

**External Transportation Links to
Aberdeen South Harbour**
Engagement Information Pack

Overview

The purpose of this event is to seek your views on the options emerging from the **External Transportation Links to Aberdeen South Harbour Study**.

The overall purpose of the study is to: *examine transport connectivity to / from the new Aberdeen South Harbour at the Bay of Nigg and identify appropriate transport infrastructure and connectivity upgrades to be taken forward for detailed appraisal in the context of the Aberdeen City Region Deal.*

The purpose of any improvement to harbour connectivity which may result from this study is to maximise the opportunities which the new harbour presents locally, regionally and nationally.

Tell us what you think

To shape the study, **we would like to hear your views and feedback**.

To capture your feedback we invite you to:

- ♦ Review the material within this pack
- ♦ Record your views through a short online survey available here: <https://consultation.aberdeencity.gov.uk/planning/transportation-links-to-aberdeen-south-harbour>

The survey will be open until 28th September 2018.

We will also be holding two **Public Drop-in Events** on the study on the following days:

- ♦ **Wednesday 12th September - Altens Hotel**
- ♦ **Monday 17th September - Balnagask Community Centre**

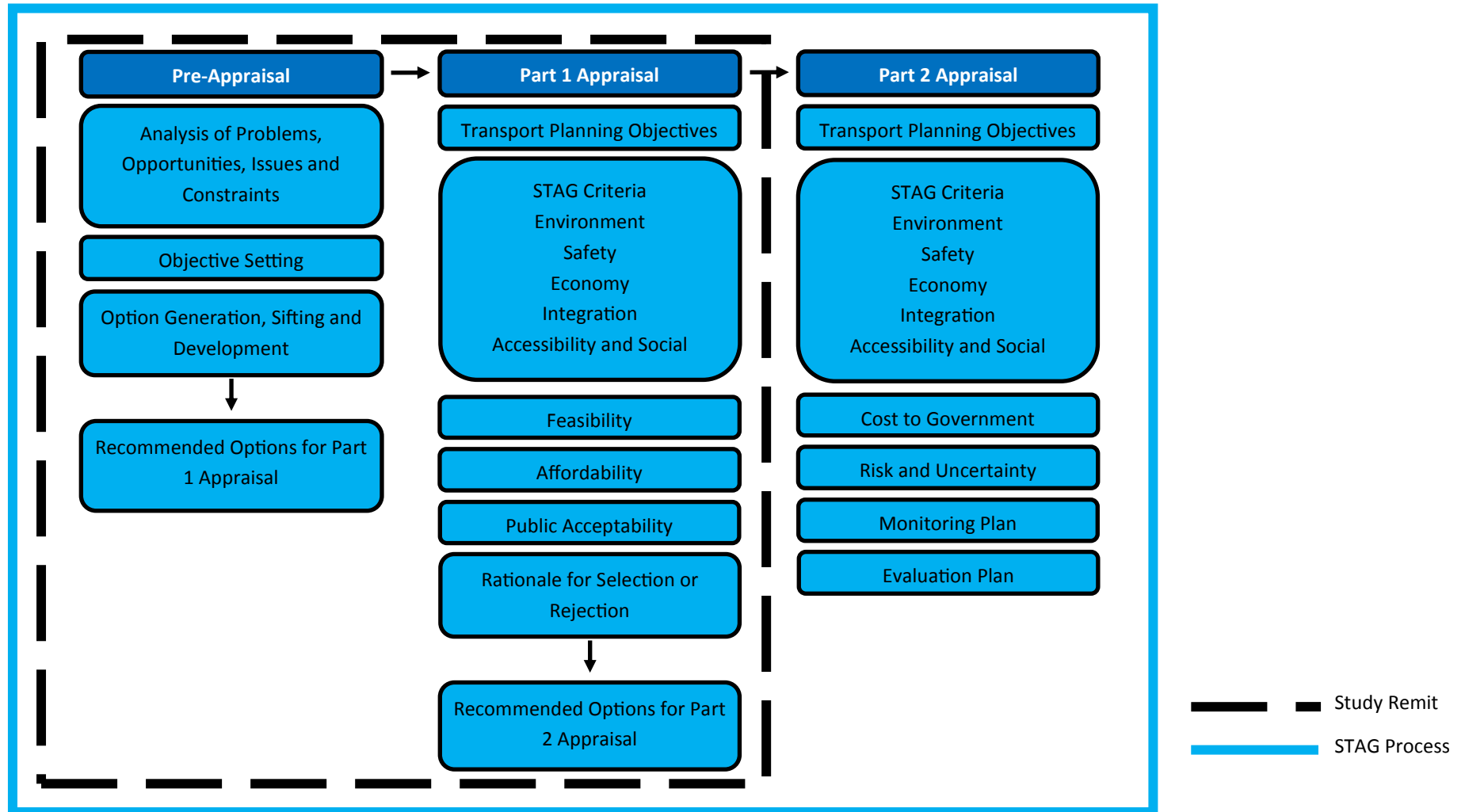
If you would like to discuss the study please come along anytime between 4-8pm.

you have any further questions or comments, please contact:

