



Press Release 25th January 2007

For immediate release

Exhibition fails to persuade Road Sense that the AWPR is “fit for purpose”

The information presented at the AWPR Exhibitions has failed to persuade Road Sense that the proposed scheme is fit for purpose. It will not solve Aberdeen’s traffic problems and is therefore unlikely to bring to fruition the other transport opportunities and economic benefits it claims to advance.

From the traffic modeling contained within the Environmental Statement, it is apparent that the proposed AWPR will have minimal impact at the Bridge of Dee and on Anderson Drive. By the time of opening of the scheme, traffic at these two locations will increase above current levels regardless of whether the AWPR is built or not.

The situation only gets worse when we look at the radial routes bringing people and business into Aberdeen from west of the city. Roger Murray of Silverburn said "It is incredible that a road which is advertised to bring relief to the traffic congestion of Aberdeen is shown in the Environmental Statement to increase traffic on the A944 both to the West (Westhill) and East (Kingswells) of the proposed route for the AWPR. Furthermore, after completion the AWPR will bring an additional 4600 vehicles a day at the Kingswells roundabout."

He added that the situation in Culter is even worse, with an increase of 46% in the traffic through the village as a direct result of building the AWPR, and that the figures in the report show that the situation only gets worse as the years go by.

He concluded: "The people of Aberdeen are being sold a lie by the Scottish Executive and the Aberdeen City and Shire Councils. When you look at the material which the AWPR Project Team are producing it is obvious that for the majority of residents and businesses within the bounds of Aberdeen City the AWPR is going to make traffic worse. It will also leave a huge economic hangover, requiring higher taxes to pay for it, and the council will be forced to reduce services."

Marie Boulton of Peterculter said "The Milltimber junction is just another version of the notorious Haudigan scenario. What the Managing Agent is not telling us is that the savings in journey times being quoted for the proposed bypass do not include the time spent waiting to get on and off it, which will add considerably to the forecast journey time."

Neil McAllan of Charleston said "It is very encouraging to see that as a direct result of these Exhibitions a number of MSPs, other than the Green MSPs, are now coming forward. They are beginning to voice concern at the Transport Minister's bizarre route choice which does little or nothing for traffic congestion on Aberdeen's radial routes whilst inflicting the maximum burden on the tax payer, the Green Belt and wider

environment. I think the penny is starting to drop that this scheme is being built for the developers, not the tax paying, road using public."

The Road Sense organisation is committed to the "congestion busting" components of the MTS (Modern Transport System), as promoted by NESTRANS. Unfortunately, the AWPR is proving to be the most expensive "key component" of the MTS which provides the least benefit of all the components. These include Crossrail, Rail Freight Transfer, public transport measures, Park & Ride, and raft of existing infrastructure improvements, as advocated by the 1998 Oscar Faber study 'Sustainable Transport for Aberdeen'.

Ends

NOTES FOR EDITORS

1. Sustainable Transport for Aberdeen, Development Department Research Programme Research Findings No 51. Oscar Faber in association with ERM. 1998.
2. Traffic Modeling figures quoted are available in the AWPR Environmental Statement (Graphics). Figure 4.7b
3. NESTRANS - North East of Scotland Transport Partnership

Further Information can be obtained through:

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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 2005, 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 route 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.

The draft Road Orders were served by Transport Scotland 15th December. The statutory period for the public to submit formal Objections runs until 9th February.

Road Sense was formed in January 2006 and is a group composed of residents from across Aberdeen who is objecting to the proposed AWPR. Its website is located at www.road-sense.org.