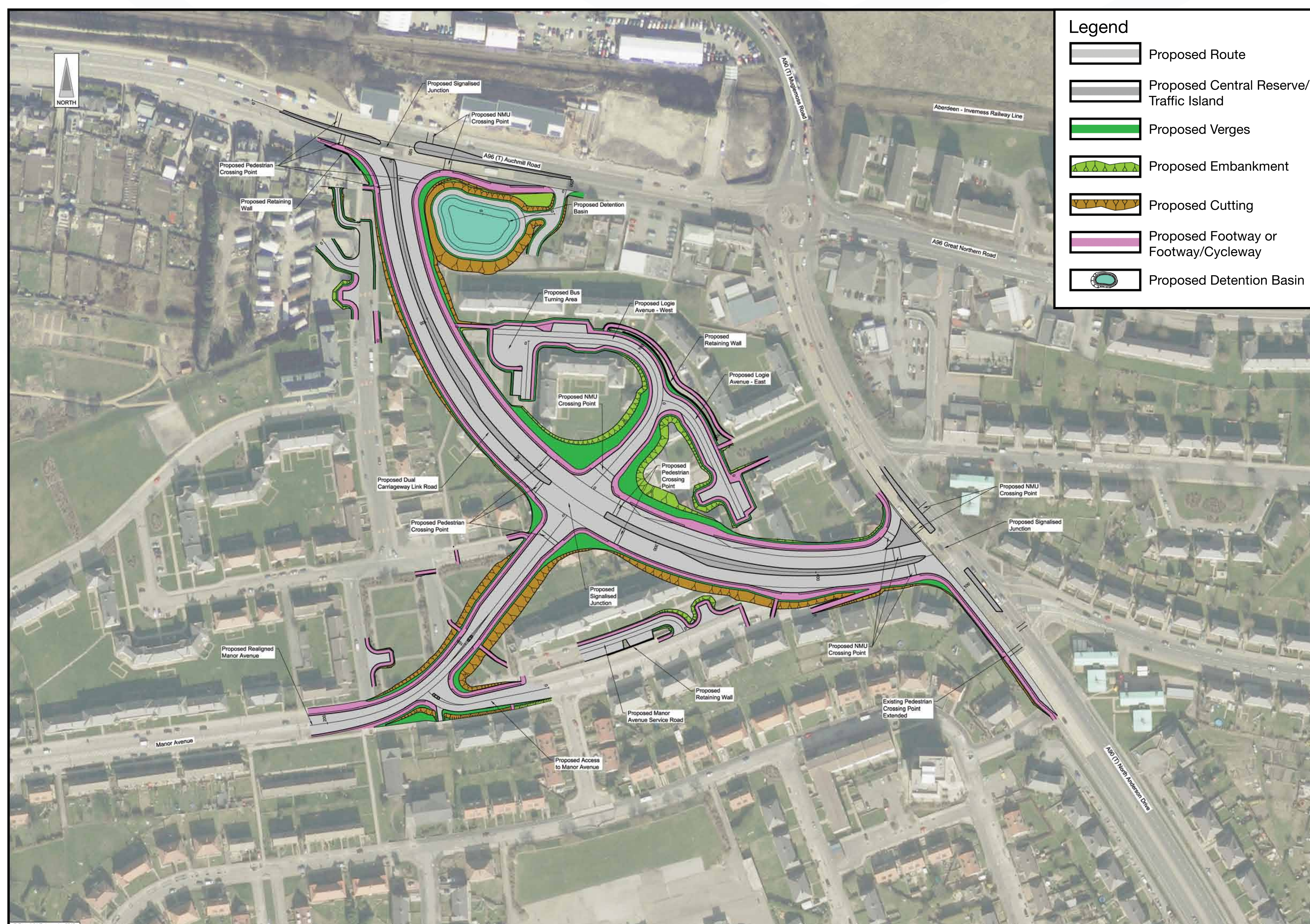
Scheme objectives

The development of the Haudagain Improvement scheme aims to meet the following scheme objectives:

- To reduce congestion and unreliability by improving and sustaining base year 2004 journey times for commercial and public transport traffic until 2033.
- To 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 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.
- 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.