aberdeensouthharbourtransport@peterbrett.com

Approach

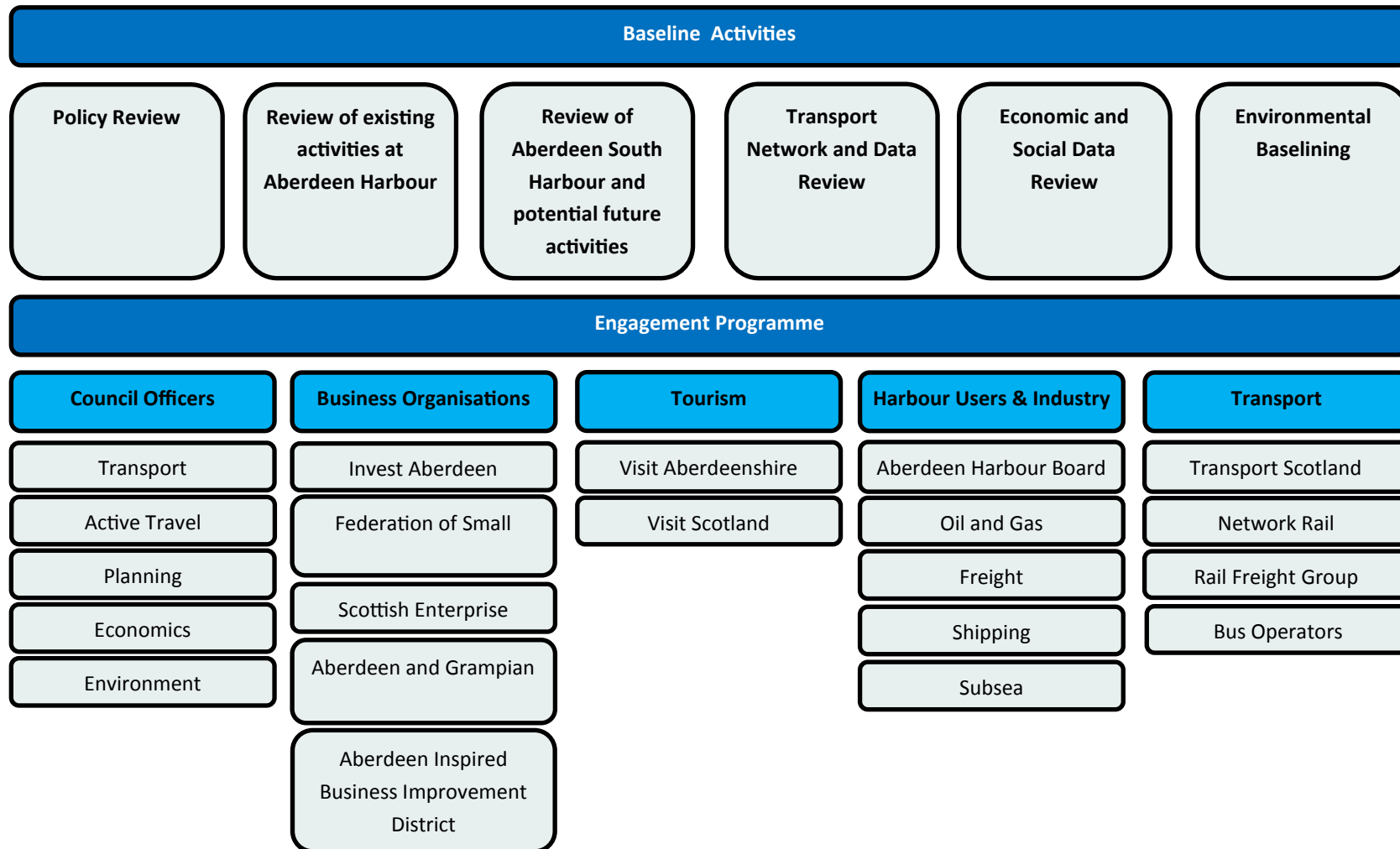
The study is being undertaken in line with **Scottish Transport Appraisal Guidance (STAG)** and covers the Pre-Appraisal and Part 1 Appraisal Stages.



The study is currently at the Part 1 Appraisal stage. The primary aim of the current stage of work is to identify which of the options generated should be taken forward for more detailed assessment at the Part 2 Appraisal Stage.

Approach

To inform the identification of problems, opportunities, issues and constraints, and the subsequent option generation process, a series of baseline activities and a comprehensive engagement programme were completed.



Approach

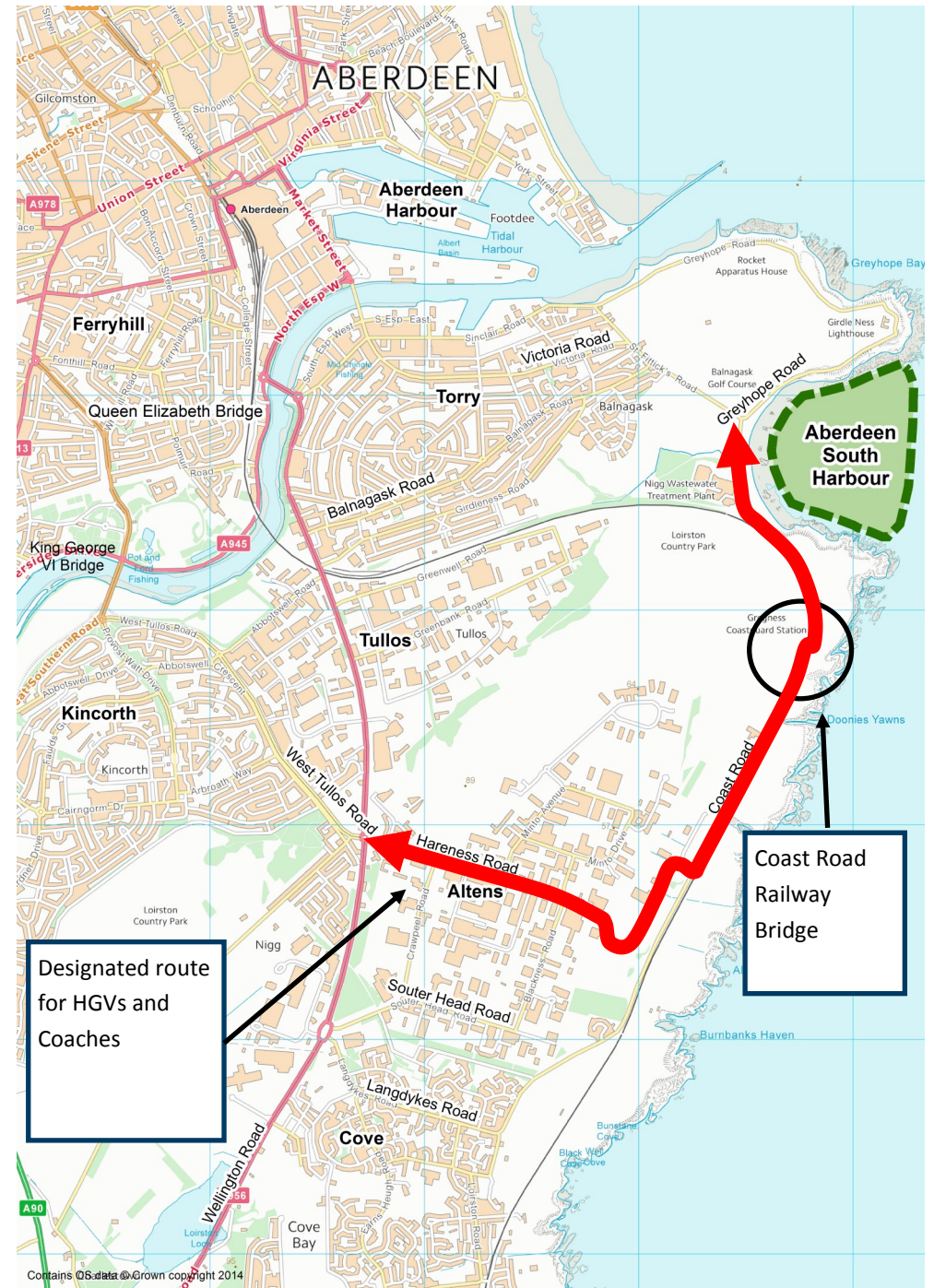
The new Aberdeen South Harbour is located at the Bay of Nigg. Construction commenced in May 2017 and is expected to be complete in May 2020.

