

Aberdeen Access from the South Appendix F

**Aberdeen City Council, Aberdeenshire Council,
Nestrans**

Appraisal Summary Tables



APPRAISAL SUMMARY TABLES

Description:

Aberdeen Access from the South Appendix F

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APPRAISAL SUMMARY TABLES

TABLES :

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Table 1.2 : Short Term 2008 Do-Something Appraisal Summary

Table 1.3 : Medium Term 2012 Do-Something Appraisal Summary

Table 1.4 : Long Term 2027 Do-Something Appraisal Summary



Proposal Details	
Name and address of authority or organisation promoting the proposal: (Also provide name of any subsidiary organisations also involved in promoting the proposal)	Nestrans, Aberdeen City Council, Aberdeenshire Council
Proposal Name:	Short Term 2008 Do-Nothing
Proposal Description:	Maintain existing road infrastructure with local plan development content
Funding Sought From: (if applicable)	No funding required
Background Information	
Geographic Context:	The City of Aberdeen is the main settlement in the North of Scotland and as well as being a vibrant centre in it's own right, it also provides the economic centre and opportunities for many of the Aberdeenshire towns, providing trade and commerce links with the rest of Scotland, the UK and Europe. The Southern Area of Aberdeen is bounded to the east by the North Sea and contains some of the Aberdeen's main residential and industrial areas. The main road access for the majority of locations south of Aberdeen into and out from Aberdeen is the A90 which feeds to the A956 Wellington Road via Charleston Interchange. The city is constrained on its northern and southern boundaries by two rivers, the Don and the Dee respectively and on the east by the North Sea.
Social Context:	The population of Aberdeen City in 2004 was estimated at 204,000 and the population of Aberdeenshire 233,000. There has been a population movement from Aberdeen City to Aberdeenshire, especially for families. There are pockets of deprivation across the city where incomes are well below the Aberdeen and Scottish averages. Areas of Torry and Balmagask are two of the most deprived areas of Aberdeen and in fact Scotland.
Economic Context:	The north east has a reputation for excellence in the oil and gas sector, however it also has a manufacturing base requiring efficient movement of freight both outwards for fresh foods including fish, and for finished and processed goods, and inwards for raw materials and semi-finished goods. The retail, forestry and wholesale sectors also rely on the road network to enable movement of goods. The regional transport strategy details that in the period 2000 to 2004, an average of almost 30 million Tonnes (excluding oil and gas which are predominantly moved by pipeline) were moved to/from or within Grampian per year.



Planning Objectives	
Objective:	Performance against planning objective:
<p>(1) To reduce congestion and unreliability, and have effective journey times particularly where it impacts on the efficient movement of goods.</p> <p>(2) To reduce the incidence of and potential for collisions and all transport related collisions especially vulnerable users, such as cyclists, pedestrians and motorcyclists.</p> <p>(3) To encourage socially-inclusive and healthy transport modes other than single car occupancy.</p> <p>(4) To improve the accessibility between residential and employment areas.</p> <p>(5) To improve the local environment by reducing air pollution problems.</p> <p>(6) To integrate transport with land use planning to ensure that transport networks serve development in an efficient, effective and sustainable way.</p>	<p>No significant contribution to this objective.</p>
<p>Rationale for Selection or Rejection of Proposal:</p>	<p>Rejection of Do-Nothing as it will fail to accommodate the desired future economic growth for Aberdeen in the South</p>



Implementability Appraisal	
Technical:	There are no potential engineering issues associated with roads construction within the do-nothing scenario
Operational:	Operational issues will arise at key locations such as the existing bridge crossings and congested junctions on Wellington Road
Financial:	No funding required
Public:	Will not meet the needs of the local communities and is likely to cause increased traffic problems for Aberdeen in the South and at the access points to the strategic road network.



Government's Objectives for Transport		
Objective	Assessment Summary	Supporting Information
Environment:	Moderate Disbenefit	Without some form of intervention, congestion on and at the existing river crossings will continue to increase having a negative impact on the surrounding road network and air quality
Safety:	Minor Disbenefit	Does nothing to minimise accident risks due to congestion.
Economy:	Moderate Disbenefit	Does nothing to remove the constraint on employment development opportunities.
Integration:	Moderate Disbenefit	No impact
Accessibility & Social Inclusion:	Moderate Disbenefit	Does not provide any increased accessibility. As development continues, accessibility will become even more critical with particular problems for walking, cycling and public transport.



