



SHEPHERD+ WEDDERBURN

Statement of Reasons

on behalf of

Transport Scotland

in relation to

Public Local Inquiry into Objections to The A90 (Aberdeen Western Peripheral Route) Special Road and the A956 (Aberdeen Western Peripheral Route) Special Road Compulsory Purchase Order 200[] for Aberdeen Western Peripheral Route

Roads (Scotland) Act 1984

Acquisition of Land (Authorisation Procedure) (Scotland) Act 1947

Directorate for Planning and Environmental Appeals Reference: C620707

25 April 2008

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STATEMENT OF REASONS

in respect of:

Draft Scheme Order Published on 25 September 2007

The A90 (Aberdeen Western Peripheral Route) Special Road and the A956 (Aberdeen Western Peripheral Route) Special Road Compulsory Purchase Order 200[]

Draft Scheme Orders Published on 11 September 2007

The A90 (Aberdeen Western Peripheral Route) Special Road Scheme 200[]

The A956 (Aberdeen Western Peripheral Route) Special Road Scheme 200[]

The A90 (Aberdeen Western Peripheral Route) (Craibstone Junction) Special Road Scheme 200[]

The A90 (Aberdeen Western Peripheral Route) Trunk Road Order 200[]

The A96 (Aberdeen Western Peripheral Route) Trunk Road Order 200[]

The A956 (Aberdeen Western Peripheral Route) Trunk Road Order 200[]

The A90 Trunk Road (Charleston to Blackdog) Detrunking Order 200[]

The A96 Trunk Road (Dyce Drive to Haudagain Roundabout) Detrunking Order 200[]

The A96 Trunk Road (Dyce Drive Roundabout to Craibstone) Detrunking Order 200[]

The A90 (Aberdeen Western Peripheral Route) Special Road (Redetermination of Means of Exercise of Public Right of Passage) Order 200[]

The A90 (Aberdeen Western Peripheral Route) Special Road (Extinguishment of Public Rights of Way) Order 200[]

Draft Scheme Orders Published on 12 October 2007

The A90 (Aberdeen Western Peripheral Route) Special Road (Side Roads) Order 200[]

The A956 (Aberdeen Western Peripheral Route) Special Road (Side Roads) Order 200[]

The A90 (Aberdeen Western Peripheral Route) Trunk Road (Side Roads) Order 200[]

The A956 (Aberdeen Western Peripheral Route) Trunk Road (Side Roads) Order 200[]

The A96 (Aberdeen Western Peripheral Route) Trunk Road (Side Roads) Order 200[]

1. Introduction

- 1.1 This Statement of Reasons ("the Statement") is drafted in terms of Regulation 5 of the Compulsory Purchase by Public Authorities (Inquiries Procedure) (Scotland) Rules 1998 (Statutory Instrument Number 2313, 1998) ("the Rules").
- 1.2 The A90 (Aberdeen Western Peripheral Route) Special Road and the A956 (Aberdeen Western Peripheral Route) Special Road Compulsory Purchase Order 200[] ("the CPO") is made in terms of the Roads (Scotland) Act 1984 and the Acquisition of Land (Authorisation Procedure) (Scotland) Act 1947. The CPO relates to the following draft orders ("the Orders"):

Draft Scheme Orders Published on 11 September 2007

The A90 (Aberdeen Western Peripheral Route) Special Road Scheme 200[]

The A956 (Aberdeen Western Peripheral Route) Special Road Scheme 200[]

The A90 (Aberdeen Western Peripheral Route) (Craibstone Junction) Special Road Scheme 200[]

The A90 (Aberdeen Western Peripheral Route) Trunk Road Order 200[]

The A96 (Aberdeen Western Peripheral Route) Trunk Road Order 200[]

The A956 (Aberdeen Western Peripheral Route) Trunk Road Order 200[]

The A90 Trunk Road (Charleston to Blackdog) Detrunking Order 200[]

The A96 Trunk Road (Dyce Drive to Haudagain Roundabout) Detrunking Order 200[]

The A96 Trunk Road (Dyce Drive Roundabout to Craibstone) Detrunking Order 200[]

The A90 (Aberdeen Western Peripheral Route) Special Road (Redetermination of Means of Exercise of Public Right of Passage) Order 200[]

The A90 (Aberdeen Western Peripheral Route) Special Road (Extinguishment of Public Rights of Way) Order 200[]

Draft Scheme Orders Published on 12 October 2007

The A90 (Aberdeen Western Peripheral Route) Special Road (Side Roads) Order 200[]

The A956 (Aberdeen Western Peripheral Route) Special Road (Side Roads) Order 200[]

The A90 (Aberdeen Western Peripheral Route) Trunk Road (Side Roads) Order 200[]

The A956 (Aberdeen Western Peripheral Route) Trunk Road (Side Roads) Order 200[]

The A96 (Aberdeen Western Peripheral Route) Trunk Road (Side Roads) Order 200[]

- 1.3 The Orders relate to the Aberdeen Western Peripheral Route Scheme (“the Scheme”). The general effect of the Scheme is to provide a new route to the West of Aberdeen to reduce congestion within the city, remove traffic from unsuitable rural and urban routes, improve safety, reduce journey times and improve journey time reliability. Inclusion of the Fastlink improves the overall efficiency of the Scheme allowing long distance strategic traffic to get around the city more quickly while reducing traffic on a busy stretch of the A90 between Stonehaven and Aberdeen and the existing B979 Netherley Road. The Scheme is designed to function within the overall Regional Transport Strategy by enabling the implementation of a range of public transport measures which would not otherwise be feasible.