A range of industries are expected to use the harbour, including: oil and gas (including subsea and decommissioning), renewables, cruise ships, as well as more general cargo activities.

The **designated route to enter and exit the harbour for HGVs and coaches will be via Coast Road and Hareness Road.**

Abnormal loads of **less than 25m** in length will be directed via Coast Road and Hareness Road.

Abnormal loads of **more than 25m** in length will route via Torry due to the physical constraints imposed by the railway bridge on Coast Road.



Transport Problems

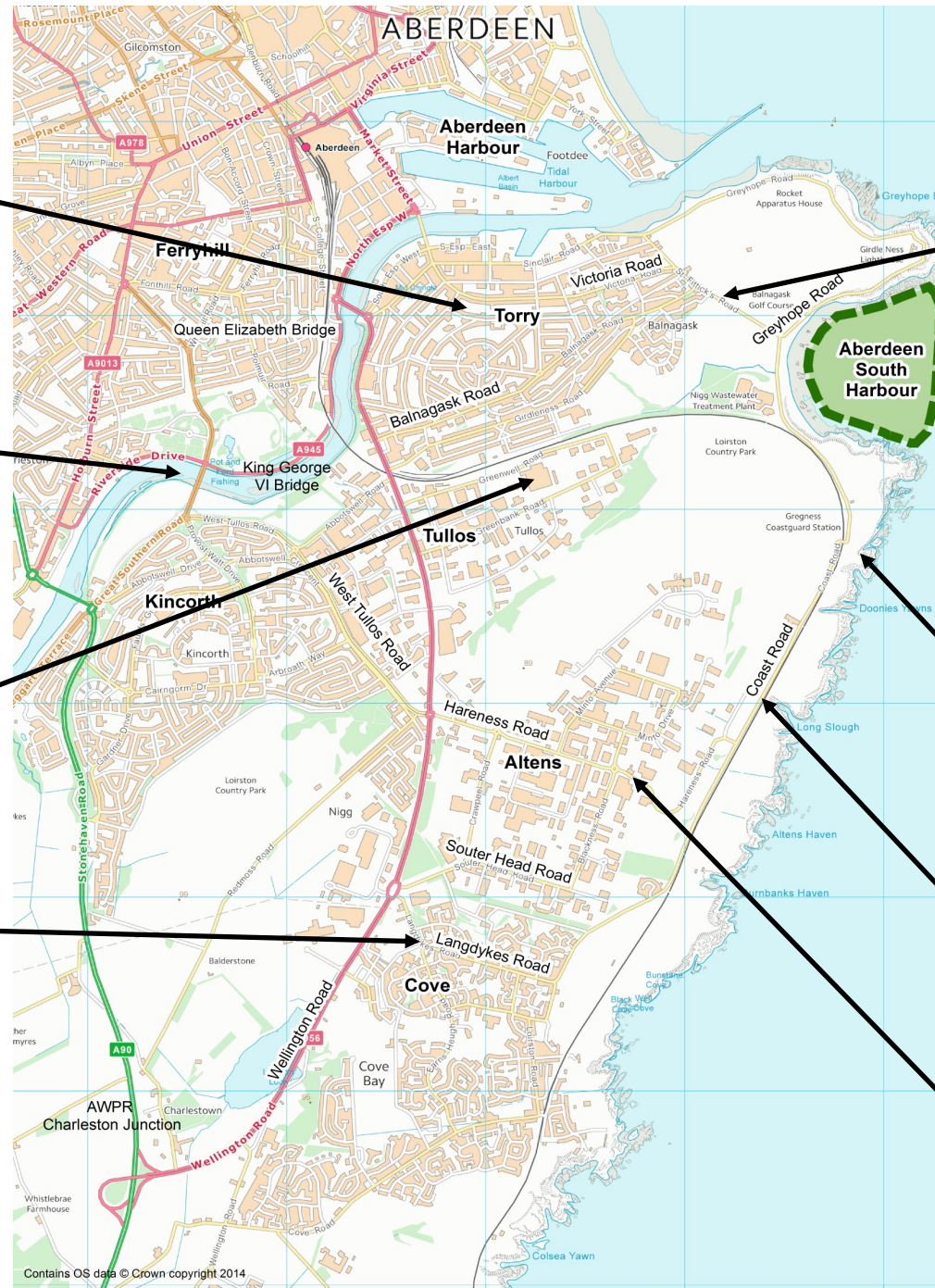
Safety and amenity concerns due to **transportation of long abnormal loads through Torry**

Circuitous route for HGVs between **Aberdeen South Harbour and King George VI Bridge** (for onward travel to the outskirts of Aberdeen)

Circuitous route between **Aberdeen South Harbour and East Tullos** for HGVs and general traffic

Risk of **Inappropriate routing / amenity issues on Langdykes Road**

Lack of public transport / **active travel routes** between Aberdeen City Centre and Aberdeen South Harbour



