

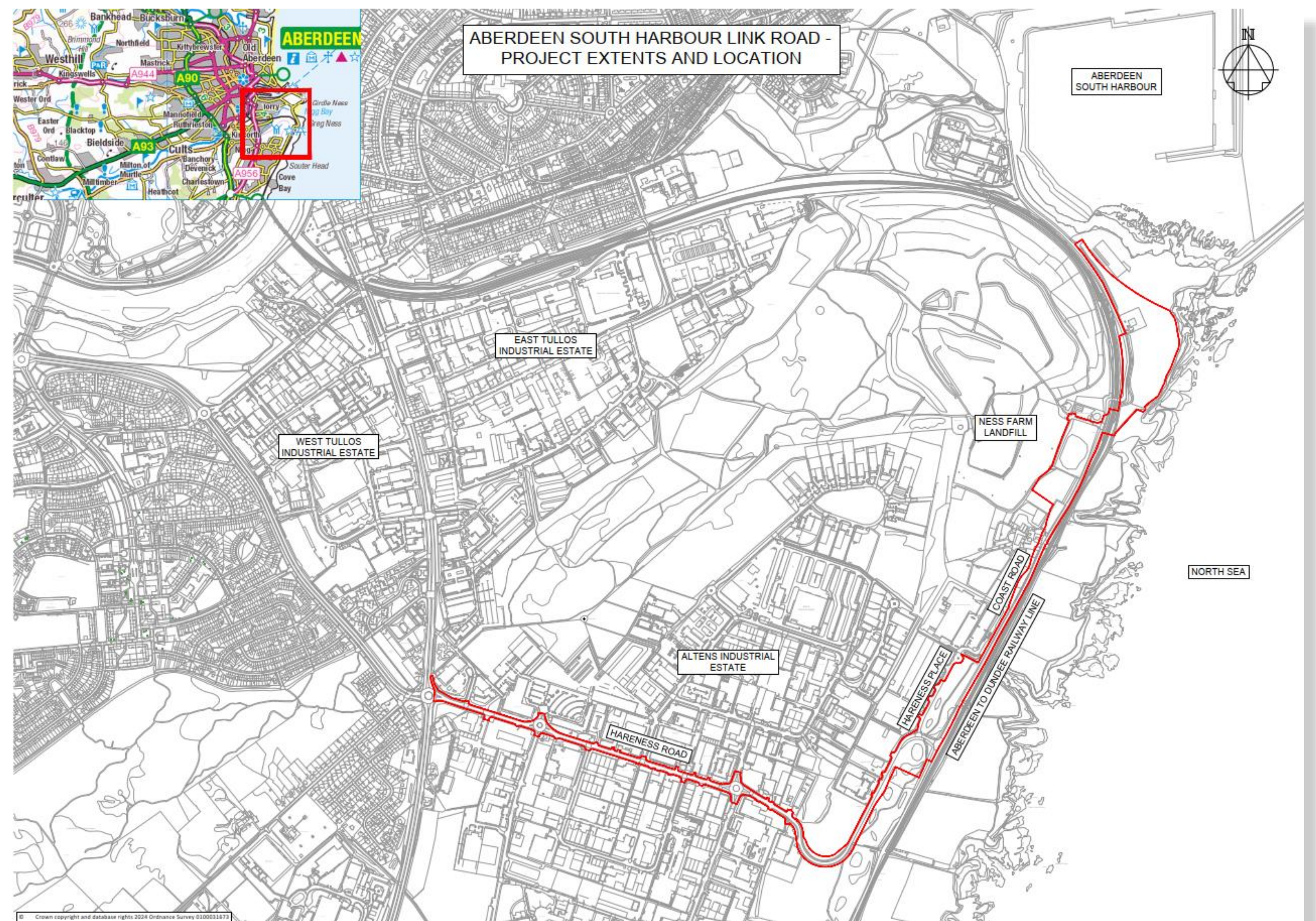
Introduction

Aberdeen South Harbour Link Road

is a road improvement project consisting of 3.4km of upgraded single carriageway road with walking, wheeling and cycling routes from Wellington Road to the newly-built Aberdeen South Harbour.

The intentions of the project are:

- Reduce journey times for heavy goods vehicles (HGVs) between Aberdeen South Harbour and the Aberdeen Western Peripheral Route (AWPR)
- Reduce the environmental and nuisance impacts of HGVs through Torry and Cove as they move towards the city bypass;
- Improve connectivity for all modes of transport (car, public transport, cycling, wheeling, and walking);
- Improve connectivity between proposed Energy Transition Zone (ETZ) businesses and other energy related businesses in Aberdeen;
- Improve access to Aberdeen South Harbour and proposed ETZ sites for the widest range of abnormal loads possible whilst minimising the impact on residential and business properties, specifically through Torry and Cove; and
- Improved connectivity between the proposed ETZ sites and Aberdeen South Harbour.