Proposal Details	
Name and address of authority or organisation promoting the proposal: (Also provide name of any subsidiary organisations also involved in promoting the proposal)	Nestrans, Aberdeen City Council, Aberdeenshire Council
Proposal Name:	Short Term 2008 Do-Something
Proposal Description:	Local junction improvements, segregated left turn lanes, local lane widening and signal timing amendments
Funding Sought From: (if applicable)	Developers, Scottish Government and Local Government
Background Information	
Geographic Context:	The City of Aberdeen is the main settlement in the North of Scotland and as well as being a vibrant centre in it's own right, it also provides the economic centre and opportunities for many of the Aberdeenshire towns, providing trade and commerce links with the rest of Scotland, the UK and Europe. The Southern Area of Aberdeen is bounded to the east by the North Sea and contains some of the Aberdeen's main residential and industrial areas. The main road access for the majority of locations south of Aberdeen into and out from Aberdeen is the A90 which feeds to the A956 Wellington Road via Charleston Interchange. The city is constrained on its northern and southern boundaries by two rivers, the Don and the Dee respectively and on the east by the North Sea.
Social Context:	The population of Aberdeen City in 2004 was estimated at 204,000 and the population of Aberdeenshire 233,000. There has been a population movement from Aberdeen City to Aberdeenshire, especially for families. There are pockets of deprivation across the city where incomes are well below the Aberdeen and Scottish averages. Areas of Torry and Balmagask are two of the most deprived areas of Aberdeen and in fact Scotland.
Economic Context:	The north east has a reputation for excellence in the oil and gas sector, however it also has a manufacturing base requiring efficient movement of freight both outwards for fresh foods including fish, and for finished and processed goods, and inwards for raw materials and semi-finished goods. The retail, forestry and wholesale sectors also rely on the road network to enable movement of goods. The regional transport strategy details that in the period 2000 to 2004, an average of almost 30 million Tonnes (excluding oil and gas which are predominantly moved by pipeline) were moved to/from or within Grampian per year.
Name of Planner:	SIAS Limited
Estimated Total Public Sector Funding Requirement:	Capital costs/grant: TBC Annual revenue support: TBC Present Value of Cost to Govt.: TBC
Amount of Application:	Dependent upon package development & stakeholder contributions.



Planning Objectives	
Objective:	Performance against planning objective:
<p>(1) To reduce congestion and unreliability, and have effective journey times particularly where it impacts on the efficient movement of goods.</p> <p>(2) To reduce the incidence of and potential for collisions and all transport related collisions especially vulnerable users, such as cyclists, pedestrians and motorcyclists.</p> <p>(3) To encourage socially-inclusive and healthy transport modes other than single car occupancy.</p> <p>(4) To improve the accessibility between residential and employment areas.</p> <p>(5) To improve the local environment by reducing air pollution problems.</p> <p>(6) To integrate transport with land use planning to ensure that transport networks serve development in an efficient, effective and sustainable way.</p>	<p>Minor positive contribution to this objective.</p> <p>No significant contribution to this objective.</p> <p>No significant contribution to this objective.</p> <p>No significant contribution to this objective.</p> <p>Minor positive contribution to this objective.</p> <p>No significant contribution to this objective.</p>
<p>Rationale for Selection or Rejection of Proposal:</p>	<p>Selection of proposal for consideration as it should alleviate some local concerns without requiring significant financial outlay</p>



Implementability Appraisal	
Technical:	Segregated left turn lanes may require land acquisition. Great Southern Road to Stonehaven Road segregated left turn lane will require careful planning to avoid negative impact on local properties
Operational:	Operational issues will arise at key locations such as the existing bridge crossings and congested junctions on Wellington Road. Future expenditure on roads infrastructure likely.
Financial:	Future expenditure on roads infrastructure likely
Public:	Consultation will be required where proposed infrastructure could encroach on property or require land acquisition. Overall scheme will not meet the long term needs of the local communities and future traffic problems for Aberdeen in the South and at the access points to the strategic road network are likely.



