

Public Document Pack



To: Councillor Yuill, Convener; Councillor Radley, Vice-Convener; and Councillors Ali, Blake, Henrickson, Hutchison, Massey, Nicoll and van Sweeden.

Town House,
ABERDEEN, 20 March 2024

NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE

The Members of the **NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE** are requested to meet in **Committee Room 2 - Town House on WEDNESDAY, 27 MARCH 2024 at 10.00 am.** This is a hybrid meeting and Members may also attend remotely.

The meeting will be webcast and a live stream can be viewed on the Council's website. <https://aberdeen.public-i.tv/core/portal/home>

JENNI LAWSON
INTERIM CHIEF OFFICER – GOVERNANCE (LEGAL)

B U S I N E S S

NOTIFICATION OF URGENT BUSINESS

1.1. There are no items of urgent business at this time

DETERMINATION OF EXEMPT BUSINESS

2.1. Members are requested to determine that any exempt business be considered with the press and public excluded

DECLARATIONS OF INTEREST AND TRANSPARENCY STATEMENTS

3.1. Members are requested to intimate any declarations of interest

DEPUTATIONS

4.1. There are no requests for deputation at this time

MINUTE OF PREVIOUS MEETING

- 5.1. Minute of Previous Meeting of 16 January 2024 - for approval (Pages 5 - 8)

COMMITTEE PLANNER

- 6.1. Committee Business Planner (Pages 9 - 20)

NOTICES OF MOTION

- 7.1. There are no Notices of Motion at this time

REFERRALS FROM COUNCIL, COMMITTEES & SUB COMMITTEES

- 8.1. There are no referrals at this time

PERFORMANCE AND RISK

- 9.1. Net Zero, Environment & Transport Performance Report - COM/24/088
(Pages 21 - 38)
- 9.2. Cluster Risk Register Reporting - Fleet / Roads / Waste / Environmental Services - RES/24/090 (Pages 39 - 54)

NET ZERO AND ENVIRONMENT

- 10.1. Net Zero Aberdeen & Aberdeen Adapts: Annual Report - COM/24/091
(Pages 55 - 70)
- 10.2. Opportunities to Increase Recycling and Reuse - RES/24/089 (Pages 71 - 78)

TRANSPORT

- 11.1. Bus Partnership Fund Update - COM/24/093 (Pages 79 - 94)
- 11.2. Staff Travel Policy and Council Travel Plan - COM/24/094 (Pages 95 - 102)
- 11.3. A92 Murcar North – Active Travel Scheme Development - COM/24/069
(Pages 103 - 202)

- 11.4. Future operation of Controlled Parking Zones Y and YY (Garthdee and Kaimhill) - RES/24/095 (Pages 203 - 210)
- 11.5. South College Street Junction Improvements (Phase 1) Project Completion, Monitoring & Evaluation - RES/24/099 (Pages 211 - 364)
- 11.6. South College Street Phase 2 – Options Appraisal - COM/24/084 (Pages 365 - 504)

Integrated Impact Assessments related to reports on this agenda can be viewed [here](#)

To access the Service Updates for this Committee please click [here](#)

Website Address: aberdeencity.gov.uk

Should you require any further information about this agenda, please contact Steph Dunsmuir, sdunsmuir@aberdeencity.gov.uk

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NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE

ABERDEEN, 16 January 2024. Minute of Meeting of the NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE. Present:- Councillor Radley, Convener; Councillor Steve Delaney, the Depute Provost (as substitute for Councillor Yuill); and Councillors Ali, Al-Samarai (as substitute for Councillor Fairfull), Blake, Bonsell, Clark (as substitute for Councillor McRae), Crockett, Farquhar, Henrickson, Hutchison, Massey and McLellan.

The agenda and reports associated with this minute can be found [here](#).

Please note that if any changes are made to this minute at the point of approval, these will be outlined in the subsequent minute and this document will not be retrospectively altered.

DECLARATIONS OF INTEREST AND TRANSPARENCY STATEMENTS

1. There were no declarations of interest nor transparency statements made.

MINUTE OF PREVIOUS MEETING OF 31 OCTOBER 2023

2. The Committee had before it the minute of its previous meeting of 31 October 2023 for approval.

The Committee resolved:-

to approve the minute as a correct record.

COMMITTEE BUSINESS PLANNER

3. The Committee had before it the planner of Committee business, as prepared by the Interim Chief Officer – Governance (Legal).

The Committee resolved:-

- (i) to agree to remove item 4 (Road Safety Plan Annual Update), and to request that officers circulate the service update as outlined in the planner;
- (ii) in relation to item 38 (Den Burn Restoration Project), to note that officers would provide a service update in respect of funding and land ownership discussions; and
- (iii) to otherwise note the planner.

NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE

16 January 2024

NET ZERO, ENVIRONMENT AND TRANSPORT PERFORMANCE REPORT - COM/24/001

4. The Committee had before it a report by the Director of Commissioning which presented the status of appropriate key performance measures relating to the services falling within its remit.

The report recommended:-

that the Committee note the report and provide comments and observations on the performance information contained in the report Appendix A.

The Committee resolved:-

- (i) to note that the Environmental Manager had offered to discuss the Green Thread and work of the various groups in more detail with Members should they wish to contact him, and that a service update would also be circulated in due course;
- (ii) in relation to the discussion as to whether the target for sickness absence should be reviewed in respect of Environmental / Roads teams, to note that the Chief Officer – Operations and Protective Services would discuss this further with People and Organisational Development and Data and Insights colleagues; and
- (iii) to otherwise note the report.

AIR QUALITY PROGRESS - RES/23/330

5. The Committee had before it a report by the Director of Commissioning which presented the annual air quality monitoring results for 2023.

Members asked a number of questions in respect of the report.

The report recommended:-

that the Committee note the findings of the 2023 Air Quality Progress Report (APR) for Aberdeen City Council.

The Committee resolved:-

- (i) to note that officers would provide a service update on the Intelligent Transport System; and
- (ii) to note the report.

ANNUAL REPORT - NORTHERN ROADS COLLABORATION JOINT COMMITTEE - RES/24/002

6. The Committee had before it a report by the Director of Resources which set out the annual report on the Northern Roads Collaboration Joint Committee. The report advised that the Joint Committee had not met since May 2022, however officers considered that it provided an opportunity for knowledge sharing and collaboration

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opportunities across the partners, and therefore sought approval to contact the other members in relation to the Joint Committee reconvening.

The report recommended:-

that the Committee –

- (a) note the role of Aberdeen City Council in the Northern Roads Collaboration Joint Committee; and
- (b) instruct the Chief Officer - Operations and Protective Services to write to all members in relation to the continuation of the Northern Roads Collaboration Joint Committee.

The Committee resolved:-

to approve the recommendations.

CAR PARKING REVIEW - COM/24/012

7. With reference to article 14 of the minute of its meeting of 31 October 2023, the Committee had before it a report by the Director of Commissioning which provided an update on the feasibility of, and timescales and resources for, updating the Strategic Car Parking Review, and sought approval from Members to commence this exercise.

The report recommended:-

that the Committee –

- (a) note the likely costs and timescales for undertaking an update to the Strategic Car Parking Review (SCPR); and
- (b) instruct the Chief Officer – Strategic Place Planning to proceed with updating the SCPR as soon as possible, as funding permitted, and report the outcomes back to this Committee by the end of 2024.

The Convener, seconded by Councillor McLellan, moved:-

that the Committee approve the recommendations as set out in the report.

Councillor Massey, seconded by Councillor Farquhar, moved as an amendment:-

that the Committee:-

- (a) note the likely costs and timescales for undertaking an update to the Strategic Car Parking Review (SCPR); and
- (b) instruct the Chief Officer – Strategic Place Planning to report back to this Committee in 6 months' time to seek approval to proceed with updating the SCPR.

This is:

1. to allow the implications for the 24/25 Council budget to be fully understood;

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2. to understand the final funding requirement to the Council once any successful bid for external funding is known; and
3. to allow the full feedback from the Draft Transport Strategy consultation to be available and understood.

On a division, there voted:- for the motion (11) – the Convener; Councillor Delaney, the Depute Provost; and Councillors Al-Samarai, Ali, Blake, Bonsell, Clark, Crockett, Henrickson, Hutchison and McLellan; for the amendment (2) – Councillors Farquhar and Massey.

The Committee resolved:-

- (i) to note that officers would report back to Committee once the outcome of the application for funding to NESTRANS was known; and
 - (ii) to adopt the motion.
- **COUNCILLOR MIRANDA RADLEY, Convener**

	A	B	C	D	E	F	G	H	I	J
1	NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE BUSINESS PLANNER The Business Planner details the reports which have been instructed as well as reports which the Functions expect to be submitting for the calendar year.									
2	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Director	Terms of Reference	Aberdeen Adapts and Net Zero Themes	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
3	27 March 2024									
4	Building Performance Criteria - Energy Efficiency	Council 28/2/22 - to instruct the Chief Officer - Corporate Landlord within the context of available funding, to update the Council's Building Performance criteria to ensure that it is compliant with Scottish Government's voluntary Net Zero Public Buildings Standards for all new build or significant refurbishment projects and to seek funding opportunities to upgrade existing building stock, including all required feasibility assessments to allow the building assets to meet Energy Efficiency Standard for Social Housing (EESH2), or to reduce carbon usage within the portfolio and create pathways to Net Zero, and report back to the City Growth and Resources Committee on progress before March 2023 NZET Committee 20/6/23 - to note that officers would provide an update on the next meeting on item 8 (Building Performance Criteria – Energy Efficiency) which would outline when the work was expected to be undertaken	A service update was circulated to Members on 10 August outlining the work undertaken to date. The update advised that a report would be available for Committee in early 2024/ Spring 2024	Stephen Booth / Mai Muhammad	Corporate Landlord	Families and Communities	1	Building, Heat & Infrastructure	D	Officers will prepare an update report for the June 2024 meeting
5	Aberdeen City Council Travel Plan	To seek authority to undertake consultation in relation to the plan		Anthony Burns	Strategic Place Planning	City Regeneration & Environment	8	Mobility		
6	A92 Murcar North – Active Travel Scheme Development	This report advises Members of the outcomes of the Review of Scottish Transport Appraisal Guidance (STAG) Appraisal Report undertaken for the A92 Murcar North Active Travel scheme. A discussion on the findings from the reports is provided along with recommendations on the next steps for the preferred option identified.		Ken Neil	Strategic Place Planning	City Regeneration & Environment	7 and 8	Mobility		
7	South College Street Phase 2 – Options Appraisal	This report advises Members of the outcomes of the Scottish Transport Appraisal Guidance (STAG) based appraisal of options for improvements at the Queen Elizabeth Bridge / North Esplanade West junction. A discussion on the findings from the option appraisal study shall be provided along with recommendations on the next steps for progressing a preferred option. Communities Housing & Infrastructure Committee - 8/11/17 - To instruct the interim Director of Communities, Housing and Infrastructure to report back to this Committee on a preferred option for South College Street/Queen Elizabeth Bridge junction. This report is awaiting opening of Phase 1 of the South College Street Project currently programmed for Summer 2022, updated traffic counts and modelling thereafter.		Ken Neil	Strategic Place Planning	City Regeneration & Environment	7 and 8	Mobility		

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2	Opportunities to increase recycling and reuse	Council Budget - 01/03/23 - recognising the developing policy and legal framework affecting domestic and commercial waste collection and disposal and the Council's commitments to both increase recycling rates and abolish the Garden Waste Permit charge, to instruct the Chief Officer - Operations and Protective Services to report to the Net Zero, Environment and Transport Committee on opportunities and options to improve recycling rates and domestic green waste composting levels in Aberdeen before the end of the financial year 2023/24.		Mark Reilly	Operations	City Regeneration & Environment	1	Circular Economy		
15	Local Transport Strategy 2023-2030	Net Zero, Environment & Transport 29/08/23 - following the consultation, instruct the Chief Officer - Strategic Place Planning, to report a final Aberdeen Local Transport Strategy (2023-2030) and its appendices and supporting documents back to this Committee in Spring 2024		Alan Simpson	Strategic Place Planning	City Regeneration & Environment	8	Mobility	D	Due to the number of responses and the complexity of issues to address, officers are recommending that the report now be presented to the September meeting to give additional time for proper analysis
16										
17	11 June 2024									
18	Place Based Strategy Framework	Net Zero, Environment & Transport 09/05/23 - to instruct the Chief Officer - Strategic Place Planning to keep the framework up to date and report back to this Committee annually, noting that this will be in addition to the ongoing reports to Committee required as part of each plan and strategy review		David Dunne	Strategic Place Planning	City Regeneration & Environment	1	TBC		
19	Nature Awareness Campaign: Plans for a Citywide Collaboration (Originally titled Biodiversity Data and Awareness - this report is now two reports, with the second coming in November)	NZET 31/10/23 - to instruct the Chief Officer – Strategic Place Planning to develop and lead on two projects in partnership with other public bodies in the city to a) develop and monitor a suite of cross-organisation biodiversity and related data, i.e. land managed for nature, access to nature, engagement with nature, etc. to inform the Council and City's strategic direction and required on the ground actions and investments now and in the future; b) develop, implement and monitor a public and wider stakeholder awareness and engagement campaign on the value of nature to the City, its citizens and businesses, the risks to nature locally and the need for local action, what the Council & partners are doing and what others can also do in support of nature recovery across Aberdeen; and c) report back to this Committee within 12 months with the outcomes of these projects		Richard Brough / Sue Cumming	Strategic Place Planning	City Regeneration & Environment	1	Natural Environment		
20	Active Travel Routes around Schools	Net Zero, Environment & Transport 31/10/23 - to instruct the Chief Officer - Strategic Place Planning, Chief Officer - Education and the Chief Officer - Operations and Protective Services to bring back a report on options for how to promote and improve active travel routes around schools		David Dunne / Mark Reilly / Shona Milne	SPP / Operations / Education and Lifelong Learning	Various	8	Mobility	D	Report will now be presented to the November Committee - This work will be informed by the Active Travel Network Review currently being undertaken by Nestrans

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2	Wellington Road Multimodal Corridor	At the Council Budget meeting of 7 March 2022, the Council noted the commitment given by both Governments in relation to transport; and agreed that as both Governments agreed to work with the local authority to explore how the Strategic Investment will be prioritised, to instruct the Chief Executive to explore financial assistance from the Scottish Government to deliver the Wellington Road Multimodal Corridor and to report back on the outcome of the discussion in August 2022. Transferred from Council business planner April 2023	Work underway as part of the link road to harbour project, to look at connections at Souterhead & Hareness Road. Outcome of this will clarify next steps on Wellington Road. A report on the Local Rail Development Fund project was reported to NESTRANS in April, to progress work on Bus Partnership Fund for corridor to include the Wellington & Stonehaven roads. Anticipated that significant progress can be made on STAG study in 2023 with appraisals reported in winter 2023. Detailed options appraisal to be reported summer 2024 subject to gateway reviews by Transport Scotland.	David Dunne	Strategic Place Planning	City Regeneration & Environment	7	Mobility	D	This study is being led by Nestrans, with support from officers in Aberdeen City and Aberdeenshire Councils. Detailed Appraisal is currently underway and Members will be informed of progress via the Bus Partnership Fund service updates
27	A947 Multi-Modal Transport Corridor Study	City Growth & Resources Committee 21/09/22 - subject to recommendation 2.2, instruct the Chief Officer – Strategic Place Planning to report the Detailed Appraisal and Outline Business Case and next steps to the Net Zero, Environment and Transport Committee when complete	Likely to be reported to June 2024 Committee	David Dunne	Strategic Place Planning	City Regeneration & Environment	8	Mobility		
28										
29	3 September 2024									
30	A93 Banchory to Aberdeen Multi-Modal Corridor Study	Net Zero, Environment & Transport 07/03/23 - subject to funding being obtained, to instruct the Chief Officer – Strategic Place Planning to report the Detailed Appraisal, Outline Business Case, and next steps to the Net Zero, Environment and Transport Committee by summer 2024	Currently looking to report outcomes September 2024.	Jane Obi	Strategic Place Planning	City Regeneration & Environment	8	Mobility		
31	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data Insights	Corporate Services	7	N/A		
32	Property Level Protection Grant Scheme	Net Zero, Environment & Transport 07/03/23 - to instruct the Chief Officer – Operations and Protective Services to monitor take up of the grant and to report back to the Committee in September 2024		Claire Royce	Strategic Place Planning	City Regeneration & Environment	1	Building, Heat & Infrastructure		
33	Road Winter Service Plan	To present the Road Winter Maintenance programme every September.		Paul Davies	Operations	City Regeneration & Environment	8	Mobility		

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2	Annual Report on the performance of Aberdeen City Council from the Scottish Roadworks Commissioner.	To update the Committee on the performance of Aberdeen City Council's Roads Maintenance and Roadworks Coordination sections following the publication of the annual performance report by the Scottish Roadworks Commissioner		Kevin Abercrombie	Operations	City Regeneration & Environment	7	N/A		
34										
35	12 November 2024									
36	Den Burn Restoration Project	NZET 20/06/23 - to instruct the Chief Officer – Strategic Place Planning to (a) continue to seek additional funding; (b) evolve the project scope in line with available funding; and (c) report back to Committee once the required funding has been secured	SEPA Offer and MoU are signed. NHS has a place on the Steering Group - as neighbouring landowner and to embed health / wellbeing in the project. Funding for Concept Design mostly in place and Tender being drafted. Private sector Investment Brochure complete. Solicitation for funding will start. As commercially sensitive, details will require to remain confidential until agreed. Intention to Report back to Committee after Concept Design stage and funding in place to seek approval for Detailed Design.	Sue Cumming	Strategic Place Planning	City Regeneration & Environment	1			
37	£1 Off-Street Parking Fees	Council Budget 06/03/24 - to instruct the Director of City Regeneration and Environment to implement £1 off-street parking fees after 5pm, and to run this for six months before reporting the impact on the city centre to the Net Zero, Environment and Transport Committee		Mark Reilly	Operations	City Regeneration & Environment	8	N/A		
38	Expansion of Home Composting of Garden Waste	Council Budget 06/03/24 - to instruct the Director of City Regeneration and Environment to report to the Net Zero, Environment and Transport Committee on how the Council could encourage and support the expansion of home composting of garden waste		Mark Reilly	Operations	City Regeneration & Environment	1	Natural Environment		

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2	Road Safety Plan 2023-2027	To be presented every second year - noted at November 2022 Net Zero, Environment & Transport Committee that the report would be presented to January 2023 meeting instead of August 2023, with reporting moving to January annually thereafter - delayed to August 2023 due to issues with accessing the data		Vycki Ritson / Naomi McRuvie	Operations	City Regeneration & Environment	8	Mobility		
54										
55	DATE FOR REPORTING BACK TO BE CONFIRMED									
56	Queens Cross to City Centre Cycle Route / Westhill to Aberdeen Active Travel Route OBC	Council 08/02/24 - recognising that segregated cycle facilities were now planned along the length of Union Street, to agree that proposals for a Queens Cross to City Centre cycle route be re-absorbed into the wider Westhill to Aberdeen Active Travel Route Outline Business Case (OBC), and instruct the Chief Officer - Strategic Place Planning to report the OBC to the Net Zero, Environment and Transport Committee later in 2024	The cycle route has been reabsorbed into the wider Westhill to Aberdeen Active Travel Route Outline Business Case and this will be reported to the Committee in September 2024 assuming agreement of recommendations in Bus Partnership Fund report on today's agenda (line 12 on planner)	Will Hekelaar	Strategic Place Planning	City Regeneration & Environment	8	Mobility		
57	Aberdeen Hydrogen Integration - Governance	City Growth & Resources Committee 03/2/22 - to instruct the Director of Resources and Director of Commissioning to continue discussions with Aberdeen Heat and Power regarding future opportunities for integrating hydrogen into District Heating and report the outcomes to a future meeting of this Committee		Barry Davidson / Andrew Collins	Commercial and Procurement	City Regeneration & Environment	1	Energy Supply		
58	ARI Parking	Net Zero, Environment & Transport 31/10/23 - (i) to instruct the Chief Officer – Operations and Protective Services to report to this Committee on any future impacts arising from the above recommendations or collaboration with NHS Grampian to improve accessibility to the site for patients, staff and visitors; and (ii) to instruct the Director of Commissioning to invite bus operators to a meeting including the Convener and Vice Convener of the Net Zero Environment and Transport Committee, and representatives from each political group, to discuss the impact the changes to the bus services has had on NHS Grampian staff and patients; and instruct the Director of Commissioning to report back to the next appropriate meeting of the Committee on the outcome of the meetings agreed and any potential further steps		Mark Reilly / David Dunne	Operations / Strategic Place Planning	City Regeneration & Environment	8	Mobility		
59	Carbon Budget Monitoring	Council Budget 01/03/23 - To instruct the Chief Officer - Strategic Place Planning, in consultation with the Chief Officer - Finance, to submit provisional quarterly carbon budget monitoring reports to the Net Zero, Environment and Transport Committee.	It is expected that this will be included as part of regular performance reporting to the Committee	David Dunne	Strategic Place Planning	City Regeneration & Environment	5	Energy Supply		

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2	Ellon Park & Ride to Garthdee Transport Corridor Study (Bus Partnership Fund)	City Growth & Resources Committee on 3/2/22 agreed to instruct the Chief Officer - Strategic Place Planning to report back to this Committee with the Outline Business case and next steps by December 2023.	Completion of the OBC is dependent on the resolution of a number of issues, particularly more certainty around the preferred routing of Aberdeen Rapid Transit (ART) and agreement with Transport Scotland on the optimum approach to modelling and economic analysis throughout the wider Bus Partnership Fund Programme. Officers are working with Transport Scotland and other partners on resolving these issues to allow progression of the OBC as soon as possible.	David Dunne	Strategic Place Planning	City Regeneration & Environment	8	Mobility		
63										
64	EV Infrastructure Joint Procurement Exercise	NZET 20/06/23 - to note that officers would report back to a future Committee on the joint procurement exercise being undertaken in relation to EV infrastructure		David Dunne	Strategic Place Planning	City Regeneration & Environment	TBC	TBC		
65										
66	SERVICE UPDATES									
67	Biodiversity Duty Report 2020-23	Service Update of the finalised designed version to be circulated in Q1 2024		Lina-Elvira Back	Strategic Place Planning					
68	Bus Partnership Fund Grants	CG&R 03/02/22 - to instruct the Chief Officer - Strategic Place Planning, given the long term nature of the project, to bring back update reports on a quarterly basis - agreed at NZET 10/01/23 that these be provided as service updates	Report on today's agenda advises that there has been a pause in the programme for a variety of reasons but progress will recommence next financial year		Strategic Place Planning					
69	Bus Patronage	NZET 09/05/23 - to note that officers would provide a service update in relation to any available data on bus patronage which could be shared (following from the Aberdeen Rapid Transit Options Appraisal report being considered)			Strategic Place Planning					
70	Green Thread	NZET 16/01/24 - to note that the Environmental Manager had offered to discuss the Green Thread and work of the various groups in more detail with Members should they wish to contact him, and that a service update would also be circulated in due course		Steven Shaw	Operations					
71	Intelligent Transport System	NZET 16/01/24 - to note that officers would provide a service update on the Intelligent Transport System		Neale Burrows	Operations					

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2										
72	Time-Limited Exemptions for Taxi Drivers	NZET 31/10/23 - to request that the report to be presented to the Licensing Committee in June 2024 on the impacts of Glasgow's time-limited exemption for taxi operators be circulated to the Net Zero, Environment and Transport Committee members for information								

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	27 March 2024
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Net Zero, Environment and Transport Performance Report
REPORT NUMBER	COM/24/088
DIRECTOR	Gale Beattie
CHIEF OFFICER	Martin Murchie
REPORT AUTHOR	Louise Fox
TERMS OF REFERENCE	7

1. PURPOSE OF REPORT

- 1.1 To present Committee with the status of appropriate key performance measures relating to the services falling within its remit.

2. RECOMMENDATION

- 2.1 That the Committee note the report and provide comments and observations on the performance information contained in the report Appendix A.

3. CURRENT SITUATION

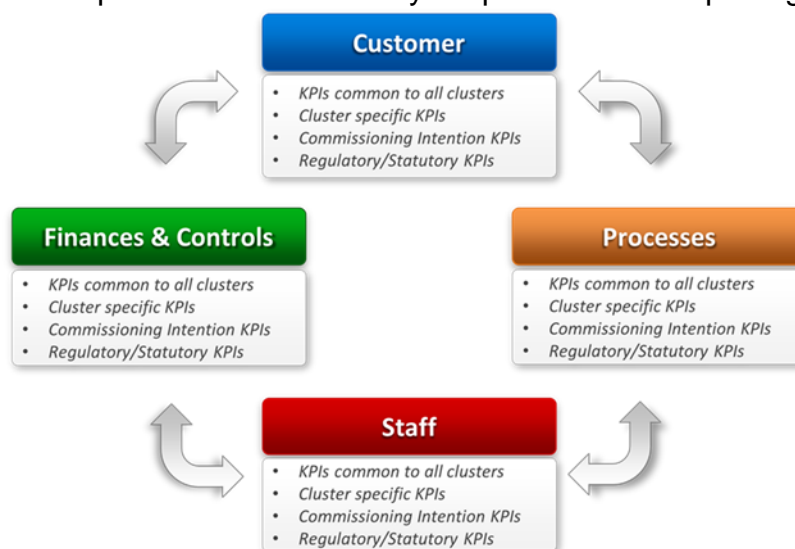
Report Purpose

- 3.1 This report is to provide members with key performance measures in relation to certain appropriate services as expressed within the 2023/24 Council Delivery Plan.

Report Structure and Content

- 3.2 Performance Management Framework Reporting against in-house delivery directly contributing to, or enabling delivery against, the city's Local Outcome Improvement Plan, (LOIP) has informed development of successive Council Delivery Plans, including the 2023/24 Council Delivery Plan agreed by Council on 1st March 2023.
- 3.3 The Council's Performance Management Framework, supporting and enabling scrutiny against progress of the Council Delivery Plan and its key measures, establishes a robust performance management and reporting system which encompasses single and multi-service inputs, outputs and outcomes.
- 3.4 The refreshed Performance Management Framework for 2023/24 was approved at the meeting of Council on the 14th of June 2023.





- 3.5 Service standards against each function/cluster, associated with Council delivery planning, offer continuous insight into the effectiveness, and accessibility of core service provision to the Council’s stakeholders and city communities.
- 3.6 Where appropriate, data capture against these standards is now directly incorporated within the suite of metrics contained within Appendix A and will be reported against on either a monthly, quarterly or annual basis.
- 3.7 The Performance Management Framework provides for a consistent approach within which performance will be reported to Committees. This presents performance data and analysis within four core perspectives, as shown below, which provides for uniformity of performance reporting across Committees.



- 3.8 This report, as far as possible, details performance up to the end of January 2024 or Quarter 3 2023/24, as appropriate. It also includes an update on performance against the annual maximum cap of carbon emissions (tCO₂e) and progress towards meeting the annual carbon savings target (tCO₂e).
- 3.9 Appendix A provides an overview of performance across certain relevant services, with reference to recent trends and performance against target. It also includes, where available, up to date benchmarking information from the most recently published Local Government Benchmarking Framework report and, at appropriate points in the Appendix, further analysis of any performance measures which have been identified as of potential interest in terms of either performance implications or data trends. These are listed below:
- % of complaints resolved within timescale (stage 1 and 2) – Environment
- 3.10 Within the summary dashboard the following symbols are also used:

Performance Measures

Traffic Light Icon

-  On target or within 5% of target
-  Within 5% - 20% of target and being monitored
-  More than 20% below target and being actively pursued
-  Data only – target not appropriate

Where narrative analysis of progress against service standards is provided and has been attributed with a RAG status by the relevant Service Manager, these are defined as follows:

RAG Status

- **GREEN** – Actions are on track with no delays/issues emerging
- **AMBER** – Actions are experiencing minor delays/issues emerging and are being closely monitored
- **RED** - Actions are experiencing significant delays/issues with improvement measures being put in place

4. FINANCIAL IMPLICATIONS

There are no direct financial implications arising out of this report.

5. LEGAL IMPLICATIONS

There are no direct legal implications arising out of this report.

6. ENVIRONMENTAL IMPLICATIONS

There are no direct environmental implications arising out of this report

7. RISK

The assessment of risk contained within the table below is considered to be consistent with the Council's Risk Appetite Statement.

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?