Project Background

The first stage of the project was the Scottish Transport Appraisal Guidance (STAG) work which was undertaken between 2018 and 2021 to examine transport connectivity to and from Aberdeen South Harbour. The STAG work identified appropriate transport improvements and a preferred corridor which were taken forward to a Strategic Business Case.

The Strategic Business Case recommended investment in active travel facilities and widening of Coast Road for access to the South Harbour including a new bridge over the Aberdeen to Dundee Railway Line.

The Design Manual for Roads and Bridges (DMRB) Stage 2 Route Options Assessment was completed in 2023. This assessment identified a preferred route option from a number of designs within the STAG corridor. This preferred option was consulted upon throughout November 2023 with a public consultation held in Torry United Free Church of Scotland on the 1 November 2023.

The DMRB Stage 3 Scheme Assessment looked at developing the preferred option from DMRB Stage 2 to provide more detail and bring it closer to the finished design. This involved undertaking a more detailed engineering assessment of the design with an accompanying environmental assessment to look at the impact of the developed preferred option on the wider area.

The feedback from the public consultation, discussed on the following panels, was implemented into the DMRB Stage 3 design which concluded at the beginning of February 2024.



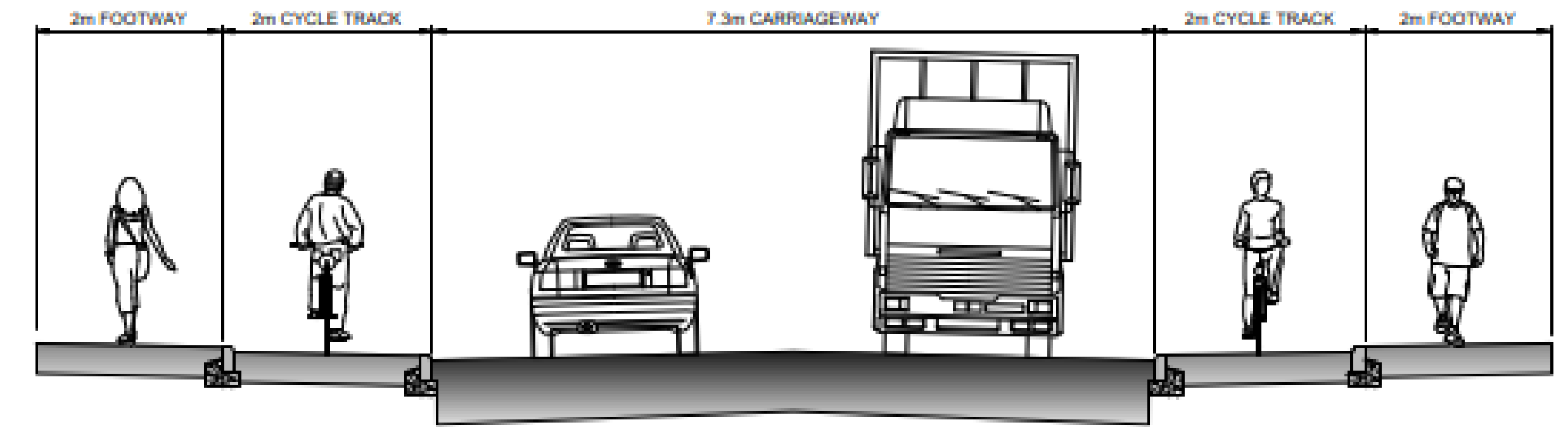
You Said, We Did (i)

Hareness Road

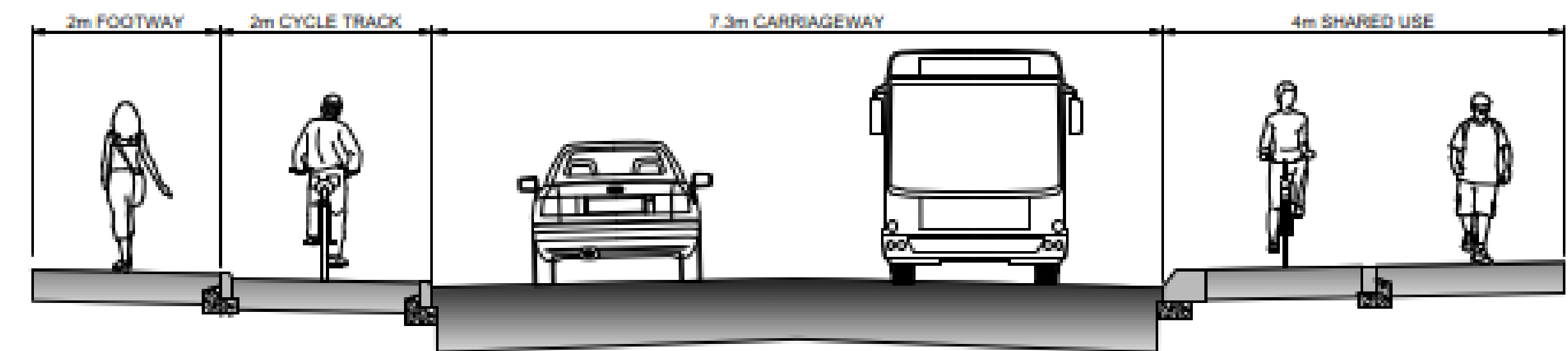
On Hareness Road, the main piece of feedback was the need for separation between users.

