

The Aberdeen Western Peripheral Route (December 2006)



Route Timetable

The timetable below charts the recent development of the Aberdeen Western Peripheral Route and gives estimated timescales for the next stages of the scheme.

Autumn 2004 to Spring 2005	Development of five suggested routes including preliminary aerial surveys, technical investigations, design work and landowner consultation.
Spring 2005	Public exhibitions and consultation on route options.
Winter 2005	Minister for Transport announces preferred route corridor.
Winter 2005 to Summer 2006	Aerial surveys, technical investigations, design work and landowner consultations on selected route corridor.
Summer 2006	Minister for Transport announces preferred road alignment within route corridor.
Winter 2006	Publication of Draft Special Road Orders, Draft De-trunking Orders and Environmental Statement. Start of statutory consultation process.
2007	Publication of Draft Compulsory Purchase Orders and remaining Draft Road Orders. Probable Public Local Inquiry (PLI)
2008	Decision from PLI. Publication of Made (Final) Orders. Procurement of construction works.
2009	Construction begins.
2011	Aberdeen Western Peripheral Route opens to traffic.



For more information about the Aberdeen Western Peripheral Route visit www.awpr.co.uk or contact the AWPR Managing Agent, Aberdeen Business Centre, Willowbank House, Willowbank Road, Aberdeen, AB11 6YG

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An Introduction to the Aberdeen Western Peripheral Route



What is the Aberdeen Western Peripheral Route?

The Aberdeen Western Peripheral Route (AWPR) is a new road being developed to improve travel in and around Aberdeen and the North-east of Scotland.

Some 46 km (28 miles) long, the route will provide a fast link between towns in the North, South and West of Aberdeen and reduce the level of traffic in the city. It is just one of a number of transport projects included in the Modern Transport System (MTS), a programme of transport investment for the North-east, which also includes new public transport measures. The MTS is a key building block for the draft Regional Transport Strategy (RTS) for Aberdeen and Aberdeenshire.

The AWPR and MTS have been developed to reduce congestion, improve road safety and accessibility and grow the local economy, ensuring the North-east remains a competitive business location.

Construction of the AWPR is expected to begin in 2009 and the road will open in 2011.

How has it been developed?

The idea of a Western Peripheral Route has been under consideration for many years and from the early 1990s Grampian Regional Council was working on options for the route. In 2003 the Scottish Executive adopted the proposal as a trunk road to be developed and delivered in a partnership with Aberdeen City and Aberdeenshire Councils.

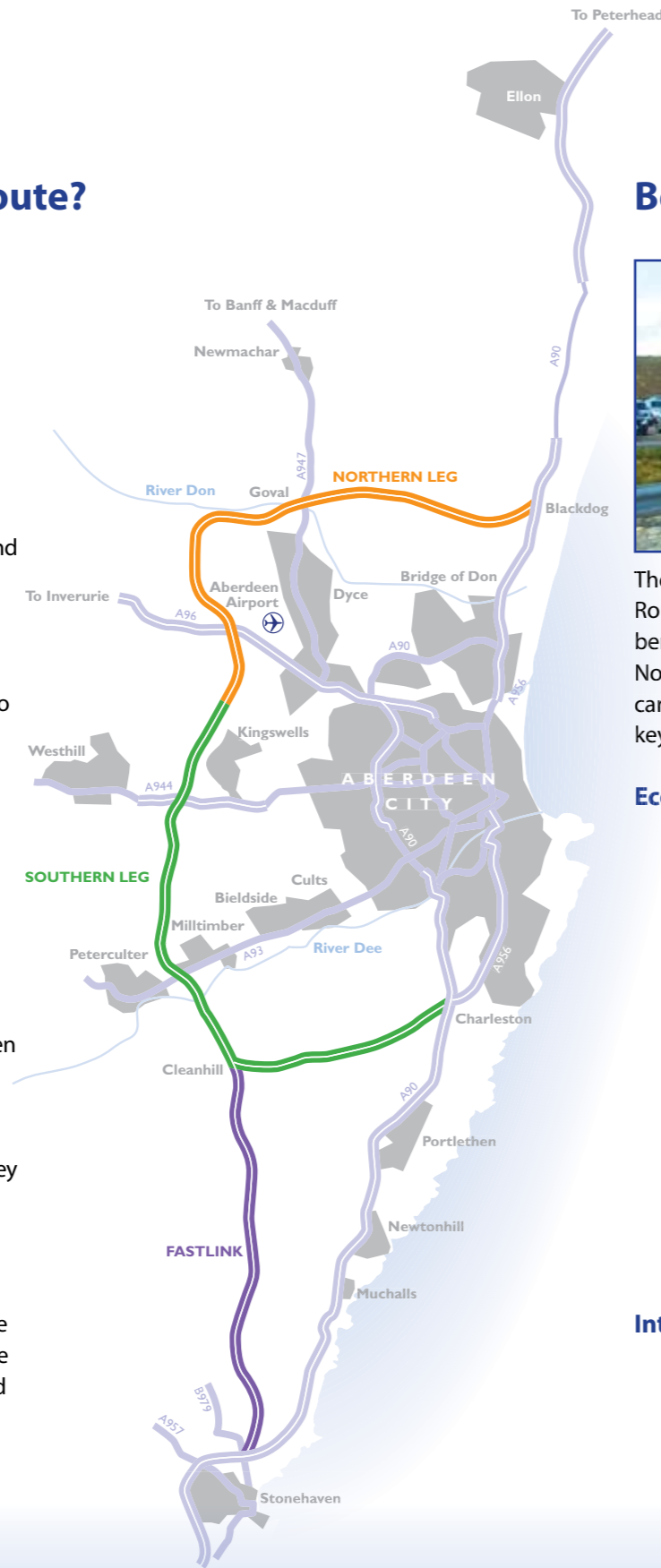
In 2005 several proposed route corridors were put to informal public consultation to give residents, businesses and other interested parties the chance to have their say. Some 7,000 responses were received and in December 2005 the Transport Minister announced the preferred corridor taking into account the feedback received and the strategic and local benefits offered by each of the proposals.