The proposed scheme

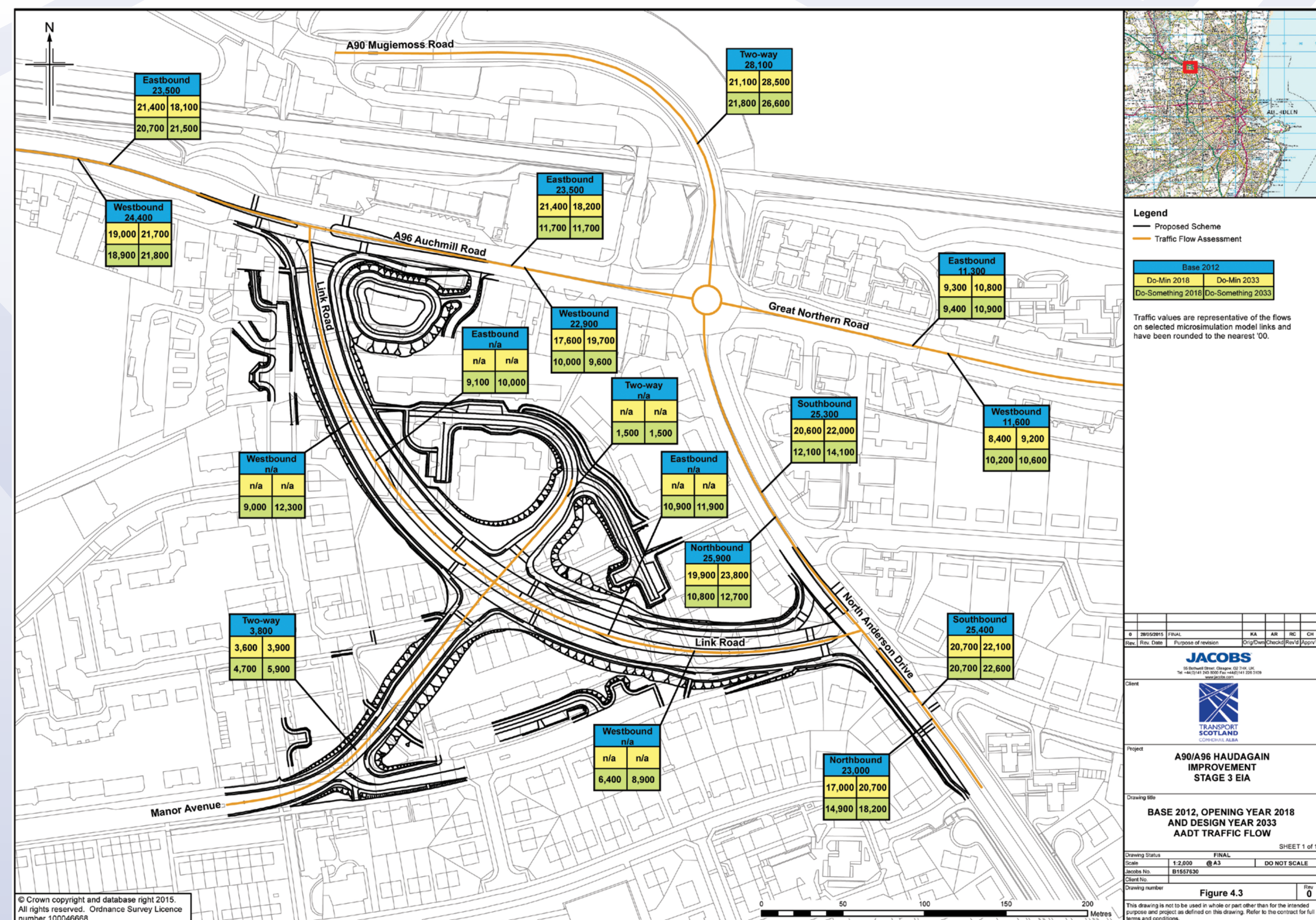


- A new 500m dual carriageway link road will be constructed between the A90(T) and the A96(T).
- Manor Drive will therefore be closed at its northern junction with the A96(T), and Manor Avenue will be closed at its eastern junction with the A90(T).
- New signalised T-junctions will be formed at these locations, providing the northern and southern tie-ins of the new link road.
- A signalised cross-roads junction will be formed approximately mid-way along the new link road, providing connections to Manor Avenue and Logie Avenue.
- Existing roads will be modified as necessary to accommodate the scheme, including provision of defined parking and turning facilities on stopped up roads.
- The scheme will include provisions for cyclists and pedestrians.
- The drainage design for the scheme has been developed in consultation with the Scottish Environment Protection Agency (SEPA) and in accordance with Sustainable Drainage Systems (SUDS) guidance. A detention basin to store and treat surface water run-off from the road will be located to the south of the A96(T).
- Construction of the scheme will require the demolition of a number of properties and the use of open space land. Replacement open space has been included within the proposals for the scheme, which has also been developed in consultation with Aberdeen City Council.