This has been addressed by providing a kerb line between the road and cycle track and then a second kerb line between the cycle track and pavement (footway).

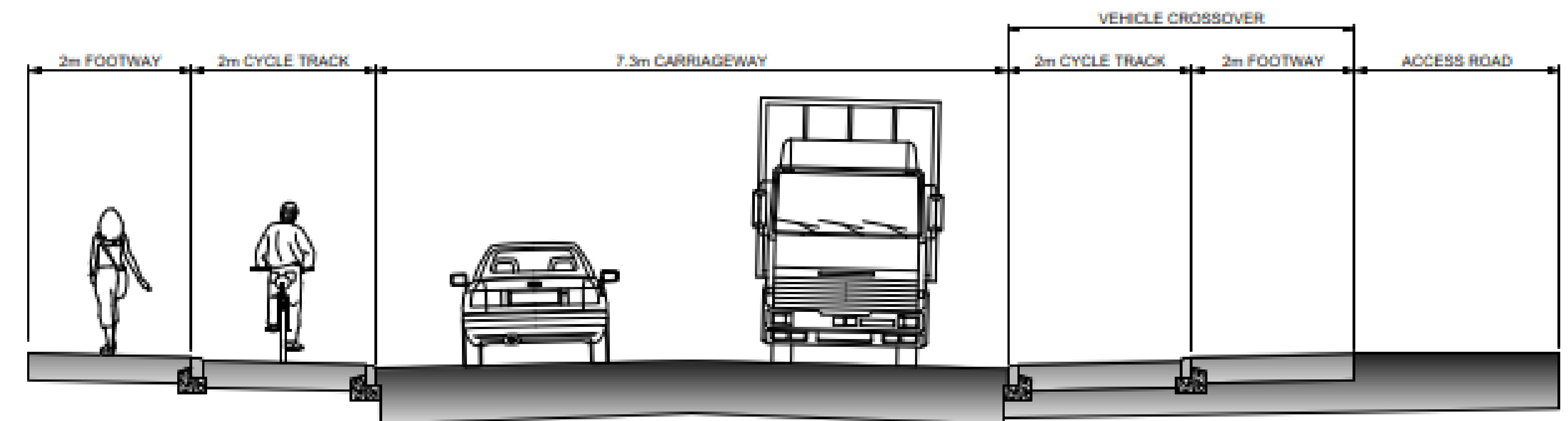
This arrangement will help promote the link road as a safe cycling route whilst making it safer for pedestrians.



