

# **WELLINGTON ROAD MULTI-MODAL CORRIDOR STUDY**

## **ASSESSMENT OF EXTERNAL LINKS TO ABERDEEN SOUTH HARBOUR OPTIONS**

***Aberdeen City Council***

***November 2020***



# Assessment

- The following slides provide an indication on the possible impact if the options proposed in the Aberdeen South Harbour (ASH) study were combined with the Wellington Road STAG 2 options.
- At this stage, a full modelling exercise combining all the options of Wellington Road with the ASH study has not been undertaken. A full modelling exercise will be undertaken for the Wellington Road study at the point when there is more certainty around the preferred option arising from the External Links to ASH Study. At this stage, conclusions are based on engineering judgement, informed by work undertaken on both studies to date.
- A conservative approach has been taken when reviewing combined options. This approach flags potential issues if development trips are present at locations where proposed STAG 2 options are being considered.

# A2 a/b and A3 a/b Greenwell/Greenbank Options

# A2 a/b and A3 a/b (Greenwell/Greenbank Options)

STAG 2 Options	Comments
Option 1 – 3 (Shared Bus / HGV lanes)	The A2/A3 Greenwell/Greenbank Options may have a negative impact on traffic when combined with Wellington Road Options 1-3, 6, 15 and 16, as these options reduce the road capacity within the area that ASH traffic will travel along.
Option 6 (Souterhead Junction Improvement)	
Option 15 – 16 (Two-Way Segregated Cycleway / Bi-Directional Cycleway)	
Option 7 (Hareness Junction Improvement)	The ASH traffic is expected to travel through Hareness Junction, placing additional pressure on the proposed infrastructure improvements. This may have an impact on the operation which will require a review of the signal timings.



# A2 a/b and A3 a/b (Greenwell/Greenbank Options)

STAG 2 Options	Comments
Option 10 (Extension to Existing Northbound Bus Lane)	The impact of ASH traffic on options 10, 13 and 14 is likely to be negligible, however adjustments to signal timings may be required.
Option 13 – 14 (Right-Turn Ban – Wellington Road to Abbotswell Rd/Girdleness Rd)	
Option 4 (Existing Northbound Bus Lane Converted to Shared HGV/Bus Lane)	Unlikely to have any impact on these options, and therefore could be combined.
Option 5 (Existing Souterhead Roundabout with New Pedestrian Crossings)	
Option 8 (Additional Lane between Charleston Road North and Hareness Roundabout (Northbound))	
Option 9 (Dualling between Grampian Place and Polwarth Road (Southbound))	
Option 11 (New Southbound Bus Lane (Grampian Place to Kerloch Place))	
Option 12 (Right-Turn Ban (Wellington Road to Abbotswell Road))	



# A4 Coast Road Option

# A4 Coast Road Option

STAG 2 Options	Comments
Option 1 – 3 (Shared Bus / HGV lanes)	The A4 Coast Road Option may have a negative impact when combined with Wellington Road Options 1-3, and 6 as these options reduce the road capacity within the area that ASH traffic will travel along.
Option 6 (Souterhead Junction Improvement)	
Option 7 (Hareness Junction Improvement)	Similar to A2/A3, the ASH traffic is expected to travel through Hareness Junction, placing additional pressure on the proposed infrastructure improvements, however there are other routes available. This may have an impact on the operation which will require a review of the signal timings.
Option 10 (Extension to Existing Northbound Bus Lane)	Unlikely to have any impact on these options, and therefore could be combined.
Option 13 – 14 (Right-Turn Ban – Wellington Road to Abbotswell Rd/Girdleness Rd)	



# A4 Coast Road Option

STAG 2 Options	Comments
Option 4 (Existing Northbound Bus Lane Converted to Shared HGV/Bus Lane)	Unlikely to have any impact on these options, and therefore could be combined.
Option 5 (Existing Southerhead Roundabout with New Pedestrian Crossings)	
Option 8 (Additional Lane between Charleston Road North and Hareness Roundabout (Northbound))	
Option 9 (Dualling between Grampian Place and Polwarth Road (Southbound))	
Option 11 (New Southbound Bus Lane (Grampian Place to Kerloch Place))	
Option 12 (Right-Turn Ban (Wellington Road to Abbotswell Road))	
Option 15 – 16 (Two-Way Segregated Cycleway / Bi-Directional Cycleway)	





# A5 Souterhead Option

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STAG 2 Options	Comments
Option 1 – 3 (Shared Bus / HGV lanes)	The A5 Souterhead Option may have a negative impact when combined with Wellington Road Options 1-3, and 6 as these options reduce the road capacity within the area that ASH traffic will travel along. However based on the expected routing, it is expected to impact Souterhead only.
Option 6 (Souterhead Junction Improvement)	
Option 7 (Hareness Junction Improvement)	In the Souterhead Option, traffic reroutes onto Souterhead Road from Hareness Road, thus less queueing is expected on Hareness Road / junction



# A5 Southerhead Option

STAG 2 Options	Comments
Option 5 (Existing Southerhead Roundabout with New Pedestrian Crossings)	The combination of additional pedestrian crossings and the ASH traffic may require further consideration / mitigation.
Option 4 (Existing Northbound Bus Lane Converted to Shared HGV/Bus Lane)	
Option 8 (Additional Lane between Charleston Road North and Hareness Roundabout (Northbound))	
Option 9 (Dualling between Grampian Place and Polwarth Road (Southbound))	
Option 10 (Extension to Existing Northbound Bus Lane)	Unlikely to have any impact on these options, and therefore could be combined.
Option 11 (New Southbound Bus Lane (Grampian Place to Kerloch Place))	
Option 12 (Right-Turn Ban (Wellington Road to Abbotswell Road))	
Option 15 – 16 (Two-Way Segregated Cycleway / Bi-Directional Cycleway)	



# Summary

# Options Summary

		A2/A3 a/b (Greenwell/ Greenbank Options)	A4 Coast Road Option	A5 Souterhead Option
1	Northbound Shared HGV/Bus Lane			
2	Southbound Shared HGV/Bus Lane			
3	Shared HGV/Bus Lane in Both Directions			
4	Existing Northbound Bus Lane Converted to Shared HGV/Bus Lane			
5	Existing Souterhead Roundabout with New Pedestrian Crossings			
6	Souterhead Junction Improvement			
7	Hareness Junction Improvement			
8	Additional Lane between Charleston Road North and Hareness Roundabout (NB)			
9	Dualling between Grampian Place and Polwarth Road (Southbound)			
10	Extension to Existing Northbound Bus Lane			
11	New Southbound Bus Lane (Grampian Place to Kerloch Place)			
12	Right-Turn Ban (Wellington Road to Abbotswell Road)			
13	Right-Turn Ban (Wellington Road to Girdleness Road)			
14	Right-Turn Ban (Wellington Road to Abbotswell Road and Girdleness Road)			
15	Two-Way Segregated Cycleway			
16	Bi-Directional Cycleway			

Potential Additional Impact on Wellington Road Options - Further analysis/mitigation measures likely required to combine with ASH Options.

Limited Additional Impact on Wellington Road Options - Additional measures unlikely to be required to combine with the ASH Options.