

**F APPENDIX F**

Accessibility and Social Inclusion





## F.1 Pedestrian Accessibility – Haudagain

### F.1.1 Pedestrian walking distances

Pedestrian routes were plotted along options 5, 11 and 12 in order to provide a comparison from key points within the schemes boundary.

Local and Strategic points were set up around the proposal area in order to provide comparisons between schemes. Minimum walking distances were calculated from each of the local points using existing and proposed pedestrian crossings. The Local points were chosen on the basis of nearby residential areas.

When considering route options, an assumption was made that walking accessibility is maintained throughout the area of Logie which is currently a redevelopment site. The Chosen Shortest routes are displayed in Figure F.1 along with strategic and local points.

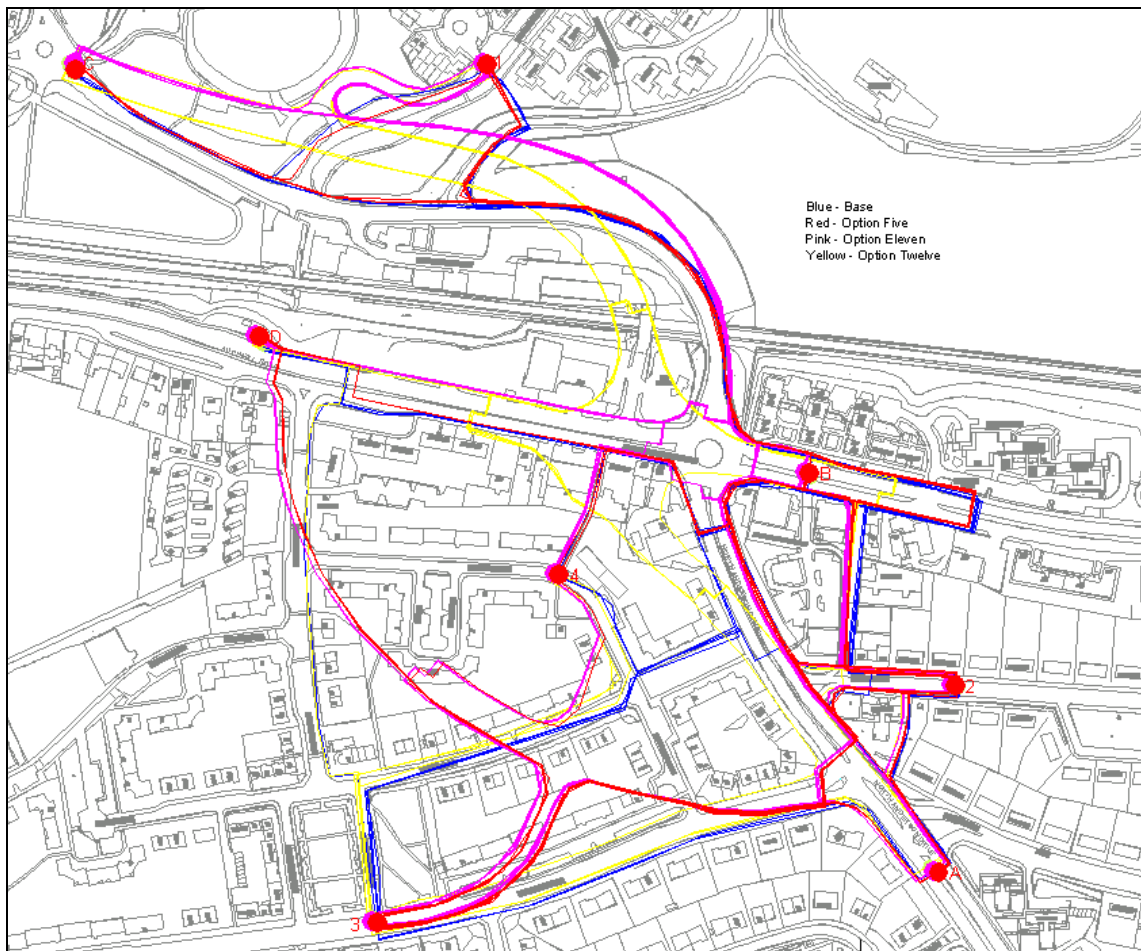


Figure F.1 : Walking and Cycling Routes to and from Key Locations in study area

### F.1.2 Pedestrian Accessibility to local Businesses

The main trip attractor in terms of businesses is Haudagain Retail Park which contains various business types. These include