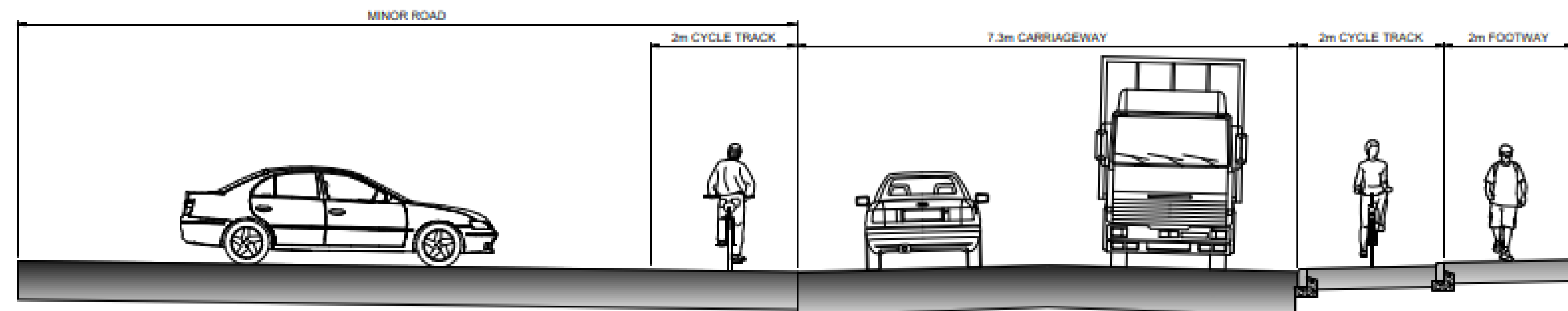
HARENESS ROAD
STANDARD



HARENESS ROAD
SHARED-USE BUS STOP



HARENESS ROAD
VEHICLE CROSSOVER



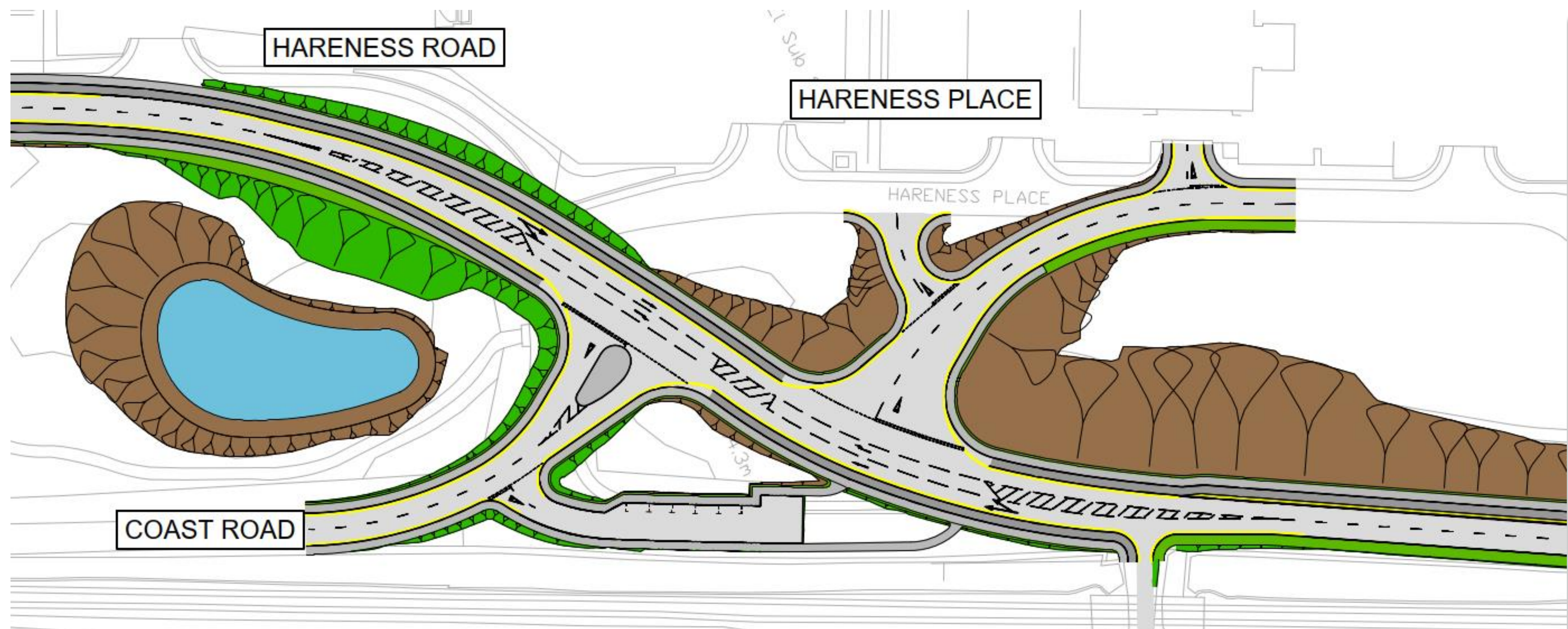
HARENESS ROAD
MINOR ROAD JUNCTION INTERACTION

You Said, We Did (ii)

Hareness Road/Coast Road Junction

Hareness Road /Coast Road junction feedback related to concerns regarding HGV's using Coast Road towards Cove to access the strategic road network. By providing a traffic island on the southern arm of the junction, reducing the width of the road, use by HGVs will be discouraged through the perception of a more difficult manoeuvre.

Further measures to discourage or prevent HGVs from utilising Coast Road, south of Hareness Road are being investigated, these range from the introduction of additional signage, physical constraints or more formal traffic restrictions.