Government's Objectives for Transport		
Objective	Assessment Summary	Supporting Information
Environment:	Minor Disbenefit	Without some form of intervention, congestion on and at the existing river crossings will continue to increase having a negative impact on the surrounding road network and air quality. Where proposals bring the highway boundary closer to nearby buildings and property noise and vibration annoyance or diminished air quality issues could arise.
Safety:	No Impact	Does nothing to minimise accident risks due to congestion.
Economy:	Minor Benefit	Some local improvements to journey times but overall contribution will be minimal.
Integration:	No Impact	No impact
Accessibility & Social Inclusion:	No Impact	No Impact



Proposal Details	
Name and address of authority or organisation promoting the proposal: (Also provide name of any subsidiary organisations also involved in promoting the proposal)	
Nestrans, Aberdeen City Council, Aberdeenshire Council	
Proposal Name:	Medium Term 2012 Do-Something
Proposal Description:	Significant improvements on Wellington Road with redesign of junctions to install full traffic signal control at Hareness Rd and Souterhead. Improved pedestrian and cyclist facilities (New pedestrian bridge over River Dee) to facilitate widening of Bridge of Dee to allow HGV's. HOV and public transport priority measures with Park and Ride
Funding Sought From: (if applicable)	Developers, Scottish Government and Local Government
Background Information	
Geographic Context:	The City of Aberdeen is the main settlement in the North of Scotland and as well as being a vibrant centre in it's own right, it also provides the economic centre and opportunities for many of the Aberdeenshire towns, providing trade and commerce links with the rest of Scotland, the UK and Europe. The Southern Area of Aberdeen is bounded to the east by the North Sea and contains some of the Aberdeen's main residential and industrial areas. The main road access for the majority of locations south of Aberdeen into and out from Aberdeen is the A90 which feeds to the A956 Wellington Road via Charleston Interchange. The city is constrained on its northern and southern boundaries by two rivers, the Don and the Dee respectively and on the east by the North Sea.
Social Context:	The population of Aberdeen City in 2004 was estimated at 204,000 and the population of Aberdeenshire 233,000. There has been a population movement from Aberdeen City to Aberdeenshire, especially for families. There are pockets of deprivation across the city where incomes are well below the Aberdeen and Scottish averages. Areas of Torry and Balmagask are two of the most deprived areas of Aberdeen and in fact Scotland.
Economic Context:	The north east has a reputation for excellence in the oil and gas sector, however it also has a manufacturing base requiring efficient movement of freight both outwards for fresh foods including fish, and for finished and processed goods, and inwards for raw materials and semi-finished goods. The retail, forestry and wholesale sectors also rely on the road network to enable movement of goods. The regional transport strategy details that in the period 2000 to 2004, an average of almost 30 million Tonnes (excluding oil and gas which are predominantly moved by pipeline) were moved to/from or within Grampian per year.
Name of Planner:	SIAS Limited
Estimated Total Public Sector Funding Requirement:	Capital costs/grant: TBC Annual revenue support: TBC Present Value of Cost to Govt.: TBC
Amount of Application:	Dependent upon package development & stakeholder contributions.



Planning Objectives	
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<p>Rationale for Selection or Rejection of Proposal:</p>	<p>Selection of proposal for consideration as it should alleviate key network concerns and provide real benefits to pedestrians, cyclists, public transport and key commerce areas</p>



Implementability Appraisal	
Technical:	Land acquisition will be required to provide improvements at Southerhead and Hareness Road as well as providing bus priority measures for Park and Ride. Revised access to Wellington Circle from Southerhead has the potential to deliver a significant improvement to the operation of the area though design outwith the existing highway boundary will require careful consideration.
Operational:	Operational issues will arise at key locations such as the existing bridge crossings. Future expenditure on roads infrastructure likely at these locations though Wellington Road should provide for future traffic conditions.
Financial:	Future expenditure on roads infrastructure likely at Bridge crossings.
Public:	Consultation will be required where proposed infrastructure could encroach on property or require land acquisition. Overall scheme meet the long term needs for the southern end of Wellington Road though around the River crossings future problems may arise.



