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**Introduction and Background** The existing A90 trunk road between Balmedie and Tipperty is part of the main transport corridor linking Peterhead and Fraserburgh with Aberdeen. Sections of the route immediately to the north of Tipperty and south of Balmedie are of dual carriageway standard, whilst the 8km section between Balmedie and Tipperty comprises a single carriageway that provides limited opportunities for overtaking.

# A90 BALMEDIE TO TIPPERTY

## ROUTE OPTION PUBLIC EXHIBITION JUNE 2006



The dualling of the A90 from Balmedie to Tipperty was previously progressed to Draft Orders stage in 1996. However, the Strategic Roads Review in 1999 contained the decision that the scheme was to be held in abeyance and considered alongside other emerging priorities for a future trunk road programme. In 2003 a multi-modal appraisal was undertaken using Scottish Transport Appraisal Guidance (STAG) which investigated the emerging problems on the existing transport corridor and highlighted the regular convoys that form behind slower-moving vehicles on the A90 route. Taking into account the findings of this report the then Minister for Transport announced in June 2005 that the design work for the improvement to dual carriageway should be taken forward. He further stipulated that the route would be off-line and have grade separated fly-over junctions.

Since last June Carl Bro, together with their environmental sub-consultants Natural Capital, have been investigating route options for the dual carriageway. Consultations have been undertaken with statutory agencies as well as local landowners in determining a series of route options presented at this exhibition.



**Why the Need to Upgrade** The Balmedie to Tipperty single carriageway section of the A90 carries 22,000 vehicles per day, of which approximately 10% are heavy goods vehicles. Detailed analysis has indicated a tidal flow pattern, with the morning southbound flow containing a significant portion of freight traffic. The road also caters for local access to communities of Balmedie, Foveran and Tipperty as well as individual properties and farmland along the road.

Specific surveys were conducted to examine the platooning effects experienced along the route during busy periods. The analysis of this problem established that the primary cause was slower moving lorries and lack of overtaking opportunities during busy traffic conditions.

A large number of road junctions and private access along the route also compromise safety. A dual carriageway would provide a safer and more reliable transportation route and also be of benefit to local communities as it would remove the main traffic from the existing single carriageway that will be retained for local traffic movements.

**Environment** All options are located in an area of gently undulating agricultural land falling from the west to the coast. The landscape is more intimate to the south and open with expansive views to the north. The coast is an important area for nature conservation and some burns at the north end of the scheme would feed into the River Ythan Estuary which is designated as an area of European and National importance for its wildlife interests. Woodland is quite sparse in the area and is restricted to small woodlands and shelter belts round farms and properties.

Properties are scattered along the route corridor and these, together with the network of access roads, are one of the biggest challenges to planning a line for the route. Some properties are designated as Listed Buildings for their historic interest most important of which for the options study are Orrock House (A Listed) and Menie House (B Listed).

**Scheme Objectives** The scheme is being developed in accordance with the Government's key transport objectives. Specific scheme objectives have been developed as follows:

- To improve strategic and local **accessibility** on the A90 corridor between Balmedie and Tipperty for all types of road users.
- To improve the movement of traffic on the A90 between Balmedie and Tipperty in order to aid **economic** prosperity and development in the north east of Scotland.
- To improve road **safety** on the A90 between Balmedie and Tipperty.
- To minimise intrusion of the new works to people, natural **environment** and cultural heritage and to enhance the local environment where opportunities arise.
- To facilitate **integration** along the A90 corridor by providing opportunities for more reliable public transport.