You Said, We Did (iii)

Coast Road

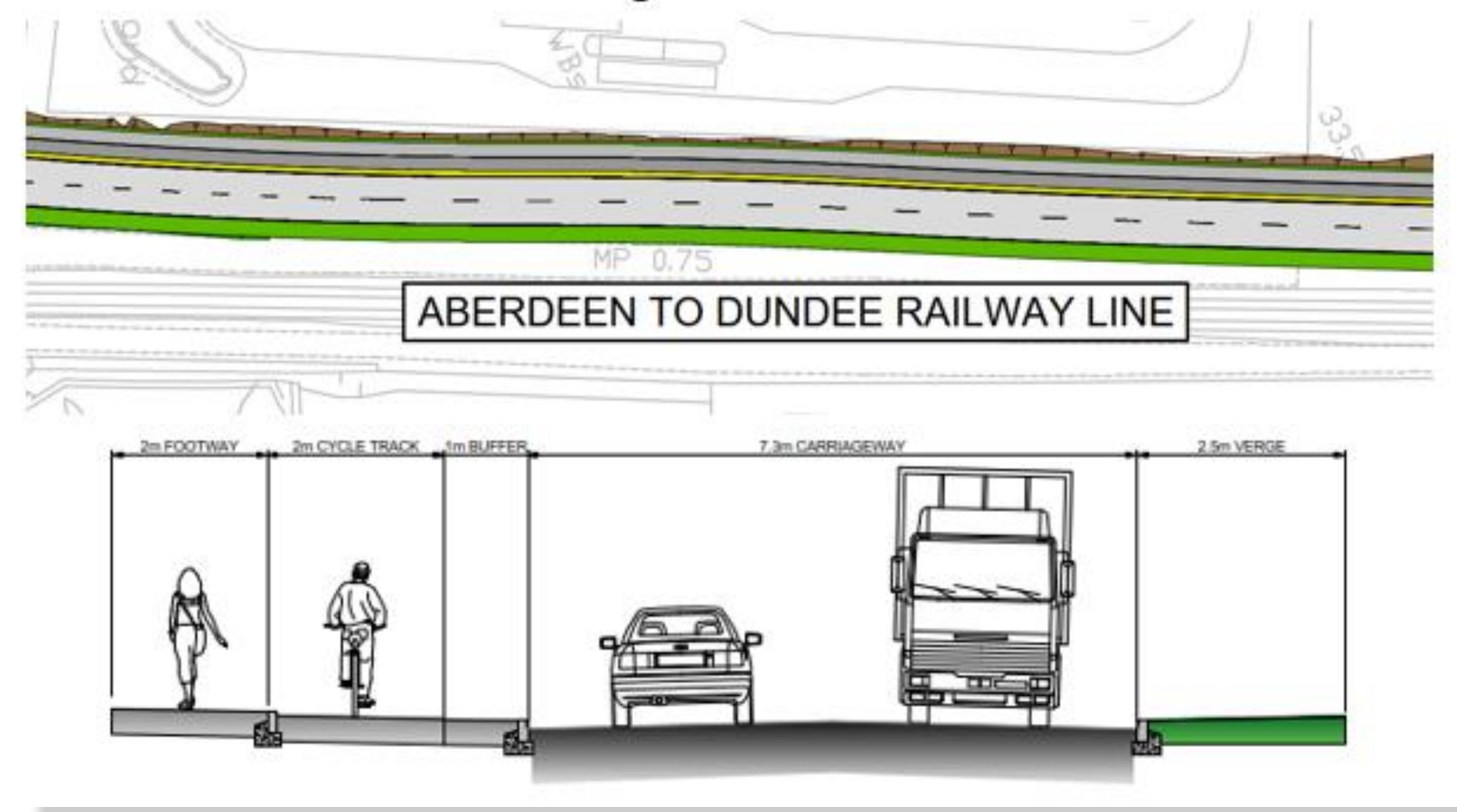
The main feedback for the proposals on Coast Road related to the level of service that the walking, wheeling and cycling facilities provided, specifically that the cycle track width exceeds requirements for the envisaged usage.

This has been addressed by reducing the proposed width to absolute minimum, as per 'Cycling by Design 2021', whilst still providing a safe and segregated experience from vehicles and pedestrians.