2. Background

- 2.1 The Scottish Ministers, as Trunk Roads Authority (“the Promoter”) in terms of the Roads (Scotland) Act 1984 (“the 1984 Act”) have a duty in terms of the 1984 Act to keep under review the trunk road network in Scotland and to manage and maintain that system of routes, including where appropriate, ensuring the provision of a safe and efficient national network of roads.
- 2.2 The existing trunk road network in the Aberdeen area generally consists of 2-lane dual carriageway. South of Aberdeen it contains a mixture of at-grade and grade-separated junctions and in the Aberdeen City area, where it passes through

developed urban areas, it contains at-grade junctions. Use of the trunk road network by heavy goods vehicles is constrained at the existing Bridge of Dee, due to width restrictions applying at this bridge, which also has Scheduled Ancient Monument (SAM) status.

- 2.3 Proposals for a western peripheral route around Aberdeen have been in existence since the 1950s. Most recently the Aberdeen Western Peripheral Route (AWPR) was identified by the North East of Scotland Transport Partnership (NESTRANS) as a key element in the integrated transportation strategy for Aberdeen known as the Modern Transport System (MTS). The MTS indicates that the AWPR will improve access to National and European Transport networks, reducing the peripherality of the area and will also remove traffic from unsuitable roads in and around Aberdeen. In March 2003 the Scottish Ministers announced that the AWPR would be taken forward as a Trunk Road within a funding partnership of the Scottish Executive (now Scottish Government), Aberdeen City Council and Aberdeenshire Council.

3. The Scheme

- 3.1 The Scheme consists of some 46km of new dual carriageway, which will hold Special Road status, restricting its use to certain classes of vehicles. It may be considered in three sections, namely:-
- Northern Leg: Extending from North Kingswells Junction to Blackdog Junction, being some 16.1km in length;
 - Southern Leg: Extending from Charleston Junction to North Kingswells Junction, being some 18.7km in length;
 - Fastlink: Extending from Stonehaven Junction to Cleanhill Junction, being some 11.5km in length.
- 3.2 The Scheme includes nine junctions: Stonehaven, Charleston, Cleanhill, Milltimber, South Kingswells, North Kingswells, Craibstone, Goval and Blackdog.
- 3.3 The Scheme will provide substantial benefits across the whole of the north-east of Scotland such as:-
- cutting journey times;
 - cutting congestion;
 - removing traffic from unsuitable roads;

- improving road safety by reducing accidents; and
- growing the economy.

3.4 The Scheme demonstrates value for money.

3.5 Accordingly the Scheme is necessary to enable effective operation of the strategic road network in north-east Scotland.

4. Policies and Objectives

4.1 The Scheme fulfils the aims of government policy including; Scotland's Transport – Delivering Improvements, published in 2002; Building Better Transport, published in 2003; A Partnership for a Better Scotland, the then incoming administration's partnership agreement, published in 2003; Scotland's Transport Future, published in June 2004; and Scotland's National Transport Strategy, published in December 2006.

4.2 In addition the Scheme complies with the five key objectives of Environment, Safety, Economy, Integration and Accessibility.

4.3 The Scheme is consistent with the key aims, objectives and strategies of the relevant planning policy framework.

5. The Orders

5.1 The Orders as a whole will authorise the provision and maintenance of the public roads infrastructure necessary to achieve delivery of the Scheme, all in terms of the 1984 Act.

6. The CPO

6.1 The land encompassed within the CPO is required to enable the construction of the AWPR and the associated junctions, side roads and accesses and environmental mitigation. The CPO will authorise the compulsory acquisition of the 600 hectares of land required for the Scheme.

6.2 In addition the CPO will authorise the acquisition of rights in land required for the purposes of the Scheme.

6.3 Given the scale of land acquisition required, the fact that there are over three hundred affected land interests, and the proposed timescale for delivery of the Scheme, it is

not reasonably practicable to pursue acquisition by private bargain. Compulsory acquisition is appropriate and necessary to achieve certainty. Accordingly the CPO is necessary.

- 6.4 Given the purposes of the Scheme, the benefits it will bring and the compliance of the Scheme with government policy, the CPO is considered justified in terms of the public interest.

7. Impacts of the Scheme and proposed mitigation

- 7.1 An Environmental Impact Assessment (EIA) has been carried out and has identified and assessed the likely main environmental effects of the Scheme as required by the Environmental Impact (Scotland) Regulations 1999. Measures envisaged to prevent, reduce and, where possible, offset any adverse effects have been developed. These include new landscape planting, noise barriers and other measures to reduce traffic noise and measures to mitigate the impact on natural heritage.

8. Alternatives

- 8.1 Alternatives to the Scheme have been evaluated in terms of alternative transport strategies; alternative corridors; and alternative routes within the selected corridor.
- 8.2 The relative performance of each of the route corridors, as assessed based on the Scottish Executive's Scottish Transport Appraisal Guidance (STAG) appraisal methodology, was considered. Prior to making a decision on the preferred route corridor, a report was commissioned by the Scottish Executive to examine the relative performance and benefits of the Murtle, Milltimber and a Milltimber Brae/Fastlink option. This latter Scheme combined the Fastlink section of the Peterculter/Stonehaven Route with the Milltimber Brae route.
- 8.3 This process has led to the identification of the Scheme as the preferred option, as it is considered to best meet the Scheme objectives.

9. Conclusions

- 9.1 In conclusion:
- there is a need for the Scheme;

- the Scheme is in accordance with the relevant duties, policies and objectives of the Scottish Ministers;
- the Scheme is consistent with the key aims, objectives and strategies of the relevant planning policy framework;
- the Scheme will deliver overall benefits;
- the land identified in the CPO is required to deliver the Scheme, and the CPO is necessary and justified;
- the Orders as a whole are necessary to achieve delivery of the Scheme.

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