



Press Release 2nd October 2006

For immediate release

Accidents higher following building of by-pass

Release of a report by the Highways Agency has caused concern to people in Peterculter; worried that the proposed Aberdeen By-Pass will create additional traffic and more accidents in the village.

The report; 'The Newbury By-Pass; Five Years After', shows that traffic flow on key routes into Newbury has increased rather than reduced following the construction of the by-pass. Perhaps even more worrying, accident rates have increased. The Department of Transport originally forecast that accidents would be reduced by half with the construction of the Newbury by-pass. However, the opposite has happened with an increase of more than 60% in deaths from traffic accidents. The reason given for the increase is put down to a 'great growth' in traffic, far more than was predicted, largely as a result of new development which has taken place around the by-pass.

There is concern that the proposed Aberdeen by-pass will create similar problems. There are very few junctions on the by-pass, and the flows of traffic on roads leading to those junctions are expected to increase. There will be a particular problem at the junction with the North Deeside Road, where traffic flow will increase as traffic enters and leaves the by-pass by a T junction. Marie Boulton of Culter is especially concerned "Some of our worst fears have been confirmed by the release of new details of an increase in accidents since the building of the Newbury Bypass. The Newbury by-pass, like the Aberdeen by-pass, was opposed on the grounds that it would create more traffic and cause more sprawl. This belatedly published official evaluation shows that it has done both of those. It has also proved more dangerous. The Highways Agency study says that new developments built in the area after the road opened have caused a surge in traffic. Our concern for Culter is that an increase of at least a thousand vehicles a day is already predicted by the Transport Minister Tavish Scott. Such an increase would significantly increase the risks of safety to the residents of the village particularly the more vulnerable, children and the elderly. And we believe that traffic flow will be even greater than Tavish Scott predicts".

Another concerned Culter resident Katherine Keay commented. "This report raises many important issues but I think the most alarming news is the observed increase in serious injuries to pedestrians and cyclists on roads around the Newbury Bypass since it opened. I am very concerned about the similar effect we are likely to see in Peterculter if these plans go ahead."

To achieve their aim of fast flowing traffic along the Aberdeen by-pass, Transport Scotland will minimise the number of junctions, concentrating traffic into and out of the City onto four key roads: Great Northern Road, Queen's Road, the North Deeside Road and the current A90 where it enters Aberdeen. All traffic to and from Banchory and the west of Aberdeenshire will be forced to join the by-pass at Milltimber, creating new

volumes of traffic through the village of Culter and into Aberdeen through Cults and Mannofield.

The Newbury report is available at:

[http://www.highways.gov.uk/roads/documents/Newbury Bypass Five Years After 1.pdf](http://www.highways.gov.uk/roads/documents/Newbury_Bypass_Five_Years_After_1.pdf)

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NOTES FOR EDITORS

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The new £400 Million route for the Aberdeen By-Pass (the Aberdeen Western Peripheral Route) was announced by Tavish Scott, the Transport Minister on December 1st, following a consultation on 5 other routes (which did not include the Tavish Scott route). The Tavish Scott route combines a road from the A90 at Charleston, splitting the community of Maryculter, with a separate 8 mile long fast link directly from Stonehaven, which goes through Netherley. The two routes merge south of the river Dee and the combined dual carriageway then passes over the Dee on a new bridge and then goes through the suburb of Milltimber, passing through a large number of houses, the International School Aberdeen with more than 300 students and passing close to Kippie Lodge, a long established family orientated sports and country club.

The previously preferred route had already been surveyed at a cost of £11M. The analyses from the AWPR team show that other routes, closer to Aberdeen, would have been much cheaper to build and more effective in terms of these analyses. The new Tavish Scott by-pass will now take traffic out as far as Peterculter.

The new route is longer, more expensive, further from Aberdeen and brings less benefit to the City than the other options. The route which has been selected affects many hundreds of families in several communities, including Charleston, Banchory Devenick, Blairs, Maryculter, Netherley, Peterculter and Silverburn. It is expected by the Scottish Executive to cost in the region of £395 Million, but independent estimates are that costs will escalate. The cost of the route is to be shared between the Scottish Executive, which will pay just over 80%, and the Councils of Aberdeen City and Aberdeenshire. It is planned that road orders will be laid in December.