DMRB Stage 2 Cross Section



DMRB Stage 3 Cross Section

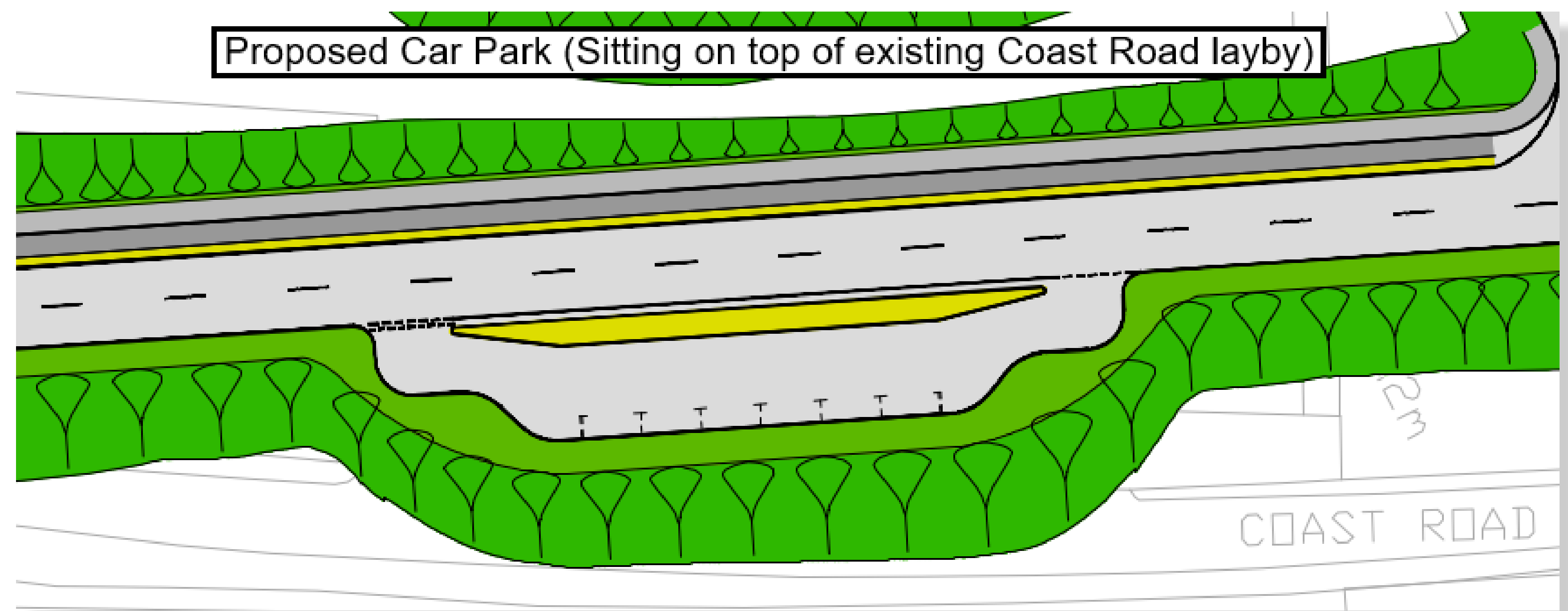
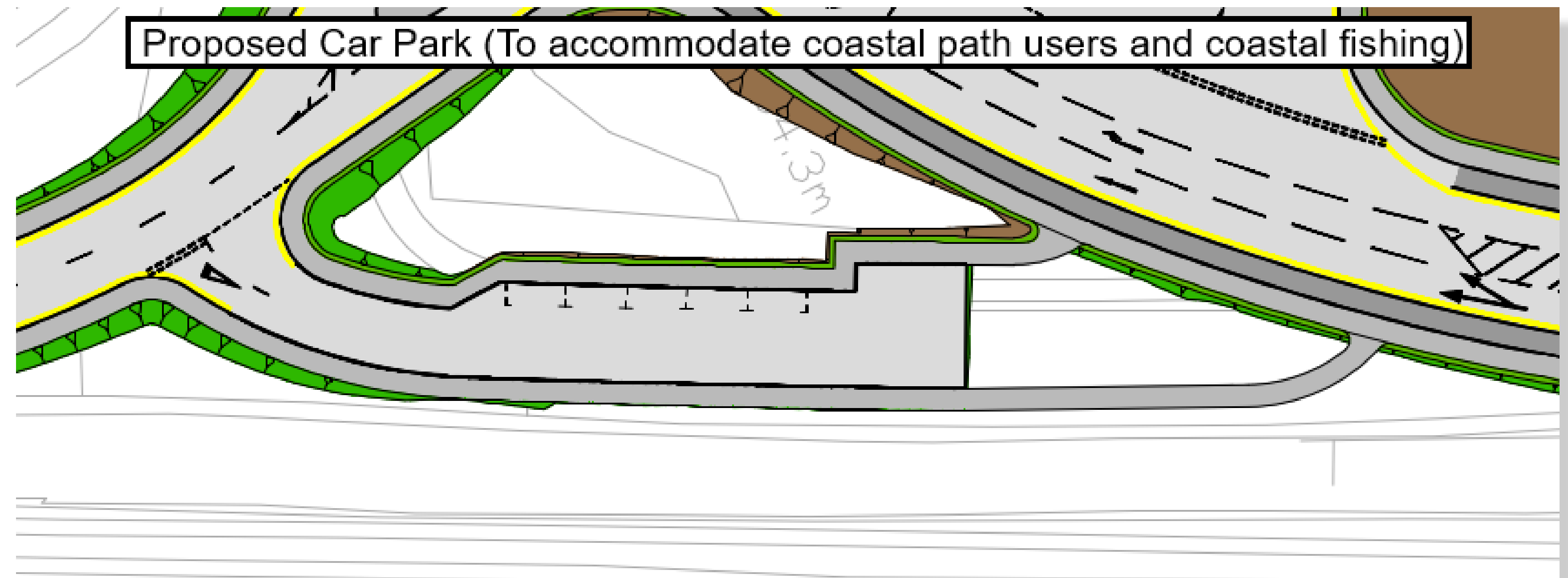