Existing and proposed traffic patterns

A detailed traffic flow assessment was undertaken to compare the proposed scheme with a Do-Minimum scheme (i.e. if the proposed scheme was not to be built). Results of this assessment are summarised on the drawing on the right for both 2018 and 2033.

The assessment also compares 2012 baseline traffic flows against 2018 and 2033 traffic flows (with and without the proposed scheme).



Journey times

In accordance with the scheme objectives, the impact on traffic was reviewed for journey times for both general traffic and bus journeys.

The assessment confirmed that the proposed scheme met the following scheme objective for commercial traffic by sustaining 2004 journey times until 2033:

“To reduce congestion and unreliability by improving and sustaining base year 2004 journey times for commercial and public transport traffic until 2033.”

Details	Period	Base Year (2004)	Base Year (2012)	Future Year (2033)
Existing Roundabout (Do-Nothing)	AM	62.0	92.2	123.8
	PM	97.6	152.7	155.9
Proposed Scheme (Do-Something)	AM	-	-	65.0
	PM	-	-	83.1

Total average journey times for all traffic movements through Haudagain in minutes.

The provision of the new dual carriageway link road would reduce traffic currently travelling in the south-west and west-south direction. Haudagain junction would therefore become less congested.



The assessment of the junction’s performance also considered the impacts on bus journey times travelling through Haudagain junction. There are a number of bus routes that travel through the Haudagain Roundabout with the majority travelling along the A96(T) Auchmill Road and A96 Great Northern Road. It is anticipated that users of public transport (i.e. bus users) would benefit from the proposed scheme due to an overall reduction in journey times and increased journey reliability.

Protection of the environment

The design of the scheme has been informed by detailed environmental assessments, which have considered the biological, physical and historic environment, local communities and landowners, and the current or planned future use of the environment.

One of the main considerations has been the need to avoid or reduce potential for adverse effects on the environment. This included identifying mitigation measures for inclusion within the scheme proposals.

An Environmental Impact Assessment (EIA) of the proposals was undertaken, with environmental constraints and issues identified and incorporated into the decision-making process throughout the development of the scheme. Transport Scotland has published an Environmental Statement, which reports the findings of the EIA.



Virtual Reality Model view of the proposed scheme from North Anderson Drive.



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Environmental Impact Assessment

The Environmental Statement (ES) contains full details of the Environmental Impact Assessment (EIA), including the mitigation proposed to avoid or reduce potential effects. A Non-Technical Summary outlines the key issues in the ES, including the beneficial and adverse impacts considered to be of particular importance.

The Environmental Statement provides information regarding:

- Community and private assets;
- Geology, contaminated land and groundwater;
- Water environment;
- Ecology and nature conservation;
- Landscape and visual;
- Cultural heritage;
- Air quality;
- Noise and vibration;
- Effects on all travellers – including drivers, cyclists and pedestrians; and
- Materials used for construction.



To inform the EIA process, extensive consultation was carried out with statutory consultees (Aberdeen City Council, Historic Environment Scotland, SNH and SEPA), non-statutory consultees and local interest groups. The project team has worked closely with these groups to develop a scheme that aims to reduce environmental effects through careful design.