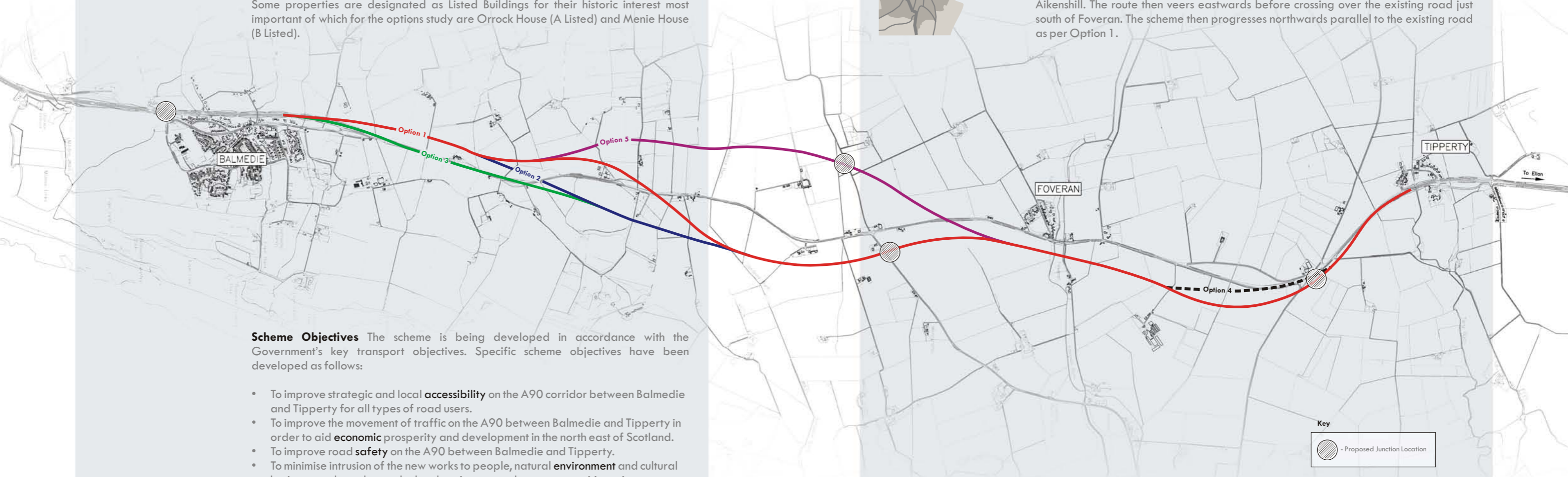
**Mainline Option 1** Commences at the north edge of Balmedie veering westwards enabling the existing road to be linked directly into Balmedie. The proposed route continues northward passing on the east side of the hillock at Orrock House, thus limiting the impact on the the A-listed building, before crossing the existing road at Dambrae. At this crossing point the existing road is maintained by means of an overbridge. The route continues northward running almost parallel to the existing road past Foveran before rejoining the existing road at Fountainbleau to connect with the existing dual carriageway at Tipperty. This was the route taken forward in 1996 to Draft Orders.

**Mainline Option 2** Commences as Option 1 at the north edge of Balmedie. The proposed scheme then curves eastwards where it crosses the existing road at Pettens. The scheme then progresses northwards parallel to the existing road as per Option 1.

**Mainline Option 3** Differs slightly from both of the above options by providing initially an online solution. This route follows the line of the existing road northwards incorporating dualling of the existing carriageway. The route continues online until its natural break from the existing alignment just south of Menie Estate. From this point the route continues northward parallel to the existing road following the same route as Option 1.

**Mainline Option 4** Merges with the existing corridor just south of the B9000 and follows online for the remainder of the route. Sub-option is not displayed since this sub-option represented only a minor shift in the alignment at the junction with the B9000.

**Mainline Option 5** Commences as Option 1 at the north edge of Balmedie. The route then veers westwards passing on the east side of the hillock at Orrock House. The proposed scheme then curves westwards round the west side of Dambrae and Aikenshill. The route then veers eastwards before crossing over the existing road just south of Foveran. The scheme then progresses northwards parallel to the existing road as per Option 1.



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**Progress to Date** Carl Bro are currently reviewing previous work, including the route published in draft in 1996, in line with current design standards, environmental constraints and legislation, together with comments received following the publication of previous Draft Orders. Route options have been developed by Carl Bro and are shown in this leaflet. At this stage there is no preferred route. The Carl Bro team are also currently undertaking desktop and field studies which include:

- Landownership, noise, geotechnical, topographical and traffic surveys of the surrounding area.
- Studies into archaeology, cultural and natural heritage, landscape, geology, hydrology and receiving waters.
- Aerial photography necessary for mapping purposes.

You can keep up to date with the scheme progress on [www.transportscotland.gov.uk](http://www.transportscotland.gov.uk)

**Your Views Are Important** Transport Scotland wish to consider all viewpoints during the selection process of the scheme. Accordingly members of the public and all interested parties are invited to give their views on the options available. As part of this public consultation exercise, a public exhibition is being held at The White Horse Inn, Balmedie on Thursday 15th and Friday 16th June 2006.

The purpose of the exhibition is to present the route options and to seek your views on each option. Please consider carefully the route options shown on this leaflet and on the boards displayed at the exhibition and let your views be known. Your views are important and will form part of the assessment process. You can either complete the enclosed questionnaire or write to: **Alasdair Graham** Transport Scotland, Trunk Roads Infrastructure and Professional Services, Area 2D, Victoria Quay, Edinburgh EH6 6QQ. All comments should be received no later than 7th July 2006.