Strategic	None	NA	NA	NA
Compliance	No significant legal risks.	Publication of service performance information in the public domain ensures that the Council is meeting its legal obligations in the context of Best value reporting.	L	Yes
Operational	No significant operational risks.	Oversight by Elected Members of core employee health and safety/attendance data supports the Council's obligations as an employer	L	Yes
Financial	No significant financial risks.	Overview data on specific limited aspects of the cluster's financial performance is provided within this report	L	Yes
Reputational	No significant reputational risks.	Reporting of service performance to Members and in the public domain serves to enhance the Council's reputation for transparency and accountability.	L	Yes
Environment / Climate	None	NA	NA	NA

8. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
Impact of Report	
Aberdeen City Council Policy Statement	None
Aberdeen City Local Outcome Improvement Plan	
Prosperous Economy Stretch Outcomes	The Council aims to support improvement in the local economy to ensure a high quality of life for all people in Aberdeen. This report monitors indicators which reflect current economic activity within the City and actions taken by the Council to support such activity.

Prosperous People Stretch Outcomes	The Council is committed to improving the key life outcomes of all people in Aberdeen. This report monitors key indicators impacting on the lives of all citizens of Aberdeen. Thus, Committee will be enabled to assess the effectiveness of measures already implemented, as well as allowing an evaluation of future actions which may be required to ensure an improvement in such outcomes.
Prosperous Place Stretch Outcomes	The Council is committed to ensuring that Aberdeen is a welcoming place to invest, live and visit, operating to the highest environmental standards. This report provides essential information in relation to environmental issues allowing the Committee to measure the impact of any current action.
Regional and City Strategies	None

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	It is confirmed by Chief Officer Martin Murchie that no Integrated Impact Assessment is required.
Data Protection Impact Assessment	Not required
Other	None

10. BACKGROUND PAPERS

Council Delivery Plan 2023/24 – COM/23/074
[Local Outcome Improvement Plan 2016-2026](#) (July 2021 Refresh)
 Performance Management Framework – COM/23/168

11. APPENDICES

Appendix A – Performance Summary Dashboard

12. REPORT AUTHOR CONTACT DETAILS

Louise Fox
 Strategic Performance and Improvement Officer
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Net Zero, Environment and Transport Committee Performance Report Appendix A

Operations and Protective Services

Environmental Services

1. Customer – Environmental Services

Performance Indicator	Q1 2023/24		Q2 2023/24		Q3 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Total No. complaints received (stage 1 and 2) - Environment	25		39		24		
% of complaints resolved within timescale (stage 1 and 2) - Environment	92%		87.2%		54.2%		75%
% of complaints with at least one point upheld (stage 1 and 2) - Environment	32%		23.1%		16.7%		
Total No. of lessons learnt identified (stage 1 and 2) - Environment	0		0		0		

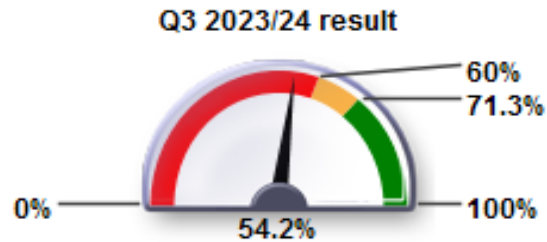
*Lessons learnt referred to throughout this Appendix are lasting actions taken/changes made to resolve an issue and to prevent future re-occurrence for example amending an existing procedure or revising training processes. When a complaint has been upheld, action would be taken in the form of an apology or staff discussion/advice, but these actions are not classified as lessons learnt.

Performance Indicator	Q1 2023/24		Q2 2023/24		Q3 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Number of Partners / Community Groups with links to national campaigns - Green Thread	152		151		184		

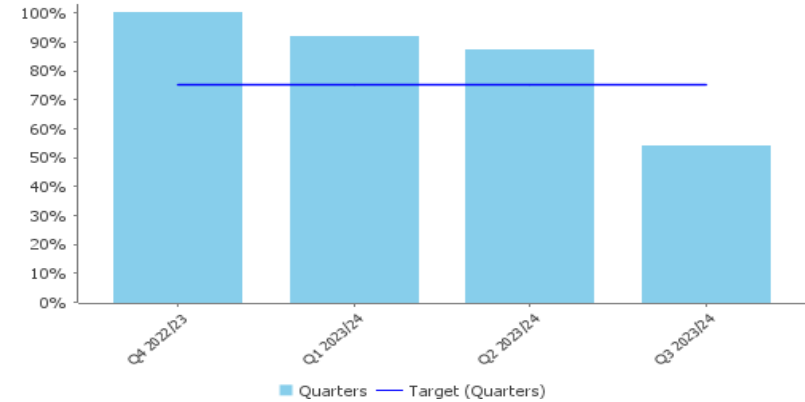
Performance Indicator	2020/21		2021/22		2022/23		2022/23 Target
	Value	Status	Value	Status	Value	Status	
*% of adults satisfied with parks and open spaces	88.6%		89%		87.3%		87.3%
*% of adults satisfied with street cleaning	56%		58%		59%		58.3%

*Target reflects average national figure as reported in published LGBF data

% of complaints resolved within timescale (stage 1 and 2) - Environment



CDPENV003 % of complaints resolved within timescale (stage 1 and 2) - Environment



Why is this important?

Complaint handling is a statutory requirement. Like all Local Authorities, we follow the Model Complaints Handling Procedure set out by the Scottish Public Services Ombudsman (SPSO). This includes the timescales for response which we aim to meet wherever possible. This SPI is most closely linked to the Prosperous People Theme within the Local Outcome Improvement Plan as the effective handling of complaints ensures that people are supported appropriately when and if necessary.

Benchmark Information:

A benchmarking exercise is undertaken on an ad hoc basis by the SPSO which compares each Scottish Local Authority's performance in complaint handling. No recent benchmarking exercises have taken place.

Target:

The target for this measure has been maintained at 75% for 2023/24.

Appendix A

This is what the data is saying:

During 2023/24 there have been an average of complaints 29 per quarter, with a similar amount (24) during Q3. However, with the exception of Q3, for the rest of the year performance has been excellent and well above the target set, 92% in Q1 and 87.2% during Q2. This was also the case for Q4 of 2022/23 with the percentage of complaints resolved within timescale performance sitting at 100%.

This is the trend:

As stated above, with the exception of Q3 performance since the start of the calendar year has been substantially above the target set. We do not, however, view this downturn as the start of a continuing trend, due to the perceived cause being lack of available to deal with the complaints received, due to absence.

This is the impact:

Some of the consequences of this performance are:

- An inconsistent customer experience
- Some customers are experiencing a longer wait than originally advised, potentially resulting in poorer customer satisfaction levels.

These are the next steps we are taking for improvement:

Environmental Services has a very good track record of dealing with and responding to complaints in a timely and appropriate manner. There are occasions when the complexity of the complaint or staff capacity to deal with the complaint can lead to delays. This was the case in quarter 3 and this led to 11 complaint responses being delayed longer than the 5 day target. 7 of these were responded to within 8 days. The service currently has no complaints outstanding. The team has been reminded of the tight turnaround for 1st stage complaints and the service will continue to strive to meet the target set,

Responsible officer:

Steven Shaw

Last Updated:

Q3 2023/24

1. Processes - Environmental Services

Performance Indicator	Nov 2023		Dec 2023		Jan 2024		2023/24 Target
	Value	Status	Value	Status	Value	Status	
% Streets free from litter and refuse (in line with Keep Scotland Beautiful LEAMS standards)	89.8%		Data unavailable				75%
Open spaces satisfactorily maintained (in line with APSE national benchmarking LAMS standards)	No surveys November - March						75%
Number of Complaints upheld by Inspector of Crematoria	0		0		0		0

Performance Indicator	Nov 2023		Dec 2023		Jan 2024		2023/24 Target
	Value	Status	Value	Status	Value	Status	
% Outdoor play areas visited, inspected, and maintained to national standards on a fortnightly basis	100%		100%		100%		100%
% Water safety equipment inspected within timescale	98.6%		98.6%		98.3%		100%

Performance Indicator	2020/21		2021/22		2022/23		2022/23 Target
	Value	Status	Value	Status	Value	Status	
*Street cleanliness score	93.7		89.5		89.5		90.6

*Target reflects average national figure as reported in published LGBF data

2. Staff - Environmental Services

Performance Indicator	Q1 2023/24		Q2 2023/24		Q3 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Quarter - Environment)	1		1		0		
Accidents - Non-Reportable - Employees (No in Quarter - Environment)	4		1		0		

Performance Indicator	Nov 2023		Dec 2023		Jan 2024		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Sickness Absence - Average Number of Days Lost - Environmental	15.3		15.3		15.2		10
Establishment actual FTE	319.18		314.83		313.02		

* We are aware that the reported performance of the 12-month rolling average for working days lost due to sickness absence per FTE throughout this report, is not fully accurate due to current system constraints relating to the calculation of FTE and variable working patterns for some staff. In some cases, the actual absence rate is lower than the reported figure. This does not impact on attendance management for staff and their respective managers. Officers are currently working internally on data quality issues and with the vendor to resolve this anomaly.

3. Finance & Controls - Environmental Services

Performance Indicator	Nov 2023		Dec 2023		Jan 2024		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Staff Costs - % Spend to Date (FYB)	68.1%%		82.5%		84.9%		100%

Fleet and Transport

1. Customer – Fleet and Transport

Performance Indicator	Q1 2023/24		Q2 2023/24		Q3 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Total No. complaints received (stage 1 and 2) - Fleet	1		0		0		
% of complaints resolved within timescale (stage 1 and 2) - Fleet	100%		No complaints Q2/Q3				75%
% of complaints with at least one point upheld (stage 1 and 2) - Fleet	0%						
Total No. of lessons learnt identified (stage 1 and 2) - Fleet	0						

2. Processes – Fleet and Transport

Performance Indicator	Q1 2023/24		Q2 2023/24		Q3 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
% HGV's achieving first time MOT pass	93.3%		100%		100%		95%
% Light Vehicles achieving first time MOT pass	98.9%		93%		93.8%		93%
% of Council fleet - alternative powered vehicles	13.1%		12.3%		14%		
% of Council fleet lower emission vehicles (YTD)	91%		91.4%		93.9%		100%

3. Staff – Fleet and Transport

Performance Indicator	Q1 2023/24		Q2 2023/24		Q3 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Quarter - Fleet)	1		0		0		
Accidents - Non-Reportable - Employees (No in Quarter - Fleet)	0		1		0		

Performance Indicator	Nov 2023		Dec 2023		Jan 2024		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Sickness Absence - Average Number of Days Lost - Fleet	8.8		9.1		8.3		10
Establishment actual FTE	35.86		35.77		35		

4. Finance & Controls – Fleet and Transport

Performance Indicator	Nov 2023		Dec 2023		Jan 2024		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Staff Costs - % Spend to Date (FYB)	58.7%		70.1%		74.3%		100%

Performance Indicator	Q1 2023/24		Q2 2023/24		Q3 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Fleet Services - % of LGV/ Minibuses/ Small Vans Vehicles under 5 years old	67.66%		68.4%		72.5%		80%
Fleet Services - % of large HGV vehicles under 7 years old	68.81%		68.81%		72.12%		80%

Roads and Infrastructure

1. Customer - Roads

Performance Indicator	Q1 2023/24		Q2 2023/24		Q3 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Total No. complaints received - Roads	28		17		32		
% of complaints resolved within timescale - Roads	89.3%		88.2%		84.4%		75%
% of complaints with at least one point upheld (stage 1 and 2) - Roads	53.6%		29.4%		37.5%		
Total No. of lessons learnt identified (stage 1 and 2) - Roads	3		1		1		

2. Processes - Roads

Performance Indicator	Nov 2023		Dec 2023		Jan 2024		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Percentage of all streetlight repairs completed within 7 days	99.65%		92.89%		88.14%		75%
Number of Street Light Repairs completed within 7 days	288		183		342		
Potholes Category 1 and 2 - % defects repaired within timescale	100%		95.49%		78.35%		95%
Potholes Category 1 and 2 - No of defects repaired within timescale	1,131		720		1,274		

Performance Indicator	2020/21		2021/22		2022/23		2022/23 Target
	Value	Status	Value	Status	Value	Status	
Percentage of A class roads that should be considered for maintenance treatment (3 year rolling survey)	21.1%		20.6%		19.2%		27.2%
Percentage of B class roads that should be considered for maintenance treatment (3 year rolling survey)	23.8%		25.37%		24.6%		31.5%
Percentage of C class roads that should be considered for maintenance treatment (3 year rolling survey)	22.9%		22.1%		18.3%		33.7%

Performance Indicator	2020/21		2021/22		2022/23		2022/23 Target
	Value	Status	Value	Status	Value	Status	
Percentage of Unclassified roads that should be considered for maintenance treatment (3 year rolling survey)	30.6%		30.27%		29.3%		36.4%

*Target reflects average national figure as reported in published LGBF data

3. Staff - Roads













Performance Indicator	Q1 2023/24		Q2 2023/24		Q3 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Quarter - Roads)	1		1		0		
Accidents - Non-Reportable - Employees (No in Quarter - Roads)	1		2		1		




Performance Indicator	Nov 2023		Dec 2023		Jan 2024		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Sickness Absence - Average Number of Days Lost - Roads	13.5		13.2		13.0		10
Establishment actual FTE	162.19		161.19		159.59		

4. Finance & Controls - Roads

Performance Indicator	Nov 2023		Dec 2023		Jan 2024		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Staff Costs - % Spend to Date (FYB)	63.6%		77.4%		80.7%		100%







1. Customer - Waste

Performance Indicator	Q1 2023/24		Q2 2023/24		Q3 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Total No. complaints received - Waste	42		58		92		
% of complaints resolved within timescale - Waste	78.6%		93.1%		95.7%		75%
% of complaints with at least one point upheld (stage 1 and 2) - Waste	66.7%		56.9%		75%		
Total No. of lessons learnt identified (stage 1 and 2) - Waste	0		0		0		

Performance Indicator	2020/21		2021/22		2022/23		2022/23 Target
	Value	Status	Value	Status	Value	Status	
*% of adults satisfied with refuse collection	82.03%		83.3%		86.3%		78%

*Target reflects average national figure as reported in published LGBF data

2. Processes – Waste

Performance Indicator	Q1 2023/24		Q2 2023/24		Q3 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
*% Waste diverted from Landfill	61.4%		72.8%		87.7%%		85%
*Percentage of Household Waste Recycled/Composted	40.1%		41.6%		42.9%		50%

*% Waste diverted from Landfill/% Household Waste Recycled/Composted – These figures are intended and used for internal monitoring only and are based on a rolling 12-month period.

Recycling and Diversion rate for rolling 12 months Jan 2023 – Dec 2023

Description	Tonnage (T)	Percentage	Target
Recycled	35472	42.9%	50%
EfW	37029	44.8%	
Total Waste diverted from landfill (= Recycled + EfW)	72501	87.7%	85%
Landfilled	10133	12.3%	
Total household waste	82635	100%	

3. Staff – Waste

Performance Indicator	Q1 2023/24		Q2 2023/24		Q3 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Quarter - Waste)	0		1		0		
Accidents - Non-Reportable - Employees (No in Quarter - Waste)	2		3		12		

Performance Indicator	Nov 2023		Dec 2023		Jan 2024		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Sickness Absence - Average Number of Days Lost - Waste	14.1		13.6		12.9		10
Establishment actual FTE	186.34		187.12		187.05		

4. Finance & Controls – Waste

Performance Indicator	Aug 2023		Sep 2023		Oct 2023		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Staff Costs - % Spend to Date (FYB)	42.5%		50.9%		59.6%		100%





Strategic Place Planning

Climate and Sustainability Policy

Carbon Budget

Performance Indicator				
We will remain within the annual maximum cap of carbon emissions (tCO2e)*				
Carbon Budget 2023/24	Q1 Status	Q2 Status	Q3 Status	Cap 23/24 tCO2e
Maximum cap on total Council carbon emissions (tCO2e)* 2023-24				26,474
Maximum cap on total Council carbon emissions (tCO2e)* 2023-24 (including district heating)				
Emissions tCO2e - scope 1 & 2	Q1 Status	Q2 Status	Q3 Status	Indicative cap on emissions
Council Buildings (energy)				19,155
Fleet assets (vehicle & plant)				3,582
Emissions tCO2e - scope 3	Q1 Status	Q2 Status	Q3 Status	Indicative cap on emissions
Water				125
Staff travel - grey fleet				192
<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="width: 30%;"> <i>Within the maximum cap in emissions</i></div> <div style="width: 30%;"> <i>Within 10% exceedance of maximum cap</i></div> <div style="width: 30%;"> <i>Over 10% exceedance of maximum cap</i></div> </div>				
<p>Carbon budget provisional figures are intended to be used for internal monitoring. Total Council emissions are from sources including Council building (electricity, gas, oil, district heating); water; fleet assets (vehicle and plant); street lighting; internal waste; homeworking. Provisional data may not be complete and include some information only available as an estimate at time of update. Improvements to data collation and monitoring are taking place as part of work to mature the carbon budget process.</p> <p>Quarter 1 -3 provisional data indicates:</p> <ul style="list-style-type: none"> Total Council emissions tCO2e have been reducing in line with the reduction trajectory, this is based on original scope. However, total Council emissions tCO2e including district heating data (included from 2022/23) may exceed the maximum cap in emissions. <p>When this is broken down, quarter 1-3 provisional data by emission source indicates:</p> <ul style="list-style-type: none"> Total emissions from buildings (energy - electricity, gas, oil, district heating) are just below the reduction trajectory. Total emissions from fleet assets are currently exceeding the reduction trajectory. Further analysis of fleet data is taking place. Total emissions for water are within the reduction trajectory. Emissions from staff travel (grey fleet) are just below the reduction trajectory. <p>*tCO2e - tonnes of carbon dioxide equivalent</p>				

Traffic Light Icons Used

	On target or within 5% of target
	Within 5% - 20% of target and being monitored
	More than 20% below target and being actively pursued
	Data only – target not appropriate

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport Committee
DATE	27 March 2024
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Operations & Protective Services - Cluster Risk Registers and Assurance Maps
REPORT NUMBER	RES / 24 / 090
DIRECTOR	Steve Whyte
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Mark Reilly
TERMS OF REFERENCE	9

1. PURPOSE OF REPORT

- 1.1 To present the Cluster Risk Registers and Assurance Maps in accordance with Net Zero, Environment and Transport Committee Terms of Reference to provide assurance that risks are being managed effectively within each Cluster.

2. RECOMMENDATION

That the Committee:-

- 2.1 Note the Cluster Risk Register and Assurance Map set out Appendices A and B.

3. CURRENT SITUATION

- 3.1 The Audit, Risk and Scrutiny Committee is responsible for overseeing the system of risk management and for receiving assurance that the Extended Corporate Management Team (ECMT) are effectively identifying and managing risks. Reviewing the strength and effectiveness of the Council's system of risk management as a whole is a key role for the Committee.

- 3.2 The Risk Management Policy Framework states that all other committees should receive assurance on the risk management arrangements which fall within their terms of reference. This is provided through the risk register for the Operations and Protective Services Cluster which falls within the remit for this Committee.

Risk Registers

- 3.1 The Council's Risks Registers are tools used by Functions and Clusters to capture and manage the risks which could prevent achievement of organisational outcomes and service delivery.

- 3.2 The Council's Corporate Risk Register (CRR) captures the risks which pose the most significant threat to the achievement of the Council's organisational outcomes and have the potential to cause failure of service delivery. The CRR scrutinised annually by the Audit, Risk and Scrutiny Committee.
- 3.3 The Cluster Risk Register is set out in appendix A and reflect the risks which may prevent the Operations and Protective Services Cluster from delivering on organisational outcomes and services, these risks may be escalated to the CRR where deemed necessary.
- 3.4 The risks contained within the Risk Register are grouped below by risk category in and show the Council's corresponding risk appetite for each category as set within the Council's Risk Appetite Statement (RAS) which was approved by the Audit, Risk and Scrutiny Committee in February 2022.

The Cluster is working towards a target risk score which aligns with the risk appetite.

Risk Category	Risk Title	Target Risk Appetite	Aligned with RAS ?
Strategic	Waste Disposal Failure	Averse	No
Compliance	Loss of Operator's Licence	Averse	Yes
Compliance	Loss of UKAS Accreditation	Averse	Yes
Operational	Substance Misuse	Averse	No
Reputational	Non- compliance - Interventions/Food Law Code Of Practice	Cautious	Yes
Climate/Environmental	Sea Defence Failure	Open	No
Climate/Environmental	Climate change – Tree Disease	Cautious	Yes

- 3.5 The Cluster Risk Register provides the organisation with the detailed information and assessment for each risk identified including;
- **Current risk score** – this is current assessment of the risk by the risk owner and reflects the progress percentage of control actions required in order to achieve the target risk score.
 - **Target risk score** – this is the assessment of the risk by the risk owner after the application of the control actions. This is aligned with the risk appetite for this particular category of risk.
 - **Control Actions** – these are the activities and items that will mitigate the effect of the risk event on the organisation.
 - **Risk score** – each risk is assessed using a 4x6 risk matrix as detailed below.

The 4 scale represents the impact of the risk and the 6 scale represents the likelihood of the risk event.

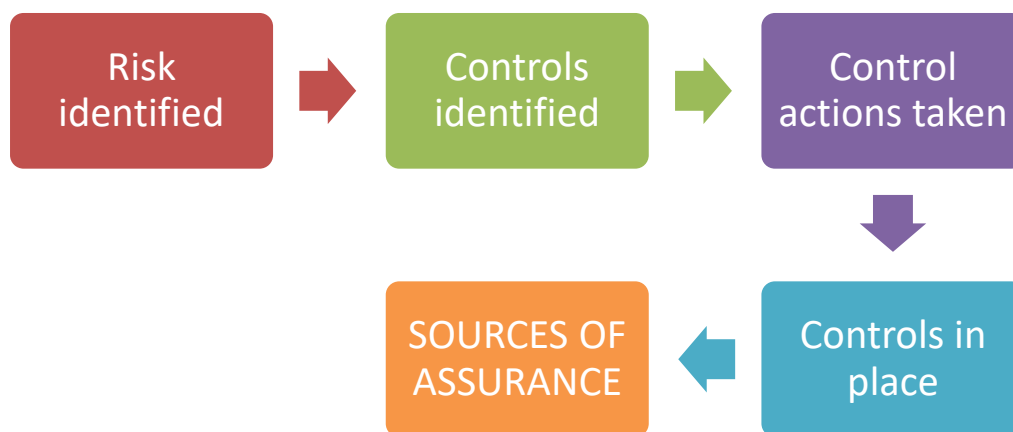
Impact	Score						
Very Serious	4	4	8	12	16	20	24
Serious	3	3	6	9	12	15	18
Material	2	2	4	6	8	10	12
Negligible	1	1	2	3	4	5	6
Score		1	2	3	4	5	6
Likelihood		Impossible	Almost Very Low	Low	Significant	High	Very High

3.6 Development and improvement of the Cluster Risk Register and associated risk management processes has continued since the Cluster Risk Register was last reported to the Committee:

- The Council's Risk Appetite Statement (RAS) was reviewed and updated.
- Regular review and updates to "Managing Risk" pages published on the Council's intranet pages. These pages contain information and links for officers and elected members on the Council's RAS, Risk Management Policy, Guidance and Training.
- The Corporate Risk Lead has continued to provide support to Risk Owners and Managers to review and update Risk Registers to improve monitoring and reporting across the organisation.

Assurance Maps

3.7 The Risk Registers that are reviewed by the Council's Committees list the risks identified within each of the relevant Functions and Clusters and provides detail of the risk, the potential impact and consequence of the risk materialising and the control actions and activities required to management and mitigate the risk. Assurance Maps provide a visual representation of the sources of assurance associated with each Cluster so that Committee can consider where these are effective, following the completion of control actions. Presentation of the Cluster's Assurance Map provides full sight of the defences that the organisation has in place to manage the risks facing local government.



3.9 The Assurance Map provide a breakdown of the “three lines of defence”, the different levels at which risk is managed. Within a large and complex organisation like the Council, risk management takes place in many ways. The Assurance Map is a way of capturing these and categorising them, thus ensuring that any gaps in sources of assurance are identified and addressed:

First Line of Defence “Do-ers”	Second Line of Defence “Helpers”	Third Line of Defence “Checkers”
The control environment; business operations performing day to day risk management activity; owning and managing risk as part of business as usual; these are the business owners, referred to as the “do-ers” of risk management.	Oversight of risk management and ensuring compliance with standards, in our case including ARSC as well as CMT and management teams; setting the policies and procedures against which risk is managed by the do-ers, referred to as the “helpers” of risk management.	Internal and external audit, inspection and regulation, thereby offering independent assurance of the first and second lines of defence, the “do-ers” and “helpers”, referred to as the checkers” of risk management.

Risk Overview

3.10 The Climate Change - Tree Disease Is the only risk which has an increase in the risk score due to the increasing occurrences of trees Infected by pest and diseases, through the impact of climate change.

There Is one new risk about substance misuse and Is associated with societal changes in the use of various substances and the tools available to management to monitor employees. Mitigation of this risk has made the risk more manageable with the new "Substance Misuse" Policy.

The Substance Misuse Risk Averse Score Is not aligned with the Risk Appetite Statement as we want to avoid risks In this area and not tolerate a degree of risk.

The Waste Disposal and Sea Defence Risk Averse Score Is not aligned with the Risk Appetite Statement as we want to avoid risks in this area due to the Impact of failure of delivery In this particular area.

4. FINANCIAL IMPLICATIONS

4.1 There are no direct financial implications arising from the recommendations of this report. This report deals with risk management at Cluster level and this process serves to identify controls and assurances that finances are being properly managed.

5. LEGAL IMPLICATIONS

5.1 There are no direct legal implications arising from the recommendations of this report. The Council’s Risk Registers serve to manage many risks with implications for the legal position and statutory responsibilities of the Council.

6. ENVIRONMENTAL IMPLICATIONS

6.1 There are no direct environmental implications arising from the recommendations of this report.

7. RISK

7.1 There are no risks arising from the recommendations in this report. The Committee is provided with assurance that the risks presented within the Cluster Risk Register are those that may affect achievement of organisational outcomes and delivery of services for each Cluster are identified, appropriately managed and that the Council’s activities are compliant with its statutory duties.