Environmental design and mitigation

The findings of the Environmental Assessment identified that there were no significant residual impacts for the following assessment categories:

- **Geology, contaminated land and groundwater;**
- **Water environment;**
- **Ecology;**
- **Air quality;**
- **Cultural heritage;**
- **Effects on all travellers (drivers, cyclists and pedestrians); and**
- **Materials (resources and waste).**

Significant environmental impacts were identified in relation to the following:

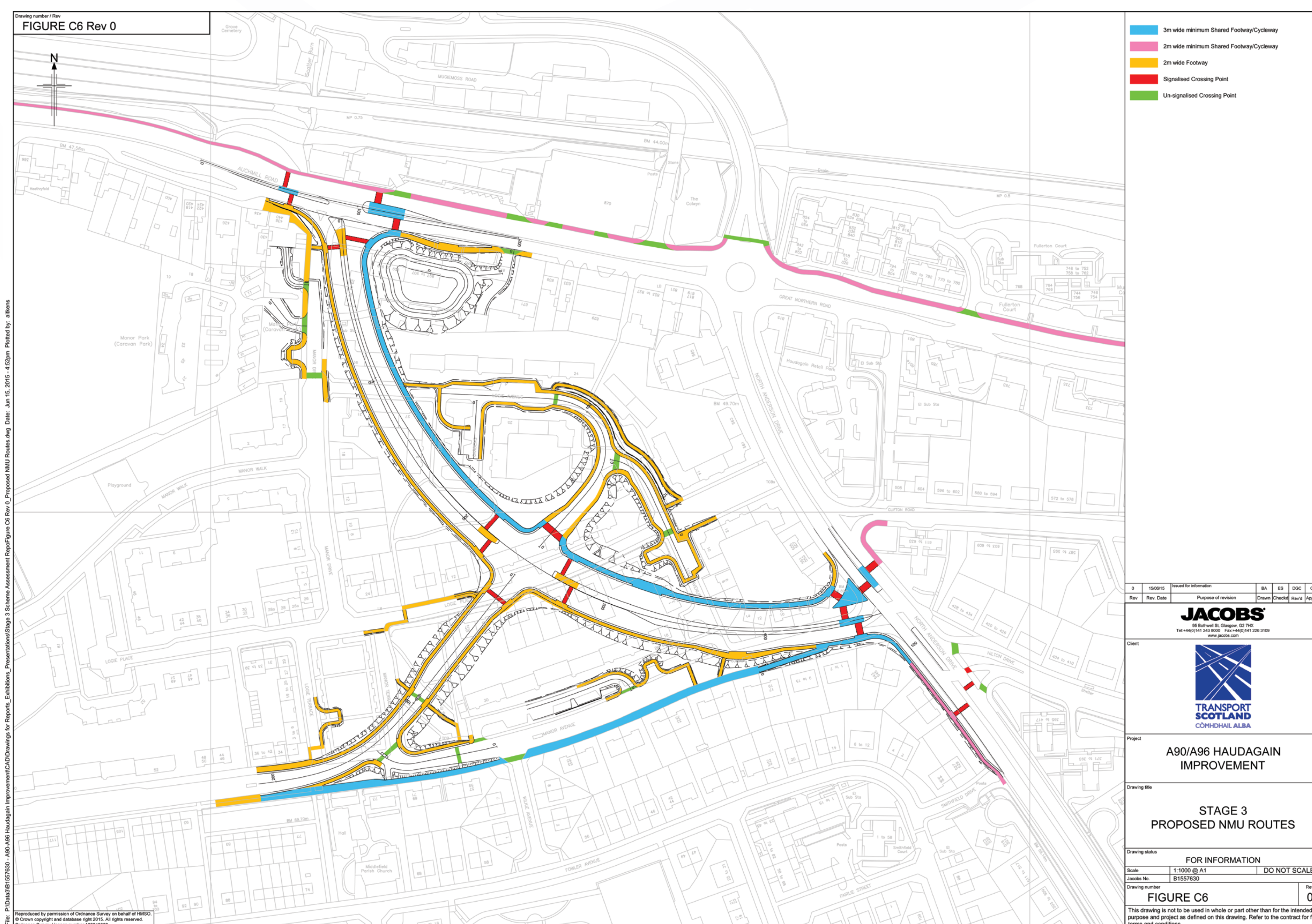
- **Noise:** Impacts on residential properties nearby;
- **Community and private assets:** Acquisition of 134 residential properties and five community facilities, loss of garden ground and loss of areas of open space;
- **Landscape:** Impacts on the urban landscape character; and
- **Visual:** Impact on views from nearby residential properties and outdoor locations.