You Said, We Did (iv)

General Project Feedback

A general concern held by a number of attendees was safe parking. This has been addressed by providing two car parks, to replace the current car park on Coast Road and to formalise current parking practices near the Hareness Road junction.

The southern car park will be accessed from Coast Road, south of the new junction with Hareness Road. The northern car park will be accessed directly from the east side of Coast Road, south of the access into the former Ness Farm landfill site. These parking areas will provide access to Tullos Wood, the coastal path network and the wider walking, wheeling and cycling route.



Stage 3 Feedback

We would welcome any feedback you may have on these updated proposals. Feedback can be made through representatives of Aberdeen City Council and their Technical Advisors or via our email: ashlinkroad@aberdeencity.gov.uk

ABERDEEN SOUTH HARBOUR LINK ROAD -
SCHEME OVERVIEW - SHEET 1 OF 5



WELLINGTON ROAD

CRAWPEEL ROAD

HARENESS ROAD

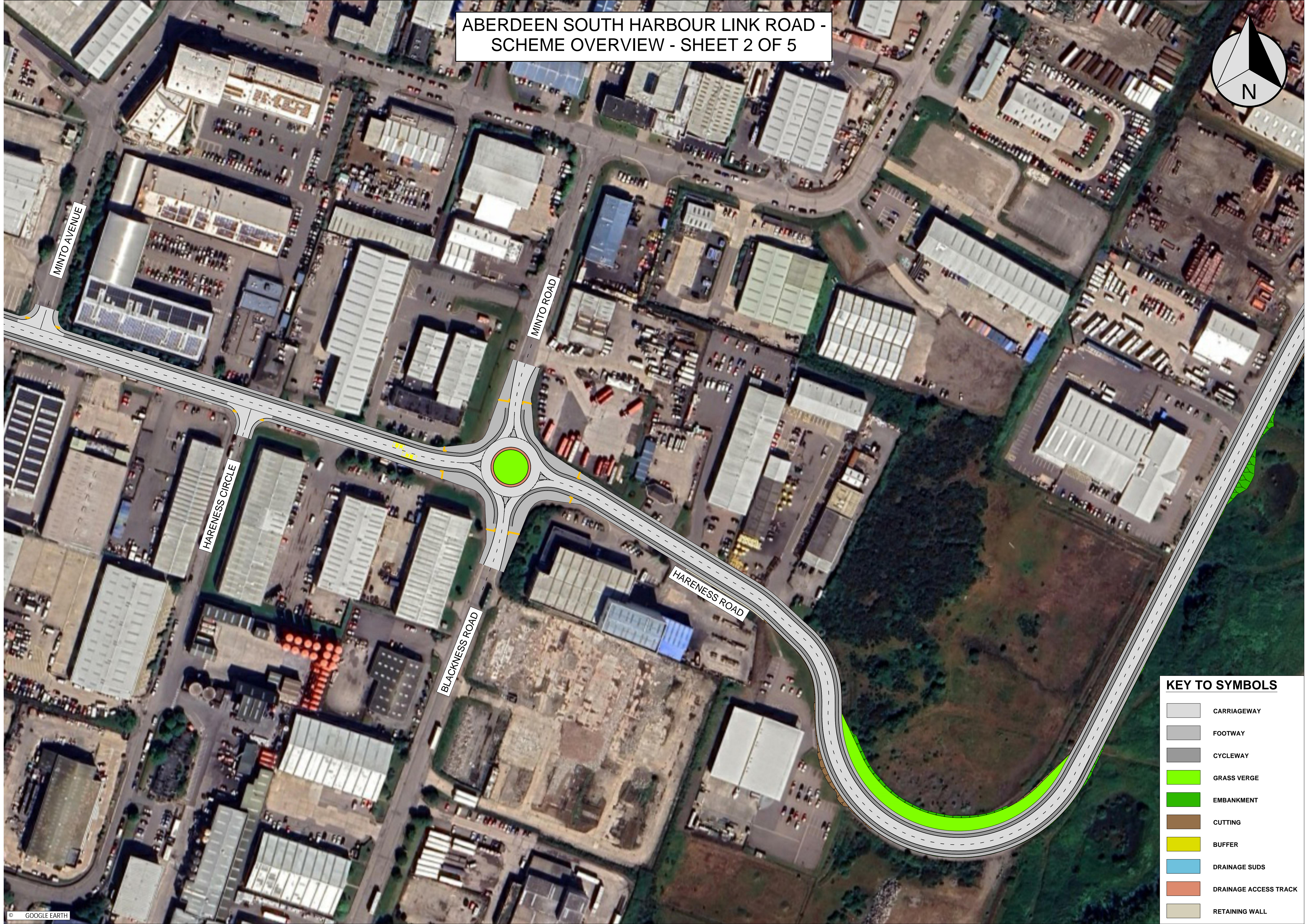
HARENESS CIRCLE

MINTO AVENUE

KEY TO SYMBOLS

- CARRIAGEWAY
- FOOTWAY
- CYCLEWAY
- GRASS VERGE
- EMBANKMENT
- CUTTING
- BUFFER
- DRAINAGE SUDS
- DRAINAGE ACCESS TRACK
- RETAINING WALL

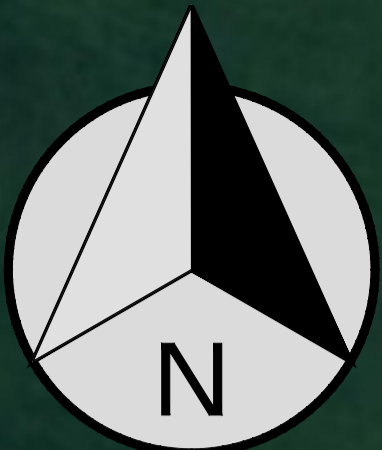
ABERDEEN SOUTH HARBOUR LINK ROAD -
SCHEME OVERVIEW - SHEET 2 OF 5



KEY TO SYMBOLS

- CARRIAGEWAY
- FOOTWAY
- CYCLEWAY
- GRASS VERGE
- EMBANKMENT
- CUTTING
- BUFFER
- DRAINAGE SUDS
- DRAINAGE ACCESS TRACK
- RETAINING WALL

ABERDEEN SOUTH HARBOUR LINK ROAD -
SCHEME OVERVIEW - SHEET 3 OF 5



NORTH SEA

KEY TO SYMBOLS

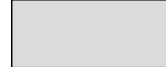