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	The council is required to have a management system in place to identify and mitigate its risks.	The council’s risk management system requires that risks are identified, listed and managed via Risk Registers.	L	Yes
Compliance	As above.	As above.	L	Yes
Operational	As above.	As above.	L	Yes
Financial	As above.	As above.	L	Yes
Reputational	As above.	As above.	L	Yes

Environment / Climate	As above.	As above.	L	Yes
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8. OUTCOMES

- 8.1 The recommendations within this report have no direct impact on the Council Delivery Plan however, the risks contained within the Council's risk registers could impact on the delivery of organisational outcomes.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	It is confirmed by the Chief Officer, Operations and Protective Services that no Integrated Impact Assessment is required.
Data Protection Impact Assessment	Not required
Other	Not applicable

10. BACKGROUND PAPERS

- 10.1 None

11. APPENDICES

- 11.1 Appendix A– Cluster Risk Register Operations and Protective Services
 11.2 Appendix B– Cluster Assurance Map

12. REPORT AUTHOR CONTACT DETAILS

Name	Mark Reilly
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Tel	01224 067401



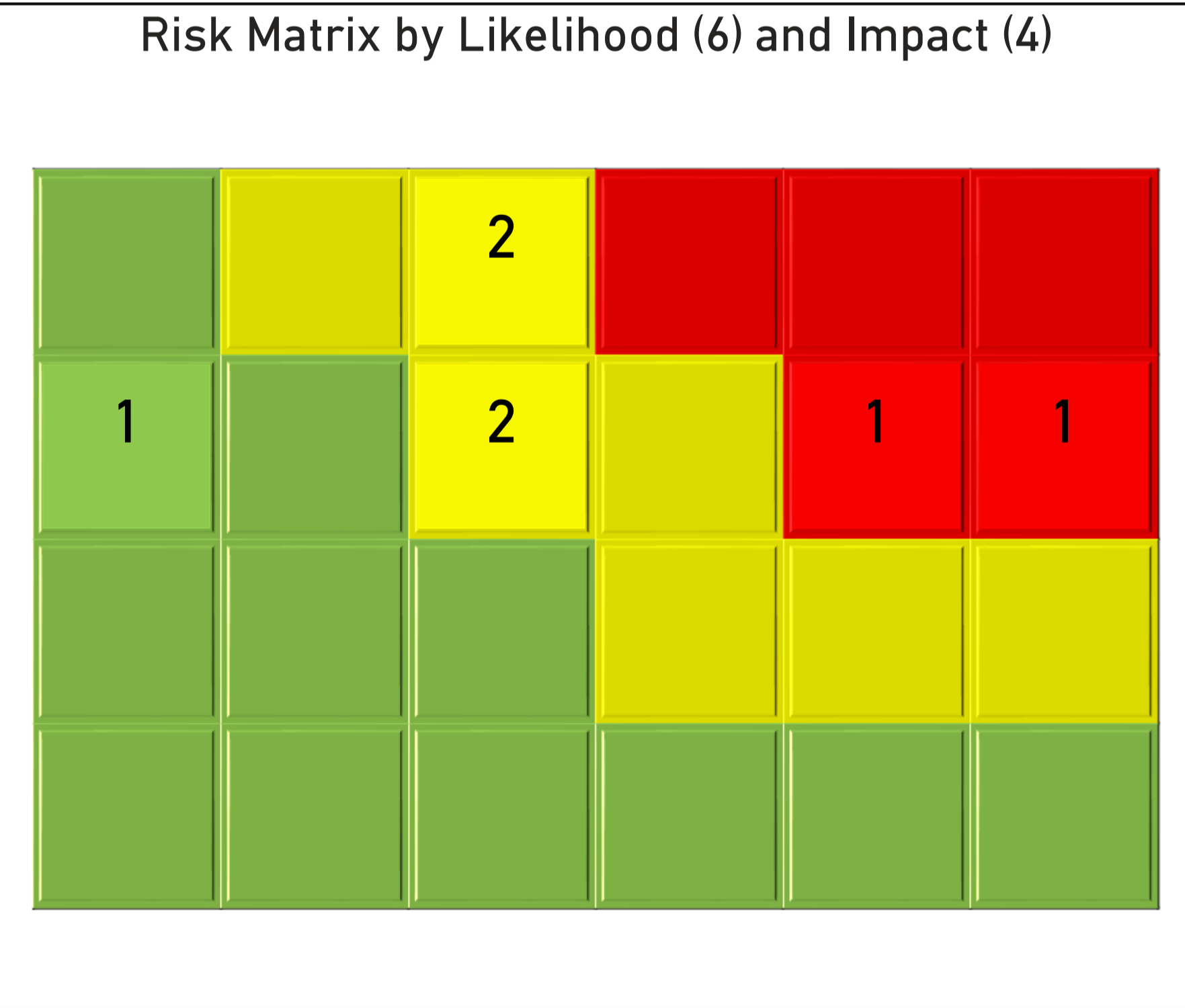
Operations & Protective Services Risk Register

CURRENT CLUSTER RISKS	CURRENT RISK SCORE
Climate change – Tree Disease	12
Loss of Operator’s Licence	9
Loss of UKAS Accreditation	9
Non-Compliance - Interventions / Food Law Code of Practice	18
Sea Defence Failure	12
Substance Misuse	15
Waste Disposal Failure	3

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Number of Cluster Risks

7



FUNCTION	CLUSTER	RISK OWNER	RISK LEAD
Operations	Operations & Protective Services	Mark Reilly	Steven Shaw

RISK TITLE	RISK DESCRIPTION	CONTROL ACTIONS	TARGET RISK SCORE	CURRENT RISK SCORE	CURRENT LIKELIHOOD	CURRENT IMPACT	TARGET COMPLETION DATE
Climate change – Tree Disease	Risk to public safety, increased service demand, and staff H&S operational risks within Operations & Protective Services due to tree pest and diseases such as Ash Dieback and Dutch Elm.	<p>1) Robust tree management of city council tree stock.</p> <p>2) Identify and monitor infected trees, identified through tree and woodland surveys.</p> <p>3) Work with partner organisations i.e. Scottish Forestry, The Woodland Trust and The Tree Council etc, to identify risk, mitigation, and solutions.</p> <p>4) Continue with tree planting projects to replace and replant trees and plant native trees.</p> <p>5) Create action plans to deal with specific tree risks i.e. Ash Dieback.</p> <p>6) Keep up to date on local and national knowledge on tree pests and diseases i.e. Members of working groups, attend seminars etc.</p> <p>7) Tree Squad service review and restructure redesign to ensure more capacity internally to deal with such risks.</p> <p>8) Work with other landowners.</p>	9	12	3	4	30 March 2025

FUNCTION	CLUSTER	RISK OWNER	RISK LEAD
Operations	Operations & Protective Services	Mark Reilly	John Weir

RISK TITLE	RISK DESCRIPTION	CONTROL ACTIONS	TARGET RISK SCORE	CURRENT RISK SCORE	CURRENT LIKELIHOOD	CURRENT IMPACT	TARGET COMPLETION DATE
Loss of Operator's Licence	Effect of services inability to use goods vehicles through loss of operator's licence	1) Maintain in-house documentation, systems and processes for DVSA checks 2) Review and investigate process failures	6	9	3	3	31 December 2024

FUNCTION	CLUSTER	RISK OWNER	RISK LEAD
Resources	Operations & Protective Services	Mark Reilly	Laura Cruickshank

RISK TITLE	RISK DESCRIPTION	CONTROL ACTIONS	TARGET RISK SCORE	CURRENT RISK SCORE	CURRENT LIKELIHOOD	CURRENT IMPACT	TARGET COMPLETION DATE
Loss of UKAS Accreditation	The Laboratory losing, temporarily, its external UKAS accreditation following findings raised at either an annual, or unannounced UKAS visit	1) Maintain in-house documentation, systems and processes for annual audits.	6	9	3	3	30 May 2024

FUNCTION	CLUSTER	RISK OWNER	RISK LEAD
Resources	Operations & Protective Services	Mark Reilly	Hazel Stevenson

RISK TITLE	RISK DESCRIPTION	CONTROL ACTIONS	TARGET RISK SCORE	CURRENT RISK SCORE	CURRENT LIKELIHOOD	CURRENT IMPACT	TARGET COMPLETION DATE
Non-Compliance - Interventions / Food Law Code of Practice	Risk of non-compliance with Interventions/Food Law code of practice due to lack of qualified officers.	<ol style="list-style-type: none"> 1. Realign service priorities and workload on a risk-based basis. 2. Actively recruiting with "grow your own approach" using existing team members to support and provide training to internal or external officers recruited. 3. Engage with profession bodies to alleviate professional shortage e.g. considering different access routes to profession 4. Service Plan - partnership working with Grampian Health Board to communicate and explain the service plan, through this partnership should any public health risks emerge the health board will communicate any concerns and any amendments to the service plan will be made as appropriate.' 	9	18	6	3	30 May 2025

FUNCTION	CLUSTER	RISK OWNER	RISK LEAD
Operations	Operations & Protective Services	Mark Reilly	Neale Burrows

RISK TITLE	RISK DESCRIPTION	CONTROL ACTIONS	TARGET RISK SCORE	CURRENT RISK SCORE	CURRENT LIKELIHOOD	CURRENT IMPACT	TARGET COMPLETION DATE
Sea Defence Failure	Failure of Sea Defences	<p>1) Monitor condition of existing Sea Defences via established inspection and monitoring routines and procedures.</p> <p>2) Conduct maintenance and repairs to existing Sea Defences in accordance with approved budgets.</p> <p>3) Work with partner organisations i.e. Local Resilience Partnership (LRP) in order to maintain Emergency Response Procedures for breach in Sea Defences.</p> <p>4) Review and maintenance of resources/supplies required to respond to breach in Sea Defences.</p> <p>5) Undertake review to identify programme of work for improvements to existing Sea Defences</p>	12	12	3	4	01 November 2024

FUNCTION	CLUSTER	RISK OWNER	RISK LEAD
Operations	Operations & Protective Services	Mark Reilly	Mark Reilly

RISK TITLE	RISK DESCRIPTION	CONTROL ACTIONS	TARGET RISK SCORE	CURRENT RISK SCORE	CURRENT LIKELIHOOD	CURRENT IMPACT	TARGET COMPLETION DATE
Substance Misuse	Risk to services as a result of substance misuse issues in the operational workforce – causing both increased absence (and related cost) and potential risks to service provision and related health and safety concerns.	1. There is a "Substance Abuse" policy approved by Council. This allows for managers to manage employees who are suspected of being under the influence of substances.	3	15	5	3	30 March 2025

FUNCTION	CLUSTER	RISK OWNER	RISK LEAD
Operations	Operations & Protective Services	Mark Reilly	Kris Hultman

RISK TITLE	RISK DESCRIPTION	CONTROL ACTIONS	TARGET RISK SCORE	CURRENT RISK SCORE	CURRENT LIKELIHOOD	CURRENT IMPACT	TARGET COMPLETION DATE
Waste Disposal Failure	Risk of waste disposal failure - loss of markets for materials or waste management contract failure.	1) Contract management in place. 2) Contingency plans developed. 3) Ongoing monitoring of markets and maintaining market knowledge.	2	3	1	3	30 March 2025

Assurance Map		
Cluster - Operations and Protective Services		
Cluster Risk Register Risks:		
<ol style="list-style-type: none"> 1. Climate change – Tree Disease - Risk to public safety, increased service demand, and staff H&S operational risks within Operations & Protective Services due to tree pest and diseases such as Ash Dieback and Dutch Elm. 2. Loss of Operator’s Licence - Effect of services inability to use goods vehicles through loss of operator’s licence. 3. Loss of UKAS Accreditation - The Laboratory losing, temporarily, its external UKAS accreditation following findings raised at either an annual, or unannounced UKAS visit. 4. Non-Compliance - Interventions / Food Law Code of Practice – Risk of Non-compliance with food law code of practice 5. Sea Defence Failure -Failure of Sea Defences 6. Substance Misuse - Risk to services as a result of substance misuse issues in the operational workforce – causing both increased absence (and related cost) and potential risks to service provision and related health and safety concerns. 7. Waste Disposal Failure - Risk of waste disposal failure - loss of markets for materials or waste management contract failure 		
First Line of Defence (Do-ers)	Second Line of Defence (Helpers)	Third Line of Defence (Checkers)
<ul style="list-style-type: none"> • Trained and qualified staff • Operational plans and guidance including surveys, monitoring of existing infrastructure, committee reporting and guidance • Contract Management Guidance and Procurement Regulations • Procedures to implement contract management policies • Operational procedures • Climate risk Assessments & Guidance • Environmental risks (including climate risks) incorporated in business cases, committee reporting and guidance • Weather impact Assessments • Regular monitoring and Infrastructure Assessments • Budget planning for anticipated impacts/ budget requirements • Emergency plans, Operational response procedures 	<ul style="list-style-type: none"> • CMT Boards • Senior Management Team (SMT) undertakes review of Cluster Operational Risk Register • Corporate Policy Documentation • Council Committees • Contract review by Demand Management Board • Strategic plans including North East Flood Risk Management Plan and Strategy; and development of Climate Adaptation Framework (Aberdeen Adapts) • Strategic Commissioning Committee • Inclusion in plans, programmes, strategies including those for planning, transport & housing • Local Resilience Partnership undertaking resilience planning and preparedness across all partners • Public protection committee oversight of resilience arrangements • Local Outcome Improvement Plan (LOIP) • APSE benchmarking 	<ul style="list-style-type: none"> • Annual Climate Change report (Public Bodies Climate Change Duties) submitted to Scottish Government • Regional and National reports from Scottish Government, UK Government and SEPA • North Regional Resilience Partnership • Grampian Local Resilience Partnership • Scottish Government performance review and reports • Testing of emergency plans at partner level • Adaptation Capability Framework Benchmarking Tool • North Regional Resilience Partnership • Community Planning Aberdeen Board (CPA Board) • Local Outcome Improvement Plan (LOIP) Residual

Appendix B – Assurance Map for Operations and Protective Services Cluster -Risk Register

<ul style="list-style-type: none"> • Investigation with other LA's / SCOTS and our Legal teams whether we can refuse to sign up to the legal agreement • Service Business Continuity Plans • Roads Winter Maintenance Plans • Flood Risk Management Plans • Community involvement • Cross Service training events • Joint working with internal/external resources and Environmental Services • Park Management Plans • Internal / external communication and networking • Committee reporting • LOIP Improvement projects 11.3, 13.2 • Maintaining an awareness of current accreditation requirements through receiving regular updates from UKAS • UKAS included as a main topic in team meetings and as an objective in PR&Ds • Fleet Service Users • Drivers / Operators • Fleet Workshop Managers and Operatives • Waste Service Policies 	<ul style="list-style-type: none"> • Aberdeen Open Space Strategy • Aberdeen Food Growing Strategy • Partnership working through Northern Roads Collaboration Group / Committee • Comprehensive in-house quality system audit programme to cover all aspects of current quality systems. • Union partnership (safety representatives) • Planning works as per CDM regulations 2015 • Risk assessment Method Statements and procedures established and reviewed • Coordination of works by team leaders • Team Leader supervision • Internal inspection regimes • Fleet Management / Compliance Team • Procurement Team • Operational management team, Contract managers, Team leaders, Risk control team • Customer feedback management system • KPI's management systems established • Service User's 	<ul style="list-style-type: none"> • Participation in external quality system audit programme to cover all aspects of current quality system • Participation in external quality system inspection programme to cover all aspects of current quality system • External Audit provider UK Logistics (FTA) • DVSA • Police Scotland • Catering Service Quality Management System, BSI 9001 • CITB (Industrial Training Board) inspection/ audit • Skills development Scotland (Managing agency Tullos Training) Inspection/ audit • Gas Safe Register risk-based audit • Scottish Electrical Charitable Training Trust (Managing agency NICEIC) periodic audit • External fuel providers (contingency plan) • Scottish Road Works Commissioner – Annual Performance Review Report • Waste Data Flow Report to SEPA
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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	27 March 2024
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Net Zero Aberdeen & Aberdeen Adapts: Annual Report 2023/24
REPORT NUMBER	COM/24/091
DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Emma Young
TERMS OF REFERENCE	5

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to provide an update to committee on progress of city collaborative place-based climate change work; in line with the objectives of the Net Zero Aberdeen Routemap and Aberdeen Adapts: Climate Adaptation Framework.

2. RECOMMENDATION(S)

That the Committee :-

- 2.1 Note the summary of key collaborative actions progressed in 2023/24;
- 2.2 Endorse the content of the Appendix A - Net Zero Aberdeen and Aberdeen Adapts Summary of Progress 2023/24.

3. CURRENT SITUATION

Background

- 3.1 The Net Zero Aberdeen Routemap (2022) sets out a pathway towards the City of Aberdeen achieving net zero by 2045. It is supported by six Enabling Strategies on key themes including Mobility, Buildings and Heat, Circular Economy, Energy Supply, Natural Environment and Empowerment. The Aberdeen Adapts: Climate Adaptation Framework (2022) is the city-wide climate adaptation framework, preparing for and building resilience to the impacts of climate change. It should be noted that Net Zero Aberdeen and Aberdeen Adapts were co-created and will be co-delivered. Appendix A represents progress on actions from a range of collaborators.

- 3.2 In February 2022, Council instructed the Chief Officer - Strategic Place Planning to report back on an annual basis on progress towards the objectives of both Net Zero Aberdeen Routemap and Aberdeen Adapts. An initial annual report was brought to the Net Zero, Environment and Transport committee in May 2023 (COM/23/129 – Net Zero Aberdeen Workplan), including progress during the 2022/23 period and an indicative workplan for 2023/24.
- 3.3 Progress on key milestones in the Net Zero Aberdeen and Aberdeen Adapts workplan for 2023/24 are included in the below sections. Dates included in the workplan have been revised since the indicative workplan, this is due to the collaborative nature of the work which involves external organisations and stakeholders.

Governance

- 3.4 In February 2023, Council agreed the following in relation to governance of Net Zero Aberdeen and Aberdeen Adapts:
- Appoint an elected member as Chair of the Net Zero and Adaptation Board for a period of 12 months in the first instance.
 - Instruct the Chief Officer - Strategic Place Planning, following consultation with the appointed Chair of the Net Zero and Adaptation Board, to invite additional external members to the Board to reflect the range of net zero and adaptation themes for Aberdeen.
- 3.5 The Vice-Convenor of the Net Zero, Environment and Transport Committee has been appointed as Chair of the Net Zero and Adaptation Board for an initial period of 12 months.
- 3.6 The Terms of Reference for the refreshed Net Zero and Adaptation Board included expanded membership with more balanced representation across multiple sectors including Energy, Skills/Industry, Further Education, Mobility, Built Environment/Infrastructure, Natural Environment and increased Third sector, Community and Youth representation.

Officers engaged with the Chair in establishing a list of potential participants and stakeholders to represent each sector and narrow down this list to select the representatives. Invitations were sent out directly to the refreshed Aberdeen Net Zero and Adaptation Board by the Chair of Board in December 2023. There is ongoing dialogue with board invitees and a deadline has been set for responses by 8th March 2024. Officers will update this committee once full membership of the Board is confirmed.

- 3.7 Following invitation of Board Members to the refreshed Aberdeen Net Zero and Adaptation Board, a first meeting of the refreshed Net Zero and Adaptation Board will be scheduled for Spring 2024. The objectives of this meeting will be to:
- Elect a Vice-Chair of the Board
 - Set direction for city-wide climate projects for the upcoming year

- Schedule its work programme for 2024-2025

Data, monitoring, and reporting 2023/24

- 3.8 A Climate Intelligence Service (CIS) has been established by the Improvement Service and Edinburgh Climate Change Institute to build council capacity and capability in local authority area wide emissions and provide data-informed evidence to support continuous improvement of local authority climate action plans. Council officers have participated in User Group Workshops to involve the development of this service and an officer sits on the Scottish Climate Intelligence Service Programme Board.

At time of reporting initial outputs from CIS are in development, including Local Authority area wide emission data sets; and procurement of a data platform to support the design, management and delivery of action plans for area-wide emissions reduction in local authority areas.

- 3.9 Scottish Government is producing Statutory Guidance to support the public sector in meeting climate duties, due to be published March 2025, indications are that the guidance will also include information for local authorities on area wide emissions.
- 3.10 The Council participates in the Adaptation Scotland Public Sector Climate Adaptation Network sharing knowledge with other Public Bodies around climate adaptation and resilience. An annual review of adaptation progress using the Adaptation Scotland Public Sector Adaptation Benchmarking tool was completed in 2023/24.
- 3.11 The Council Climate Change Report was approved at the Net Zero, Environment and Transport Committee on 31 October 2023. In addition to the statutory section which includes emissions data and updates on progress relevant to Council assets and operations; the report included a recommended section on area-based emissions and Council partnership contributions to area-based emissions for the 2022/23 period.

Key Council and Council partnership place-based net zero and adaptation activity related to the 2023/24 reporting period will be included within the Council Climate Change Report to be submitted November 2024.

Circular Economy project programme 2023/24

- 3.12 One of the key work items included within the 2023/24 workplan was to develop a Circular Economy project programme, to support the Net Zero Aberdeen Routemap and Circular Economy Strategy. Following an initial series of three online Circular Economy stakeholder workshops in March 2023, a summary report was published covering the workshop outcomes. The workshops were carried out in partnership with Zero Waste Scotland and an external facilitator Circle Indigo, to review and work on the city-wide approach to a circular

economy, as part of the Net Zero Aberdeen Routemap and Circular Economy Strategy. The purpose of the three workshops was:

- To understand the circular economy, its benefits, and the important role of cities in driving transition
- To understand the strategic context within Aberdeen (linking to the Net Zero Aberdeen Routemap and Circular Economy Strategy)
- To identify opportunities to integrate circular economy into existing projects and programmes of work
- To identify opportunities for new circular economy projects and programmes
- To prioritise actions and projects to take forward.

The report (created by the workshop facilitator) is publicly available on the Net Zero Aberdeen website here: [NZA Sprint Workshops - Output Report - March 2023.pdf \(aberdeencity.gov.uk\)](https://www.aberdeencity.gov.uk/sites/default/files/2023-03/NZA_Sprint_Workshops_-_Output_Report_-_March_2023.pdf).

The report contains details of ongoing circular economy projects identified during the workshops, potential circular economy project ideas for the city, and linked potential barriers, as identified by the workshop participants. The appendix of the workshop report contains the full participant and workshop outputs, captured verbatim for each workshop. The output report has driven further dialogue with Zero Waste Scotland regarding opportunities for stakeholder engagement on the Circular Economy in the region and participation in development of further engagement activities.

- 3.13 A Circular Economy Business Officer was in place from April 2023 to March 2024, in a regional shared role between Aberdeen City Council, Aberdeenshire Council and Business Gateway. The Circular Economy Business Officer worked with businesses to provide circular economy support, establish connections between businesses, carry out awareness raising presentations, and delivered a regional Circular Economy Business Insights Survey. There is ongoing dialogue with Zero Waste Scotland in relation to city and regional circular economy opportunities.

Communication Plan and Engagement 2023/24

- 3.14 Communication blocks were carried out as planned throughout the 2023/24 period. These included:
- During Scotland's Climate Week (25 September to 01 October 2023) the Council ran a campaign of five social media posts with topics including; promoting Scotland's Climate Week, actions the Council are taking, and how to vote for projects to receive funding from the Just Transition Participatory Budgeting Fund. These posts reached 3,700 users.
 - During the UN Climate Change Conference (COP 28) (30 November to 12 December 2023) – a Council social media post highlighted COP28 and promoted Aberdeen's net zero and adaptation plans, reaching 826 users.
 - A programme of regional climate events coordinated by North East Scotland Climate Action Network (NESCAN) Hub. For Climate Week North East (24

March to 02 April 2023) – the Council contributed 11 events to the programme, including litter picks, webinars, and tours of facilities. A campaign of 32 social media posts were issued promoting the Council events, and wider Climate Week North East programme, reaching a total of 24,300 users.

- 3.15 Net Zero Aberdeen received the following awards during the 2023-24 period:
- June 2023 - "Best Plan" award win at the Royal Town Planning Institute (RTPI) Scotland Awards for Planning Excellence.
 - November 2023 - "Excellence in Plan Making" category at the UK RTPI Awards.
- 3.16 The Aberdeen Climate and Nature Pledge is a commitment by the organisations and people of the City of Aberdeen to act within their own organisations and lives to contribute towards the Net Zero Aberdeen Routemap and Aberdeen Adapts climate adaptation framework. Further promotion of the Aberdeen Climate and Nature Pledge was carried out during the 2023/24 period, alongside ongoing administration of new signatories and the Net Zero Aberdeen website, which hosts the Pledge alongside city climate strategies, news and information. There are currently 100 signatories of the Aberdeen Climate and Nature Pledge, including 30 organisations and 70 individuals/households.
- 3.17 The Council hosted a number of project placements, in summer 2023, for University of Aberdeen students undertaking the MSc Sustainability Transitions course.

This included a project in relation to the Aberdeen Climate and Nature Pledge which looked at learning from similar pledge schemes. The project included desk-based research and 17 interviews (with professionals from business, communities, climate change, technology, academia), and provided an executive summary and presentation with potential options and suggested solutions for further development and expansion of the Pledge scheme.

A research project was also undertaken to investigate how to add blue and green infrastructure to low-income housing areas in Aberdeen City. The research identified key strategies for adding blue and green infrastructure, involving the community, aligning with sustainability goals, and following policy guidance. The research interviewed 44 residents, finding that they value the existing green spaces, but are not aware of retrofitting options. However, they are interested in retrofitting benefits such as improved air quality, stormwater management, and biodiversity. The research proposed a possible retrofit including different green infrastructure elements, such as grass pavers, rain gardens, vegetated swales, tree planting and a wildflower meadow.

- 3.18 Further activity was carried out to engage children and young people in city-wide climate and nature activity, and to integrate the themes of Net Zero Aberdeen and Aberdeen Adapts into wider work including:

- The development of the Child Friendly Placemaking Project. The output of this project (approved by Council 08 February 2024) is a series of four animations to engage children and young people on the key themes and elements of city-wide strategies; including the Net Zero Aberdeen Routemap and Enabling Strategies, and Aberdeen Adapts Framework. The key themes of the climate strategies have been integrated into the animations which were developed in collaboration with young people.
- Election of the second Youth Climate President and Youth Climate Council, and invitation of the Youth Climate President to represent the Youth Climate Council on the Aberdeen Net Zero and Adaptation Board.

3.19 Officers responded to a number of national consultations in relation to net zero and adaptation context; and a number of national enquiries around the public sector and climate change. These include the Scottish Government Draft Energy Strategy & Just Transition Plan Consultation, Call for views - Circular Economy (Scotland) Bill, Scotland's draft Circular Economy and Waste Routemap to 2030, Wellbeing and Sustainable Development Bill, and Tackling the Nature Emergency Consultation.

Infographic summary

3.20 A summary of 2023/24 city-wide climate change activity is shown in Appendix A - Net Zero Aberdeen and Aberdeen Adapts Summary of Progress 2023/24. This contains key information highlighting collaborative work carried out by stakeholders across the city against the objectives of the Net Zero Aberdeen Routemap, the six Enabling Strategies, and the Aberdeen Adapts Framework during the 2023/24 reporting period. These are set out under headings of; Circular Economy, Buildings & Heat, Mobility, Energy Supply, Natural Environment, Adaptation & Resilience, and Empowerment & Communication. The content of this document is intended to be presented as a short infographic, to be developed through a design process after the indicative content is approved.

As governance, data collation and monitoring mature this will build a more comprehensive picture of net zero and adaptation actions. The Aberdeen Net Zero and Adaptation Board will be involved in the monitoring of city-wide projects that will inform future annual summaries.

4. FINANCIAL IMPLICATIONS

4.1 There are no direct financial implications arising from the recommendations of this report.

5. LEGAL IMPLICATIONS

- 5.1 Work towards emission reduction targets under Net Zero Aberdeen and adaptation goals under Aberdeen Adapts contributes to the Council's and other public bodies duties under Part 4 of the Climate Change (Scotland) Act 2009 and the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019.

6. ENVIRONMENTAL IMPLICATIONS

- 6.1 The recommendations in this report will support monitoring of place-based climate actions and help to inform stakeholders on progress towards the delivery of city net zero targets and climate resilience activities as set out in the Net Zero Aberdeen Routemap and Aberdeen Adapts: Climate Adaptation Framework.

7. RISK

The assessment of risk contained within the table below is considered to be consistent with the Council's Risk Appetite Statement.

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	Failure where the Council has scope of influence to contribute to place-based targets for Net Zero and adaptation goals.	Monitoring against the Work plan established for 2023-24.	L	Yes
Compliance	Failure to align with and contribute to the delivery of national targets/ programmes.	Monitoring and review of emerging legislation	M	Yes
Operational	Failure to monitor progress.	Engagement in the development of climate project and scenario tools to support future improvements, and	L	Yes

		monitoring of national activity.		
Financial	No direct financial risk.			Yes
Reputational	Failure to support place-based climate plans and targets.	Approved governance. Communication Plan and Council Core Co-ordination Group in place for place-based climate work.	M	Yes
Environment / Climate	Risk to the delivery of Net Zero Aberdeen & Aberdeen Adapts.	Ongoing support for the delivery of collaborative place-based climate work programmes.	M	Yes

8. OUTCOMES

<u>COUNCIL DELIVERY PLAN 2023-2024</u>	
	Impact of Report
Aberdeen City Council Policy Statement <u>Working in Partnership for Aberdeen</u>	The proposals within this report support the delivery of the following aspects of the policy statement: <ul style="list-style-type: none"> • Work with partners to deliver a just transition to net zero and plan to make Aberdeen a net-zero city • Support efforts to move towards a circular economy • Improving cycle and active transport infrastructure
<u>Aberdeen City Local Outcome Improvement Plan 2016-26</u>	
Prosperous Place Stretch Outcomes	The proposals within this report support the delivery of LOIP Stretch Outcome 13. Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate. The paper seeks approval for an indicative net zero workplan which supports the LOIP key driver 13.1 Reducing emissions across the city through delivery of Aberdeen's Net Zero Vision & Routemap.
Regional and City Strategies	The proposals within this report support the Net Zero Aberdeen Routemap; Net Zero Buildings and Heat Strategy; Net Zero Energy Supply Strategy; Net Zero Mobility Strategy; Net Zero Circular Economy Strategy; Net Zero Natural Environment Strategy;

	Net Zero Empowerment Strategy; Aberdeen Adapts: Climate Adaptation Framework.
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9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	New Integrated Impact Assessment has been completed
Data Protection Impact Assessment	Not required
Other	Not required

10. BACKGROUND PAPERS

- 10.1 [COM/23/054](#) Climate Change (Place) Governance Proposals
- 10.2 [CFS/23/084](#) 2022 Education Climate Change Report
- 10.3 [COM/23/129](#) Net Zero Aberdeen Workplan
- 10.4 [COM/23/329](#) Climate Change Report 2022-23

11. APPENDICES

- 11.1 Appendix A - Net Zero Aberdeen and Aberdeen Adapts Summary of Progress 2023/24

12. REPORT AUTHOR CONTACT DETAILS

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Appendix A- Net Zero Aberdeen and Aberdeen Adapts Summary of Progress 2023/24

Net Zero Aberdeen and Aberdeen Adapts are city-wide strategies for reducing emissions and adapting to climate change. Net Zero Aberdeen Routemap and Aberdeen Adapts Framework were co-created. City net zero and adaptation actions are being delivered by a range of organisations and partnerships. This summary represents progress and key updates over the 2023/24 period across headings of Circular Economy, Buildings & Heat, Energy, Mobility, Natural Environment, Adaptation & Resilience, and Empowerment & Communication.

