CONSULTATION PROCESS

Further information can be obtained by contacting:
AWPR Managing Agent, Aberdeen Business Centre,
Willowbank House, Willowbank Road, Aberdeen AB11 6YG.
Tel: 01224 332300 • Fax: 01224 332361 • Email: enquiries@awpr.co.uk • www.awpr.co.uk

Timescale for Completion

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Public Consultation

Spring 2005

Environment, culture and people.

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The alternative route options and the current preferred corridor are shown on Map 1 included in brochure pack.

The routes are:
- The Pitfodels Route,
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A comparison of each of the 4 alternative routes and current preferred corridor is set out in Table 1 of this brochure pack. This Table sets out the cost, length, traffic volumes, economic returns and key impacts on the environment and communities of each of the alternative routes and for the current preferred route.

Map 2 included in this brochure pack shows the location of schools and special needs communities along the River Dee Valley area.

Public Exhibitions and Consultations

This brochure has been produced to complement the public information and consultation exercise being carried out on the route proposals. A series of exhibitions are being held as part of the consultation to give the public an opportunity to comment on the AWPR and the route options.

Details of the time and venues for the exhibitions and a comment sheet are included in this brochure pack.

Comments should be returned to:
Mrs Catherine Swayne
Scottish Executive
2-D, Victoria Quay
Edinburgh EH6 6QJ
by 29 April 2005.
The Aberdeen Western Peripheral Route (AWPR) is a key component of the proposed Modern Transport System for the North East of Scotland. The aim of the AWPR is to improve transport. Strategy is to tackle the region’s growing transport problems and to provide a move through the congested infrastructure. The AWPR will remove around 13 roundabouts along the 8-mile stretch heavy volumes of local traffic. The AWPR will goods traffic, has to share the trunk road long distance traffic, and particularly heavy bridge, adding to congestion on the local Dee because of width restrictions on the roundabouts. Heavy goods vehicles have to junctions at Haudagain and Bridge of Dee 20 minutes occurring regularly at the busiest such as the pedestrianisation of Union Street reliable and safe travel across Aberdeen and standard dual carriageway providing quick, congested for large parts of the day. Long distance traffic crossing Aberdeen has to go 5 traffic-light controlled junctions 13 roundabouts along the AWPR stretch of Anderson Drive and the AWPR. At peak periods, it can take an hour and a quarter to cross Aberdeen with delays of up to 20 minutes occurring regularly at the busiest junctions at Haudagain and Bridge of Dee roundabouts. Heavy goods vehicles have to divert onto the local roads, before Bridge of Dee because of wide restrictions on the bridge, adding to congestion on the local network.

Long-distance traffic, and particularly heavy goods traffic, has to share the trunk road and the AWPR stretch of Anderson Drive with heavy volumes of local traffic. The AWPR will get this long-distance traffic onto a high standard dual carriageway road with grade-separated, reliable and safe traffic across Aberdeen and relieving congestion in the city and local road network.

By relieving congestion on the local road network, the AWPR will facilitate the introduction of complementary measures, such as the pedestrianisation of Union Street and the introduction of bus priority routes on the key radial roads in and out of the city, such as the Great Northern Road. Removing traffic from the city centre will help reduce vehicle emissions within the city and the Air Quality Management area because of the high levels of congestion.

To achieve these objectives, the AWPR will provide for a more direct route, with fewer junctions and roundabouts, reducing travel time and improving journey reliability. The AWPR will provide an alternative route to the existing major trunk road in partnership with Aberdeen and Aberdeen City Councils. The AWPR will help to retain and improve the competitiveness of the area, by reducing its peripherality by improving connections and providing access to the markets in the South, and help attract new business by improving access and journey times.

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The Aberdeen Western Peripheral Route will:

- Relieve congestion around the city, improve access to the city and to towns to the north and west of Aberdeen.
- Provide traffic relief to congested trunk road junctions, including those along Anderson Drive and the AWPR. The AWPR will also reduce running times for goods vehicles on the AWPR stretch of Anderson Drive and the AWPR.