**What Happens Next?** Following a review of all the information gathered during this public consultation exercise, together with the information gathered during all ongoing studies, a preferred route will be chosen and new Draft Orders will be published. The publication of Draft Orders marks the start of the formal consultation process and it is at this time that the alignment will be fixed and the public will be able to formally comment on the proposals. It is anticipated that Draft Orders for the scheme will be published early in 2007. Progress after publishing the new Draft Orders will depend on the formal comments received to the proposals.



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**Questionnaire**

Please complete the questionnaire and hand it in at the public exhibition or return to the address given on the brochure **before Friday 7th of July 2006.**

Name:

Address:

Telephone No:

**1. Do you own, rent or occupy property which is within or adjacent to the routes being considered?**

(Yes/No)

**1a. Address of Property** (if different from home address)

Four horizontal white input fields for the address of property.

**1b. Description of Property** (e.g farm, residential, non-residential, shop etc.)

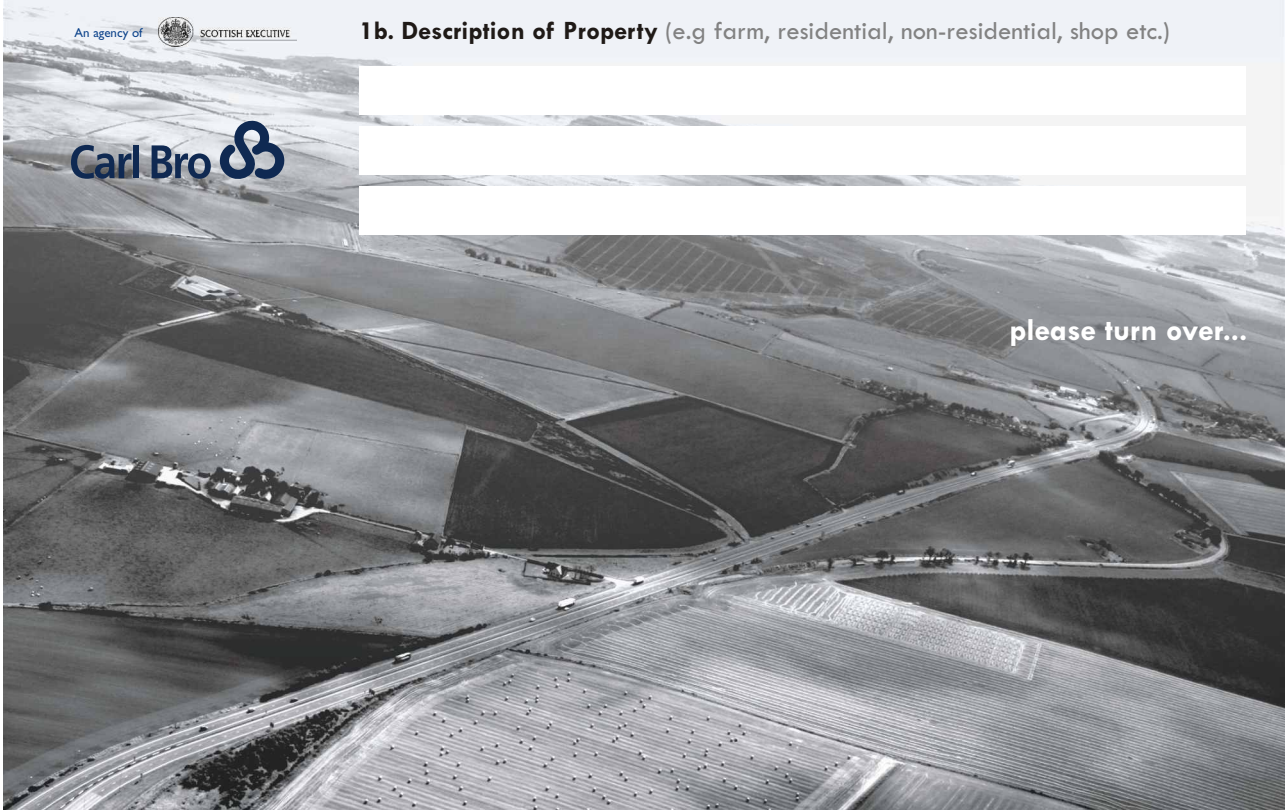
Three horizontal white input fields for the description of property.



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Questionnaire continued...

2. Please indicate your most preferred route. If no preference, please stipulate.

<b>Option 1</b> Preference:	Comment:

<b>Option 2</b> Preference:	Comment:

<b>Option 3</b> Preference:	Comment:

<b>Option 5</b> Preference:	Comment:



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3. Are there any factors you think should be taken into account?


...Thank you for your co-operation