Work to refresh Governance progressed in 2023 including updated membership of the Aberdeen Net Zero and Adaptation Board to increase representation to reflect the themes of Net Zero Aberdeen and Aberdeen Adapts.

Circular Economy

- In December 2023 the NESS Energy from Waste facility began accepting full capacity of non recyclable waste, which is around 150,000 tonnes per year for Aberdeen City, Aberdeenshire, and Moray Councils combined.
- In August 2023 the 'Re-use Shop' project at Hazlehead Household Waste & Recycling Centre launched its Big Paint Give-Away to celebrate its first birthday. The "Re-use Shop" sells good quality pre-loved items for re-use.
- Published a Zero Waste Scotland Circular Economy output report, consolidating ideas for a local circular economy work programme from industry, education and community representatives.
- Launched a 'Lend and Mend Hub' at Central Library, June 2023, allowing residents to repair, reuse, and upcycle everyday items.
- A Regional Circular Economy Business Officer engaged with 35 city organisations.
- Participated in a James Hutton Institute Circular Economy: people, behaviours and skills, Project Advisory Group.

Buildings & Heat

- Up to 2023/24, a total of 3,631 domestic connections and 30 public buildings have been connected to the district heating network. This is a total which includes council and non council properties.
- Torry Heat Network public drop-in event held June 2023, and underground main distribution pipes installed.

- 93% of Council Stock Housing was rated Energy Performance Certificate energy rating of “C” and above.
- Aberdeen Local Development Plan 2023 adopted by the Council.
- RGU Digital Innovation Lab established focusing on digital solutions for energy retrofit and engagement in place based initiatives.

Energy

- Planning application approval in June 2023 for the erection of a Hydrogen production and vehicle refuelling facility, solar farm and underground solar grid connection for the Aberdeen Hydrogen Hub, a Joint Venture with bp.
- Energy Transition Zone Masterplan approved, and planning application submitted for the Energy Transition Zone.
- Increase in planning applications for Solar Panels, Electric Vehicle Charging Infrastructure and Battery Storage in the city.
- Commencement of the H2 Twin Cities initiative between Aberdeen and Kobe, Japan, supported by the UK and Japanese governments.
- In November 2023, the University of Aberdeen’s Just Transition Lab presented the findings of its multi-disciplinary investigation 'Just Transition for Workers and Communities in Aberdeen and Aberdeenshire: Indicators and Scenarios'.
- ABZ Skills Pipeline launched to create a programme of linked opportunities with multiple employers for young people across Aberdeen schools. The Council will work with employers, initially in the energy sector, to strengthen educational links and help pupils learn about the industry, careers, and the various routes into them.
- Continued operation of X-Academy supporting growth in skills for the renewable energy workforce.
- RGU Energy Transition Institute published “Powering up the Workforce: The future of the UK offshore energy workforce” in September 2023, which examines the opportunities for the workforce from an energy transition.
- Scottish Schools Hydrogen Challenge inter-schools final held at the Aberdeen Science Centre March 2023, with Aberdeen City represented by Cults and Oldmachar Academies.

Mobility

- Work continued on Aberdeen Rapid Transit through the Scottish Governments Bus Partnership Fund with the ongoing development of a range of corridors across the city. This included the completion of the investment in the upgrade of South College Street and the City Centre bus priority measures which saw increased bus patronage and decreased journey times.

- Commenced work on the regions' Active Travel Network Review; a partnership between NESTRANS, Aberdeen City and Aberdeenshire Councils to create a plan for the future development and investment in the active travel network.
- Installed 15 sedum roofed shelters across the city with funding from NESTRANS, bringing the total to 30. Compared to traditional bus shelters, these act as 'stepping stones for nature' and are self-powered by solar panels.
- Installed 6 secure bicycle storage facilities adjacent to 6 multi-story housing blocks, which accommodate 120 bicycles in total. Funded using £120,000 of Air Quality Action Plan (AQAP) funding.
- Launched a public and stakeholder consultation on the draft version of the next Aberdeen Local Transport Strategy (LTS) which looked at actions and outcomes to meet transport needs. The consultation was open from November 2023 to January 2024. Results will be reported back to committee in June 2024.
- As of January 2024, the city Big Issue ebike scheme has 200 available ebikes, with 66 parking zones across the city. The bikes have covered almost 300,000km, saving an estimated 48 tonnes of Co2 – the equivalent of 27 roundtrip flights from Aberdeen to New York since the launch in November 2022.
- Improved active travel infrastructure, including fully segregated cycle facilities, was delivered as part of the South College Street improvement.
- Powered up more publicly available electric vehicle charge points at Summer Street and Virginia Street car parks, along with replacement units in Chapel Street car park and Exploration Drive.
- Aberdeen hosted:
 - The HyTrEc2 Final Conference in May 2023 which saw over 50 attendees from European partner cities and local public and private sector partners.
 - The HECTOR project Final Conference in October 2023 which successfully brought the project to an end.
 - The Scottish Hydrogen Fuel Cell Association annual conference in October 2023 which at the Aberdeen Art Gallery and P&J Live.
- Launched 6 hydrogen cargo bikes in the city which are being used by Aberdeen City Council Environmental Services, Camphill School, Royal Mail and Norco.
- Retrofitted 19 Council fleet vehicles (trucks, tippers, road sweepers and tractor) enabling them to operate as dual-fuel (hydrogen-diesel).
- Continued growth in membership numbers for the Enterprise Car Club in Aberdeen.
- Continued operation of 15 Hydrogen Buses and wider bus decarbonisation, and 2 Hydrogen refuelling stations.
- Hosted 31 visits at the Aberdeen's two hydrogen refuelling stations with a total of 388 visitors.

- Hosted an open day at the Cove hydrogen refuelling station for Climate Week North East in April 2023 with a total of 31 participants.

Natural Environment

- Continued management of 25 wild spaces around the city controlling 4 key invasive plant species which are non-native to the UK (INNS) by the ACC Countryside Ranger Service.
- 500 volunteers worked with Countryside Rangers giving 1,500 hours of their time.
- As part of Aberdeen’s Flagship Parks for Pollinators project:
 - Planted over 4,700 wildflower plugs.
 - 335 people participated in “Bio-blitz” events – these events combined wildlife activities such as bug hunts, moth trapping and pond dipping with species recording in our city parks.
- Buglife secured funding from the Nature Restoration Fund for a “B-lines Project”, to create, restore and enhance 20 hectares of wildflower habitats in the city for pollinators.
- Aberdeen was awarded 9 Green Flag Awards in July 2023, recognising the quality of parks and green spaces.
- With funding from Scottish Government’s Just Transition Fund, a feasibility study was carried out Spring 2023 for a new Just Transition Hub within the grounds of the James Hutton Institute campus.
- 184 groups were active in community improvement.
 - 75,000 crocus and 75,000 muscari bulbs distributed to 107 groups in October and early November.
 - Duthie Park volunteer gardening group “Parkforce” has been running for 10 years and average 1,000 volunteer hours per year.
 - Clean Up Aberdeen – 204 community clean ups including 2834 participants. 2687 bags filled.
 - Meadow-in-a-Box – a project to increase biodiversity, wildflowers and pollinators. 100 planters made by HMP & YOI Grampian, and wildflower seeds from NatureScot were distributed to over thirty schools and several care homes and sheltered housing complexes.
 - Crates to Places - Refurbished art gallery packing crates were used as vegetable planters by Ukrainian guests at Aberdeen Airport Hotel, Dyce.

Adaptation & Resilience

- In 2023, work commenced to re-naturalise a section of the Den burn, following the award of Water Environment Fund money via SEPA to design a burn that will be

more biodiverse, built sustainably to help meet the council net zero goals whilst allowing the burn to adapt to a changing climate.

- The Council secured £125,000 from the Scottish and Southern Electricity Networks Resilient Communities Fund. This will be used to support community resilience including supplying power packs to the Aberdeen City Health and Social Care Partnership to support the most vulnerable individuals reliant on medical equipment within their own property during a power outage.
- Around 100 people attended a Community Resilience Conference in October 2023. The event, jointly hosted by Aberdeen City and Aberdeenshire Councils encouraged community groups to start or improve their resilience activities/arrangements.
- A 6-year North East Local Flood Risk Management Plan was published during 2022/23.
- Under the Local Flood Risk Management Plan, Aberdeen City Council will continue to develop the Surface Water Management Plans in consultation with SEPA and Scottish Water. It will continue with the next stages of current flood studies and the Preliminary study to undertake a strategic overview of the coastal protection.
- Enabling prompt response to flood alerts, the Council continues to operate a Duty Flood Officer rota.
- CCTV cameras have been fitted to monitor water levels at Maryculter Bridge on the River Dee and more are planned for other critical locations.
- Beach levels continued to be monitored monthly or more regularly if needed; these can vary naturally along the Aberdeen coastal front; low sand levels present a risk to the stability of the seawall and public access and safety.
- Continued participation in the Grampian Local Resilience Partnership, providing multi-agency coordination for response and recovery in emergency situations, including severe weather.
- North East Community Resilience Conference held at the Beach Ballroom October 2023 with speakers from Community Groups and Responders.
- Ongoing funding approved for a Property Level Protection Flood grant scheme open to eligible residential and commercial properties.
- Continued collaboration between SEPA, Scottish Water and Aberdeen City Council on a project examining sustainable options for storm water management included a stakeholder workshop and collation of project findings.
- Communities encouraged to create resilience groups in their local area. Existing community resilience groups continue in Cults, Milltimber and Bielside, and Bridge of Don and Danestone.

Empowerment & Communication:

- Achieved 2 award wins for Net Zero Aberdeen including; Royal Town Planning Institute (RTPI) Scotland "Best Plan" and RTPI UK "Excellence in Plan Making Practice".
- Aberdeen City Council scored joint second in Scotland in Climate Emergency UK Council Climate Action Scorecards.
- NESCAN Hub (one of two "pathfinder" local community climate hubs) was evaluated as part of a project to inform development of new climate action hubs across Scotland.
- 18 green, eco-friendly projects in Aberdeen received full or partial funding from Year 2 of the Just Transition Participatory Budgeting Fund after a public vote through NESCAN Hub.
- Child Friendly Placemaking – 4 animations aimed at children and young people were created explaining key city documents including the Local Development Plan, Beach and City Centre Masterplans, Net Zero Aberdeen and Aberdeen Adapts.
- Making a commitment to Net Zero Aberdeen and Aberdeen Adapts, there are now 100 signatories of the Aberdeen Climate and Nature Pledge – including 30 organisations and 70 individuals/households.
- University of Aberdeen MSc Sustainability Transitions Student Placements included research on Green Infrastructure and Climate Engagement.
- Net Zero Aberdeen and Aberdeen Adapts stand at Wood. Sustainable Outreach Day.
- Engaged with community at an Aberdeen Climate Pledge Community Information Session webinar March 2023.
- North East Place and Wellbeing Network hosted it's second symposium focusing on the links between natural environment, place and health.

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	27 March 2024
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Opportunities to increase recycling and reuse
REPORT NUMBER	RES/24/089
DIRECTOR	Steve Whyte
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Martina Klubal
TERMS OF REFERENCE	1

1. PURPOSE OF REPORT

- 1.1 To report on current projects and future opportunities to increase household recycling and reuse.

2. RECOMMENDATIONS

That Committee:-

- 2.1 note the report for assurance; and
- 2.2 instruct the Chief Officer - Operations to report the review of the waste strategy through this Committee starting in Autumn 2024.

3. CURRENT SITUATION

Background

- 3.1 Aberdeen City Council's waste and recycling service has faced a number of challenges in recent years affecting its recycling performance. Current projects and future opportunities seek to address these challenges and continue building on past successes.
- 3.2 In 2019, Aberdeen achieved a household recycling rate of 49.9%, compared with 39% in 2016, the year before the current co-mingled collection service was rolled out. In 2020, the recycling rate decreased to 45.6% and further decreased until 2022 to 41.6%. Despite this, ACC remains the highest performing urban authority in Scotland.
- 3.3 Scotland's recycling target is 70% by 2025 and progress has stalled towards reaching this. For several years the national recycling rate remained stable at around 45% and decreased to 42% in 2020, in part due to the impacts of Covid-19, and then increased to 43.3% in 2022. To address this plateau, changing legislation aims to drive improvements in the waste sector and there is more information on this later in the report.

- 3.4 In line with national trends, ACC's recycling rate decreased during the Covid-19 pandemic in part due to behavioural changes such as lifestyle and consumer choices. Decreasing national and local recycling rates are a timely reminder that continued focus on recycling participation remains a priority. An on-going programme of communication and engagement plays a key role in building and sustaining good waste management habits and contributes to rebuilding our recycling rate. Regular messages to householders ensure they understand what to recycle, how to recycle and why it matters.
- 3.5 In 2022, the fire that destroyed ACC's Material Recovery Facility required the waste service to implement a contingency plan that alters normal disposal arrangements for the duration of the facility's demolition and rebuild. This temporary arrangement means a loss of control for processing recycling and a narrower tolerance for contamination levels resulting in more rejected loads. This situation impacts negatively on recycling rates.

Funding and projects

- 3.6 Since 2021, the waste service has secured more than a million pounds in grant funding to deliver service improvements. Three projects were funded from the Scottish Government's £70 million Recycling Improvement Fund including: identification tags fitted to communal bins to help improve data and performance (£207,298.47); expansion of re-use facility at Hazlehead Household Waste and Recycling Centre (£34,959.52); and new storage bays at Sclattie waste transfer station to enable better separation of materials for recycling and re-use (£933,667.75).
- 3.7 Improved facilities at Sclattie waste transfer station offer an additional benefit by providing space for separating and pre-treating waste upholstered domestic seating containing persistent organic pollutants. This space enables the waste service to work towards full regulatory compliance whilst also separating more materials for recycling from bulky waste.
- 3.8 A grant from Material Focus Electricals Recycling Fund was secured to introduce a network of recycling bins across the City for small electricals (£27,414). These new bins are expected to be rolled out in May 2024.
- 3.9 Colleagues in waste, education and communities have partnered to deliver a network of collection points for free reusable period products. A communication and engagement campaign was launched to provide information about distribution points and raise awareness of the benefits of reusable products as a plastic-free, no waste alternative to disposables.

Communication and community engagement

- 3.10 Regular communication and engagement activities to promote waste reduction, reuse and recycling are planned and delivered using a range of approaches including digital, advertising, community channels and in-person engagement. The service links in with national campaigns such as Recycling Week, Love Food Hate Waste and Pass it On Week.

- 3.11 In January 2024, a bespoke, local campaign called 'Stick to the Six' ran on bus sides, bus shelters, BT screens, radio and social media. Its aim was to promote recycling participation and raise awareness of the importance of recycling the correct materials. Community engagement events were organised to further promote the campaign's messages and gather feedback on their effectiveness.
- 3.12 In 2022 and 2023, the waste service promoted the national 'Take Charge' campaign which seeks to increase recycling of small electricals and raise awareness of the fire risks associated with disposing incorrectly of batteries.
- 3.13 A programme of community engagement activities is planned throughout the year including doorknocking, information stalls and presentations.

Infrastructure and disposal

- 3.14 Work is underway to deliver a new Household Waste and Recycling Centre in Bridge of Don. The new site will replace the existing HWRC at Scotstown Road which is no longer fit for purpose. The new facility will significantly improve the scope for separation of materials for reuse and recycling including an onsite reuse shop. The project is currently progressing through stages of the planning process and is expected to be operational by spring 2025.
- 3.15 NESS energy from waste facility is fully operational and accepting most of the City's residual waste. Bottom ash leftover from the incineration process is recycled into aggregate, primarily for road surfacing.
- 3.16 The rebuild of the Material Recovery Facility at Altens, following the fire in 2022, is underway with the facility expected to start its commissioning phase early next year. ACC is currently operating a contingency plan until the new facility is built and this arrangement limits our recycling performance.

Regulatory compliance and emerging legislation

- 3.17 ACC is fully compliant with the biodegradable landfill ban ahead of its implementation in 2025. The service operates a citywide food waste recycling collection and biodegradable material is sent for In-Vessel Composting. No food or garden waste is sent to landfill.
- 3.18 ACC is fully compliant with the landfill ban for waste upholstered domestic seating containing persistent organic pollutants. New bays at Sclattie waste transfer station (see sections 3.1 and 3.2) have enabled progress towards compliance for collection and pre-treatment and interim solutions are now in place, whilst options for full compliance are developed.
- 3.19 The Circular Economy (Scotland) Bill was introduced in 2023 and is currently progressing through Parliament. Its associated Route Map to 2030 is structured around four strategic action areas: Reduce and Reuse, Modernise Recycling, Decarbonise Disposal, and Strengthen the Circular Economy. A consultation on the draft Route Map closes on 15 March 2024 for which ACC is co-ordinating a response. It is expected that the final version of the Route Map will be published later this year. Waste colleagues are participating in stakeholder

engagement events and actively monitoring legislative changes as they develop.

- 3.20 The draft Route Map outlines a package of interventions that will directly and indirectly impact local authority waste and recycling services. Direct impacts are expected to be: an introduction of new recycling and reuse targets; the addition of new materials to kerbside recycling collection (e.g. flexible plastics); and co-design of collection methods. It is also possible that local authorities will be required to provide a garden waste collection and at this time, it is unknown if authorities will be permitted to charge for this service.
- 3.21 Other changes on the horizon include Deposit Return Scheme, Extended Producer Responsibility, Digital Waste Tracking and Emissions Trading Scheme.
- 3.22 Proposals for Extended Producer Responsibility will see producers being responsible for the full cost of managing packaging placed on the market in line with the producer pays principle. It is intended that this scheme will bring revenue to local authorities for managing packaging waste, however it is still unknown how it will operate in practice. The list of packaging materials is likely to be those commonly collected for recycling – paper, card, glass, cans and plastic – and plastic film is expected to be added as a new material.
- 3.23 The UK Government plans to introduce mandatory digital waste tracking from April 2025 to enable monitoring of waste and resources in real time. Currently a portal is established to trial digital waste tracking and ACC has registered to participate in it.
- 3.24 The inclusion of energy from waste in the UK Emission Trading Scheme is expected from 2028. This scheme will administer a carbon tax that is intended to drive reductions in carbon emissions and increase efficiencies in energy from waste facilities through incentivising recycling, improving mixed waste sorting (ex: removing fossil content) and carbon capture. Some of the costs associated with the scheme are expected to be passed on to local authorities.
- 3.25 Due to the scale of change proposed under this legislation, and significant uncertainty surrounding it, there is a need to further support and develop the waste team in order to build capacity to enable us to anticipate, plan and deliver changes.

4. FINANCIAL IMPLICATIONS

- 4.1 In the past 2 years ACC has successfully bid for £1.2 million to support reuse and recycling initiatives.
- 4.2 It is anticipated that further external funding streams will become available in future and new funding opportunities will be pursued.
- 4.3 It is worth noting that the proposed Deposit Return Scheme represents a risk to ACC. The scheme will remove valuable materials from the household and trade waste streams including glass, metal and plastic. Diversion of these

materials from kerbside recycling collections will represent a loss of tonnage and income to the Council. However, it will also take material out of the residual waste stream and reduce litter. Implementation of the scheme was due to begin in July 2022 but has been delayed until at least October 2025.

- 4.4 Financial implications arising from impacts of Extended Producer Responsibility, Emissions Trading Scheme and Persistent Organic Pollutants regulations will be significant but are currently unknown due to the uncertainty surrounding legislation and its associated package of interventions. The Route Map also outlines a co-design of the Household Recycling Charter’s Code of Practice which may require local authorities to change their method of collection and if so, this is expected to have a significant financial impact.
- 4.5 Extended Producer Responsibility for packaging is expected to bring additional income to local authorities for managing the collection and disposal of packaging waste.

5. LEGAL IMPLICATIONS

- 5.1 There will be significant legal implications arising from the Circular Economy (Scotland) Bill in relation to meeting new targets, statutory reporting and compliance with new schemes. However, due to the uncertainty surrounding legislation and its associated package of interventions, the scope for understanding these implications is at present limited.

6. ENVIRONMENTAL IMPLICATIONS

- 6.1 Improved recycling and reuse services, and better separation of materials in disposal processes reduces risk from greenhouse gas emissions.
- 6.2 Diversion of materials from landfill to energy from waste supports a reduction in carbon emissions, in line with the Council’s targets of net zero emissions by 2045.

7. RISK

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	Insufficient approach to meet scale of legislative changes. Failure to meet new statutory	Delivery of specific strategic plans and projects while anticipating and adapting to legislative needs.	L	Yes

	recycling targets.			
Compliance	Failure to meet legislative requirements. Failure to stay informed of legislative changes. Financial implications from failure to meet regulations.	Monitoring of legislative changes and targets to adapt to emerging requirements. Ensure legal ramifications of regulatory changes are understood.	L	Yes
Operational	Lack of resources and understanding of planned approach. Competing priorities.	Internal engagement across waste service to build knowledge and awareness of emerging legislative changes.	L	Yes
Financial	Lack of resource, including staff to effectively plan for and implement requirements to meet new statutory obligations. Budget pressures to meet operational requirements. Increased costs from failure to meet legislative goals.	Identify and cost projects where required to support the plan. Look into external opportunities to fund projects where available.	M	Yes
Reputational	Failure to address recycling rates would affect net zero goals, and environmental reputation.	Delivery of plan. Governance, monitoring and review through Waste and Recycling Dept.	L	Yes

	Risk if commitment conflicts with other council decisions. Risk of delays to progress.			
Environment / Climate	Failure to meet reuse, recycling and waste reduction targets. Effect on emission targets	Delivery of on-going communication and engagement plan	M	Yes

8. OUTCOMES

<u>COUNCIL DELIVERY PLAN 2023-2024</u>	
Aberdeen City Council Policy Statement	Impact of Report
<u>Working in Partnership for Aberdeen</u>	<p>The proposals within this report support the delivery of the following aspects of the policy statement:-</p> <ul style="list-style-type: none"> • Strive to achieve Net-Zero to deliver a city that is fit for future generations.
<u>Local Outcome Improvement Plan</u>	
Prosperous Place Stretch Outcomes	<p>The proposals within this report support the delivery of LOIP Stretch Outcome 13 – Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate.</p> <p>The paper outlines current projects and future opportunities to increase household recycling and reuse.</p>
Regional and City Strategies	<p>The projects and future opportunities outlined in this report support Aberdeen City Waste Strategy 2014 – 2025.</p> <p>Reducing carbon emissions contributes to delivery of the Net Zero vision for Aberdeen.</p>

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	No assessment is required at this time; however, an Integrated Impact Assessment is intended once further legislative clarity is achieved (see sections 3.19 and 3.20 for further information). I confirm this has been discussed and agreed with Mark Reilly, Chief Officer, Operations and Protective Services, on 29/02/2024.
Data Protection Impact Assessment	Not required.
Other	None

10. BACKGROUND PAPERS

10.1 No background papers were used.

11. APPENDICES

11.1 No appendices are attached.

12. REPORT AUTHOR CONTACT DETAILS

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	27 March 2024
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Bus Partnership Fund Update
REPORT NUMBER	COM/24/093
DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHORS	Will Hekelaar Brian Roberston
TERMS OF REFERENCE	7, 8

1. PURPOSE OF REPORT

- 1.1 To advise Members of developments with the Bus Partnership Fund (BPF) and associated projects.

2. RECOMMENDATIONS

That the Committee:

- 2.1 Note Transport Scotland's intention to pause funding of the Bus Partnership Fund programme in 2024/25;
- 2.2 Agree that positive progress has been achieved in the North East under the programme and that work should continue during 2024/25, with alternate methods of funding to be sought;
- 2.3 Instruct the Chief Officer – Strategic Place Planning to continue with the programme of work described in section 3 of this report, as funding permits;
- 2.4 Note that, subject to appropriate change control processes, the City Region Deal Joint Committee has agreed an allocation of £1,740,000 between 2024/25 and 2026/27 for progressing work on Aberdeen Rapid Transit (ART) and the associated corridor studies, as an element of the Strategic Transport Appraisal workstream, and instruct the Chief Officer – Strategic Place Planning to pursue all other relevant external funding opportunities to support continued progression of the Bus Partnership Fund programme;
- 2.5 Instruct the Chief Officer – Strategic Place Planning to continue to engage with Transport Scotland on future plans for the Bus Partnership Fund;
- 2.6 Instruct the Chief Officer – Strategic Place Planning to, as funding permits, undertake public and stakeholder consultation on the options established through the Inverurie to Aberdeen (A96) corridor study options appraisal, and

to report the preferred option or options relevant to Aberdeen City Council back to this Committee once completed;

- 2.7 Instruct the Chief Officer – Strategic Place Planning to proceed with public and stakeholder consultation on the options established through the Dyce to Bucksburn (A947) corridor study options appraisal, and to report the preferred option or options relevant to Aberdeen City Council back to this Committee once completed;
- 2.8 Instruct the Chief Officer – Strategic Place Planning to proceed with public and stakeholder consultation on the options established through the Banchory to Aberdeen (A93) corridor study options appraisal, and to report the preferred option or options relevant to Aberdeen City Council back to this Committee once completed;
- 2.9 Instruct the Chief Officer – Strategic Place Planning to report the outcomes of the ART routeing analysis to this Committee in June 2024;
- 2.10 Note that funding from Nestrans has been established to progress active travel connections between Westhill and Aberdeen city centre, and instruct the Chief Officer – Strategic Place Planning to work with Aberdeenshire Council and Nestrans to progress with public and stakeholder engagement on a preferred option and report the preferred option or options relevant to Aberdeen City Council to this Committee in September 2024;
- 2.11 Note the report provided to the Nestrans Board in February 2024 on progress on the Laurencekirk to Aberdeen study and the decision of the Nestrans Board to proceed with Detailed Options Appraisal; and
- 2.12 Instruct the Chief Officer – Strategic Place Planning to continue to provide quarterly Service Updates on Bus Partnership Fund progress.

3. CURRENT SITUATION

- 3.1 In 2021 the North East Bus Alliance was awarded over £12 million from Transport Scotland's Bus Partnership Fund (BPF) for development, design and implementation of projects that deliver significant bus priority in the North East Region. To date, the BPF has supported:
 - Delivery of the South College Street Junction Improvements Project Phase 1 and associated City Centre Masterplan bus priority measures;
 - Aberdeen Rapid Transit (ART) STAG (Scottish Transport Appraisal Guidance) appraisal and business case development;
 - Appraisal and business case development for the following transport corridors:
 - Ellon to Garthdee (A90/A92 North);
 - Inverurie to Aberdeen (A96);
 - Westhill to Aberdeen (A944/A9119);
 - Anderson Drive and The Parkway (A92);
 - Laurencekirk to Aberdeen (A90/A92 South);
 - Communications and Engagement; and

- Programme Management.

- 3.2 The corridor-level Business Cases seek to identify active travel and bus priority interventions along key routes to support Aberdeen Rapid Transit development. They focus on infrastructure interventions, with the Aberdeen Rapid Transit Business Case focusing on the bus service delivery model, servicing and the development of a Bus Service Improvement Partnership (BSIP) through the wider Bus Alliance. Aberdeen City Council (ACC) is leading on the majority of the Bus Partnership Fund strands, with the exception of the Aberdeen Rapid Transit Business Case, elements of the Laurencekirk to Aberdeen Business Case and Communications and Engagement activities, which are led by Nestrans. Recognising that the majority of studies have cross-boundary implications, however, ACC, Aberdeenshire Council and Nestrans work closely together (with other Bus Alliance partners) on all of these projects. Aberdeenshire Council is leading on the development of a BSIP Plan on behalf of the wider Bus Alliance.
- 3.3 Although funded via Nestrans rather than Bus Partnership Fund, officers have also been progressing similar corridor studies on the remaining A-roads in the region, namely the A947 (Dyce to Bucksburn) and the A93 (Banchory to Aberdeen). A plan of the various corridors under review is provided in Appendix 1 to this report.
- 3.4 In December 2023, Transport Scotland announced a pause in the BPF programme during 2024/25. As North East partners see merit in continuing with the development of these projects, in February 2024 the City Region Deal Joint Committee approved an allocation of £1,740,000 between 2024/25 and 2026/27 for progressing work on Aberdeen Rapid Transit and the associated corridor studies. This will allow progress to continue despite the pause in funding nationally.
- 3.5 A summary of progress and anticipated next steps on each of these projects is provided in the table below. For completeness, this includes the complementary studies described in paragraph 3.3.