The route corridor chosen was the Milltimber Brae Route with a Fastlink to Stonehaven which formed part of the Peterculter / Stonehaven Route.

Why this route?

The route selected is the best solution to Aberdeen and the North-east's strategic transport problems. It comprises an orbital route round the city and a Fastlink to the A90 at Stonehaven which bring significant benefits not just to the city of Aberdeen but to the whole of the North-east.

The route will act both as a local distributor road, providing access to key locations in the city of Aberdeen and as a bypass for strategic traffic which does not need to enter the city on its way to and from other parts of the North-east. The Fastlink also solves the problem of growing congestion on the existing A90 between Stonehaven and Aberdeen.



Benefits of the Aberdeen Western Peripheral Route



The Aberdeen Western Peripheral Route will provide substantial benefits across the whole of the North East and the road has been carefully planned to benefit several key areas:

Economy

- Improving accessibility to the North-east will help ensure its future as a long-term, strategic location, attracting and retaining businesses and safeguarding jobs
- Reducing journey times and journey costs to and from the North-east and around the city itself will help attract new businesses and retain those which are already based in the region

Integration

- The AWPR is an integral part of the Modern Transport System (the strategic plan

for improving transport in the region) and will assist the implementation of other transport improvements

- This includes improving access to current and future Park & Rides, freight transfer depots, rail and air links and enabling the introduction of pedestrian and cycling measures by reducing traffic on existing roads
- The AWPR will provide excellent access to Aberdeen Airport and existing and planned industrial estates included in the Local Plan

Environment

- The AWPR will improve air quality in Aberdeen city centre

Safety

- The AWPR will attract a large number of vehicles from minor roads which are

currently used as 'unofficial bypasses' around the city

- The road will be a modern, purpose-built dual carriageway with predominantly flyover junctions – an inherently safer design
- Some 48 road accidents a year will be saved in the first year of opening, rising to 53 a year by 2025

Accessibility

- The route will reduce congestion at key bottlenecks which exist in the city, including the Bridge of Dee (A90 South), Bridge of Don (A90 North) and the Haudagain Roundabout (A90 / A96 Auchmill Road)
- Access to the city centre will be greatly improved for residents, shoppers, tourists, freight and businesses

Cost of the road

The Aberdeen Western Peripheral Route is estimated to cost between £295 million and £395 million.

Because of its strategic importance to Scotland as a whole, 81% of the costs are being met by the

Scottish Executive, which has adopted the route as a trunk road. Aberdeen City and Aberdeenshire Councils will pay the remaining portion (19%) between them. The Fastlink is being entirely funded by the Scottish Executive.

The road will be built under a Public Private Partnership (PPP) scheme which means a private company meets the up-front costs of developing the route and maintenance, with the councils and Scottish Executive paying this back over a 30 year period.

Impact on communities, property and the environment

The route is being developed in consultation with the public, landowners and organisations such as Scottish Natural Heritage (SNH) and Scottish Environment Protection Agency (SEPA). Detailed surveys and studies have helped determine which route would have the least possible impact on homes, communities and the environment.

In December 2006 Draft Road Orders for the scheme were published which show the preferred alignment of the road. At the same time an

Environmental Statement was published which looked at the impact of the road on issues including ecology, the landscape, cultural heritage, noise impact, water and air quality and local residents. It also explained what mitigation would be put in place to alleviate these impacts.

These documents are provided as part of the statutory consultation process to enable the public to give feedback or lodge an objection with the Scottish Executive.

Draft Compulsory Purchase Orders (CPOs) for land and property which is required to construct the road will be published in 2007 along with further Draft Road Orders. People affected by the route will be offered fair compensation through a process which is laid down in an Act of Parliament. Full details of the compensation system and the statutory process are available in a separate leaflet entitled 'Guide to Compulsory Purchase and the Statutory Process' which is available on the AWPR website.