- American Golf Centre
- Ashley Ann Kitchens Ltd.
- Carphone Warehouse
- KFC
- Maplin Electronics
- Securador (safety doors)

### F.1.2 Middlefield

The population estimates in 2005 are 2,097 for all ages in Middlefield. These estimates are based on data-zone population estimates produced by the General Register Office for Scotland.

The Middlefield regeneration master plan highlights that there is a general lack of facilities in the Middlefield area. At present the main local convenience store serving Middlefield is Costcutters, located on Great Northern Road (Auchmill Road), it also serves as a local post office. An alternative post office is situated on Hilton Road.

Residents have a general concern about the proposed new link road in options 5 and 11 through Logie.

As Logie is a redevelopment area, it is assumed that the amenities for residents of Middlefield are taken into account in the redevelopment proposals and the location and type of proposed businesses are difficult to obtain. A recommendation for maintaining pedestrian access through Logie should be addressed.

### F.1.3 Pedestrian Community Severance

Each distance for each route for the proposed options was compared with base distances. The Table displays severance using the *DMRB* Vol.11 Section 3 three point scale.

Relevant definitions of disbenefits are as follows: (*DMRB*)

- Slight – In General the current journey pattern is likely to be maintained, but there will probably be some hindrance to movement.
- Moderate – Some resident, particularly children and elderly people, are likely to be dissuaded from making trips.
- Severe - People are likely to be deterred from making trips to an extent sufficient to induce a re-organisation of their habits. This would lead to a change in the location of centres of activity or in some cases to a permanent loss to a particular community.

Classification was made into slight, moderate and severe using comparisons with base distances. The threshold distances were up to 250m, 250-500m and over 500m.



Table F.1 : Local Severance Assessment

Option	Point	A North Anderson Drive	B East Arm Haudagain Roundabout	C Mugiemoss Road/Persley Bridge roundabout	D Auchmill Road Bus Lay-by	1 Hutcheon Low Area	2 Clifton Road	3 Manor Avenue/Manor Terrace	4 Logie Redevelopme nt Area
5	1	Slight Severance	Neutral	Slight Severance	Slight Benefit		Slight Benefit	Slight Severance	Slight Benefit
	2	Neutral	Neutral	Slight Benefit	Slight Severance	Slight Benefit		Slight Benefit	Slight Severance
	3	Slight Severance	Slight Severance	Slight Severance	Slight Severance	Slight Severance	Slight Benefit		Slight Severance
11	1	Slight Benefit	Slight Severance	Slight Benefit	Moderate Benefit		Slight Benefit	Slight Benefit	Slight Benefit
	2	Neutral	Neutral	Slight Benefit	Slight Benefit	Slight Benefit		Slight Benefit	Slight Severance
	3	Slight Severance	Slight Severance	Slight Benefit	Slight Severance	Slight Benefit	Slight Benefit		Slight Severance
12	1	Slight Benefit	Slight Severance	Slight Benefit	Moderate Benefit		Slight Severance	Slight Benefit	Slight Benefit
	2	Neutral	Neutral	Slight Benefit	Slight Severance	Slight Severance		Neutral	Slight Severance
	3	Neutral	Slight Benefit	Moderate Benefit	Neutral	Slight Benefit	Neutral		Neutral

It was found that there were no moderate and severe disbenefits in any of the pedestrian points.

The same threshold distances were used for benefits, the classification being slight, moderate and major benefits.