Safety and amenity concerns due to potential increase in **general (non-HGV / coach traffic)** travelling through Torry

Perception of **poor quality access** to Aberdeen South Harbour amongst consultees

Risk of congestion / accidents at the **signalised railway bridge** on Coast Road

Poor access resilience with Coast Road and existing railway bridge providing the only HGV route to /from Aberdeen South Harbour

Risk of Congestion on **Hareness Road**

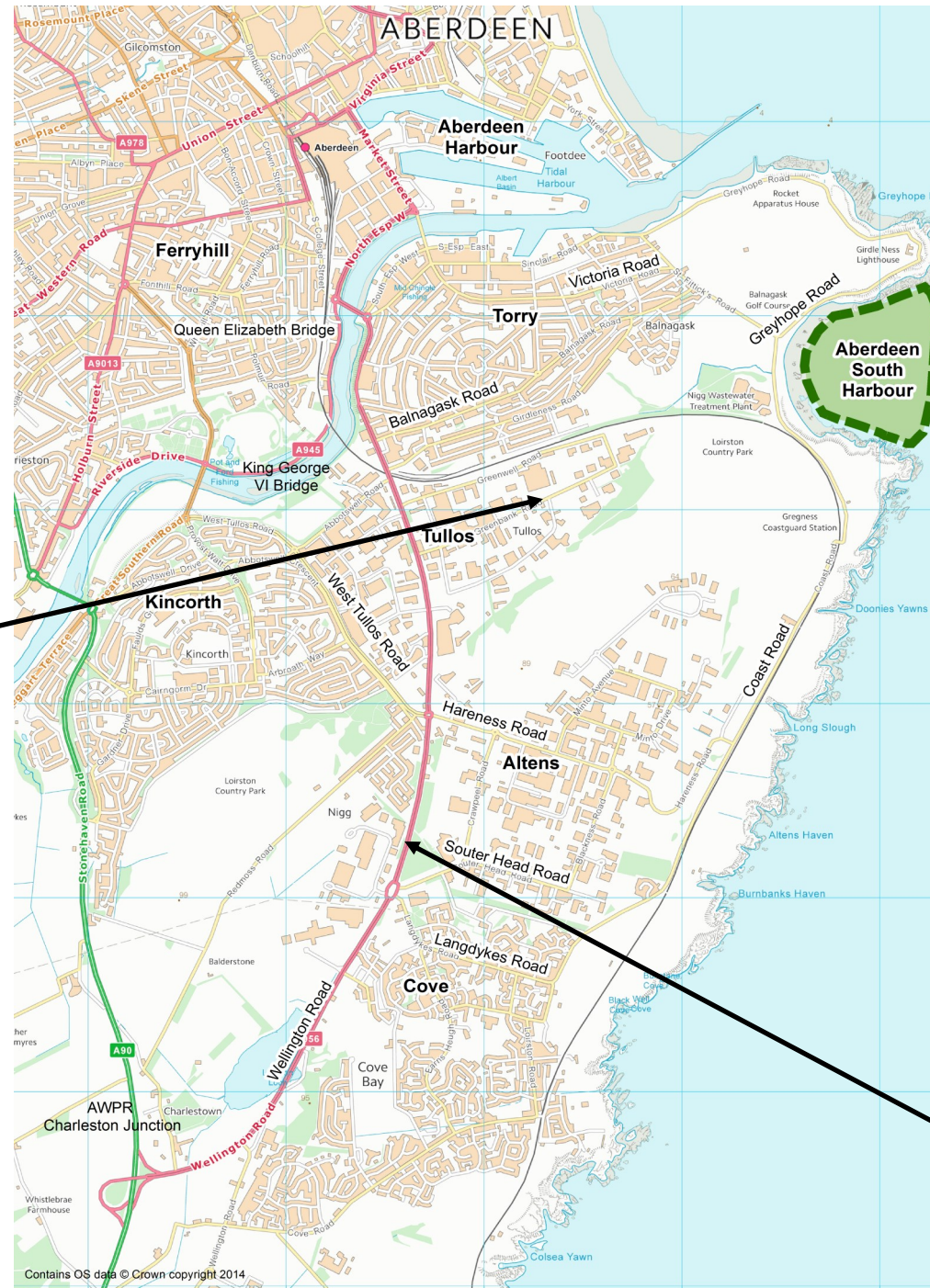
Opportunities

Opportunity to capitalise on the **Aberdeen Western Peripheral Route (AWPR)**, City Centre Masterplan, and Aberdeen Roads Hierarchy by encouraging traffic to avoid Aberdeen City Centre and route via the AWPR and other high priority routes

Opportunity to aid redevelopment of East Tullis and provide an area of well-connected developable land in close proximity to the harbour

Opportunity to enhance active travel and public transport connections

Opportunity to encourage the growth of key sectors (e.g. decommissioning, subsea, renewables, cruise) through improved transport connectivity to / from Aberdeen South Harbour



Issues

Traffic patterns in the study area are likely to change following the opening of the AWPR

The implementation of the **Aberdeen City Centre Masterplan** and the **Aberdeen Roads Hierarchy** which are focused towards locking in the benefits of the AWPR will lead to further changes in travel patterns

The Wellington Road STAG Appraisal suggested a number of **potential changes to the Wellington Road Corridor** which could also influence travel patterns

Constraints

Former Ness Landfill Site covers a large area south-west of Aberdeen South Harbour - potential of building on Landfill uncertain due to high risk of contamination and lack of load bearing capacity

Northern Section of Wellington Road is an Air Quality Management Area (AQMA)

Tullos Hill and the Coastal area adjacent to Coast Road are Local Nature Conservation Sites (LNCS)

Any alterations to the road network would need to be undertaken **without disruption to the rail line**