	CARRIAGEWAY
	FOOTWAY
	CYCLEWAY
	GRASS VERGE
	EMBANKMENT
	CUTTING
	BUFFER
	DRAINAGE SUDS
	DRAINAGE ACCESS TRACK
	RETAINING WALL

ABERDEEN SOUTH HARBOUR LINK ROAD -
SCHEME OVERVIEW - SHEET 4 OF 5



NORTH SEA

KEY TO SYMBOLS

	CARRIAGEWAY
	FOOTWAY
	CYCLEWAY
	GRASS VERGE
	EMBANKMENT
	CUTTING
	BUFFER
	DRAINAGE SUDS
	DRAINAGE ACCESS TRACK
	RETAINING WALL

ABERDEEN SOUTH HARBOUR LINK ROAD - SCHEME OVERVIEW - SHEET 5 OF 5



NESS FARM
LANDFILL

NORTH SEA

ABERDEEN TO DUNDEE RAILWAY LINE

KEY TO SYMBOLS

	CARRIAGEWAY
	FOOTWAY
	CYCLEWAY
	GRASS VERGE
	EMBANKMENT
	CUTTING
	BUFFER
	DRAINAGE SUDS
	DRAINAGE ACCESS TRACK
	RETAINING WALL

Aberdeen City Region Deal

The Aberdeen City Region Deal is a partnership between Aberdeen City Council, Aberdeenshire Council, Opportunity North -East, other regional partners, the private sector, Scottish Government and UK Government. The Deal is one delivery mechanism for the regional economic strategy and is investing in sector innovation projects and infrastructure to support economic diversification and resilience.

Signed in November 2016, both Governments committed to jointly investing up to £250 million over a 10-year period. These commitments form part of an overarching £826 million funding package for the Aberdeen City Region Deal.

The Aberdeen South Harbour Link Road forms part of an overarching £826million funding package for the Aberdeen City Region Deal. Part of this deal is to upgrade the existing transportation links to the recently opened Aberdeen South Harbour

ABERDEEN CITY REGION DEAL:

Powering Tomorrow's World



Aberdeenshire
COUNCIL



ONE
OPPORTUNITY NORTH EAST

#ABZdeal