Project and Funder	Progress to Date	Next Steps
South College Street Junction Improvements Projects Phase 1 (Transport Scotland)	In July 2023 the majority of the project works were completed and roads reopened. The final section of the project, providing a second left turn lane from Palmerston Place onto North Esplanade West, was brought into use in February 2024, following the completion of utility works.	N /A
City Centre Bus Priority Measures	The bus priority and traffic management	Consultation on the ETRO has recently

(Transport Scotland and Nestrans)	measures on Guild Street, Market Street and Bridge Street were delivered in summer 2023 under an Experimental Traffic Regulation Order (ETRO), with further work undertaken in late 2024 / early 2025 to improve legibility of the measures.	closed and submissions are being analysed, with a view to report back to Committee once this exercise is completed.
Aberdeen Rapid Transit Appraisal and Business Case (Transport Scotland)	<p>The Detailed Options Appraisal was reported to the Nestrans Board for approval in April 2023, with an update provided to this Committee in May 2023. The report was then submitted to Transport Scotland for a Gateway Review, resulting in agreement that the next stage should be to progress to a Strategic Business Case (SBC). A proposed scope for this has been submitted to Transport Scotland for comment and work is underway to progress elements of this before the end of the 2023/24 financial year, with completion in subsequent years as funding permits.</p> <p>In the meantime an appraisal of routeing options for ART is underway and the strategic transport model ASAM (Aberdeen Sub Area Model) is being used to test varying permutations of the high level ART vision to identify a preferred route network on which to base all further workstreams, including completion of</p>	<p>The Strategic Business Case will build on the STAG work undertaken to date but bring in further analysis, particularly to firm up on value for money (economic case) and affordability (financial case) as well as establishing preferred phasing, governance and delivery models (management and commercial cases) for ART.</p> <p>The ART routeing work will be completed by the end of the 2023/24 financial year, with the intention to then report back to Nestrans Board, ACC's Net Zero, Environment and Transport Committee and Aberdeenshire's Infrastructure Services Committee.</p>

	<p>the corridor studies Outline Business Cases (OBCs) and ongoing discussions with bus operators.</p> <p>A workshop for Elected Members of both Aberdeen City and Aberdeenshire Councils was held on 8th March 2024 to discuss route options, with the outcomes feeding into a recommendation on a preferred route network.</p>	
Ellon to Garthdee (A90/A92 North) Appraisal and Business Case (Transport Scotland)	Preliminary appraisal outcomes were reported to the Council's City Growth and Resources Committee in February 2022 . Detailed Options Appraisal and an Outline Business Case for the preferred package of improvements is in development, currently awaiting the outcomes of the ART modelling exercise described above.	Funding permitting, it is anticipated that the Outline Business Case can be completed and reported to the relevant Committees in 2024/25.
Inverurie to Aberdeen (A96) Appraisal and Business Case (Transport Scotland)	Preliminary appraisal outcomes were reported to the City Growth and Resources Committee in June 2022 . Work is currently underway to further develop the options to Detailed Appraisal stage prior to formal commencement of the Outline Business Case.	It is anticipated that Detailed Appraisal will be completed prior to the end of March 2024, thereafter a period of public consultation is proposed on the options prior to commencement of the Outline Business Case, should funding permit.
Westhill to Aberdeen (A944/A9119) Appraisal and Business Case (Transport Scotland and Nestrans)	Preliminary Appraisal outcomes were reported to the City Growth and Resources Committee in October 2020 , and Detailed Appraisal was completed in summer 2022.	Funding permitting, it is anticipated that an Outline Business Case for the preferred package of bus improvements will be completed and reported to the relevant

		<p>Committees in 2024/25. This will be dependent on the outcomes of the ART modelling exercise described above.</p> <p>With funding from Nestrans, a separate Business Case for active travel improvements on this corridor is in development. Identification of a preferred option is likewise dependent on the outcomes of the ART routeing analysis, therefore it is anticipated that, upon agreement of preferred ART routeing, public and stakeholder engagement on a preferred option for the active travel route will take place in summer 2024, and will be reported to this Committee in September 2024.</p>
<p>Anderson Drive and The Parkway (A92) Appraisal (Transport Scotland and Nestrans)</p>	<p>Preliminary Appraisal outcomes were reported to the City Growth and Resources Committee in September 2022. Following completion of the Detailed Appraisal in spring 2023, the outcomes were submitted to Transport Scotland for Gateway Review. In September 2023, officers were advised that Transport Scotland would not be able to fund this project to Outline Business Case stage given the limited bus</p>	<p>As the majority of interventions are active travel related, it is proposed to revisit this work once the outcomes of the Regional Aberdeen Active Travel Network Review are known.</p>

	priority interventions identified.	
Laurencekirk to Aberdeen (A90/A92 South) Appraisal and Business Case (Transport Scotland)	<p>Preliminary appraisal outcomes were reported to the Nestrans Board in February 2024. The Board approved the recommendations of the report, including the progression of the following packages to Detailed Appraisal:</p> <ul style="list-style-type: none"> a) Strategic Active Travel Network Package; b) Mobility Hub Package; c) Bus Priority Package; d) New Railway Station in Newtonhill Package; and e) New Railway Station in Cove Package. <p>Work to date takes cognisance of the outcomes of the Wellington Road Multimodal Corridor Study, which was completed and reported to the City Growth and Resources Committee in November 2021.</p>	Detailed Appraisal is now underway. Funding permitting, it is anticipated that this will be completed and reported back to Nestrans Board during 2024/25.
Dyce to Bucksburn (A947) Appraisal and Business Case (Nestrans)	<p>Preliminary Appraisal outcomes were reported to the City Growth and Resources Committee in September 2022. Detailed Appraisal and Outline Business Case work is now underway.</p>	Following public and stakeholder engagement on options in spring 2024, it is anticipated that a preferred package of options will be reported to this Committee in June 2024.
Banchory to Aberdeen (A93) Appraisal and Business Case (Nestrans)	<p>Preliminary Appraisal outcomes were reported to this Committee in March 2023. Detailed Appraisal and Outline</p>	Following public and stakeholder engagement on options in spring/summer 2024, it is anticipated that a preferred package of

	Business Case work is now underway.	options will be reported to this Committee in September 2024.
BPF Communications and Engagement (Transport Scotland)	<p>Consultants Jacobs were appointed by Nestrans in April 2022 to provide marketing and communications support for the development of Aberdeen Rapid Transit, with the commission concluding in September 2023. Work undertaken during this time included:</p> <ul style="list-style-type: none"> • Research into the potential benefits of ART and of local people’s attitudes and aspirations for the scheme; • Presentation of the benefits of ART through written materials (website, press releases, newsletter articles, etc.) and through virtual and face to face meetings; • Engagement with key decision makers, other stakeholders and members of the public; • Preparation of marketing material for future use (a brand for ART, website visuals, etc.); and • Marketing and communications advice to Nestrans and partners, both for the development of ART to date and for its progression to implementation. 	<p>The project has resulted in the development of a toolkit of materials that can be used for engagement activities going forward.</p> <p>Since the conclusion of this commission, communications and engagement work has focussed on supporting the Bus Alliance in its campaign to promote the city centre bus priority measures which will support the delivery of ART in the future.</p>

BPF Programme Management (Transport Scotland and Aberdeen City Council)	With funding from Bus Lane Enforcement (BLE) income, a Bus Partnership Fund Programme Manager commenced employment with the Council in March 2024.	
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4. FINANCIAL IMPLICATIONS

- 4.1 Since 2021, the projects described in section 3 have been largely funded through the Bus Partnership Fund or other Transport Scotland funding streams, unless otherwise stated. In December 2023, Transport Scotland advised that there would be a pause in BPF funding for the 2024/25 financial year. Partners were advised that all relevant expenditure incurred prior to 31st March 2024, as per the current grant agreement, can still be claimed but no BPF funding would be available in 2024/25.
- 4.2 In February 2024, the City Region Deal Joint Committee agreed an allocation of £1,740,000 between 2024/25 and 2026/27 for progressing work on Aberdeen Rapid Transit and the associated corridor studies as an element of the Strategic Transport Appraisal workstream. Subject to appropriate change control processes, this will allow Bus Partnership Fund projects to continue despite the pause in national BPF funding.
- 4.3 During this time, officers will continue to engage with Transport Scotland to understand plans for the Bus Partnership Fund beyond 2024/25 and to seek any additional external funding opportunities that may be available.

5. LEGAL IMPLICATIONS

- 5.1 By the end of 2023/24 Aberdeen City Council and partners will have fulfilled all obligations relating to previous Transport Scotland BPF grant awards and conditions.
- 5.2 Funding available from 2024/25 will have its own governance requirements which staff will adhere to.

6. ENVIRONMENTAL IMPLICATIONS

- 6.1 There are no environmental implications arising directly from this report. Delivery of the projects described in this report may have environmental implications, and these will be captured in future assessments and reported to Committee as projects move forward to Business Case stage.

7. RISK

- 7.1 The assessment of risk contained within the table below is considered to be consistent with the Council's Risk Appetite Statement.

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) <small>*taking into account controls/control actions</small>	*Does Target Risk Level Match Appetite Set?
Strategic Risk	Pausing or delaying the BPF programme risks undermining the Council's ability to achieve a range of transport, health, environmental and economic objectives associated with delivery of a safe, accessible and sustainable transport system.	Continue with the current BPF programme as funding permits.	Medium	Yes
Compliance	Risk of non-compliance with external funding grant conditions.	Ensure officers are aware of conditions, and deliver projects in accordance with these.	Low	Yes
Operational	No significant risks identified.	N/A	N/A	Yes
Financial	Risk that Transport Scotland does not resume the BPF programme.	Progress with alternative funding stream during 2024/25. Continue to engage with Transport Scotland to understand future plans and explore all potential funding opportunities.	Medium	Yes
Reputational	Work undertaken to date has introduced concepts and raised expectations – if the Council does not continue with this work it could be seen to be	Continue with the current BPF programme as funding permits.	Medium	Yes

	abandoning aspirations or principles, or seen to have wasted public money on work that is not being taken forward to fruition when there is no compelling evidence of a need to pause.			
Environment / Climate	Pausing or delaying the BPF programme risks undermining the Council's ability to achieve air quality and net zero targets, given that a modal shift to public transport and active travel is a key means of reducing emissions.	Continue with the current BPF programme as funding permits.	Low	Yes

8. OUTCOMES

<u>COUNCIL DELIVERY PLAN 2023-2024</u>	
Aberdeen City Council Policy Statement <u>Working in Partnership for Aberdeen</u>	Impact of Report The proposals within this report support the delivery of the following aspects of the policy statement: <ul style="list-style-type: none"> <i>Working with the Scottish Government and NESTRANS to improve the city's bus network, including considering options for an Aberdeen Rapid Transit network, with the support of the Scottish Bus Fund, and consider options for council-run services in the city; and</i> <i>Improving cycle and active transport infrastructure, including by seeking to integrate safe, physically segregated cycle lanes in new road building projects and taking steps to ensure any proposal for resurfacing or other long-term investments consider options to improve cycle and active transport infrastructure.</i>
<u>Local Outcome Improvement Plan</u>	
Prosperous Place Stretch Outcomes	The proposals within this report support the delivery of LOIP Stretch Outcomes: <ul style="list-style-type: none"> <i>13 - Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our</i>

	<p><i>changing climate</i>, in that measures to encourage modal shift from private car to active travel and public transport will have a positive impact on emissions; and</p> <ul style="list-style-type: none"> • 14 - <i>Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026</i>, in that the projects look to support more people travelling by walking, cycling and public transport.
Regional and City Strategies	<p>The proposals in this report support delivery of the Nestrans Regional Transport Strategy, particularly the following elements: <i>Increasing the number of people travelling actively for health and the environment; Delivering Aberdeen Rapid Transit; Improving the region’s bus network; and Reducing emissions from transport.</i></p> <p>They contribute towards achieving the outcomes of the current Local Transport Strategy, particularly: <i>Increased modal share for public transport and active travel; Reduced the need to travel and reduced dependence on the private car; and Improved air quality and the environment.</i></p> <p>They also contribute towards achieving the following outcomes of the Net Zero Mobility Strategy: <i>Increased number of people taking public transport; Increased number of people walking and wheeling; and Reduced emissions from transport.</i></p>

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	New Integrated Impact Assessment has been completed.
Data Protection Impact Assessment	Not required.
Other	N/A.

10. BACKGROUND PAPERS

10.1 Linked throughout report

11. APPENDICES

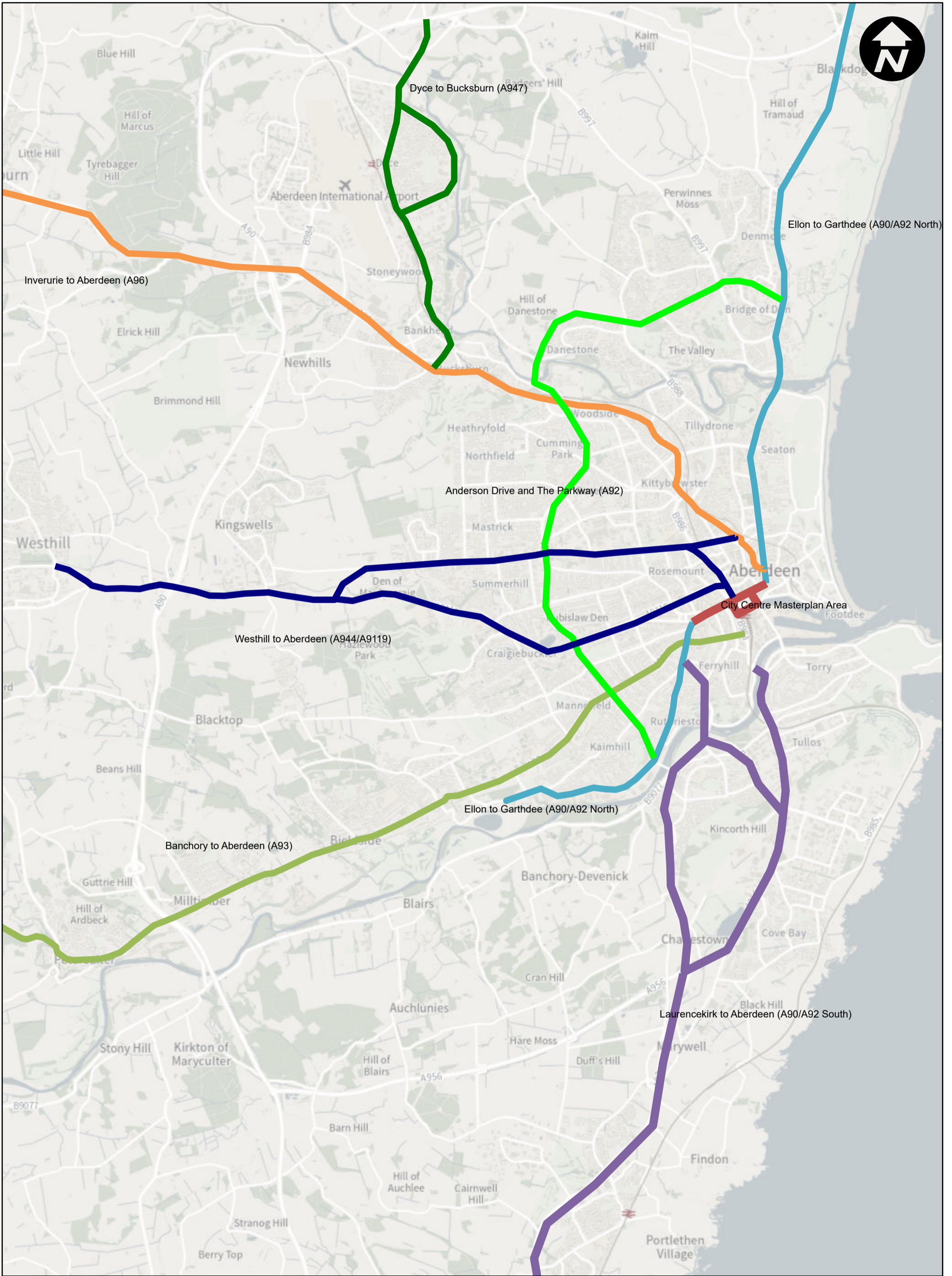
11.1 Appendix 1 – Corridor Studies Plan

12. REPORT AUTHOR CONTACT DETAILS

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	27 March 2024
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Staff Travel Policy and Council Travel Plan
REPORT NUMBER	COM/24/094
DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Anthony Burns
TERMS OF REFERENCE	8.

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to seek approval to review and refresh the Council's Staff Travel Policy alongside the Council Travel Plan.

2. RECOMMENDATIONS

That the Committee:-

- 2.1 Instruct the Chief Officers – Strategic Place Planning and People and Organisational Development, in consultation with the Chief Officer – Finance, to set up an internal officer working group to review and refresh the Council's Staff Travel Policy;
- 2.2 Instruct the Chief Officer – Strategic Place Planning to update the Council's Travel Plan to align with any proposed changes to the Staff Travel Policy resulting from 2.1;
- 2.3 Instruct the Chief Officers – Strategic Place Planning and People and Organisational Development to thereafter undertake consultation with Council staff and trade unions on any proposed changes to the Staff Travel Policy and/or the Council Travel Plan; and
- 2.4 Instruct the Chief Officers – Strategic Place Planning and People and Organisational Development, following analysis of the consultation and finalisation of the documents, to report both the updated Staff Travel Policy and Council Travel Plan back to this Committee and / or other relevant committees by Summer 2025 for approval.

3. CURRENT SITUATION

- 3.1 Both the existing Aberdeen City Council Staff Travel Policy and Council Travel Plan were written before 2019. Since then there have been numerous changes to the Aberdeen transport network and significant changes in the way people move around. Major changes to the physical transport network include

increased city cycle infrastructure, the growing popularity of ebikes, more pedestrian space across the city, enhanced rail capacity and additional stations across the North East, and the Aberdeen Western Peripheral Route fully opening in 2019. For vehicles, the growth of plug-in and hydrogen powered vehicles and refuelling infrastructure has also brought change, and the launch and subsequent growth of the car club has also changed the way in which people access cars.

- 3.2 In addition, the impacts of the COVID-19 public health emergency have resulted in long-term changes to the way people work and travel. These have manifested in changes to working patterns, including more remote, flexible and hybrid working. There has also been greater awareness of the issues associated with physical inactivity and mental health and the health benefits of active travel.
- 3.3 There have also been changes in the policy context since the Staff Travel Policy and Travel Plan were last refreshed, including the adoption of Net Zero Aberdeen, the Council's Climate Change Plan and, nationally, commitments around a 20% reduction in car kilometres travelled and phasing out the need for new petrol and diesel cars and vans by 2030.
- 3.4 In response, the Council is at a point where both its organisational Travel Plan and its Staff Travel Policy should be refreshed to ensure they remain fit for purpose.
- 3.5 Both documents will cover the full council operations, so will be applicable to all staff and elected members. In terms of key differences between the two:

Staff Travel Policy	Council Travel Plan
<ul style="list-style-type: none"> • The Staff Travel Policy deals with staff travelling around for work and gives detail on which forms of transport should be authorised for carrying out Council business. • The Staff Travel Policy will outline how authorisers of staff travel should book and pay for their travel during work. • The Staff Travel Policy looks at what is the most appropriate form of travel for staff to be using in different journey circumstances including whether the journey actually needs to be made at all. 	<ul style="list-style-type: none"> • The Council Travel Plan is mainly concerned with how staff travel to and from work and how they can be encouraged to do this more sustainably by promoting and facilitating access to the available travel options. • The Council Travel Plan will look at how to incentivise all staff to travel more sustainably to and from work. • The Council Travel Plan will look at how to encourage staff to pick the most sustainable option, including whether a journey needs to be made at all, and will also deal with the behaviour change/ awareness raising

	<p>aspects of travel and how the Council can promote sustainable alternatives for travel to staff, rather than just the policy itself.</p> <ul style="list-style-type: none"> • The Council Travel Plan will look at how the Council can minimise the impact of travel from staff, foremost for the benefit of the transport system and the environment but will also stress the money-saving and health benefits of active and sustainable travel.
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- 3.6 Whist noting the above differences, there is also significant interrelation between the two documents. The Council's Travel Plan sets the strategic context for the Council's approach to staff travel and the Staff Travel Policy will sit under this. As the Staff Travel Policy is pitched at delivery level for the day to day business of the Council, it contains a lot of the detail that will directly impact on the Council's operations, finances and staff. Therefore, to make sure this is fully considered, the refreshed Staff Travel Policy will require input from different teams across the Council to shape it.
- 3.7 Traditionally, the Staff Travel Policy has been written by Finance colleagues in the Council and ensuring best value for money for the Council has been the key driver. However, while this continues to be important, especially given the huge cost pressures on the public sector during recent years, the need to ensure that the Council is able to meet commitments around Net Zero, health and to lead by example in promoting and enabling alternatives to private, single occupancy car use, is also important.
- 3.8 In terms of next steps, should Members approve the recommendations then the first step would be to establish a cross-Council officer working group to refresh the Staff Travel Policy. This group will include, as a minimum, officers from the Strategic Place Planning, Internal Comms, People and Organisational Development, Equalities, Accounts, Finance, Facilities, Staff Travel Section, Fleet and Procurement teams. Appropriate dialogue will also take place with Trade Unions where necessary. The existing Staff Travel Policy document will be comprehensively reviewed to collectively assess what is still relevant, what needs to change and what are the gaps. Consideration will also be given to what changes may be required to the Council's Travel Plan at the same time.
- 3.9 Once revised documents have been prepared then these would be consulted upon with staff. It is likely that this process will take around 12 months due to the complex nature of the Staff Travel Policy, its reach and the consultation required.

4. FINANCIAL IMPLICATIONS

4.1 There are no direct financial implications arising from the recommendations of this report. The cost of refreshing the Staff Travel Policy and Council Travel Plan can be met from existing budgets.

5. LEGAL IMPLICATIONS

5.1 There are no direct legal implications arising from the recommendations of this report.

6. ENVIRONMENTAL IMPLICATIONS

6.1 There are no direct environmental implications arising from the recommendations of this report. Subsequent changes to the Council Travel Plan and Staff Travel Policy could however help enable staff to make more sustainable travel choices. This supports the Aberdeen Net Zero Vision, the Net Zero Aberdeen Routemap and Mobility Strategy, the Council's own Climate Change Plan associated targets.

7. RISK

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	Should the recommendations of this report not be approved and delivered, the Council's ability to support the Aberdeen Net Zero Vision, the Net Zero Aberdeen Routemap, Local and Regional Transport Strategies, the Council's own Climate Change Plan, Local Outcome Improvement Plan and the new Low Emission Zone would be reduced	Approve the recommendations	L	Yes

Compliance	Should the recommendations of this report not be approved and delivered, this could negatively impact upon perceptions of the Council's desire to implement priorities contained in the Local Outcome Improvement Plan, Local and Regional Transport Strategies and to meet its Net Zero targets	Approve the recommendations	L	Yes
Financial	Should the recommendations not be approved, it could weaken the case for external funding applications for the Council as it would be less able to evidence that it takes sustainable transport seriously and that it has steps in place to promote it amongst staff.	Approve the recommendations	L	Yes
Reputational	The Council will not be seen as leading by example and may be accused of expecting other organisations to have travel plans and policies whilst not maintaining one itself if the recommendations are not approved and delivered upon	Approve the recommendations	L	Yes
Environment / Climate	Should the recommendations not be approved, the Council will forgo means to encourage staff to travel by sustainable and	Approve the recommendations	L	Yes

	active travel, risking continued reliance on the private car and the negative environmental and climate consequences of this.			
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8. OUTCOMES

<u>COUNCIL DELIVERY PLAN 2023-2024</u>	
Impact of Report	
<u>Aberdeen City Local Outcome Improvement Plan 2016 - 26</u>	
Prosperous Place Stretch Outcomes	<p>The proposals within this report support the delivery of LOIP Stretch Outcome 13 – Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate – in that projects resulting from the Policy and Plan should seek to reduce car use and increase public transport and active travel use among staff.</p> <p>The proposals within this report also support the delivery of LOIP Stretch Outcome 14 – Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026 – again due to the encouragement of active and sustainable travel over private car use for staff.</p>
Regional and City Strategies	<p>The proposals within this report support both the Regional (RTS) and Local Transport Strategy (LTS) in that they should lead to the delivery of projects which produce documents that encourage sustainable travel and a reduction in harmful and climate changing emissions.</p> <p>The proposals in this report support the Net Zero Aberdeen Routemap and six enabling strategies, particularly the Net Zero Mobility Strategy and Aberdeen Adapts.</p>

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	New Integrated Impact Assessment has been completed
Data Protection Impact Assessment	Not required
Other	None

10. BACKGROUND PAPERS

10.1 None

11. APPENDICES

11.1 None

12. REPORT AUTHOR CONTACT DETAILS

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	27 March 2024
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	A92 Murcar North – Active Travel Scheme Development
REPORT NUMBER	COM/24/069
DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Ken Neil
TERMS OF REFERENCE	8

1. PURPOSE OF REPORT

- 1.1 This report advises Members of the outcomes of the Review of Scottish Transport Appraisal Guidance (STAG) Appraisal Report undertaken for the A92 Murcar North Active Travel scheme. A discussion on the findings from the reports is provided, along with recommendations on the next steps for the option identified.

2. RECOMMENDATIONS

That the Committee:-

- 2.1 Note the findings and outcomes of the A92 Murcar North Active Travel Infrastructure STAG-Based Appraisal (Appendix 1);
- 2.2 Agree that the Active Travel option on the East side as identified in the STAG report (Appendix 1) for A92 Murcar North is the preferred Active Travel option for the route;
- 2.3 Subject to the approval of 2.2, instruct the Chief Officer – Strategic Place Planning to progress the preferred option for the A92 Active Travel scheme to the completion of an Outline Business Case (OBC) and report this to the Finance and Resources Committee in May 2024.

3. CURRENT SITUATION

Background

- 3.1 Transport Scotland and Aberdeen City Council have a Service Level Agreement to deliver a number of environmental mitigation projects to offset the environmental impact of the Aberdeen Western Peripheral Route (AWPR), which opened fully to traffic in February 2019. Delivery of an active travel route between the Murcar Roundabout and Blackdog is one of the projects covered by the agreement, with an overall objective to improve conditions for people

walking, wheeling and cycling in the area. A plan showing the location of the area can be found on Page 5 of Appendix 1.

3.2 Initial design work for the active travel route was consulted upon in August 2019, with the Council's then City Growth and Resources Committee approving detailed design proposals in December 2019 (Report Reference PLA/19/359).

3.3 In 2020 work on the project had to be paused to allow resources to be focused on the Covid-19 public health emergency. Work on the project resumed in 2023 however, due to changes in the policy position and wider context since 2019, a review of the approved scheme has been required. Recent changes in context include:

- Publication of updated Cycling by Design guidance by Transport Scotland,
- Progression of the Ellon Park & Ride to Garthdee Transport Corridor Study through the Scottish Government's Bus Partnership Fund programme; and,
- New developments at Blackdog and Cloverhill, including progression of 536 new homes as part of the Council's new build housing programme .

STAG Appraisal Review

3.4 In light of the new developments mentioned above, a STAG Appraisal was carried out by consultants AECOM on behalf of the City Council. This appraisal reviewed 3 potential route options for the Active Travel infrastructure, as described in Table 1 below.

Table 1 – A92 Murcar North: Route Options

Option	Route Description	Summary
West	Active travel infrastructure on the West side of the A92.	From Murcar roundabout, the route follows the western side adjacent to the A92 and then alongside Tarbothill Farm Cottages. Options then exist to cross to the east side to provide connection into Blackdog or continue north to Blackdog junction.
Central	Active travel infrastructure in the centre of the A92.	Routes along the A92 carriageway via redistribution of carriageway space. Dependant on the alignment, this could tie into Blackdog via a new path link to Hareburn Road or at Blackdog Junction.
East	Active travel infrastructure along the East side of the A92.	From Murcar Roundabout, the route follows the eastern side adjacent to the A92 and around the rear of existing properties to tie into Hareburn Road.

