

ABERDEEN CITY REGION DEAL:

Powering Tomorrow's World

COMMITTEE	Aberdeen City Region Deal (ACRD) Joint Committee
DATE	15 November 2024
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Scottish Government Additional Investment Update
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1: Purpose of the Report

- i. To update the Aberdeen City Region Deal Joint Committee on the progress of projects being taken forward through the additional Scottish Government investment announced alongside the Aberdeen City Region Deal. This report covers progress on the A90/A937 Laurencekirk Junction Improvement Scheme.

2: Recommendations for Action

It is recommended that the Joint Committee:

- i. Note the update in the report.

3: Summary of Key Information

A90/A937 Laurencekirk Junction Improvement Scheme

Transport Scotland appointed design consultants (AMEY) for the A90/A937 Laurencekirk Junction Improvement scheme in September 2016 to support progress of the design development and assessment phases based on the standards of good practice set by the Design Manual for Roads and Bridges (DMRB).

The options from the DMRB Stage 2 assessment process were presented to the public at an exhibition in October 2017 with the preferred option itself

3: Summary of Key Information

announced in July 2018 at a series of public exhibitions. The preferred option consists of a south grade-separated junction with a full diamond layout and bridge over the A90 together with retention of the existing central reserve gaps at the Centre (B9120) and North (A937) junctions.

The DMRB Stage 3 detailed development and assessment of the preferred option was completed with the culmination in the publication of the draft Orders and an Environmental Impact Assessment Report on 19 December 2019. A public exhibition was held on 10 January 2020 to allow local communities and road users to view and comment on proposals for the scheme. The statutory consultation period closed on 14 February 2020. Three statutory objections were received from landowners directly affected by the Compulsory Purchase Order. The substance of these objections was primarily in relation to loss of land and access arrangements. Aberdeenshire Council as local Roads Authority also lodged a statutory objection on the basis that the stopping up of Oatyhill Junction to the southern end of the Scheme would leave residents with a single point of access over the Oatyhill Rail bridge which is in poor repair.

Transport Scotland reached a formal agreement with Aberdeenshire Council on 20 February 2024 regarding the provision of a new bridge at Oatyhill and associated funding liability which enabled Aberdeenshire Council to withdraw its objection.

Transport Scotland has continued to work with all three landowners who objected to the scheme and has now successfully resolved all outstanding objections. Whilst resolution of the final objection represents a significant milestone for the scheme, it is important to note that the decision of Aberdeenshire council to close Oatyhill Bridge to vehicular traffic following publication of draft Orders directly impacts on the deliverability of the scheme as currently being promoted. It is therefore necessary to publish supplementary Orders for a new bridge at Oatyhill. Work is being progressed by Transport Scotland to prepare and publish these supplementary draft Orders as a priority.

Transport Scotland will work with directly affected parties to reduce the likelihood of further objections being received as far as possible during the design development and promotion of the new bridge providing access to Oatyhill. Should further objections be received, a public local inquiry may be required. As with all trunk road projects this is the appropriate forum for considering objections received and not withdrawn.

Delivery of the scheme itself can only commence if the scheme is approved under the relevant statutory procedures and thereafter a timetable for its progress can be set.

3:	Summary of Key Information
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A Partnership Group with Aberdeenshire and Angus Councils, along with Nestrans has been set up to support this scheme by providing a cohesive policy and investment approach which will help to maximise the benefits of the investment. Consultation with the group has been maintained throughout the scheme development stages, with further engagement with the Group planned as part of the ongoing scheme development.