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In the early 1990s, development work concentrated on the Southern Limited Access Route, between the AWPR Stonehaven road and the AWPR Inverurie road, in order to select a ‘preferred corridor’. Trials were carried out and assessment of route options and extensive public consultation. In 1996, the Regional Council (Grampian Regional Council Transportation and Roads Committee 20 February 1996) recommended to the successor authorities, Aberdeen City Council and Aberdeenshire Council, that the AWPR be the ‘preferred corridor’ for the Southern and Western Leg. Both Local Authorities subsequently endorsed the Regional Council’s recommendations. The Aberdeen City Council Planning and Strategic Development Committee 21 November 1996, Aberdeenshire Council Infrastructure Services Committee (November 2001).

In 2001, both Councils started designing and assessing options for the Northern Leg, between the AWPR Inverurie Road and the AWPR Ellon Road, and assessing the subject of public consultation in 2012, following which the Councils selected a ‘preferred corridor’ for the Northern Leg in 2012.

The AWPR has strong support across the region. In 2002 Aberdeen City Council consulted with 15,000 households from local residents in support of the provision of an AWPR to the Scottish Parliament. This assessment is backed by the East Scotland Transport Partnership (NESTRA), which has been established to consider and improve travel to and from the Critical Area, which includes the Scottish Enterprise Grampian and Aberdeen and Grampian Chamber of Commerce. The Scottish Council for Development and Industry (SCDI) also each conference as the project to facilitate existing and create new, jobs.

In March 2003 the Scottish Executive, in recognition of the strategic importance of the AWPR to the economic development of the North East, announced that the AWPR stretch of Anderson Drive and the AWPR stretch of Anderson Drive would be promoted as a priority for the Scottish Executive.

The AWPR project Aberdeen City Council, acting on behalf of the City and Aberdeenshire Councils, is the Managing Authority for the AWPR. It is responsible for overseeing the AWPR construction services and is responsible for the day-to-day management of the project on behalf of the Scottish Executive and Aberdeenshire Council. After the AWPR has been developed and assessed in accordance with the Government’s key transport objectives:

- Environment
- Safety
- Economy
- Integration
- Accessibility

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Route Development
The development of the AWPR has been carried out in two distinct stages:
• The Southern and Western Leg, from the SE of Aberdeen to the A96 Inverurie Road
• The Northern Leg, from the A96 Inverurie Road to the A90 north of Aberdeen

In the early 1990s, development work concentrated on the Southern and Western Leg, between the A96 Stonehaven Road and the A96 Inverurie Road, in order to select a ‘preferred corridor’. This involved an independent study and assessment of route options and extensive public consultation. In 1996, Aberdeen City Council’s Regional Council (Graham Regional Council Transportation and Roads Committee 20 February 1996) recommended to the successor authorities, Aberdeen City Council and Aberdeenshire Council, that the AWPR be developed as a ‘preferred corridor’ for the Southern and Western Leg.

Both Local Authorities subsequently endorsed the Regional Council’s recommendation and the AWPR project is the Managing Authority for the AWPR. It will be responsible for the construction and for initial day-to-day management of the project on behalf of the Scottish Executive and Aberdeenshire Council.

The AWPR Project
The Aberdeen City Council, acting on behalf of the Councils, is the Managing Authority for the AWPR. It will be responsible for the construction services and is responsible for the day-to-day management of the project on behalf of the Scottish Executive and Aberdeenshire Council.

Since March 2003, the Managing Agent and the AWPR’s project consultants have been working closely with statutory bodies and landowners, have been taking forward the design and assessment of public consultation in 2002, following which the AWPR’s ‘preferred corridor’ for the Southern Leg in 2001.

In 2001, both Councils started designing and assessing options for the Northern Leg, between the A96 Inverurie Road and the A90 Ellon Road (SCDI) also supported the project as necessary to protect existing wildlife and to safeguard an area of the AWPR, would safeguard 2,500 jobs in the north east of Scotland.