Listed buildings located across study area

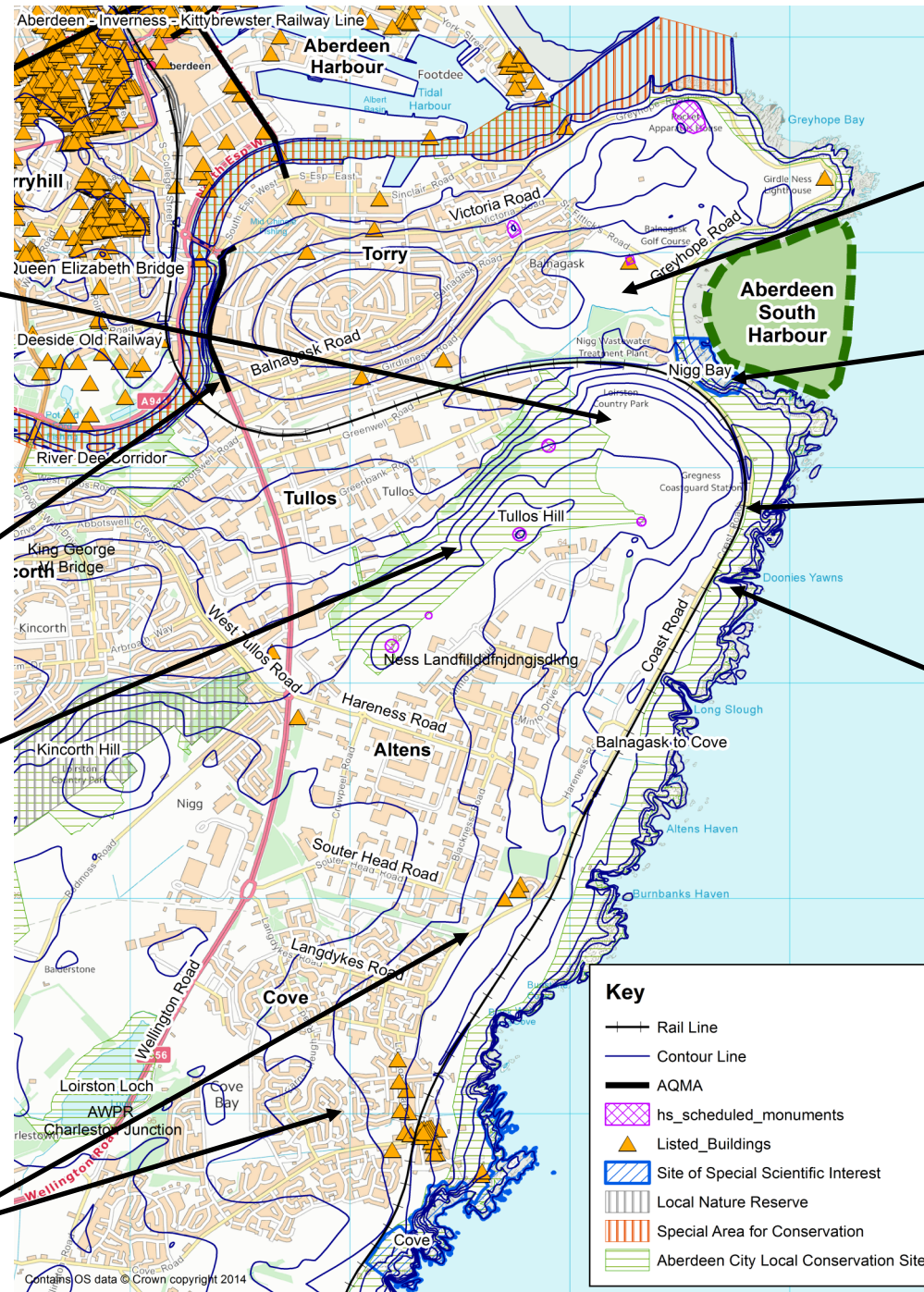
St Fitticks Community Park to the west of Aberdeen South harbour

Site of Special Scientific Interest (SSSI) to the south of Nigg Bay

Coast Road Railway Bridge key constraint in network

Coast Road **constrained by railway line and cliff edge to the east** which may impact potential for widening / changing the alignment

Construction of any options will take place after Aberdeen South Harbour is opened and **full access to Aberdeen South Harbour will need to be maintained throughout any construction**



Transport Planning Objectives

Taking cognisance of the transport problems identified and the wider policy context, the following nine 'Transport Planning Objectives' (TPOs) were set for the study:

TPO1:	Provide a designated HGV route to and from Aberdeen South Harbour which is more efficient than
TPO2:	Contribute to the wider development of Altens through minimising the impacts of harbour traffic on Hareness Road
TPO3:	Maximise the landside opportunities for harbour related economic activity
TPO4a:	Minimise travel times by road between Aberdeen South Harbour and the AWPR Charleston junction
TPO4b:	Minimise travel times by road between Aberdeen South Harbour and the King George VI Bridge (as a proxy
TPO5:	Provide an access route to / from Aberdeen South Harbour for abnormal loads which avoids residential
TPO6:	Provide connections to / from Aberdeen South Harbour which help to tackle any perceptions of poor quality
TPO7:	Provide appropriate public transport connections to / from Aberdeen South Harbour reflecting the type of
TPO8:	Provide appropriate active travel connections to / from Aberdeen South Harbour reflecting the type of
TPO9:	Improve the resilience of transport connections to and from Aberdeen South Harbour

Option Generation and Sifting

Following the development of the TPOs, an initial long-list of options was developed covering road, public transport and active travel.