The proposed scheme has been designed to avoid or reduce potential adverse impacts on the environment by incorporating the following:

- **Landscaping, including tree and hedge planting;**
- **Crossing points for pedestrians and cyclists;**
- **Shared footway/ cycleways;**
- **Play park facilities;**
- **Open space provision;**
- **Noise screening; and**
- **Treatment of road drainage.**



Proposed footways and cycleways



Facilities for Non-Motorised Users (NMUs), such as pedestrians and cyclists, are an integral feature of the proposed scheme, with various links and accesses being provided to assist such movements.

The proposed footway adjacent to the northbound carriageway of the link road is 3m wide, including a 1m buffer strip between the road and footway. The proposed shared footway/cycleway adjacent to the southbound carriageway of the link road is 4m wide, including a 1m buffer strip.

Transport Scotland's Roads For All: Good Practice Guide for Roads has been used for the design of footways to ensure that new provisions cater for disabled people, the elderly, people with prams and other vulnerable users.

Shared footways/cycleways have also been designed in accordance with Transport Scotland's Cycling by Design document.



Land Acquisition

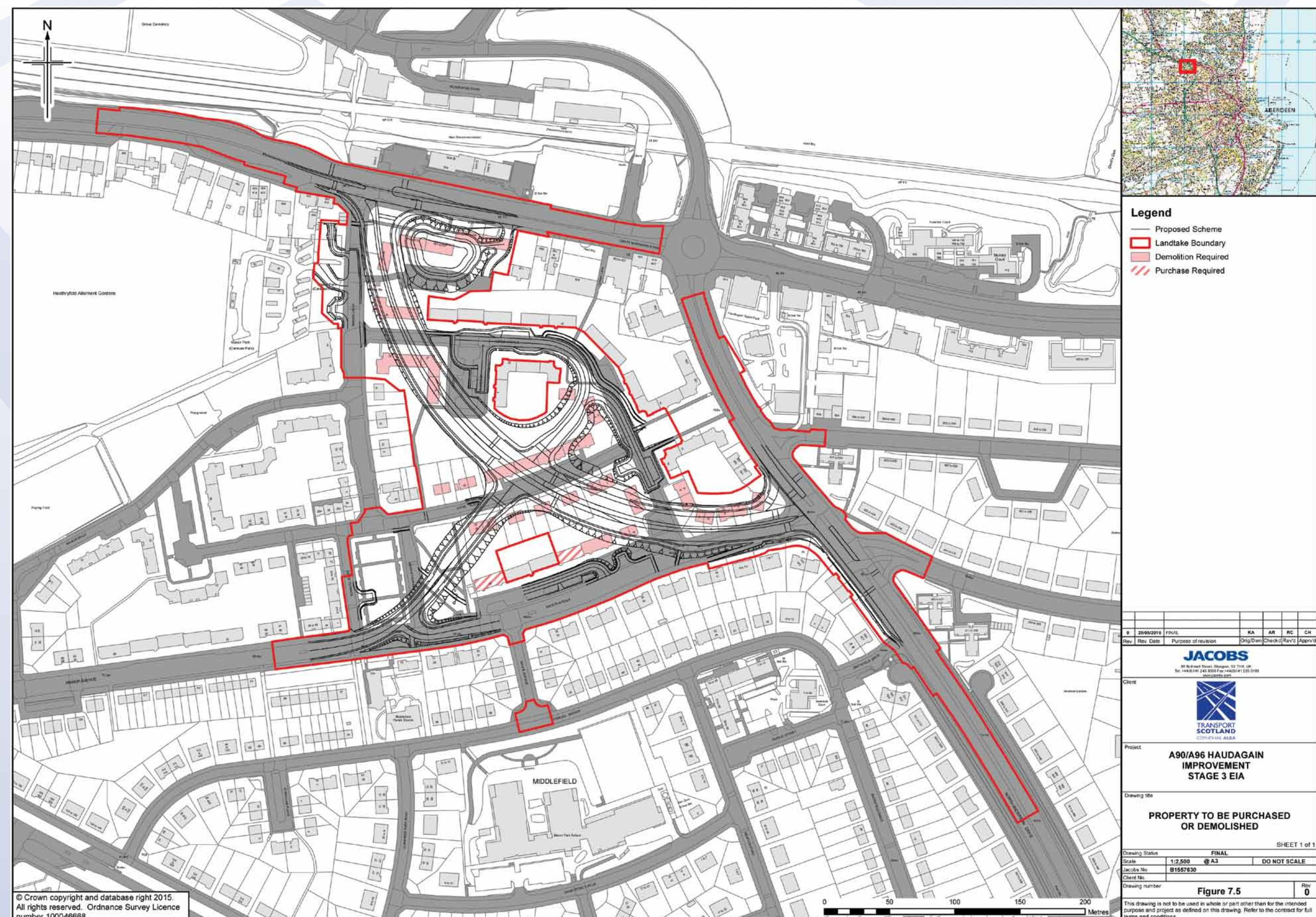
139 properties need to be acquired to allow the scheme to be built. Affected properties are highlighted on the drawing on the right.