Construction of the AWPR has been influenced by a wide range of design and environmental issues, affecting the route alignment and the width of the corridor. These discussions have been used to identify a range of measures to protect the preferred corridor, minimising the impact of the AWPR on sensitive areas.

Safety
Construction of a high standard of link road will result in a significant safety improvement. The AWPR will be situated in an area of high traffic density, with a significant impact on the local road network, leading to an improvement in safety.

It is expected that the AWPR will result in a reduction of accidents in the areas in which it is situated. The AWPR will significantly reduce the number of accidents on the A90 north of Aberdeen and the surrounding area.

Accessibility
The new road will also provide a fast and reliable access from the rural towns of Aberdeenshire such as Peterhead, Ellon, Inverurie, Banff and Stonehaven to the key industrial and commercial areas around the Aberdeen Angus Industrial Park, which is the major road network, leading to an improvement in safety.

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Accessibility
The Aberdeen Western Peripheral Route (AWPR) is a key component of the proposed Modern Transport System for the North East of Scotland. The route begins at the Stonehaven Road roundabout and Bridge of Dee, as well as reducing congestion and improving road safety, the AWPR will provide access to existing and planned local roads such as the Netherley Road, Cuts to Kingswell and routes between the A94 and A96, reducing noise and air pollution in these areas.

The AWPR will provide access to existing and planned local roads, improving road safety and creating opportunities for people and businesses to use rail and bus services more efficiently. The AWPR will provide reliable access from the rural towns of Aberdeenshire such as Peterhead, Ellon, Inverurie, Banff and Stonehaven to the key industrial and commercial areas around the Aberdeen Angus Industrial Park, which is the major road network, leading to an improvement in safety.

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The Aberdeen Western Peripheral Route (AWPR) is a key component of the proposed Modern Transport System for the North East of Scotland. The AWPR is a priority for the Scottish Executive. The Aberdeen Western Peripheral Route Strategy is to tackle the region’s growing transport problems and to go on to provide a long-term solution through a large-scale integrated package of road, rail and public transport improvements, together with measures to improve cycling and pedestrian facilities.

The existing trunk road through Aberdeen is congested for large parts of the day. Long distance traffic crossing Aberdeen has to get this long distance traffic onto a high carriageway road with grade-separated junctions. It is estimated that over 80% – reflecting the strategic role of the AWPR to the local area.

The AWPR Project

Aberdeen City Council, acting on behalf of the Scottish Executive and Aberdeenshire Council, a ‘preferred corridor’. This involved the design

The development of the AWPR has been carried out in two distinct stages:
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Economy

The AWPR will link Park-and-Ride sites, making it easier for drivers and passengers to choose the bus going to their destination, improving choice by providing an alternative means of transport in the city. By diverting through traffic from the city centre, access to the railway and harbour will be less congested. The AWPR will remove 11 000 vehicles per day from the roads.

Alternative Route Options

Any project of this nature will have an impact on the people living and working in the vicinity and on the environment in which it will be situated, including the history and heritage of the surrounding area. These impacts need to be fully assessed and understood. A preferred corridor will be the one which provides the best balance between the benefits which can be achieved and the impacts that will be generated.

The development of the route has involved extensive discussions with a wide range of bodies and organisations, including Historic Scotland and the Scottish Natural Heritage and the Scottish Environment Protection Agency. The AWPR will improve access to the city centre by providing more signal time for traffic coming into the city from the rural towns of Aberdeenshire such as Peterhead, Ellon, Inverurie, Banchory and Stonehaven to the key industrial and commercial locations around the River Dee Valley area. It will be promoted as the fastest and busiest time for journeys to and from the strategically important international airport at Dyce to the main routes south.

Integration

The AWPR will provide substantial benefits across the whole of the North East of Scotland and will contribute to the achievement of the Transport Strategy for the whole of Scotland. The AWPR will help to retain and improve the competitiveness of the area, reduce its peripherality by improving connections and provide improved links to the markets in the South, and help attract new business by improving access and journey times.

Safety

The AWPR has been designed to achieve an optimum alignment within the current environmental influences. The work has been used to identify engineering issues, traffic and economic impacts that will be generated.

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