Table F.2 : Hutcheon Low Cumulative Accessibility Effects

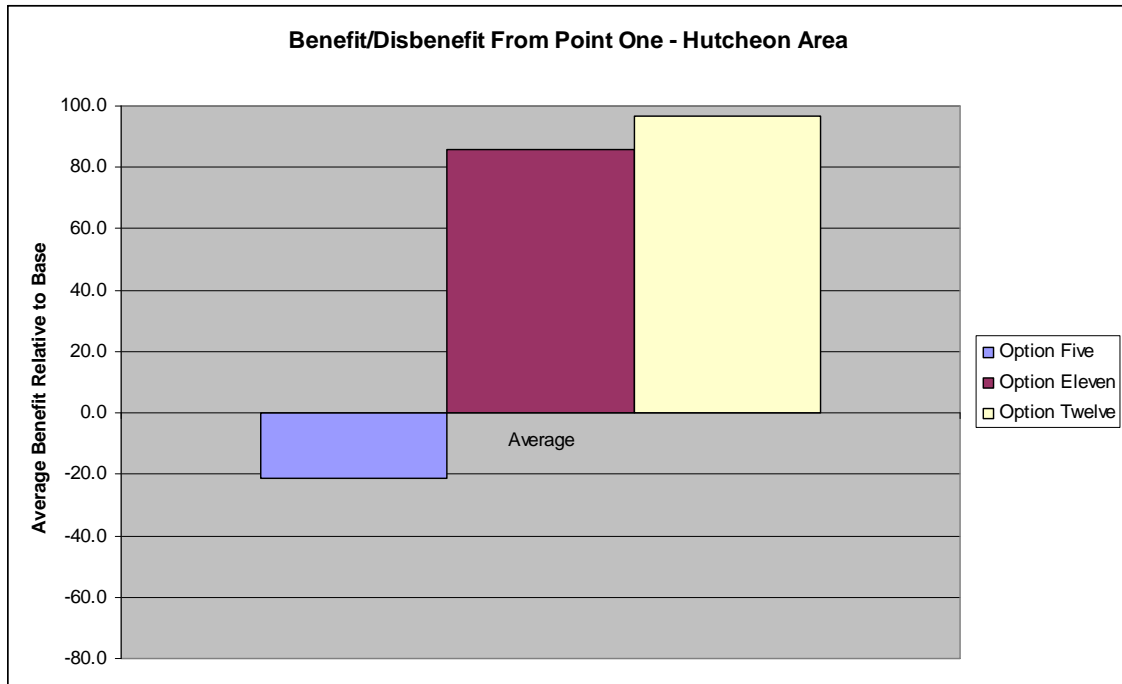


Table F.3 : Clifton Road Cumulative Accessibility Effects

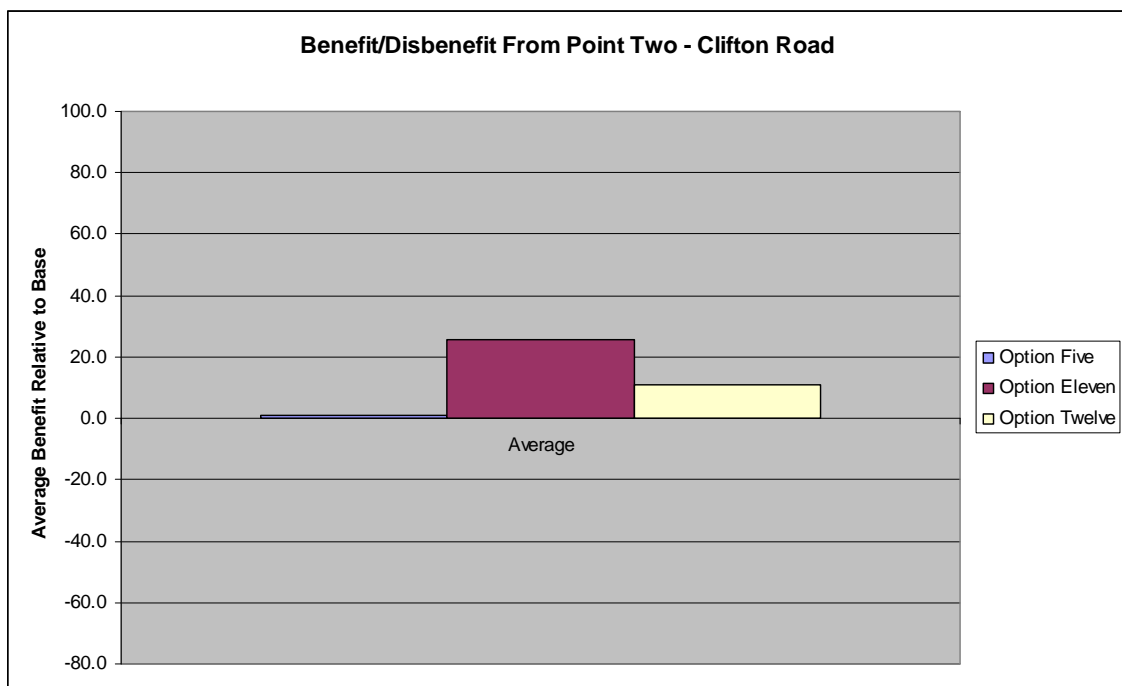
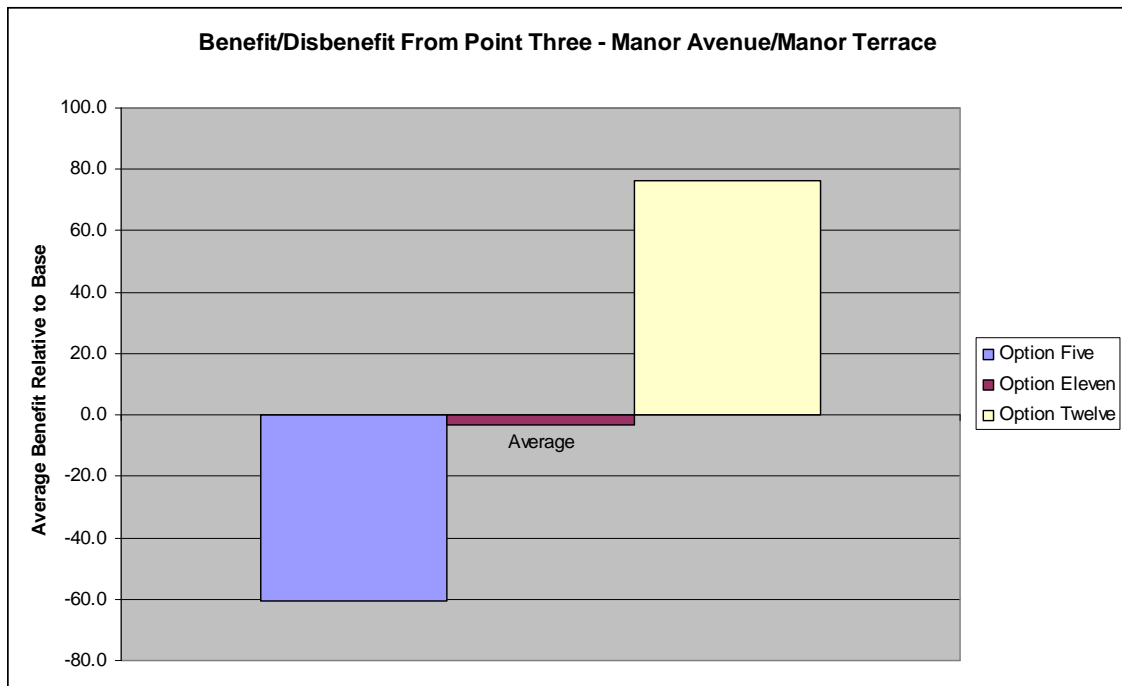


Table F.4 : Manor Avenue Cumulative Accessibility Effects



It was found that option five accessibility was low on destinations north of the railway line as improvement to pedestrian facilities around Haudagain roundabout are not included in the scheme.



