

H APPENDIX H





H.1 Public Consultation Comments – May 2008

H.1.1 'Do you have any other issues to consider when choosing an option for Haudagain junction?'

All works and final result should be people friendly and not a concrete monstrosity

The "actual & inconvenience" cost to both business and the community is never costed into these projects. There must be a better way of determining benefits/disadvantages in projects like these. It would not surprise me to discover that the costs of a quick fix could be recovered on the above calculation within 2 years and a strategic solution within 5 years, and on and on goes the debate.

*Why not re-align Maonr Avenue with Hilton Drive, install a roundabout. This way Hilton Drive can become a distributor route and relieve the pressure on Rose*** Drive. Crossing of River Don as big a priority as Haudagain*

Another crossing over River Don to ease congestion at Haudagain Roundabout

When the AWPR is completed, the volume of through traffic using Haudagain will reduce substantially. If the volume of traffic isn't reduced, then what is the point of the AWPR

The potential disruption and upheaval to current residents of the local community, particularly as regards the impact on local housing.

Options 5 & 11 seem to give no consideration to the residents that will be left behind. 531 to 545 N.A.D. currently have to park outside 1 to 7 Manor Avenue. It seems these options would leave no parking at all for 16 family homes 531NAD to 14 MA. I know you are only interested in the road but this wont help regenerate Middlefield. Also no parking would reduce the value of my property by 4-5K. Compensation would be sought by myself and neighbours.

Option 5 has much in its favour, however, dualling of Muggiemoss across railway bridge should be added to this option.

May i say i feel none of the options put forward go anywere near solving this problem. The only option is a flyover everman an his dog know that any other so called solution is only tinkering with this problem!

Must have underpass for all walking cycling /diasbled chairs etc. no hassle to the public then traffic times will shorten

*I vote for option 12 and urge you to JUST **** GET ON WITH IT!*

ACF has over the years received numerous complaints from cyclists relating to Haudagain roundabout - crossing it is a high risk activity, and a number of accidents have been recorded. The current design is known to dissuade many from cycling. A recent survey by ACf of Auchmill road during the morning rush hour indicated 54 cyclists between 07:30 and 09:00. Many of these will have to cross the roundabout. ACF believes with investment this number could clearly be increased with associated reduction in vehicle congestion. The current plans with "Exact route for cyclists still to be determined" would appear to indicate provision of facilities for cyclists is more of an "afterthought" than a an initial design criteria

No information on were tenants to live if it all went to plan

No information on where tenants are meant 2 go

Yes. The impact on the Middlefield community. Sadly no information about what will happen if there homes are under threat. Nobody knows where they will be going.

Load Of Rubbish.



Get the WPR By-pass started as soon as possible as the volume of traffic needs both finished to ease congestion

The solution should seriously improve bus efficiency at rush hour eg dedicated bus lanes

What level of 'supressed demand' accounted for? Significant levels of traffic currently avoiding Haudagain, ie Aberdeen & Aberdeenshire to Dyce and Bridge of Don - if they return to strategic route with improved journey times, will actual benefits be eroded very quickly. Also can benefits be 'locked in'? is Mugiemoos Road/A90 Persely Bridge rbt a limiting factor

Why no right turn at Hilton Drive? Congestion on Rosehill Drive bears this out. No faith in either the roads dept or any other govt dept. The roads dept are inherently anti-motorist. 1. closed Granholm Bridge 2. closed Howes Bucksburn 3. closed junction Hilton Drive N.A.D 4. site pedestrians islands at bus stops - I could go on

Yes. A Don crossing is certainly going to be of no use to anyone if that was an option

Safety at pedestrian crossings

It needs a flyover/underpass not fiddle-fiddle-tinkering. Glasgow and Edinburgh get them - why not Aberdeen

Our group does not totally agree that these three options are the only ones available, they think that an overpass is still the best solution

Please install the traffic lights as soon as possible to avoid danger and save lives

This junction is severely hampering Aberdeen's ambitions to be a 'competitive place'. It is also one of the first impressions that business visitors get to the city. Compound this with the fact that it is a known diverter of trade from the city to other centres and we believe that an effective improvement must be delivered as a matter of urgency

Speed

In addition, we still need a third don crossing

*I live at *** Gt Northern Road. Would like to know specifically how these options affect my property*

Third Don crossing should be consulted prior to works commencing at Haudagain junction. This will minimise delays. It is more important to choose the best solution rather than to choose the cheapest solution or quickest solution to deliver. Replacement Haudagain junction should be in place prior to AWPR completion

Please ensure that the 3rd Don Crossing is in place first to provide an alternative route during construction of this replacement junction



H.1.2 'Do you have any comments which you feel may be of relevance in choosing a preferred option eg indicate why you are strongly in favour or against a particular option?'

Improvement of this junction is essential in conjunction with AWPR to improve free flow of traffic and safety and reduce pollution

I feel very strongly against any of the 3 proposals as none of these will solve the problem at Haudagain roundabout. This tinkering is not going to solve the congestion that is created at peak times. I feel a flyover or underpass is what is needed. Why is this option not included when the majority of the public will tell you this

Failure in strategic planning has allowed development in the area which might have offered alternative solutions. This can also be seen at Bridge of Dee, Guild Street, Union Terrace, Castle Gate. We seem incapable of planning forward and master planning any aspect of our built environment. We adopt and accept an incremental policy which seldom maximises the opportunities that exist for substantial improvement and community gain

Our service users access services either on foot or by bus. Therefore, it is essential our service users are made aware of when the work will take place, the safety measures being put in place and that pedestrian crossings are implemented with the chosen option. Each option should prescribe to the above.