3.5 Public and stakeholder engagement on the 3 options was carried out between 18th of October and 15th November 2023. via an online survey on Citizen Space

and a face-to-face exhibition carried out at Kings Church in Bridge of Don. The survey received 133 responses, with an overwhelmingly positive response to the proposals and 92% of respondents supporting the principle of an active travel link between Murcar and Blackdog. The East option was identified as the preferred option, with 86% agreeing that this was the option that should be taken forward. Additionally, 86% of respondents noted that the implementation of the East option would make them more likely to travel by active travel means between Murcar and Blackdog.

- 3.6 The East option has also been identified as the preferred option through the appraisal process. Full details of the option scoring exercise are available in the A92 Murcar North Active Travel Infrastructure STAG-Based Appraisal (Appendix 1, pages 37-48).

Concept Design Development

- 3.7 Utilising the inputs and outcomes from the STAG Appraisal, preliminary concept designs were developed for the preferred option (East). The appropriate type of provision for walkers, wheelers and cycle users was informed by relevant current design guidance and budget considerations.
- 3.8 The preliminary concept design drawings generally illustrate the horizontal alignment and location of the proposed active travel route and are provided in Appendix 1 (pages 62-67(Appendix B)).

Outline Business Case Development

- 3.9 Should Committee agree Recommendation 2.2 then the next step would be completion of an Outline Business Case for the preferred (East) option. The Outline Business Case will gather the outputs of the STAG process and appraisal review, and details the case for the investment by outlining the benefits, costs and key risks associated with the preferred option. The completed Outline Business Case would be reported to the May 2024 meeting of the Council's Finance and Resources Committee.

4. FINANCIAL IMPLICATIONS

- 4.1 To date this project has been funded through a budget allocation from the AWPR Service User agreement between the AWPR/B-T Managing Agent and the Transportation Team.
- 4.2 Initial cost estimates are outlined on pages 85 to 88 (Appendix D) of Appendix 1, and summarised in the East Option Developed Design – Outline Cost Estimate. There is sufficient remaining budget from the AWPR Non-Motorised Users fund to proceed with further development work and detailed design should the Outline Business Case be approved by the Council's Finance and Resources Committee.
- 4.3 There is, however, currently insufficient budget for the project to proceed with the implementation (construction) of the scheme and therefore, should further

approval be given by the Finance and Resources Committee to proceed to delivery, progress will be dependent on the sourcing of additional funding.

- 4.4 It should also be recognised that, should the project proceed towards delivery, there will be future costs associated with maintaining any new or upgraded infrastructure. Initial cost estimates have not yet been compiled for any future costs. Any future development work will identify implications for the Council's Revenue budget as options are developed further and refined. To minimise the requirement for revenue response maintenance in the future it is crucial to strive for the highest standards of quality in infrastructure, which shall be a key consideration in the next stages of project progression and delivery.

5. LEGAL IMPLICATIONS

- 5.1 There will be a need for land acquisition, Traffic Regulation Orders, planning and other approvals, and the detail of this will be developed as part of the design process. Further procurement exercises to deliver this project and its wider benefits shall also be required.

6. ENVIRONMENTAL IMPLICATIONS

- 6.1 Environmental considerations are part of the STAG criteria which has influenced the recommendations of this report in terms of the preferred option to be taken forward. There are no direct environmental implications arising from the recommendations of this report. Any subsequent design stages shall include an Environmental Impact Assessment to inform any environmental implications of the project.

7. RISK

The assessment of risk contained within the table below is considered to be consistent with the Council's Risk Appetite Statement.

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	Delivery of active travel measures supports a number of the Council's strategic priorities, particularly in terms of a sustainable economy, a	Continue to work with project partners to deliver the strategic objectives of this project and its wider benefits, therefore mitigating against the risk of the Council failing to deliver on its strategic sustainability priorities	L	Yes

	<p>sustainable transport system, the continued health and prosperity of our citizens, reductions in carbon emissions and a high-quality environment.</p> <p>Failure to deliver active travel improvements where there is evidence of their effectiveness could undermine the Council's ability to realise these aspirations.</p>			
Compliance	<p>Should approval be secured to move forward then there will be a need for land acquisition, Traffic Regulation Orders, planning and other approvals and the detail of this will be developed as part of the design process. Further procurement exercises to deliver this project and its wider benefits shall also be required.</p>	<p>Compliance with statutory processes, procurement regulations, grant conditions (if required) and Scheme of Governance with regular progress and spend reporting to external funders and the Transportation Programme Board.</p>	L	Yes
Operational	<p>There will be costs associated with maintaining the infrastructure associated with the active travel proposals,</p>	<p>Future development work shall identify implications for the Revenue budget as schemes are developed further and refined. To minimise</p>	L	Yes

	should these reach the implementation stage.	the requirement for revenue response maintenance in the future it is crucial to strive for the highest standards of quality in infrastructure, which shall be a key consideration of the next stages of project delivery.		
Financial	Removal or reduction in potential external funding streams for further development work and implementation.	Continual engagement with external funding bodies and appropriate monitoring of any funding applications.	M	Yes
Reputational	Failure to deliver active travel improvements to help meet the Council's (and partners) strategic transport objectives undermines the Council's commitments to improving the transport network, achieving the PLACE outcomes set out in the LOIP (Local Outcome Improvement Plan), and supporting Scotland's Climate Change Plan commitment to reduce car kilometres by 20% by 2030.	Continue to work with project partners to deliver the strategic objectives of this project and its wider benefits, therefore mitigating against the risk of the council failing to deliver on its strategic sustainability priorities.	L	Yes
Environment / Climate	The Council's Net Zero vision and strategic	Continue to work with project partners to deliver the strategic	L	Yes

	<p>infrastructure plan – energy transition: transport emissions are a significant contributor to climate emissions so increasing sustainable travel will be necessary to achieving this sector’s required reduction.</p> <p>If active travel measures are not delivered, the Council would not provide conditions which could encourage more sustainable travel movements which are likely to bring environmental improvements to the city and region.</p>	<p>objectives of this project and its wider benefits, therefore mitigating against the risk of the Council failing to deliver on its strategic sustainability priorities.</p>		
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8. OUTCOMES

COUNCIL DELIVERY PLAN 2023-2024	
	Impact of Report
<p>Aberdeen City Council Policy Statement</p> <p>Working in Partnership for Aberdeen</p>	<p>The proposals within this report support the delivery of the following aspects of the policy statement: -</p> <ul style="list-style-type: none"> • Reviewing our cycle and active transport network, and work with Aberdeen Cycle Forum to deliver our shared vision of making Aberdeen a cyclist friendly city and provide covered secure cycle storage in suitable locations across Aberdeen.
Aberdeen City Local Outcome Improvement Plan 2016-26	
<p>Prosperous Economy Stretch Outcomes</p>	<p>The proposals within this report support the delivery of LOIP Stretch Outcomes 1 to 3 as a good transport</p>

<p>1. <i>No one will suffer due to poverty by 2026.</i></p> <p>2. <i>400 unemployed Aberdeen City residents supported into Fair Work by 2026.</i></p> <p>3. <i>500 Aberdeen City residents upskilled/ reskilled to enable them to move into, within and between economic opportunities as they arise by 2026.</i></p>	<p>network and infrastructure provision means anyone regardless of their social status/economic means can choose a sustainable mode of travel for commuting.</p> <p>A reliable transport network supports economic growth and movement both locally and otherwise and affords the public the opportunity to choose a sustainable mode of travel to and from their workplaces.</p>
<p>Prosperous People Stretch Outcomes</p> <p>11. <i>Healthy life expectancy is five years longer by 2026</i></p>	<p>The proposals within this report support the delivery of LOIP Stretch Outcome 11. Active travel is known to improve a number of health conditions, potentially increasing life expectancy. Increased use of active travel produces less local emissions helping to combat the environmental risk to public health caused by poor air quality.</p>
<p>Prosperous Place Stretch Outcomes</p> <p>13. <i>Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate.</i></p> <p>14. <i>Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026.</i></p>	<p>The proposals within this report support the delivery of LOIP Stretch Outcomes 13 and 14. Private vehicles are a significant contributor to carbon emissions so increasing sustainable travel opportunities will be necessary to help encourage greater levels of walking and cycling and achieving this sector's required emissions reduction.</p>
<p>Regional and City Strategies</p>	<p>The proposals within this report support:</p> <ul style="list-style-type: none"> • The Local, Regional and National Transport Strategies, all of which aim to deliver fewer miles travelled by private car and a cleaner transport system which results in fewer emissions; • The Net Zero Vision for Aberdeen, the Net Zero Aberdeen Routemap, the Air Quality

	Action Plan, and the Low Emission Zone (LEZ) by looking to improve opportunities for travel by low/zero emission forms of transport.
AWPR NMU – Service Level Agreement	<p>The proposals within this report support the following aims and objectives:</p> <ul style="list-style-type: none"> • The aim of the service level agreement which is to provide safe access to pedestrians and cyclists around the proposed route corridor and address issues of Non Motorised Users fragmentation. • To upgrade/provide new paths to allow safe, improved access between local communities and recreational areas. • To enable opportunities for a range of different users to undertake commuter, recreational and utility trips.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	A new Integrated Impact Assessment has been completed.
Data Protection Impact Assessment	Neither a brief DPIA or full DPIA is required at this stage
Other	N/A

10. BACKGROUND PAPERS

10.1 Ref: PLA/19/359 (City Growth and Resources Committee, December 2019)

11. APPENDICES

11.1 Appendix 1 – A92 Murcar North Active Travel Infrastructure STAG-Based Appraisal

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A92 Murcar North Active Travel Infrastructure STAG-Based Appraisal

Final Report

Aberdeen City Council

December 2023

Quality information

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1. Introduction

1.1 Introduction

In June 2023, AECOM was commissioned by Aberdeen City Council (ACC) to identify, develop, appraise and design option(s) for the provision of active travel infrastructure along the A92 in Aberdeen from the Murcar Roundabout at Bridge of Don to Blackdog in Aberdeenshire, in accordance with the principles of Scottish Transport Appraisal Guidance (STAG). The aim of the study is to identify an option that can be taken forward to detailed design and implementation.

The study area is shown in **Figure 1.1**.

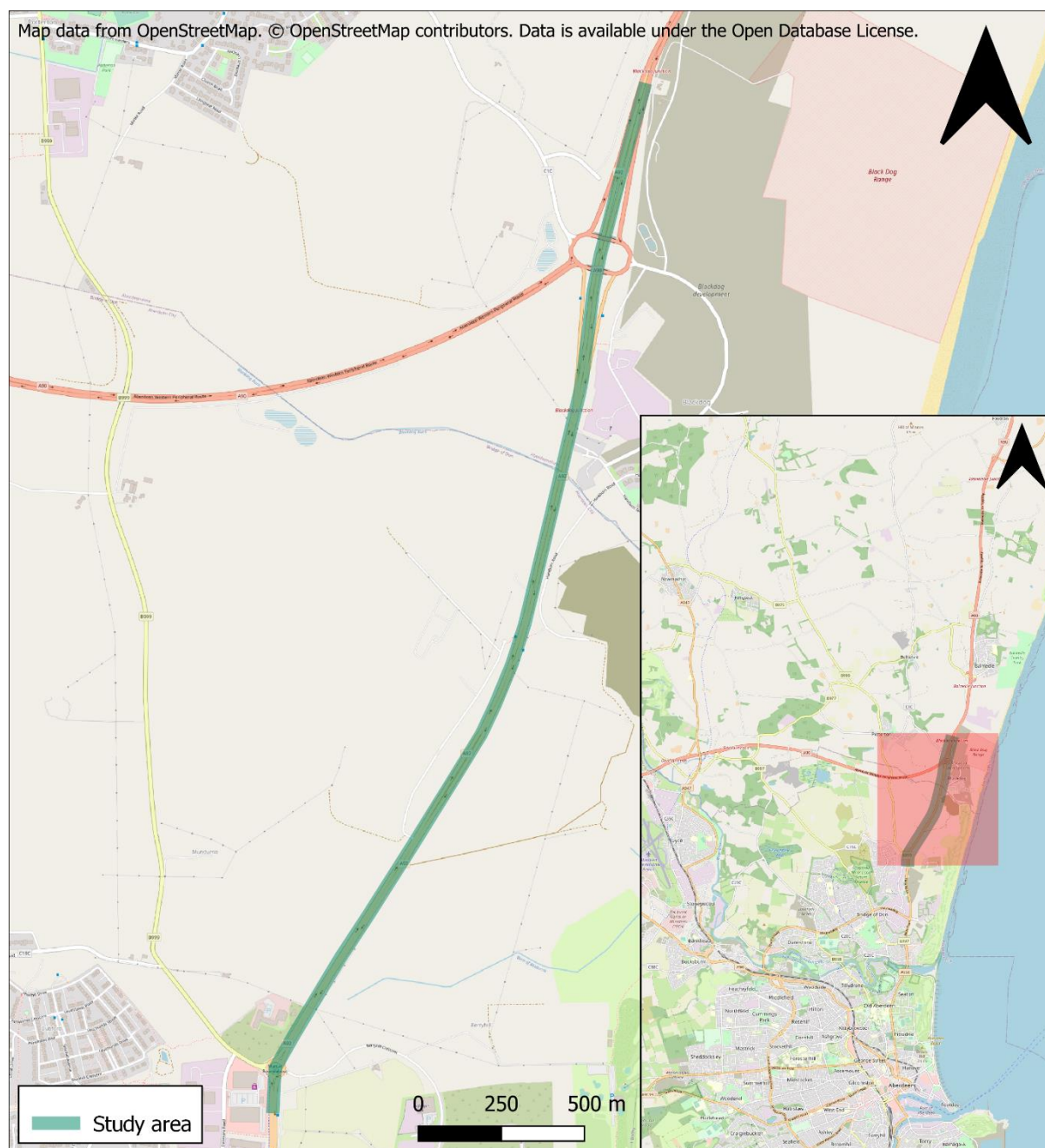


Figure 1.1: Study Area

1.2 Background

Transport Scotland and ACC have a Service Level Agreement to deliver a number of environmental mitigation projects to offset the environmental impact of the Aberdeen Western Peripheral Route (AWPR), which opened fully to traffic in February 2019. Delivery of an active travel route between the Murcar Roundabout and Blackdog is one of the projects covered by the agreement, with an overall objective to improve conditions for people walking, wheeling and cycling in the area.

An active travel route in the Murcar North area has been in development by ACC for a number of years, with initial design work undertaken by the Council in 2015 recommending a 3m shared use path on the east side of the A92. The scheme was then included as a project within the Aberdeen Active Travel Action Plan 2017-2021¹.

Further design work was undertaken and consulted upon in August 2019, with ACC's then City Growth and Resources Committee approving the detailed design of the path in December 2019. Since this time, there have been a number of changes that have taken place meaning that further work is required, including:

- Publication of updated Cycling by Design Guidance²;
- Progression of the Ellon Park & Ride to Garthdee Transport Corridor Study; and
- Significant progress with land use developments at Blackdog and Cloverhill.

These changes have resulted in the commissioning of this study to take stock of the significant body of work already undertaken by ACC to progress the scheme, but with added opportunity to undertake an objective-led appraisal to support the design of a final proposed option for the active travel link. This work will support ACC in future funding bids necessary to enable the project to be implemented.

The study has been guided by a Client Group comprising officers from various services across ACC, Nestrans and Aberdeenshire Council, noting that the route crosses into the Aberdeenshire boundary in the north where there are aspirations to develop a long-distance active travel route to Ellon.

1.3 Structure of Report

Following this introduction, the remainder of this report is structured as follows:

- **Chapter 2** – Background and Context;
- **Chapter 3** – Problems and Opportunities;
- **Chapter 4** – Transport Planning Objective;
- **Chapter 5** – Option Generation and Sifting;
- **Chapter 6** – Public and Stakeholder Consultation;
- **Chapter 7** – Option Appraisal Approach;
- **Chapter 8** – Option Appraisal;
- **Chapter 9** – Option Design;
- **Chapter 10** – Conclusions and Next Steps;
- **Appendix A** – Design Widths Technical Note;
- **Appendix B** – Option Designs;
- **Appendix C** – Consultation Boards/Survey Form;
- **Appendix D** – Cost Estimates and Assumptions.

¹ [Aberdeen Active Travel Action Plan 2017-2021](#)

² [Cycling by Design \(2021\)](#)

2. Background and Context

2.1 Introduction

This chapter provides an overview of the geographic and socio-economic context for the study, summarises the policy context within which the study is being progressed, provides an overview of key developments in the study area, outlines the key aspects of relevant guidance and summarises previous work of relevance to this commission.

2.2 Geographic Context

Figure 2.1 provides a geographic overview of the study area. Key areas of significance are identified including housing developments, employment centres and transport infrastructure (existing and aspirational).

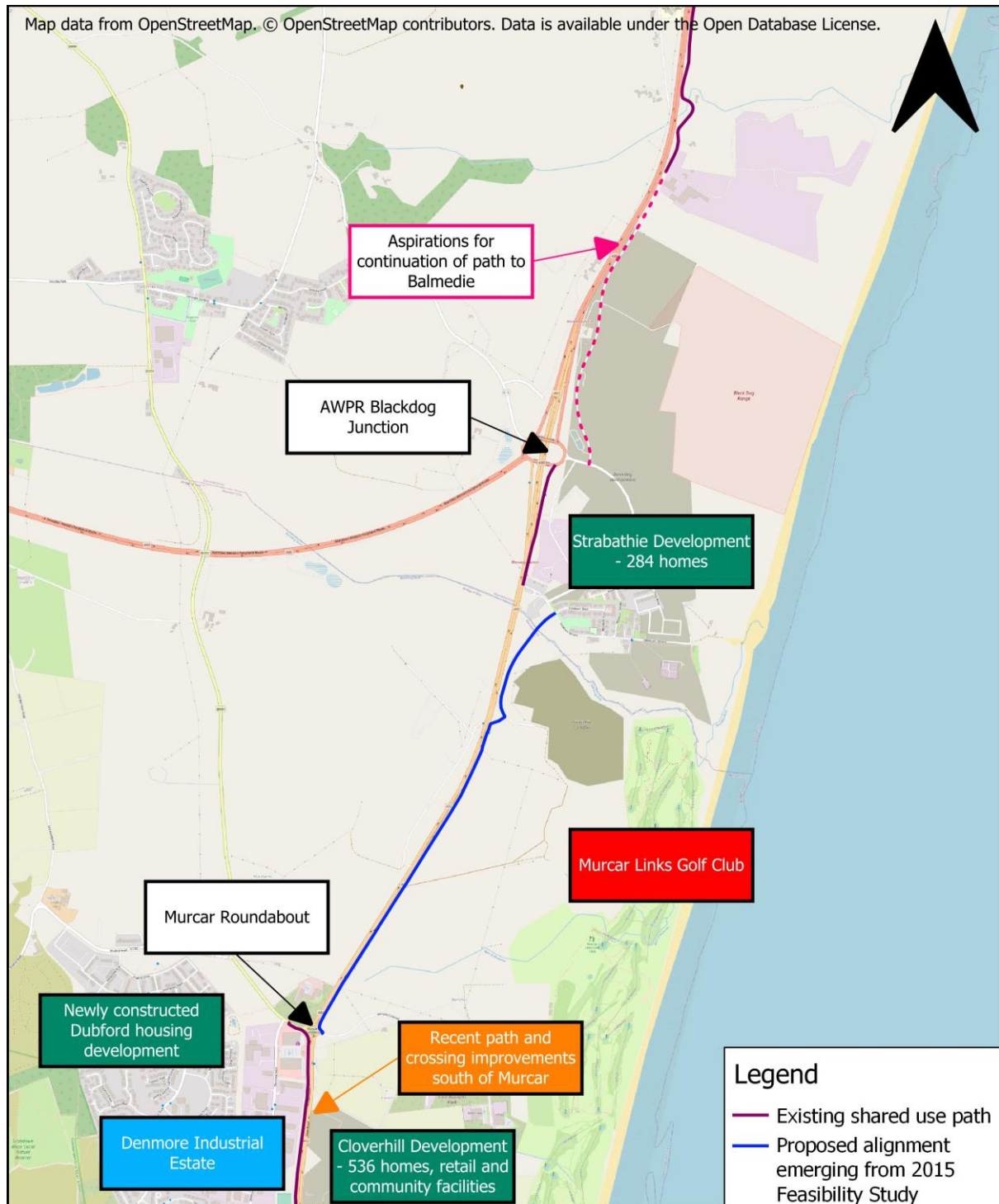


Figure 2.1: Geographic Overview of Study Area

2.3 Socio-Economic Context

This section outlines the demographic profile of the surrounding area. Data for Balmedie and Potterton, Bridge of Don, Aberdeen City and Aberdeenshire have been included within this assessment to aid context setting.

2.3.1 Population

The table below shows the population of the surrounding key settlements between 2001 and 2021. Data has been extracted from the National Records for Scotland³ for the 2001 and 2011 data and from Scottish Government statistics⁴ for the 2021 data.

Table 2.1: Population of Key Settlements (National Records of Scotland)

	2001	2011	2021	% Change
Balmedie and Potterton⁵	3,997	5,290	5,333	+29%
Bridge of Don⁶	19,736	18,472	19,636	-1%
Aberdeen City	211,910	222,460	227,430	+7%
Aberdeenshire	226,940	253,650	262,690	+15%

- Bridge of Don is the largest settlement in the study area with a population of 19,636 in 2021 (a 1% decrease from the population recorded in 2001). This number is anticipated to significantly increase as the Cloverhill Development is progressed, with the construction of 536 homes anticipated to be completed by 2027⁷.
- Balmedie and Potterton has seen a significant increase in the population since 2001 (29%), relative to the average for Aberdeenshire (15%). This number is anticipated to significantly increase as the Strathie Development is progressed, with the construction of 220 homes anticipated to be complete by 2027, with 240 remaining thereafter⁸.

2.3.2 Health

The diagram below illustrates the general health of residents in the key settlements.

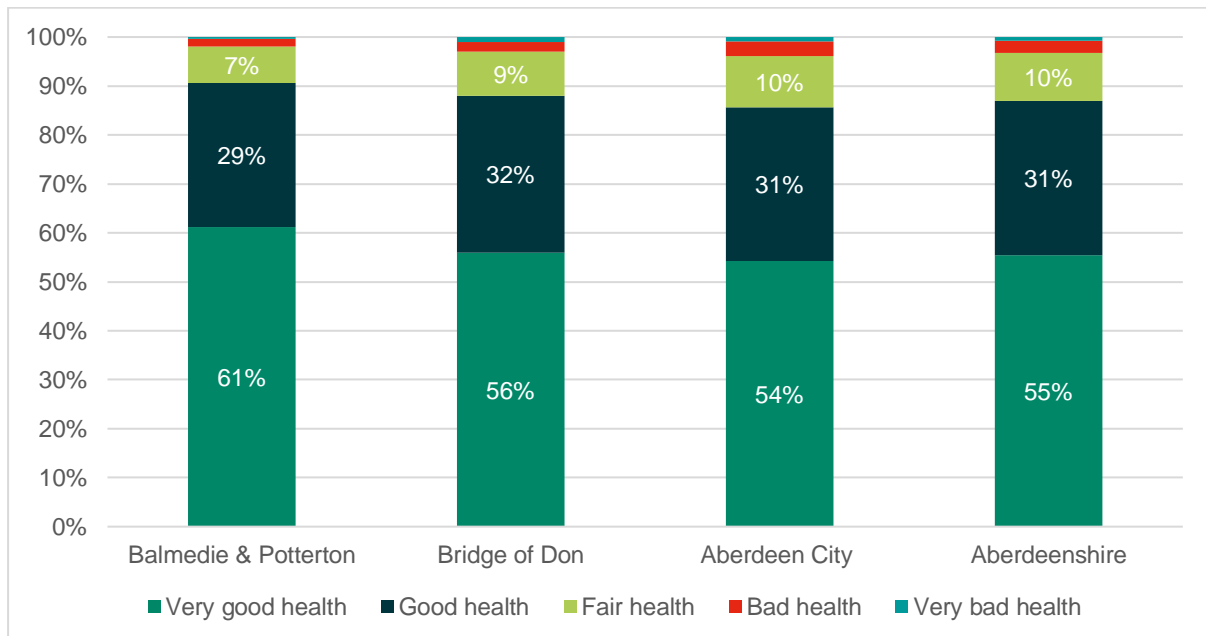


Figure 2.2: General Health (Census 2011)

- General health is shown to be good across the key settlements, with between 88% and 90% reporting very good or good health. This is above the average for Aberdeen City (85%) and Aberdeenshire (86%).

³ [National Records for Scotland](#)

⁴ [Scottish Government Statistics](#)

⁵ Based on Balmedie and Potterton 2011 Intermediate Zone (Code S02001312)

⁶ Based on Bridge of Don Electoral Ward (Code S13002836)

⁷ [Housing Land Audit 2023](#)

⁸ [Housing Land Audit 2023](#)

2.3.3 Car/Van Availability

The diagram below illustrates the availability of cars or vans in the key settlements.

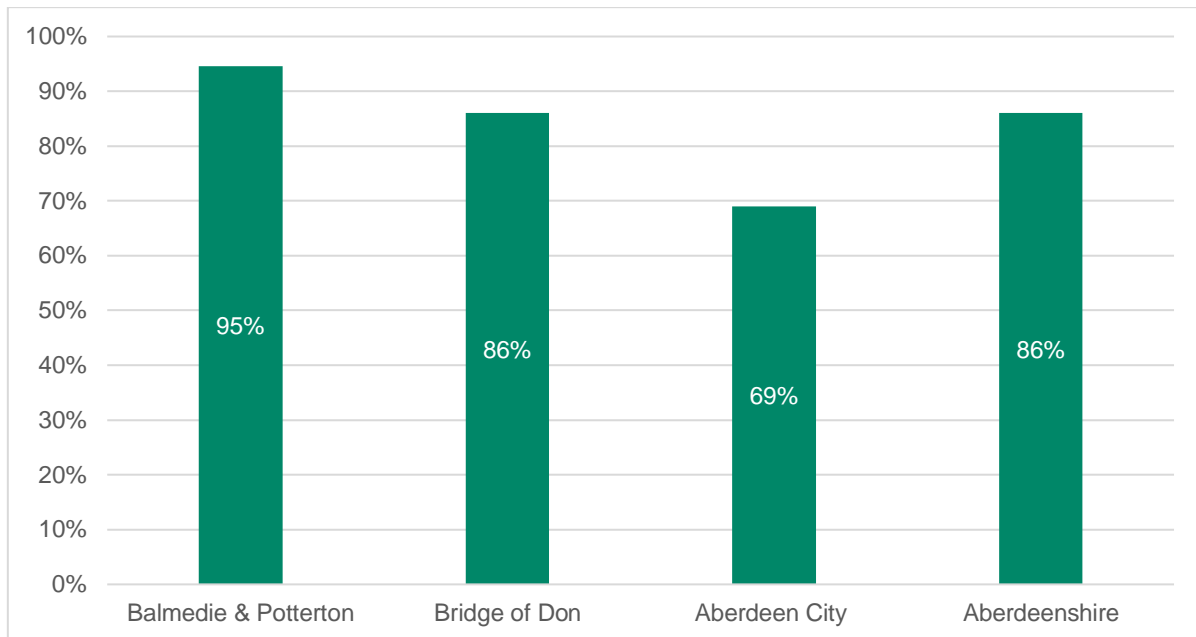


Figure 2.3: Car/Van Availability in Key Settlements (Census 2011)

- There is a high car/van availability in each of the settlements. Balmedie & Potterton report the highest, with 95% of households having access to at least one car or van. This is higher than for Bridge of Don (86%) and the averages for Aberdeen City (69%) and Aberdeenshire (86%).

2.3.4 Employment

The diagram below illustrates economic activity in the key settlements.