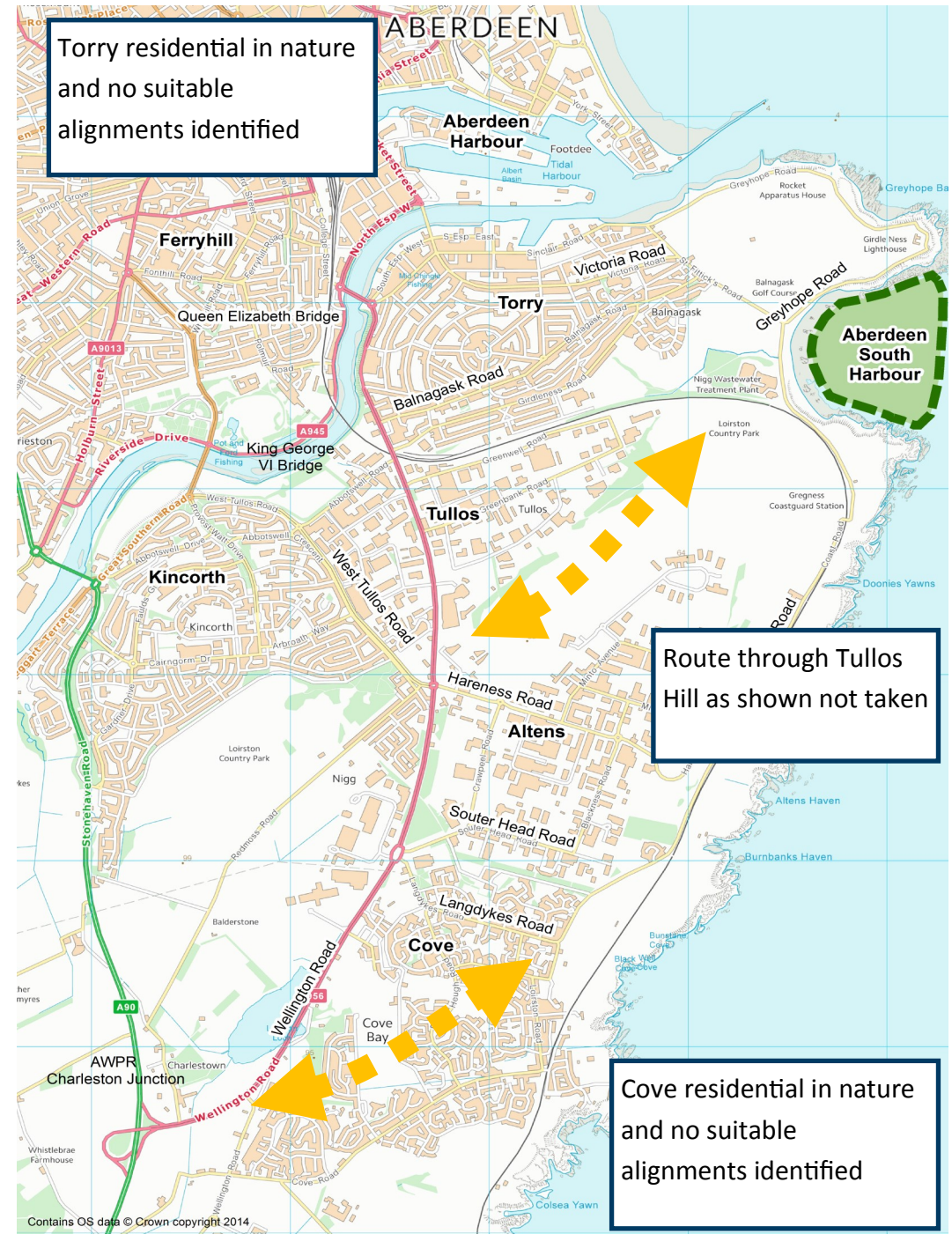
A sifting and development process was then undertaken and several options were rejected. **Road options** which were explored but rejected at this stage included:

- ♦ **Routes via Torry or Cove** - these routes were rejected because of the residential nature of these areas and the lack of a suitable alignment
- ♦ **Route through Tullos Hill** - this route was rejected because Tullos Hill is a Local Conservation Site. A route through the whole of this area would also likely be high in cost due to the steep gradients and the length of new road required.

An exercise involving the packaging of options was then undertaken and a shortened list of options was produced. These are described below.

For ease of reference, the road options are split into three sub categories:

- ♦ Northern Options via Tullos Industrial Estate;
- ♦ Options which involve improving the existing HGV route to the harbour via Hareness Road; and
- ♦ Southern Options via Coast Road and Souter Head



Road: Northern Options

Option A1

Provide a new road link from either Greenwell Road (Option A1a) or Greenbank Road (Option A1b) across the former Ness Landfill site to the existing railway bridge on Coast Road.

Complimentary Measures:

- ◆ Safety improvements at existing Coast Road railway bridge
- ◆ Signalising Greenwell / Wellington Road junction (Option A1a only)
- ◆ Surface upgrades, drainage works and footway improvements on Greenwell / Greenbank Road
- ◆ Potential parking restrictions / enforcement on Greenwell / Greenbank Road
- ◆ Potential widening of Coast Road north of existing bridge
- ◆ Capacity improvements on Wellington Road

(Approximate Outline Cost £9m)



Advantages

- ◆ Provides a **shorter HGV route to King George VI Bridge** than existing HGV route via Hareness Road
- ◆ Provides a **connection between Aberdeen South Harbour and East Tullis** although connection is reliant on existing railway bridge on Coast Road

Disadvantages

- ◆ Route to **AWPR longer than HGV route via Hareness Road** and all other routes - **risk that traffic continues to use Hareness Road**
- ◆ **Does not provide alternative route for abnormal loads as relies on existing bridge**
- ◆ **Limited impact on transport resilience and perception**
- ◆ **Feasibility of providing a route through the former Ness Landfill site uncertain**
- ◆ Would potentially pass through the northern tip of Tullis Hill Conservation Site
- ◆ Option provides **minor economic benefits**
- ◆ **Impact on commercial property** at the eastern extent of Greenwell / Greenbank Road and potential for **higher HGV traffic on Abbotswell Road**

Road: Northern Options

Option A2

Provide a new road link from either Greenwell Road (Option A2a) or Greenbank Road (Option A2b) across St Fitticks Park to the new Coast Road / St Fitticks Road junction, including a new underbridge at the railway line.

Complimentary Measures:

- ◆ Signalling Greenwell / Wellington Road junction (Option A2a only)
 - ◆ Surface upgrades, drainage works and footway improvements on Greenwell / Greenbank Road
 - ◆ Potential parking restrictions / enforcement on Greenwell / Greenbank Road
 - ◆ Potential widening of Coast Road north of existing bridge
 - ◆ Capacity improvements on Wellington Road
- (Approximate Outline Cost £13m).