All owners and tenants whose properties are proposed for acquisition were sent Draft Order documentation by Transport Scotland on 26 June 2015.

If your property has been highlighted for acquisition on the drawing and you have not yet received any Draft Order documentation, please speak to one of our Transport Scotland or Jacobs UK Ltd representatives.



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Open Space

As part of the scheme, some areas of existing open space will be affected through land-take. We will, therefore, ensure that new open space is provided to mitigate the loss of this open space. This will include two new play parks for the local community at Logie Avenue and Logie Terrace. The open space to be provided will be designed in consultation with Aberdeen City Council and community representatives.



Virtual Reality Model view of indicative new play park at Logie Avenue.



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Noise assessment

Detailed noise monitoring, assessment and modelling was undertaken as part of the EIA, taking into account changes to the road network, planned developments and likely future changes to traffic. A specialist computer model was used to calculate the effect of noise generated by the proposed scheme.

The assessment shows that, while there is an increase for a limited number of properties in long-term daytime noise, there is also a large reduction in long-term daytime noise for a large number of properties. The overall long-term noise impact is considered to be neutral with the scheme in place when compared to the Do-Minimum situation. This is due to the transfer of traffic from smaller local roads onto the A96(T) and A90(T), reducing local traffic congestion.

Acoustic barrier fencing is proposed along the north-eastern side of the proposed dual carriageway link road to provide noise screening for adjacent properties and recreational areas.

Eligibility for secondary glazing at qualifying properties will be assessed as required under The Noise Insulation (Scotland) Regulations 1975.



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Virtual Reality Model view from North Anderson Drive looking north down the proposed dual carriageway link road.

Construction

Construction of the scheme will involve the following main activities:

- Demolition of 129 properties to allow new road construction to progress.
- Construction of a detention basin.
- Diversion of existing utilities including Scotland Gas Networks, British Telecom, Scottish and Southern Energy, Scottish Water and Cable & Wireless Worldwide.
- Construction of new dual carriageway link road.
- Construction of connections to existing road network, during which time traffic management is likely to be required.
- Implementation of environmental mitigation measures, including landscape planting and acoustic barrier.
- Works under traffic management may also be carried out during night time or weekend periods to minimise disruption to the travelling public. Appropriate noise levels for such works will be agreed with Aberdeen City Council as required.
- Construction is anticipated to commence following completion of the AVPR/B-T project in late 2017, with the work expected to take around two years. This is subject to precise programming details which will be known once contractors have been appointed to construct the scheme.



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Draft Orders and Environmental Statement



Copies of the Draft Orders are available for viewing at this exhibition. These are statutory documents that define the line of the proposed road and associated improvements. A copy of the Environmental Statement is also available for viewing at this exhibition.

The Draft Orders and the Environmental Statement are also available to view electronically on Transport Scotland's website. Copies of the Non-Technical Summary of the Environmental Statement are available free of charge: **www.transportscotland.gov.uk/project/a90a96-haudagain-improvement**

Hard copies are available for inspection at the following locations:

Aberdeen City Council Offices

Marischal College, Broad Street, Aberdeen, AB10 1AB

Mon to Fri: 09:00 to 16:00

2a Logie Place, Aberdeen, AB16 7TP

Mon to Fri: 09:00 to 16:00

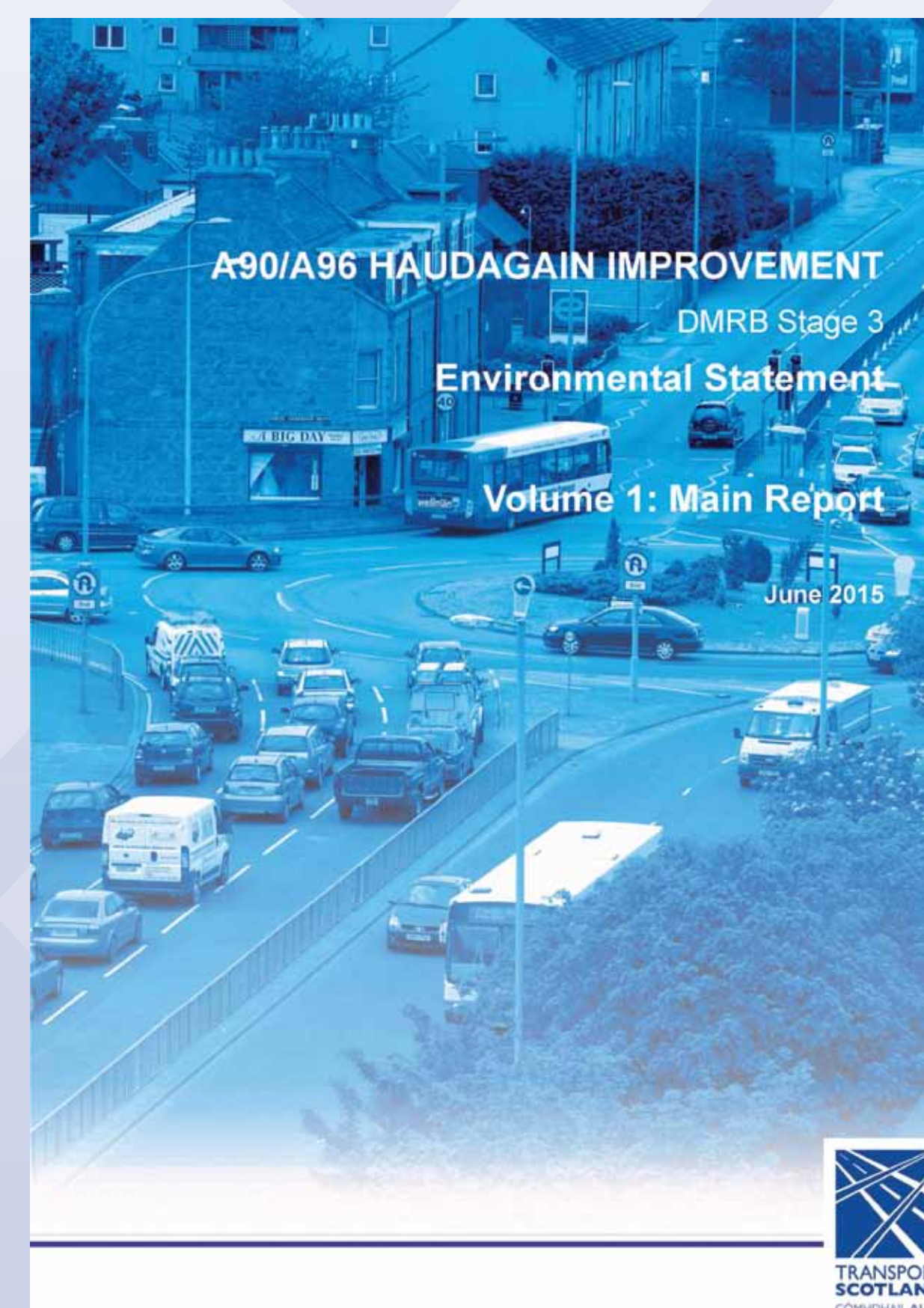
Mastrick Access Point, Spey Road, Mastrick, Aberdeen, AB16 6SH

Mon to Fri: 09:00 to 16:00

Transport Scotland

Buchanan House, 58 Port Dundas Road, Glasgow, G4 0HF

Mon to Thurs: 08:30 to 17:00 | Fri: 08:30 to 16:30



What happens next?

This exhibition is being held following publication of the Draft Orders and the Environmental Statement on 26 June 2015. The statutory six-week period for objections or representations ends on **7 August 2015**.

Following completion of that period, should objections to the Draft Orders be received, which cannot be resolved, there may be the need for a Public Local Inquiry before the scheme can proceed.

A comment form is available at this exhibition for any feedback you wish to provide.



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For more information on the proposed scheme, please visit the project page on Transport Scotland's website:

www.transportscotland.gov.uk/project/a90a96-haudagain-improvement