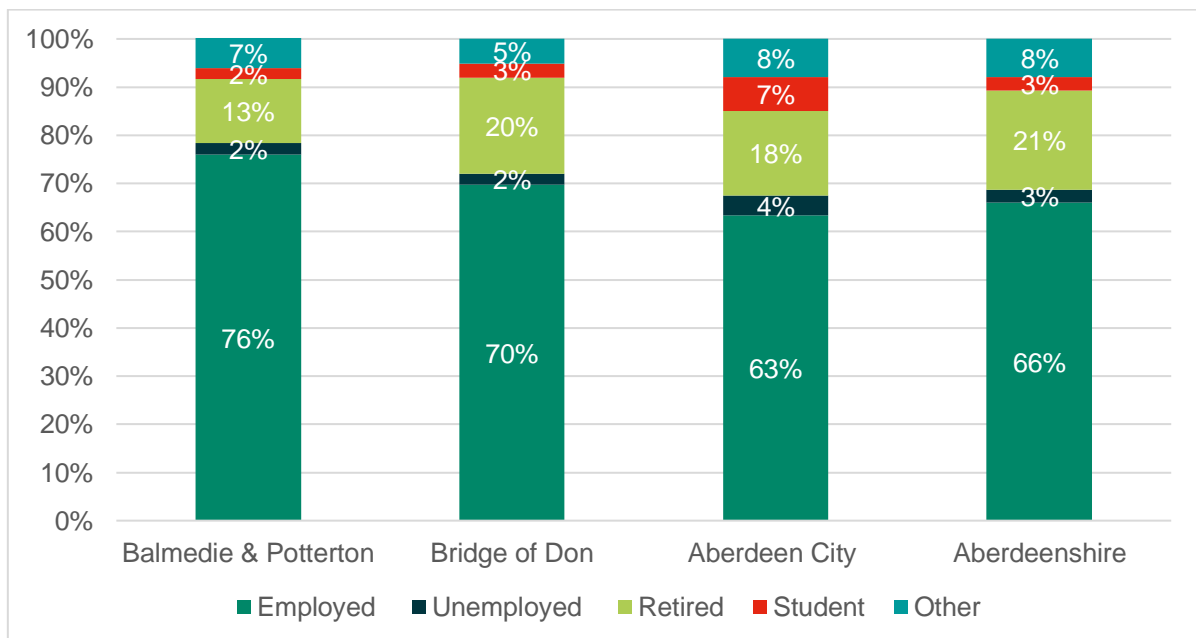


Figure 2.4: Economic Activity and Unemployment Rate (Census 2011)

- Economic activity is high across the key settlements – between 70% and 76%, which is higher than the average for Aberdeen City (63%) and Aberdeenshire (66%). Unemployment rates are low at 2% across the key settlements, which is lower than the averages for Aberdeen City (4%) and Aberdeenshire (3%).
- The proportion of those retired in Balmedie & Potterton (13%) is significantly less than the average for Aberdeenshire (21%); whilst those retired in Bridge of Don (20%) is slightly higher than the average for Aberdeen City (18%).

2.3.5 Travel to Work

The diagram below illustrates distance travelled to work for the key settlements.

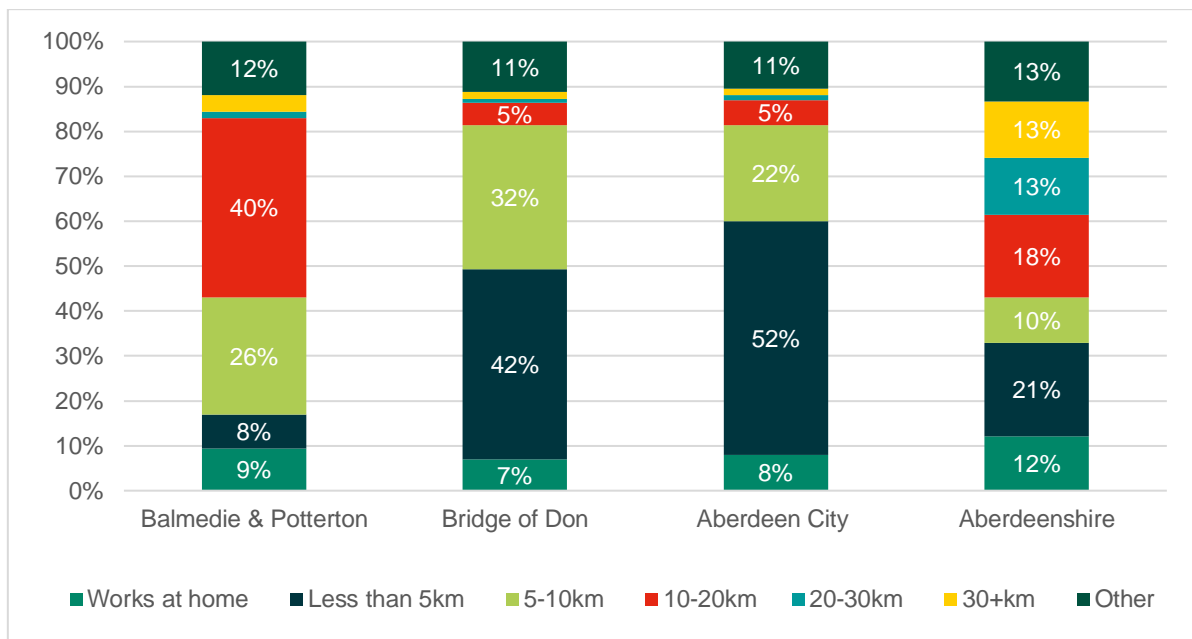


Figure 2.5: Distance Travelled to Work in the Key Settlements (Census 2011)

- The majority of those in Bridge of Don and in Aberdeen City as a whole (74%) travel less than 10km for work, with a significant proportion travelling less than 5km for work – Bridge of Don (42%) and Aberdeen City (52%).
- A higher proportion of residents in Balmedie & Potterton travel a greater distance for work, reflecting the location of these settlements further from key employment centres within Aberdeen City. Only 34% from Balmedie & Potterton travel less than 10km for work and only 8% travel less than 5km.

2.4 Policy Context

This section provides an overview of local, regional and national strategies of relevance to this study.

National

At a national level, Scotland’s **National Transport Strategy (NTS2) (2020)**⁹ provides the national transport policy framework, setting out a clear vision of a sustainable, inclusive, safe and accessible transport system which helps deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors. It sets out four key priorities to support this vision: reducing inequalities; taking climate action; helping to deliver inclusive economic growth; and improving health and wellbeing. In addition to these priorities, the NTS2 supports the adoption of a Sustainable Travel Hierarchy, which promotes walking, wheeling, cycling, public transport and shared transport options in preference to single occupancy private car use. It also supports the adoption of a Sustainable Investment Hierarchy, which prioritises investment aimed at reducing the need to travel unsustainably and maintaining and safely operating existing assets ahead of new infrastructure investment.

Delivery of the NTS2 will be supported by an accompanying NTS Delivery Plan, the **Climate Change Action Plan**¹⁰ and the second **Strategic Transport Projects Review (STPR2)**¹¹. In the NTS Delivery Plan and The Climate Change Plan 2018-2032 Update, the Scottish Government sets out a commitment to develop and implement a coordinated package of policy interventions to support the reduction of car kilometres by 20% by 2030. It is noted that the Scottish Government is committed to exploring options around encouraging remote working in order to support this reduction and is committed to developing a Work Local Programme which will work to drive the establishment of 20-minute neighbourhoods¹². STPR2 is a whole-Scotland, evidence-based review of the performance of the strategic transport network across all transport modes and makes recommendations for potential transport investments for Scottish Ministers to consider as national investment priorities in an updated 20-year (2022-2042) Infrastructure Investment Plan for Scotland. The work undertaken to develop Nestrans’ Regional

⁹ [National Transport Strategy \(2020\)](#)

¹⁰ [Climate Change Action Plan](#)

¹¹ [Strategic Transport Projects Review](#)

¹² The 20 minute neighbourhood concept aims to create places where people can meet the majority of their daily needs within a reasonable distance of their home by walking, wheeling and cycling.

Transport Strategy 2040 (RTS2040) fed into the development of STPR2, thus ensuring key issues for the North East are represented at a national level. This review highlights the increasing focus on active travel, as evidenced through Recommendation #1 – Connected Neighbourhoods; Recommendation #2 – Active Freeways and Cycle Parking Hubs; and Recommendation #3 – Village Town Active Travel Connections. The Scottish Government's **Programme for Government 2023-2024**¹³ also outlines the commitment towards delivering on health, economic and environment goals by investing £20m into an Active Travel Transformation Fund which has brought forward the delivery of ambitious local-authority led projects. Furthermore, the Scottish Government has pledged to implement the Active Travel Transformation Project to help raise £320m for investment in future budgets and continue the roll out of 20mph speed limits in built-up areas, supporting physical and mental wellbeing as well as facilitating safety improvements and emissions reduction.

Regional

At a regional level, the Nestrans **Regional Transport Strategy (RTS) 2040**¹⁴ sets the long-term vision and direction for transport in the North East for the next 20 years. The key transport priorities within the RTS are linked to the priorities in the NTS2 and include improving journey efficiencies to enhance connectivity; reducing carbon emissions to support net-zero targets; and creating a step change in public transport and active travel allowing for a 50:50 mode split. The RTS identifies a range of associated policies and actions including increasing the number of people travelling actively for health and the environment.

The RTS 2040 includes an action to *upgrade existing routes and develop a network of high quality and safe active travel routes across the region*. Priority corridors were identified within the RTS and includes a route between Ellon and Aberdeen City Centre. Within the Aberdeenshire section of this corridor, a recent period of public engagement was undertaken, with 400 responses received and the findings indicating a high level of support for the project. The corridor will be subject to a detailed topographic survey in December and the output will be used to prepare landowner plans that will assist with final access agreements, with landowner engagement ongoing and progressing positively. Officers intend to engage legal colleagues in the new year to commence land valuation and assist with title planning.

The Nestrans **Active Travel Action Plan (AcTrAP)**¹⁵ was developed as part of a commitment during the refresh of the previous RTS, with the aim of encouraging increased levels of active travel across the region. Its vision is to: *“create an environment and culture in which walking and cycling are convenient, safe, comfortable, healthy and attractive choices of travel for everyday journeys.”* The plan sets out to develop a strategic active travel network, ensuring that appropriate connections to new developments are made to ensure that cycling and walking provision links to long term plans for the region. The purpose of the network is to provide attractive and safe routes for cyclists and pedestrians for both long and short distance trips and to cater for a wider range of journey purposes such as commuting trips, travel to school, tourism and leisure journeys.

Work is ongoing to develop proposals for an active travel network for North East Scotland, including consideration of primary routes, secondary routes, local access routes and long-distance routes across three geographies of (i) Aberdeen City Council, (ii) Aberdeenshire's main towns and (iii) strategic regional active travel routes across the Nestrans area. The identified scheme for the Murcar to Blackdog link will form part of the active travel proposals currently being progressed as part of the work.

Local

Locally, the **Aberdeen City Local Transport Strategy (2016-2021)**¹⁶ and **Aberdeenshire Local Transport Strategy (2012)**¹⁷ aim to reduce non-sustainable journeys, increase the modal share of active travel and make travel more effective. Both Aberdeenshire and ACC are currently updating their Local Transport Strategies. The Draft Aberdeen LTS (2023-2030) was reported to the Net Zero, Environment and Transport Committee on 29th August 2023. It is currently being subject to an eight-week period of public consultation following which a final LTS will be produced and reported to committee in Spring 2024. In Aberdeenshire, public engagement on the main issues associated with an updated LTS was undertaken throughout May and September 2023, with residents and stakeholders asked to consider a number of transportation themes and share their views on the main opportunities and challenges facing transport across Aberdeenshire. Feedback from this consultation is being used to help shape the draft LTS which will be developed in the coming months with a view to being published in June 2024 following a further period of public consultation on the draft document.

¹³ [Programme for Government 2023/24](#)

¹⁴ [Nestrans Regional Transport Strategy 2040](#)

¹⁵ [Nestrans Active Travel Action Plan](#)

¹⁶ [Aberdeen Local Transport Strategy](#)

¹⁷ [Aberdeenshire Local Transport Strategy](#)

The **Sustainable Urban Mobility Plan (2019)**¹⁸ identifies the need to improve connectivity both within and to the city of Aberdeen. These objectives are aimed at locking in the benefits of the Aberdeen Western Peripheral Route (AWPR) and preventing the erosion of these benefits, as would be anticipated should traffic be allowed to continue to grow to fill the additional road capacity that has been created. In addition, the **Aberdeen City Active Travel Action Plan**¹⁹ aims to identify policies and design principles that ACC will abide by over the next five years (and in some cases beyond) and contains a series of actions and interventions that will be pursued in order to increase the proportion of journeys undertaken actively. The Plan aligns with the Nestrans Active Travel Action Plan.

In 2021, ACC adopted a refreshed **Local Outcome Improvement Plan (LOIP)**²⁰. The collective vision for Aberdeen remains 'a place where all people can prosper', reflecting the desire of Community Planning partners to help all people, families, businesses, and communities to do well, succeed and flourish in every aspect, regardless of their background or circumstances.

2.5 Development Context

The Aberdeen Local Development Plan (LDP) 2023 was formally adopted in June 2023. The Plan represents ACC's land use strategy for the next 10 years from 2022. The main allocation of relevance to the A92 Murcar North Active Travel Infrastructure STAG study area is the OP2 Cloverhill development to the east of the A92 south of Murcar Roundabout. The development will comprise 536 homes, together with retail units and community facilities and construction is expected to be complete in 2026. There are a number of changes to the local road network associated with this development, including:

- New vehicle junctions providing access to the site along the A92 Ellon Road. The primary access is a centrally located signalised junction incorporating toucan crossing facilities at a core path/pedestrian crossing point of the A92 Ellon Road. A secondary access will be provided to the south of the site via a left-in/left-out arrangement.
- An additional toucan crossing to the south of Murcar Roundabout.
- Reduction of the speed limit on A92 Ellon Road from 70mph to 40mph to replicate the character of the A956 Ellon Road to the south of the site.
- Temporary 20mph speed limit on the A92 Ellon Road via the provision of 20mph flashing signs during times that children are travelling to and from school.

The Aberdeenshire LDP 2023 was formally adopted in January 2023. The LDP covers the Aberdeenshire area excluding the Cairngorms National Park. The main allocation of relevance to the A92 Murcar North Active Travel Infrastructure STAG study area is the OP1 development at Blackdog, which is allocated for 600 homes, 4ha employment land and 7ha strategic reserve. As part of this development, 284 homes are currently being constructed at Strabathie Village.

2.6 Guidance

Design Guidance applicable for walking, wheeling, and cycling infrastructure includes:

- Design Manual for Roads and Bridges (DMRB)²¹;
- Roads for All²²;
- Cycling by Design (2021)²³;
- Designing Streets²⁴;
- National Roads Development Guide²⁵; and
- Inclusive Mobility²⁶.

The following sections provide an overview of the key aspects of these guidance documents, with further detail provided in **Appendix A**.

¹⁸ [Sustainable Urban Mobility Plan](#)

¹⁹ [Aberdeen Active Travel Action Plan 2021-2026](#)

²⁰ [Local Outcome Improvement Plan 2016-2026](#)

²¹ [Design Manual for Roads and Bridges](#)

²² [Roads for All \(2013\)](#)

²³ [Cycling by Design Update \(2021\)](#)

²⁴ [Designing Streets \(2010\)](#)

²⁵ [National Roads Development Guide \(2017\)](#)

²⁶ [Inclusive Mobility \(2021\)](#)

2.6.1 DMRB

DMRB provides design guidance for development of the trunk road network in the UK. The section of the A92 between Murcar Roundabout and Blackdog was de-trunked following the opening of the AWPR. However, as the section was formally trunk road alongside the current layout and there is a speed limit of 70mph, consideration of the DMRB has been taken as part of the design development.

The key findings from a review of DMRB include:

- Traffic lanes should be 3.65m for dual carriageways;
- Any active travel path should be at least 1.5m from the carriageway edge;
- Footway widths should be a minimum of 2.0m; and
- Shared footways / cycleways should only be used where expected flows are low.

2.6.2 Cycling by Design

Cycling by Design 2021 provides updated guidance for the introduction of cycle infrastructure in Scotland, replacing the 2010 version. The key updates to the guidance include:

- Further guidance on core design principles;
- Updates to absolute and desirable minimum widths for footways and cycle tracks (shared and segregated);
- Revised buffer width requirements related to adjacent carriageway speed limit; and
- Introduction of level of service parameters for active travel infrastructure.

The guidance notes that cycleways shared with pedestrians require to have a width between 2.5m and 4.0m and active travel facilities should be 3.5m away from the carriageway edge if located adjacent to a 70mph carriageway.

2.6.3 Designing Streets & National Roads Development Guide

Designing Streets was developed for the Scottish Government and provides technical guidance on designing streets. The National Roads Development Guide supports the Designing Streets document. These documents note that national speed limit roads should adopt standards in DMRB and Cycling by Design should be adopted for active travel facilities.

2.6.4 Inclusive Mobility

Inclusive Mobility from the Department for Transport provides guidance specific to removing barriers for disabled people to support equitable access and inclusive design. The guidance highlights the required footway widths for people with a mobility or visual impairment, noting that a footway width of 2.0m is recommended, allowing two wheelchair users to pass each other.

2.7 Previous Work

2.7.1 A90 Cycle Routes Feasibility Study

In 2015, a feasibility study was carried out for a path between Murcar and Balmedie, associated with Transport Scotland's requirement to give consideration to measures for encouraging journeys by bicycle between Balmedie and Aberdeen, taking cognisance of the AWPR/B-T scheme. The study identified existing land constraints; existing utilities and the extent of provision required for new utilities; existing drainage details and a possible solution for drainage; and the extent of topographical survey that would be required to influence detailed design.

The study recommended a 3.0m shared use path on the east side of the A92 between Murcar Roundabout and Blackdog. Two locations were noted as being particularly constrained where it would not be possible to accommodate a 3.0m wide path – alongside the existing property and directly north of the watercourse.

Following this study, the scheme was included within Aberdeen's Active Travel Action Plan 2017-2021.

2.7.2 Consultation in 2019

ACC conducted a consultation in August 2019 to gain feedback from the public on the proposed design for the scheme, with the proposed route shown in **Figure 2.6**.

The survey received 203 responses, with 132 (65%) respondents providing comments on the scheme. Of those who provided comments, 127 (96%) were in support of the scheme and 5 were not (4%). Other key findings from the consultation can be summarised as follows:

- 14% of respondents noted that cycling was their main means of transport for their most frequent journey undertaken between Murcar and Blackdog and 2% noted that walking was their main means of transport.
- Selected responses to how the path would benefit user journeys included:
 - Provision of a safe route for cycling to and from Aberdeen for both commuter and leisure journeys;
 - Increased opportunities to access local services by active travel modes rather than by vehicle;
 - Would open up the area north of Aberdeen City for active travel recreational users;
 - Would support modal shift to active travel modes; and
 - Would support healthier lifestyles.
- Selected responses to the design considerations and proposal in general are outlined below:
 - Supportive as it connects to existing active travel infrastructure;
 - Concerns with how the proposed route would integrate with the existing shared use path to the west of the A92, south of Murcar roundabout;
 - Support for implementation of segregated cycling and walking paths rather than shared use; and
 - Ensuring sufficient width to allow for walkers and cyclists to use the route at the same time, i.e. can pass one another without one having to pull over.



Figure 2.6: Proposed Shared Use Path Route as per previous ACC Study

2.7.3 Ellon P&R – Garthdee Multi-Modal Corridor Study

In 2020, ACC commissioned AECOM to develop a STAG-based appraisal of options for improving transport connections (particularly public transport and active travel connections) from the Park & Ride in Ellon, Aberdeenshire to the Garthdee Road corridor in Aberdeen City, and on related public transport routes. This work was concluded in October 2021 and included the identification of key problems, issues, opportunities and constraints on the corridor; development of Transport Planning Objectives (TPOs) for the study; generation of a long list of options; and Preliminary Appraisal.

Following this, a Detailed Appraisal and Outline Business Case (OBC) has been progressed by AECOM on behalf of ACC, with four packages under consideration as part of the work – Active Travel Priority (Package 1); Public Transport Priority (Package 2); Multi-Modal Transport and Travel (Package 3); and Public Transport Priority and Active Travel Parallel Routes (Package 4).

The Detailed Appraisal has demonstrated that each of the four packages have (to varying extents) positive impacts across the suite of appraisal criteria. However, it considered that Package 4 (Public Transport Priority and Active Travel Parallel Routes) provides a viable option to deliver both public transport and active travel infrastructure at a lower level of risk to ACC than Package 3 (Multi-Modal Transport and Travel Package).

While performing well against the appraisal criteria in the context of their respective modes, neither Package 1 (Active Travel Priority) or Package 2 (Public Transport Priority) cater in full for the ultimate requirements of the study, namely to deliver improved active travel and public transport connections along the study corridor.

With significant deliverability issues associated with Package 3, the study recommended that Package 4 is progressed as the preferred package to OBC given its strong performance against the objectives, particularly in relation to the bus priority elements (this will support the vision of Aberdeen Rapid Transit which Nestrans and partners are taking forward).

Package 4 recommends a new active travel route between Murcar and Blackdog, forming part of a long-distance active travel route to Ellon. To the south of Murcar, Package 4 recommends segregated cycle lanes in both directions on Ellon Road and a southbound bus lane, meaning the loss of a general traffic lane southbound between Murcar and The Parkway.

2.7.4 Street Lighting and Road Restraint Design

In December 2020, ACC commissioned the undertaking of street lighting design, Road Restraint Risk Assessment Process (RRRAP) and subsequently Road Restraint Systems (RRS) design within the extent of the proposed shared use path on the A92 southbound carriageway verge. Simultaneously, further design work, preparation of road signage proposals and road safety audit reports were completed by ACC.

This work was completed in summer 2021, with a number of issues identified in relation to vehicle restraint systems (VRS), passively safe poles for road signage, lighting and overhead cables.

2.7.5 Aberdeenshire Active Travel Route

In August 2023, Aberdeenshire Council consulted on a new active travel route linking Ellon, Foveran and Newburgh. The aim of the project is to provide a safe route which will help accessibility between nearby settlements in the Formartine area and encourage a shift in travel choices to increased walking, wheeling and cycling. It will form a key part of the longer distance route into Aberdeen, with works already having been delivered to improve access between Balmedie and Blackdog where a shared use path has been implemented to offer active travel connectivity to the east of the A92 carriageway between Balmedie and Taylors Recycling Centre.

2.8 AWPR Service Level Agreement

The Murcar active travel route is one of the routes identified in the AWPR Service Level Agreement as a Strategic Cycle Project, which meets the AWPR Vision Statement's objective to create new access routes, improve the existing network and offset any potential loss of footways and cycle routes. It would also assist in compensating for the various moderate severance and other impacts of the AWPR in the north of the city.

The Service Level Agreement notes that the access of pedestrians, cyclists and others to local facilities and countryside areas is likely to be adversely affected by the AWPR due to increased journey times as a result of diversions and decreased amenity value along sections of existing routes owing to traffic noise and visual intrusion. It notes that mitigation measures could include the creation of new, safe links between existing population centres or places of interest/recreation for commuter, recreation and utility trips. It may also be provided by the consideration of public access to and involvement in specific sites by, for example, providing additional visitor facilities or opportunities for recreation and interaction with the natural environment.

The aim of the Service Level Agreement is *'to provide safe access to pedestrians and cyclists around the proposed route corridor and address issues of Non-Motorised Users (NMU) fragmentation.'*

The objectives of the Service Level Agreement are:

- *To upgrade/provide new paths to allow safe, improved access between local communities and recreational areas;*

- *To enable opportunities for a range of different users to undertake commuter, recreational and utility trips; and*
- *To increase the amenity value by better access to cultural heritage sites and the countryside.*

3. Problems and Opportunities

3.1 Introduction

This chapter identifies actual and perceived problems, opportunities and constraints within the study area to support the case for intervention. The STAG guidance describes these as follows:

Problems	are undesirable or harmful circumstances with the transport system.
Opportunities	are where a change to the transport system may lead to a positive outcome.
Constraints	circumstances which may impact on the delivery of the potential interventions or option generation and development

3.2 Problems

The key problem identified as part of the work relates to the missing link in the active travel network between Murcar and Blackdog.

Missing Link

In recent years, ACC has invested in the active travel network south of Murcar through the implementation of a shared use path on the west side of the carriageway that runs adjacent to Ellon Road, meaning there is consistent provision of shared use infrastructure for approximately 2.5km between Murcar and Hutcheon Gardens. Recent improvements have also been implemented on the east side of the carriageway, with implementation of a shared use path and new toucan crossings to the south of Murcar associated with the Cloverhill Development.

To the north within Aberdeenshire, a shared use path has been implemented to offer active travel connectivity to the east of the A92 carriageway between Balmedie and Taylors Recycling Centre. It is understood that there are plans for the shared use path to be extended further south to provide a continuous active travel connection between Balmedie and Blackdog. A short new section of path has also been completed at Blackdog to connect residents to the bus stop on the southbound A92 slip road.

Existing active travel infrastructure between Murcar and Blackdog is lacking and in sections where there is path provision, it is substandard as shown in **Figure 3.1**.

Therefore, the section between Murcar and Blackdog is a key missing link in the active travel network, which is preventing the completion of a long-distance active travel route to the north of the city and is likely to act as a constraint on the uptake of walking, wheeling and cycling within the study area for long-distance journeys as well as shorter trips (i.e. between Blackdog and nearby Industrial Estates in Aberdeen City) and recreational journeys.



Figure 3.1: Current lack of / narrow path provision

As highlighted during consultation (see **Chapter 6**), the missing link prevents people from making a range of active travel journeys, including for commuting, for leisure purposes and exercise, and to access shops and services at Murcar. Consultation feedback indicated that many local people currently drive short journeys because there is not adequate and safe provision to allow them to undertake such journeys actively.

3.3 Opportunities

The key opportunities identified as part of the work include:

Missing Link

The implementation of active travel infrastructure between Murcar and Blackdog would enable consistent active travel provision between Bridge of Don and Blackdog, extending to Balmedie if Aberdeenshire Council progress the shared use path between Taylors Recycling Centre and Blackdog.

Growing Population

As set out in the Aberdeen City and Shire Strategic Development Plan²⁷, the A90 corridor between Aberdeen and Peterhead is a designated Strategic Growth Area. These designated areas provide the main focus for development in the North East region up to 2040.

Significant live developments are located in close proximity to the A92 Murcar North study area. These developments include:

- Strabathie Village located at Blackdog where 284 homes are currently being built, with the full site allocated for 600 homes; and
- Cloverhill Development situated south of Murcar Roundabout, comprising construction of 536 homes, together with retail units and community facilities.

The new population that the above developments will bring to the area provides a key opportunity to instil new sustainable travel habits. Promoting the use of active travel instead of private vehicles from the outset will drive demand for more sustainable travel, but these benefits can only be realised if there is a comprehensive and well-integrated active travel network in place to facilitate these journeys.

Promoting Active Travel

The Aberdeen City and Shire Strategic Development Plan states that Strategic Growth Areas should ensure housing, employment and services are in close proximity to each other and are connected by high quality active travel networks. Therefore, investment in quality active travel infrastructure within the A90 Strategic Growth area is essential to ensure there is an integrated and complete active travel network for residents to use for everyday journeys.

Furthermore, the generally flat topography of the A92 Murcar North study area will further promote the use of active travel as the route would be easily cyclable and suitable for a variety of different users.

Travel to Work

The relatively short distance between residential areas (Potterton, Blackdog etc.) and key employment areas (Bridge of Don and Denmore Industrial Estates) provides a significant opportunity for active travel to be used for commuting to work.

The approximate distances from Blackdog to Denmore Industrial Estate and Bridge of Don Industrial Estate are around 2km and less than 4km respectively. Both of these locations are therefore within a realistic cycling distance for commuting to work with approximate journey times of 12 minutes to the former and 15 minutes to the latter.

Strong Policy Alignment

From locking in the benefits of the AWPR to supporting wider policy objectives around climate change and health and wellbeing, the development of active travel infrastructure between Murcar and Blackdog aligns strongly with policy framework at a national, regional and local level.

STPR2, developed to support delivery of NTS2, contains a number of recommendations focussed on promoting active travel, including:

- Recommendation #1 – Connected Neighbourhoods: focussing on delivering comprehensive, cohesive networks of high-quality active travel routes radiating for approximately 800m from key locations in towns or neighbourhood centres, better connecting them with nearby residential areas.
- Recommendation #2 – Active Freeways and Cycle Parking Hubs: focussing on providing active freeways to connect city and town centres to outlying neighbourhoods, and to key trip attractors. They focus on high-demand corridors in large urban areas and on improving connections to communities through delivering high-quality, direct, and segregated routes for active travel.
- Recommendation #3 – Village-Town Active Travel Connections: focussing on delivering short and medium-distance active travel routes linking villages with nearby towns in locations where these connections are not made by existing networks or new longer-distance routes. It would connect town and village communities for people walking, wheeling and cycling, through the delivery of high-quality infrastructure on direct routes away from busy roads, improving access between neighbouring settlements and facilitating access to key trip attractors.