Advantages

- ◆ Provides a **shorter route to the AWPR** than all existing routes
- ◆ Provides a **shorter route to King George VI Bridge** than all existing routes excluding Balnagask Road and Girdleness Road
- ◆ Provides a **connection between Aberdeen South Harbour and East Tullos** which would help maximise landside opportunities
- ◆ Would **enhance transport resilience and improve perceptions through provision of additional route and crossing of the railway** (underbridge)
- ◆ Option provides **major economic benefits**

Disadvantages

- ◆ **Ability to provide a route for abnormal loads dependent on clearance height available under the railway**
- ◆ **Feasibility of providing a route through the former Ness Landfill site uncertain—potential for negative environmental impacts**
- ◆ Would impact on **St Fitticks Community Park** and potentially the northern tip of Tullos Hill Conservation Site
- ◆ Would join Coast Road to the west of Aberdeen South Harbour which may impact harbour access arrangement
- ◆ **Impact on commercial property** at the eastern extent of Greenwell / Greenbank Road and potential for **higher HGV traffic on Abbotswell Road**

Road: Northern Options

Option A3

Provide a new road link from either Greenwell Road (Option A3a) or Greenbank Road (Option A3b) across the former Ness Landfill Site and a new bridge across the railway to Coast Road.

Complimentary Measures:

- ◆ Signalling Greenwell / Wellington Road junction (Option A3a only)
- ◆ Surface upgrades, drainage works and footway improvements on Greenwell / Greenbank Road
- ◆ Potential parking restrictions / enforcement on Greenwell / Greenbank Road
- ◆ Potential widening of Coast Road north of existing bridge
- ◆ Capacity improvements on Wellington Road

(Approximate Outline Cost £7m).



Advantages

- ◆ Provides a **shorter route to the AWPR** than all existing routes
- ◆ Provides a **shorter route to King George VI Bridge** than all existing routes excluding Balnagask Road and Girdleness Road
- ◆ Provides a **connection between Aberdeen South Harbour and East Tullos** which would help maximise landside opportunities
- ◆ Would **enhance transport resilience and improve perceptions through provision of additional route and road crossing of the railway** (bridge)
- ◆ Potential to provide an **alternative access for abnormal loads** (subject to achieving suitable alignment)
- ◆ Option provides **major economic benefits**

Disadvantages

- ◆ **Feasibility of providing a route through former Ness Landfill site is uncertain—potential for negative environmental impacts**
- ◆ Would potentially pass through the northern tip of Tullos Hill Conservation Site
- ◆ While option is lower cost than Option A2, there is potential that **costs could escalate** due to issues with providing a route across a larger part of the landfill site
- ◆ **Impact on commercial property** at the eastern extent of Greenwell / Greenbank Road
- ◆ Potential impact on **Kelda Water Services** site
- ◆ Potential for **higher HGV traffic on Abbotswell Road**

Road: Improve Existing

Option A4

Provide a new bridge on Coast Road combined with capacity improvements on Wellington Road and potential widening of Coast Road.

(Approximate Outline Cost £7m).



Advantages

- ♦ Would **enhance existing route to Aberdeen South Harbour via Hareness Road**
- ♦ Potential to provide **an alternative access for long abnormal loads**
- ♦ **Positive impact in terms of perception** although Coast Road and Hareness Road remain the primary route to the harbour
- ♦ **Positive impact in terms of transport resilience** assuming old bridge is retained, however, this would be subject to Network Rail requirements
- ♦ Option provides **moderate economic benefits**

Disadvantages

- ♦ Hareness Road would remain the primary route and therefore **traffic in Altens may increase**
- ♦ **Would not provide a connection between Aberdeen South Harbour and East Tullos**
- ♦ **Delivery of new bridge may require construction works through the landfill site and therefore feasibility is uncertain and there is potential for negative environmental impacts**

Road: Southern Options

Option A5

Provide a new road link between Coast Road and Souter Head Road and provide a new bridge over the railway.

Complimentary Measures:

- ◆ Re-alignment of southern section of Coast Road to make the new link and Souter Head Road the primary through route
- ◆ Potential widening of Coast Road
- ◆ Surface upgrades, drainage works on Souter Head Road
- ◆ Potential parking restrictions / enforcement on Souter Head Road

(Approximate Outline Cost £10m).



Advantages

- ◆ Provides a **shorter route to the AWPR** than all existing routes
- ◆ **Potential to provide an alternative access for long abnormal loads**
- ◆ **Positive impacts in terms of perception of access**
- ◆ Realignment of Coast Road **may help reduce inappropriate routing via Langdykes Road**
- ◆ Option provides **major economic benefits**

Disadvantages

- ◆ **Route to King George VI Bridge would be longer** via this route than all existing routes - risk that traffic continues to use shorter routes
- ◆ **Would not provide a connection between Aberdeen South Harbour and East Tullos**
- ◆ **Would lead to higher traffic levels on the southern section of Coast Road**
- ◆ **Delivery of new bridge may require construction works through the landfill site and therefore feasibility is uncertain and there is potential for negative environmental impacts**
- ◆ **Impact on commercial property** at east end of Souter Head Road

Road: Southern Options

Option A6

Provide a new road link between Coast Road and Wellington Road to the south of Souter Head Road and provide a new bridge over the railway.

The new link would be located between the industrial estate and the residential area of Cove. At this location there is an approximate 40m space which could accommodate a 20-25m road, separate active travel corridor and 15-20m buffer, including noise and visual barriers..

Complimentary Measures:

- ◆ Re-alignment of southern section of Coast Road to make the new link and Souter Head Road the primary through route
- ◆ Potential widening of Coast Road
- ◆ Capacity improvements on Wellington Road

(Approximate Outline Cost £11m).