Option 5 is value for money with similar benefits

Least disruption to the community

I will leave the above decision to the experts? Have a business with 100 staff. Many use transport to work by minibus and home again. We have 18 vehicles to support our service to our clients. Time wasting is stress, wastes and cost. This is the same effect on most businesses relying on road transport and public transport.

As a local resident of over 25 years I am obviously primarily concerned with how a proposed development will affect my housing needs. Displacement of current residents should be avoided at all costs as this will not help community regeneration

Option twelve would not solve the main problems, but I also think that options 5+11 should start further up N.A.D. For instance pre 531 N.A.D. at the grass filed. N.A.D. before this is on a slip road and would not be effected at all. Seems common sense but nobody looking at it.

Option 12 does not fully address right turning traffic Auchmill to N. Anderson Drive

Option 11 looks like the option that would work the best for Aberdeen City and local communities. Please stop talking about it and do something.

Options 11 & 12 would bring more traffic onto the east approach to Haudagian. Traffic from Mugiemooss would be first on to the roundabout as you cross Don from east blocking off all east approaching traffic unless controlled by traffic lights, which always cause delays

Do not impact on the businesses already on Mugiemooss Road

Cost. But a flyover system is the correct solution as flow is not interrupted to road traffic. Short sighted penny pinching is typical of administration. Think!

Roundabouts present a number of hazards to cyclists, UK Dept of Transport[1] statistics indicate 10% of all cyclists accidents occur on roundabouts, of these 11% involve a death or serious injury. All three options presented in this consultation involve roundabouts; as such none is an optimal design for a cyclist.



I feel this option (11) would have the most effect in reducing traffic flow. But there would need to be consideration given to the house effected ie rebuild elsewhere & to replace community facilities must be replaced within the community

Pick option when I find out what is happening to my house

I think the Haudagain needs to be changed to signals instead of a roundabout

In favour of option 12 as the others are in line with my house and wipes out have the area

Option 12 due to less impact on the Middlefield community. If local communities have a priority for Aberdeen(?) and this was thought through then other options could be possible. As no information on the impact for local families or services is a disgrace.

Link road would be right behind my house. It would be too noisy and unsafe for my children

I am against it because if it goes ahead I could be affected. I like ware I stay don't want to move.

Has an option combining 12 + 11 been discounted? Option 11 with an improved roundabout would surely improve traffic flows?

Based on previous comments regarding suppressed demand only scheme with max benefits, ie opt 11, is likely to deliver required benefits. Also additional roadspace can be converted to bus/cycle lanes post AWPR

All roads should be dualled where there is heavy traffic

Option 12 would encourage drivers to approach at higher speeds thus increasing accident risk. Option 11 removes a large volume of traffic from a bottleneck and will also ease congestion at Muggiemoss and stop rat runs throughout the area.

11 + 12 cause huge destruction of housing & only move the problem half a mile up the road. Option 5 is the best of a lousy choice. It needs a flyover to take the Muggiemoss Rd to Auchmill Rd over the junction

They think that option 5 would only transfer the congestion from one place to another

Safety aspects for public

Our main problem is that we do not feel that the options identified will reduce congestion heading north down the drive towards The Haudagain or heading east along Auchmill Road towards The Haudagain at the peak periods

The roundabout is just one aspect of an overall problem that is present throughout Aberdeen's road network: too many single occupancy vehicles taking up road space. This will only be resolved when road users pay the true economic and environmental cost of their chosen transport mode. They will not volunteer to do it themselves!

Option 5 preferred due to potential journey time benefits and short construction period

Each one of the 3 options individually offers improvements to the existing junction and if standing alone I would be in favour of it. However, given the choice of the available options, I believe that option 11 should overall prove the most beneficial in relation to traffic flow and future development.

Let's get the problem sorted as soon as possible



It is our belief that this junction needs a grade separated junction with - as stated in our previous submission to the consultation - unimpeded traffic flow in two lanes on the key routes A90 to A96 (northbound and southbound) and A90 to A90 (north and southbound) and A96 to Great Northern Road (east and westbound).

The link road through Middlefield would be a classic example of environmental injustice, where a poor community suffers environmental problems caused by richer ones. Any option should improve access without increasing carbon emissions.

We urgently require an update in the traffic system. It creates resentment having moved to that area - so much time is wasted queuing in traffic: leads to bad tempers

Greater cost but greater benefit

Need road through Logie/Manor. Prefer dual link to Muggiemoss Rd

I am strongly against option 11

Option 12 could be the best performing solution were there to be the addition of a right turn flyover from Auchmill to North Anderson Drive. Add a filter lane from North Anderson Drive to Auchmill similar to that which goes from Muggiemoss Road to Great Northern Road. Perhaps consider combining options 12 and 5. It is a good idea to dual Muggiemoss Road, this could be the catalyst required to dual Parkway eventually.

Any option would be an improvement on the existing junction, however, a fly-over linking Auchmill Road to North Anderson Drive would still be better. I believe that a 3rd Don Crossing would solve the congestion at Haudagain effectively.