Government's Objectives for Transport		
Objective	Assessment Summary	Supporting Information
Environment:	Minor Disbenefit	A significant benefit could be realised on Wellington Road with reduced and controlled queues. Park and Ride and HOV lanes will encourage sustainable modes. New pedestrian bridge may meet opposition if it encroaches on visual aspect for Bridge of Dee though the major benefits to pedestrians and cyclists in this area can not be quantified. A new bridge for pedestrians will allow the revocation of the width restriction on Bridge of Dee which will reduce the journey distance for localised HGV trips thus reducing their environmental impact.
Safety:	Moderate Benefit	Will improve safety on Wellington Road for pedestrians and cyclists. Significant improvement in safety and quality of facilities for pedestrians and cyclists wishing to cross River Dee in the Bridge of Dee area.
Economy:	Minor Benefit	Any improvements to journey times on Wellington Road will provide benefits to the Altens and Tullos industrial areas as well as freight and harbour access.
Integration:	No Impact	An improvement to integrated transport through greater provision for cyclists, pedestrians and public transport through the Wellington Road corridor.
Accessibility & Social Inclusion:	No Impact	Accessibility to Altens and Tullos from residential areas such as Cove will be greatly enhanced through junction improvements at Hareness Road and Souterhead which significantly improve pedestrian and cyclist facilities.



Proposal Details	
Name and address of authority or organisation promoting the proposal: (Also provide name of any subsidiary organisations also involved in promoting the proposal)	
Nestrans, Aberdeen City Council, Aberdeenshire Council	
Proposal Name:	Long Term 2027 Do-Something
Proposal Description:	Built on from Medium Term 2012 Do-Something. Adds significant improvement to Bridge of Dee through widening to six lanes and revised access to Leggart terrace via Stonehaven Road. This affords a redesign of the Bridge of Dee junctions to traffic signals incorporating better pedestrian/cycle facilities. HOV lane provided between Stonehaven Road and King George VI Bridge eastbound
Funding Sought From: (if applicable)	Developers, Scottish Government and Local Government
Background Information	
Geographic Context:	The City of Aberdeen is the main settlement in the North of Scotland and as well as being a vibrant centre in it's own right, it also provides the economic centre and opportunities for many of the Aberdeenshire towns, providing trade and commerce links with the rest of Scotland, the UK and Europe. The Southern Area of Aberdeen is bounded to the east by the North Sea and contains some of the Aberdeen's main residential and industrial areas. The main road access for the majority of locations south of Aberdeen into and out from Aberdeen is the A90 which feeds to the A956 Wellington Road via Charleston Interchange. The city is constrained on its northern and southern boundaries by two rivers, the Don and the Dee respectively and on the east by the North Sea.
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Rationale for Selection or Rejection of Proposal:	<p>Selection of proposal for future consideration as it should alleviate key network concerns and provide real benefits to pedestrians, cyclists, public transport, routing of freight transport and key commerce areas.</p>



Implementability Appraisal	
Technical:	The widening of the Bridge of Dee will provide a significant technical challenge. The bridge is a grade 'A' listed building and gaining permission to alter the bridge will be difficult. The diversion of Leggart Terrace will be a significant construction between the level difference of Leggart Terrace and a suitable tie in point on Stonehaven Road
Operational:	Should meet the infrastructure demands for the future. Bridge widening offers potential to incorporate public transport priority in the future.
Financial:	Significant expenditure will be required to deliver proposal. Further future expenditure should be low.
Public:	Consultation is key as the scheme suggested will impact upon residents in the Leggart Terrace area. The Bridge of Dee widening will meet opposition due to its status as a grade 'A' listed building.



Government's Objectives for Transport		
Objective	Assessment Summary	Supporting Information
Environment:	Moderate Disbenefit	The biggest impact on the environment will come from new road construction both for Leggart Terrace and for the Bridge of Dee widening. This will be in some way offset through reduced queues and reduced HGV travel distance and reduction in through traffic for Leggart Terrace.
Safety:	Moderate Benefit	There is likely to be a significant improvement in safety with pedestrian and cyclist facility improvements and the removal/reduction of HGV traffic from local roads such as Riverside Drive. And the King George VI bridge. Reduction in through traffic on Leggart Terrace.
Economy:	Major Benefit	Significantly improved access to the A90 and the Garthdee area. Improved journey times and facilities for all users should aid the future development requirements to sustain the North East economy
Integration:	Moderate Benefit	An improvement to integrated transport through greater provision for cyclists, pedestrians and removal/reduction of HGV traffic from unsuitable routes.
Accessibility & Social Inclusion:	Moderate Benefit	Vastly improved connections between residential Kincorth and the employment, social and recreational areas around Garthdee. Leggart Terrace would benefit from reduced traffic. Overall the suggested improvements will help all traffic within and through the study area.