Advantages

- ◆ Similar benefits to Option A5 but:
 - ◆ there would be no frontages / access roads on the new link and therefore **journey times would likely be higher than those provided by Option A5**
 - ◆ there would be sufficient space to accommodate **a separate active travel corridor which would likely be more attractive and provide additional safety benefits**
- ◆ Option provides **major economic benefits**

Disadvantages

- ◆ Dis-benefits as outlined in Option A5 plus:
 - ◆ **Passes close to residential area of Cove** with potential for visual amenity / noise impacts, although mitigation would be employed
 - ◆ Would require the **removal of existing tree barrier** south of Altens industrial estate
 - ◆ Would require **acquisition of land at the recreational football ground south-east of Altens Hotel and at Altens Hotel Car Park**

Public Transport Options

Option B1

Extend the following existing bus services so that they serve Aberdeen South Harbour:

- ◆ **First Aberdeen Bus Service 12** between Torry and Heathryfold
- ◆ **First Aberdeen Service 20** between Balnagask and Dubford
- ◆ **Stagecoach Service 59** between Balnagask and Northfield (Aberdeen Royal Infirmary)

For the purpose of the appraisal it is assumed that:

- ◆ Extended service will operate the same frequency as the current service
- ◆ No additional bus infrastructure will be required (as route would utilise the new turning circle at Aberdeen South Harbour and existing bus corridors / bus stops)



Advantages

- ◆ Would improve access between Aberdeen City Centre and Aberdeen South Harbour
- ◆ May encourage modal shift to public transport amongst those accessing Aberdeen South Harbour
- ◆ All three services would route via Union Square / Aberdeen Rail Station enabling interchange

Disadvantages

- ◆ Extending services may have a detrimental impact on existing users due to longer journey times.
- ◆ The feasibility of extending services will depend on the level of patronage which can be achieved. These issues will be explored further with bus operators.

Public Transport Options

Option B2

Provide a new bus service between Aberdeen South Harbour and Aberdeen City Centre primarily for cruise tourists.

For the purpose of the appraisal it is assumed that:

- ♦ the service will run hourly between 0700 and 1900 and would operate only during the cruise season (assumed to be an approximate 7-month period between March / April – September / October)
- ♦ no additional bus infrastructure will be required (as route would utilise the new turning circle at Aberdeen South Harbour and existing bus corridors / bus stops)



Advantages

- ♦ Would improve access between Aberdeen City Centre and Aberdeen South Harbour
- ♦ May encourage modal shift to public transport amongst those accessing Aberdeen South Harbour

Disadvantages

- ♦ The feasibility of providing a new service will depend on the level of patronage which can be achieved. This will be explored further with bus operators.

Active Travel Options

Option C1

Enhance active travel provision between Aberdeen South Harbour and Aberdeen City Centre.

This option would involve providing a new cycle route between Aberdeen South Harbour and Aberdeen City Centre. The route would involve:

- ◆ a new off road cycle route through St Fitticks Park to Kirkhill Place
- ◆ sections of shared use cycleway / cycle lanes, including on Wellington Road and South College Street
- ◆ appropriate crossing facilities and signage as required

While the delivery of the route is broadly feasible more detailed design work would be required.



Advantages

- ◆ Would provide a cycleway between Aberdeen City Centre and Aberdeen South Harbour which is partly off-road/segregated and/or avoids heavily trafficked routes
- ◆ May encourage modal shift, although there are relatively few staff based at Aberdeen South Harbour and therefore the impacts would likely be small.
- ◆ Aligns with policy aspirations to improve active travel access, including on Wellington Road

Disadvantages

- ◆ Route is indirect and is unlikely to be used by experienced cyclists
- ◆ There are several pinch points on the route where the footway is less than the required minimum standard for a shared use facility and there is limited potential for widening. This would need to be explored in future design stages.
- ◆ Concerns may be expected from drivers should a reduction in carriageway space be proposed
- ◆ Potential of providing a route on this section of Wellington Road may conflict with proposals to upgrade to dual carriageway on this section as outlined in Wellington Road STAG Appraisal

Active Travel Options

Option C2

Provide a dedicated cycle hub with cycle information and a hire scheme at Aberdeen South Harbour aimed at cruise tourists.

Advantages

- ♦ Would provide opportunities for cycling for cruise tourists and the small number of employees based at Aberdeen South Harbour
- ♦ Potential for modal shift benefits although the number of employees based at Aberdeen South Harbour is small and therefore impacts would likely be marginal.
- ♦ Aligns with wider policy aims to improve opportunities for active travel and enhance Aberdeen's cruise tourism offering

Disadvantages

- ♦ There is potential for safety issues where harbour traffic and cyclists interact
- ♦ An appropriate location to site the facility in the Aberdeen South Harbour boundary would need to be determined.
- ♦ The potential market for the facility is likely to be small

Active Travel Options

Option C3

Provide a cycle route through Tullos Hill / Loriston Country Park to the A956 and onward connections to the Deeside Way

The route would involve:

- ◆ a new off-road cycle route through Tullos Hill / Loirston Country Park
- ◆ a shared use cycleway / cycle lanes on Wellington Road
- ◆ appropriate crossing facilities and signage as required

The route would then link to the proposed on-road cycle route on Craigshaw Drive, the existing cycle route north of Abbotswell Road, King George VI Bridge and onward to Duthie Park / the Deeside Way.

While the delivery of the route is broadly feasible more detailed design work would be required.



Advantages

- ◆ Would provide an active travel route between Aberdeen South Harbour and the residential areas of Nigg and Kincorth
- ◆ May encourage modal shift, although there are relatively few staff based at Aberdeen South Harbour and therefore the impacts would likely be small.
- ◆ Would enhance opportunities for cycling for cruise tourists
- ◆ Aligns with policy aspirations to improve active travel access, including on Wellington Road

Disadvantages

- ◆ The option is relatively indirect
- ◆ There is a relatively steep gradient across Tullos Wood
- ◆ Concerns may be expected from drivers should a reduction in carriageway space be proposed

Next Steps

The feedback received during this public consultation will be used to inform the selection or rejection of options at the Part 1 Appraisal Stage.

A report detailing the outcomes of this process and the recommendations on which options should be taken forward will be available in late 2018.

Tell us what you think

Your feedback will be used to help identify which options should be taken forward to the next appraisal stage.

Please complete the online survey available here:
<https://consultation.aberdeencity.gov.uk/planning/transportation-links-to-aberdeen-south-harbour>

and / or

Come along to one of our Public Drop-in Events anytime between 4 - 8pm at:

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- ♦ **Monday 17th September - Balnagask Community Centre**

If you have any further questions or comments, please contact:

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