²⁷ [Aberdeen City and Shire Strategic Development Plan](#)

Support from General Public

As outlined in [Section 2.7.2](#), there is a clear appetite from the general public for this scheme to be implemented to provide the missing link and thus offer a fully integrated active travel route separated from vehicles. Previous consultation highlighted that this route would provide benefits for a range of northbound and southbound journeys including commuting to Aberdeen City, everyday journeys to local shops and services and leisure journeys for both local residents and those from further afield wanting to travel to the area by active travel modes. The consultation highlighted that the absence of a fully integrated route prevents the aforementioned journeys from taking place as users highlighted safety concerns associated with travelling alongside vehicular traffic travelling at 70mph on the A92. Similar feedback was received during the consultation undertaken as part of this work, as summarised in [Chapter 6](#).

Recreational Potential

Several recreational paths are located within the area, including Balmedie Country Park Pathways and the Aberdeenshire Coastal Trail. There is an opportunity for the A92 Murcar North active travel route to link with these existing recreational paths to provide an integrated active travel network allowing for recreational visitors to travel actively when visiting these locations.

3.4 Constraints

The key constraints identified as part of the work include:

Land Availability

A key constraint in the delivery of active travel facilities along this section relates to the land available within ACC ownership. On both sides of the carriageway there is farmland owned by third parties that would require landowner agreement and land purchase to deliver facilities to a desirable minimum standard outlined in *Cycling by Design 2021*.

Gradient

Steep gradients are located adjacent to the existing path for sections providing differentiation between ACC and privately owned land. Permission would need to be sought from landowners if these were to be regraded for delivery of an active travel facility.

Utilities

A utilities search was undertaken as part of the previous work, which outlined a number of existing utilities within the study area, including a gas main line along the eastern side of the carriageway. This varies between under the existing footway and within the sloped verge and therefore depth of the asset will require to be confirmed during subsequent stages of design.

The study area also has overhead power lines which should be taken into account during the development of lighting proposals and access for site equipment during construction.

Flooding

There are a several watercourses identified in proximity to the study area. These are located to the north of Murcar Roundabout and to the south of Blackdog and flow under the A92 carriageway. As shown in [Figure 3.2](#), there is a high likelihood of flooding in proximity to these areas alongside some areas of surface water accumulation.

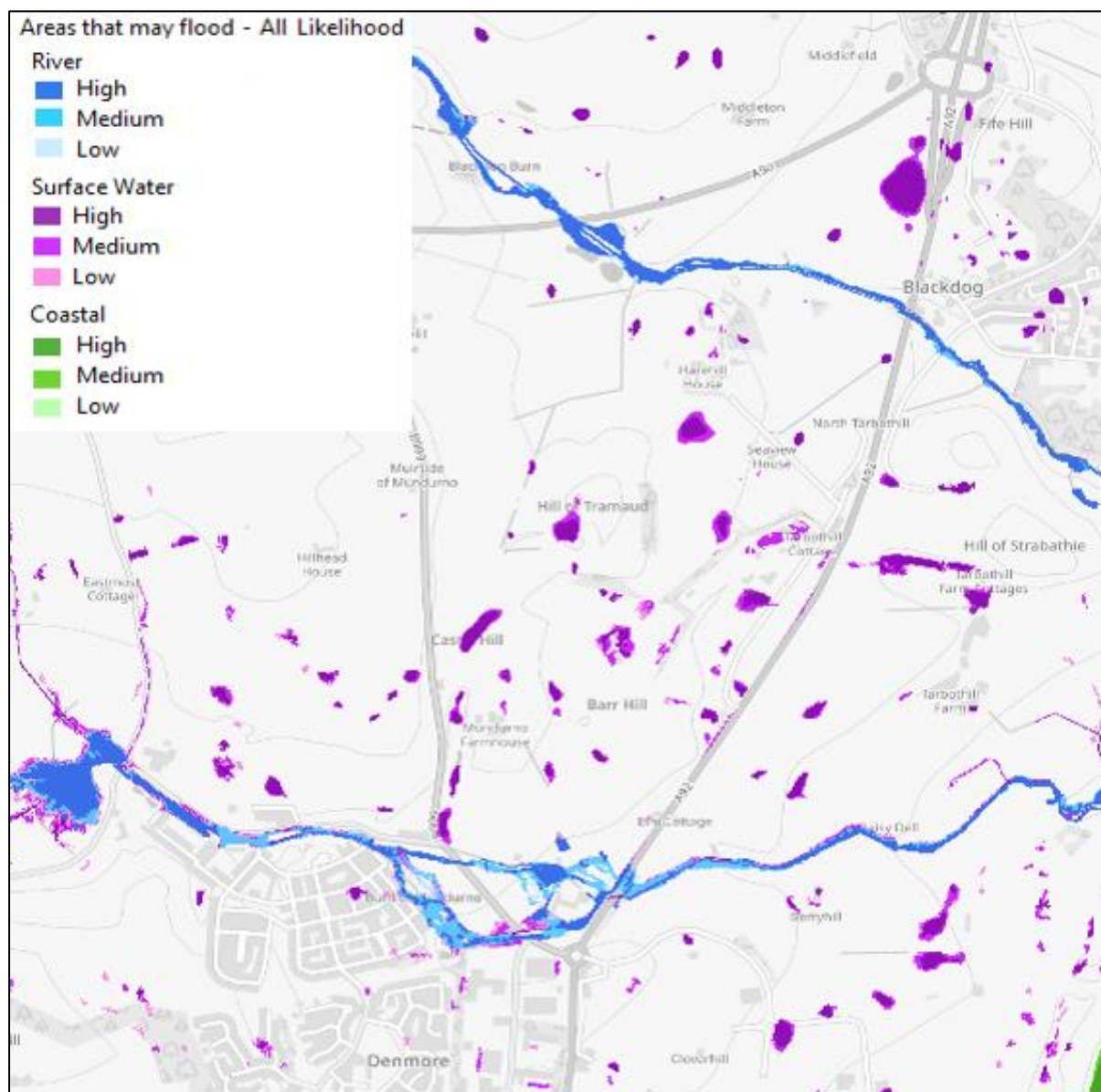


Figure 3.2: Study Area Flood Map

3.5 Case for Change

The problems and opportunities analysis outlined above presents a clear rationale for intervention on this route. The Murcar to Blackdog link is a key piece of missing infrastructure that has the potential to support a wide range of journeys. It could support localised journeys within the study area i.e. between Blackdog and industrial or shopping areas at Murcar; medium distance journeys between Blackdog and key trip attractors within Aberdeen City; and it could form part of a longer distance route between Aberdeen and Aberdeenshire communities in the north including Ellon, Foveran, Newburgh and Balmedie.

The case for intervention is strengthened by the developments that are under construction adjacent to the A92, which will significantly increase the population within the study area and it is important that active travel is promoted from the outset for people moving into the area by providing a realistic alternative to journeys undertaken by car.

There is clear public support for the scheme based on findings from initial consultation work undertaken in 2019 and reinforced by the consultation exercise undertaken as part of the current study, with 92% of respondents to the online survey indicating support for the development of an active travel link between Murcar and Blackdog.

4. Transport Planning Objective

4.1 Introduction

This chapter presents the Transport Planning Objective (TPO) that has been developed for the study. Central to the appraisal of options in a STAG-based approach is that the process should be objective-led rather than solution-led. In line with the guidance, a single TPO has been developed to reflect the identified problems and opportunities, including those identified through stakeholder consultation, professional judgement and to reflect synergy with established policy directives. The TPO reflects the outcomes sought from the study and will play an integral role in assessing the performance of each option as the appraisal progresses.

4.2 Approach

As outlined in the STAG Managers Guide, the analysis of problems and opportunities is central in supporting the setting of robust TPOs. A bottom-up, top-down approach has been taken to develop a single TPO for the A92 Murcar North Active Travel Infrastructure STAG Study.

4.2.1 SMART Objectives

The STAG guidance notes that it is imperative that TPOs are developed with 'SMART' principles in mind, which will enable the TPOs to be sharpened and refined as the study progresses and more information becomes available.

A SMART objective will be:

- **Specific** – it will say in precise terms what is sought;
- **Measurable** – it will set out the metrics that will be used as an indicator of success;
- **Achievable** – there is general agreement that the objective set can be reached;
- **Realistic** – the objective is a sensible indicator or proxy for the change which is sought; and
- **Time bound** – the objective will be associated with an agreed timeframe.

4.3 Final Transport Planning Objective

The single TPO developed for the study, which has been developed to complement the strategic TPO identified for the Ellon Park and Ride to Garthdee transport corridor study, is outlined below.

TPO1	By 2030, increase the level of walking by 10% and cycling five-fold from 2027 for all journey types on the Blackdog to Murcar corridor.
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4.4 SMART Objective Table

The table below highlights how the developed TPO relates to the SMART principles.

Table 4.1: SMART TPO Table

TPO	Specific	Measurable	Achievable	Realistic	Timebound
By 2030, increase the level of walking by 10% and cycling five-fold from 2027 for all journey types on the Blackdog to Murcar corridor.	TPO identifies the need to provide active travel infrastructure to facilitate an increase in the level of walking and cycling for all journey types between Blackdog and Murcar.	<p>Based on the previous consultation undertaken, the modal split in 2019 was as follows:</p> <ul style="list-style-type: none"> • Car (n=155; 77%) • Cycle (n=29; 14%) • Public Transport (n=11; 5%) • Walk (n=4; 2%) • Other (n=2; 1%) <p>Given the small sample size that this was based on, this modal split is unlikely to be representative. The modal split²⁸ based on Census 2011 data was as follows:</p> <ul style="list-style-type: none"> • Car (60%) • Walk (15%) • Public Transport (13%) • Cycle (1%) • Other (3%) • Work/study at home (8%) <p>Pedestrian and cycle counters can monitor changes in those travelling actively, supported by targeted community engagement, including 'before implementation' and 'after implementation' surveys.</p>	Delivery of TPO will require modal shift from car to active travel (walking and cycling) – the options subject to appraisal would encourage an increase in modal share of walking and cycling.	<p>TPO is consistent with the overall aim of the A92 Murcar North Active Travel Infrastructure STAG Study.</p> <p>Problems and opportunities highlighted a missing link connecting newly implemented active travel infrastructure to the north and south of the study corridor.</p> <p>Consultation highlighted the importance of infrastructure to promote active travel as a safe and reliable mode of transport for everyday journeys.</p>	2030

²⁸ Modal split is based on 'Method of travel to work or study' census table QS702SC for data zones that make up the study area (Bridge of Don and Balmedie & Potterton).

5. Option Generation and Sifting

5.1 Introduction

This chapter presents an overview of the option generation, sifting and development process that has been undertaken to arrive at a set of options for appraisal for the A92 Murcar North Active Travel Infrastructure STAG Study. The aim is to identify a set of options that could potentially deliver the TPO and in turn, help to address the problems and constraints identified while helping to realise the opportunities in the study area.

5.2 Transport Projects in Development

There are a number of transport projects in development in the study area, as shown in the table below.




Table 5.1: Transport Projects in Development in the Study Area

Scheme	Description
Ellon to Balmedie Strategic Cycle Route	As outlined in Section 2.7.5 , Aberdeenshire Council recently consulted on a new active travel route linking Ellon, Foveran and Newburgh. The aim of the project is to provide a safe route which will help accessibility between nearby settlements in the Formartine area and encourage a shift in travel choices to increased walking, wheeling and cycling. It will form a key part of the longer distance route into Aberdeen, with works already having been delivered to improve access between Balmedie and Blackdog where a shared use path has been implemented to offer active travel connectivity to the east of the A92 carriageway between Balmedie and Taylors Recycling Centre.
Ellon P&R to Garthdee Study	As outlined in Section 2.7.3 , ACC is progressing a Detailed Appraisal of options and Outline Business Case for the Ellon P&R to Garthdee Corridor. This study is recommending progression of a package of measures that includes a long-distance active travel route between Ellon and Murcar and segregated cycle lanes and peak hour bus lanes in both directions on Ellon Road to the south of Murcar.
Cloverhill Development	As outlined in Section 2.5 , the Cloverhill Development, located to the east of the A92 south of Murcar Roundabout, consists of 536 plots together with three retail units, a community hall and recreational space. There are a number of changes to the local road network associated with this development, including: <ul style="list-style-type: none"> • New vehicle junctions providing access to the site along the A92 Ellon Road. The primary access is a centrally located signalised junction incorporating toucan crossing facilities at a core path/pedestrian crossing point of the A92 Ellon Road. A secondary access will be provided to the south of the site via a left-in/left-out arrangement. • An additional toucan crossing to the south of Murcar Roundabout. • Reduction of the speed limit on A92 Ellon Road from 70mph to 40mph to replicate the character of the A956 Ellon Road to the south of the site. • Temporary 20mph speed limit on the A92 Ellon Road via the provision of 20mph flashing signs during times that children are travelling to and from school.

5.3 Option Generation

The options generated for the A92 Murcar North Active Travel Infrastructure STAG Study are set out below.

Table 5.2: Option Generation

Option	West	Central	East
<p>Description</p>	<p>From Murcar Roundabout, the route follows the western side adjacent to the A92 and then alongside Tarbothill Farm Cottages. Options then exist to cross to the east side to provide connection into Blackdog or continue north to Blackdog Junction.</p> 	<p>Routes along the A92 carriageway via redistribution of carriageway space. Dependent on the alignment, this could tie into Blackdog via a new path link to Hareburn Road or at Blackdog Junction.</p> 	<p>From Murcar Roundabout, the route follows the eastern side adjacent to the A92 and around the rear of existing properties to tie into Hareburn Road.</p> 

5.4 Option Sifting

STAG states that: *“The Option Sifting process should be undertaken when an unmanageably large number of options have been generated or where there is general consensus that a particular option or options generated will clearly not achieve the intended objectives or meet the identified transport problems and/or opportunities.”*

The guidance also highlights that: *“There are a number of ways in which options can be sifted and practitioners should agree the approach with stakeholders (and, where appropriate, decision makers).”*

Given the small number of options under consideration as part of the study, no options were sifted from consideration and all three options were progressed through the appraisal process.

6. Public and Stakeholder Consultation

6.1 Introduction

This chapter sets out the consultation programme undertaken as part of the A92 Murcar North Active Travel Infrastructure STAG Study.

Engagement has built on work undertaken by ACC in 2019 to support the public acceptability appraisal of the three route options under consideration (see [Chapter 8](#)).

6.2 Consultation Approach

The following activities were progressed as part of consultation on the study:

- Development of a Stakeholder Plan in July 2023 to inform officers, Elected Members, stakeholders and members of the public that ACC has commenced work on this stage of the study.
- Development of a Stakeholder Briefing Paper in support of the above to serve as an update to work concluded by ACC in 2021 and inform stakeholders of the process now being taken to identify a recommended active travel option for the study corridor. This was circulated to ACC members, Aberdeenshire Council members, local MPs and MSPs, Belhelvie Community Council and Bridge of Don Community Council. The paper – provided to ACC separately – outlined the key study activities and phases of work before setting out how stakeholders could get involved through various means of engagement.
- Engagement with landowners potentially affected by the proposals.
- Engagement with local cycle stakeholders, as potential future users of the scheme.
- A public exhibition to allow members of the public to view the process taken to identify, develop and appraise the route options, and to view the recommended option to progress to further design.
- An online survey outlining the material presented at the public exhibition for review and comment by members of the public, organisations and other stakeholders.

The sections below detail the key outcomes of these targeted engagement activities.

6.3 Landowner Engagement

To ensure landowners affected by the proposals could be consulted with effectively, a review of land areas was undertaken by AECOM with support from the ACC client team. This focussed on identifying residential, agricultural and industrial land areas located on the study corridor using Scotland's Land Information Service (ScotLIS)²⁹ before adding these as shapefiles to GIS to create individual land plans for each of the landowner areas. These plans formed the basis for initial contact with local landowners on the study corridor seeking confirmation of ownership and providing early notification that the study was underway.

This exercise facilitated engagement with the landowners of Tarbothill Farm in October 2023. The key outcomes of this discussion are as follows:

- Concern over users potentially coming in to contact with farm machinery;
- Increased need to be aware of pedestrians and cyclists bypassing the farm;
- Concern over pedestrians and cyclists disturbing animals adjacent to the path;
- Clear signage and fencing required to enhance wayfinding and avoid conflicts;
- The farm access is currently impacted by increased traffic speeds since the opening of the AWPR; and
- Concern that access may be impacted further by increased requirement to be aware of pedestrians and cyclists when entering and leaving the farm.

As part of the design process, the AECOM team prepared a detailed note of the discussion to ensure all concerns could be used to inform final designs. Continued engagement with the Council and landowner throughout the process will be sought going forward.

²⁹ScotLIS ([Search by map - ScotLIS - Registers of Scotland \(ros.gov.uk\)](#))

6.4 Local Cycle Stakeholder Engagement

In September 2023, a targeted workshop with local cycle stakeholders was undertaken, facilitated by Nestrans, in advance of public consultation. The focus of this discussion was to gain feedback on the route options and the type of facility to be taken forward, either segregated or shared.

In terms of the **alignments**, the east option was described as having the greatest potential in terms of connecting to existing infrastructure and connecting to Balmedie whilst helping to improve safety by taking the link away from the carriageway. Moreover, the increase in population from housing developments was cited as an opportunity for an increase in younger users along with better east/west connections to support school accessibility. Stakeholders noted the limitations of the other alignments, including a lack of cycle priority between communities and the removal of road lanes.

In terms of the **type** of facility, stakeholders were most supportive of segregated infrastructure due to the increase in safety for each user group and opportunities for a range of users with varying abilities and speeds. With regards a shared facility, stakeholders highlighted the potential for meandering between users and constraints on cycle speeds as well as conflicts between users.

6.5 Public Exhibition

A Public Exhibition took place on Thursday 2nd November 2023 at King's Church, Bridge of Don from 16:00-20:00. The event was facilitated by members of the AECOM project team along with a representative from both ACC and Nestrans. There was a total of 17 attendees – 15 members of the public and two Councillors.

The attendees were able to view display boards showing the three options and speak to members of the project team to discuss the plans and ask questions. A hard copy of the survey was also available (and is provided within **Appendix C**). **Figure 6.1** shows the display boards at the event while copies of each board are also presented in **Appendix C**.

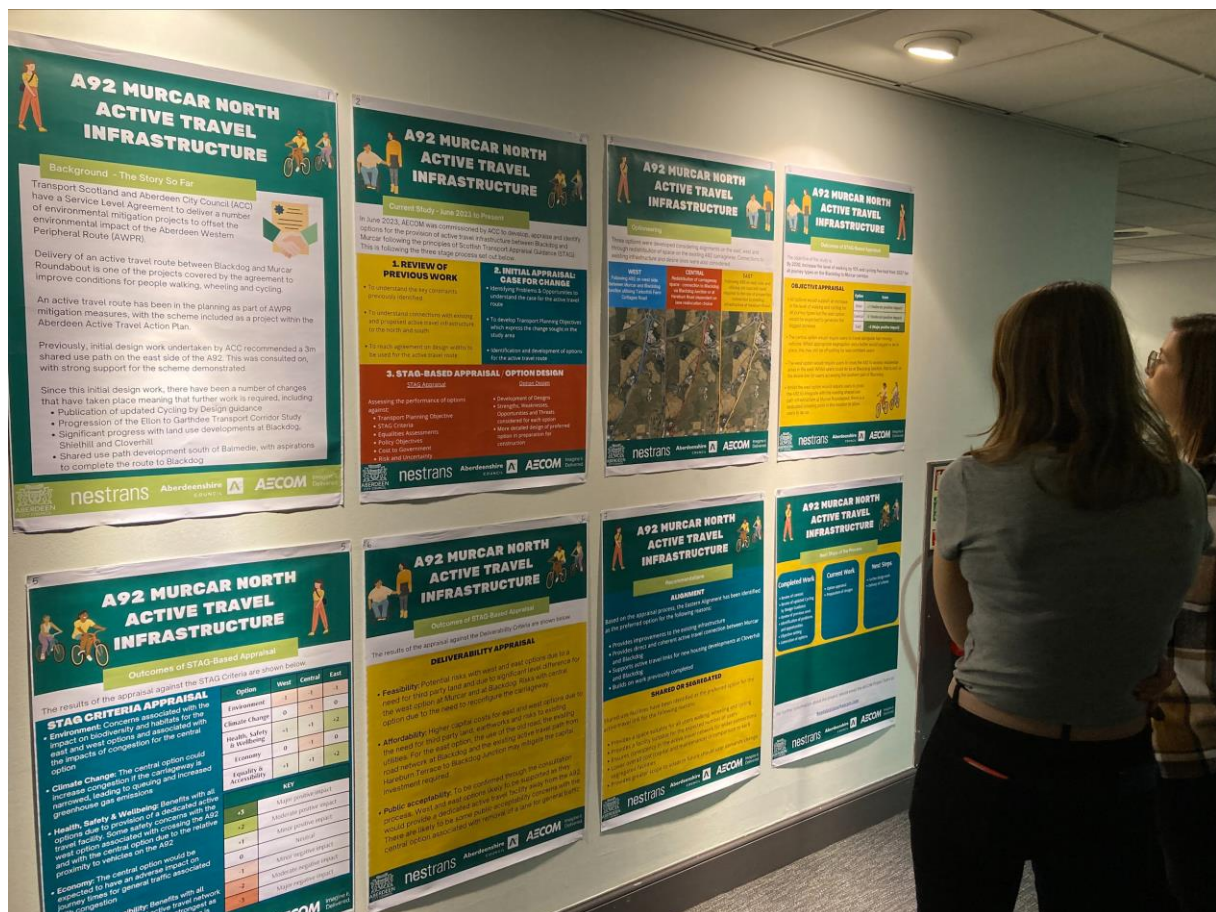


Figure 6.1: Public Exhibition, October 2023

A summary of key points of feedback from the public exhibition are as follows:

- Overwhelmingly positive response with all attendees keen to see a route constructed as soon as possible.
- East generally regarded as the preferred option, with attendees expressing concerns regarding the central option.
- Desire for tarmac surfacing of the route, with attendees noting that gravel surfaces would not be accessible to all users and would present an increased maintenance burden.
- Desire for cycle parking to be introduced at the retail park at Murcar Roundabout.
- The route around Blackdog may be preferable to the currently proposed route for some users.
- The design will need to consider the gate that is in place at Blackdog, to the south of the new shared use path that has been implemented alongside the carriageway.
- Desire for the speed limit on Hareburn Road to be reduced as it is currently a 60mph.
- No support for a speed limit reduction on the A92 between Blackdog Junction and Murcar, with attendees suggesting that it would not be adhered to.
- Desire for inclusion of elements on the active travel route that promote respect between different users e.g. similar to signs included on the Deeside Way – concerns raised that there could be conflict between users sharing the same space, particularly dog walkers and cyclists.

6.6 Online Survey Analysis

The online survey ran from 18th October to 15th November 2023 and received a total of 133 responses. This section presents a breakdown of the results from this survey and associated analysis. As noted above, a copy of the survey form is provided within [Appendix C](#).

6.6.1 Respondent Profile

Figure 6.2 below shows respondent profile of each of the 133 respondents, highlighting that 35 (26%) reside in the study area, 52 (39%) are based elsewhere in Aberdeen City, 45 (34%) are based elsewhere in Aberdeenshire and 1 (less than 1%) was a stakeholder response.

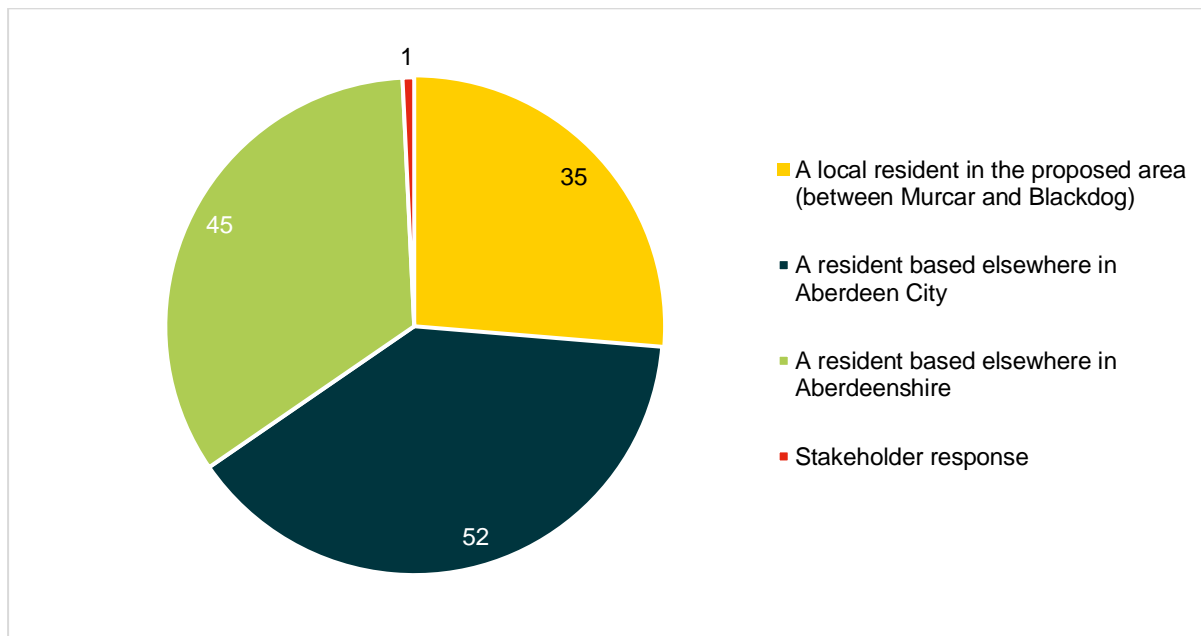


Figure 6.2: Respondent Profile

6.6.2 Q1. Do you support the development of an active travel link between Murcar and Blackdog?

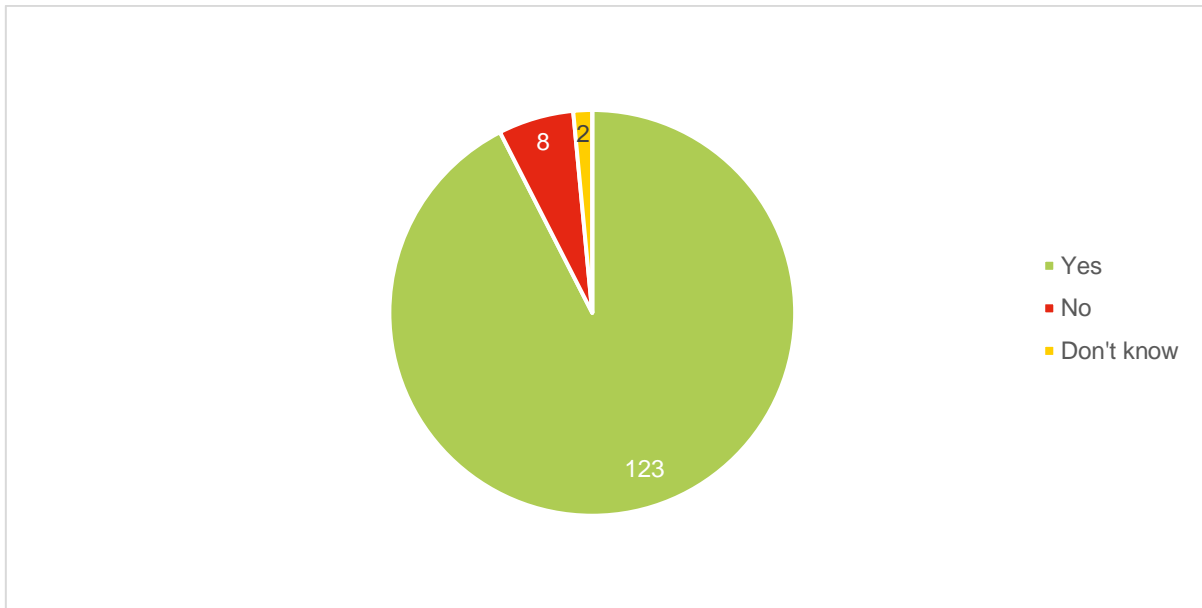


Figure 6.3: Support for Murcar to Blackdog Active Travel Link

The vast majority of respondents (92%) indicated that they support the development of an active travel link between Murcar and Blackdog while 6% do not support the development of an active travel link and 2% indicated that they Don't Know. This suggests that there is clear support for improving walking, wheeling and cycling infrastructure on the corridor.

Respondents who do not support the scheme suggested that other areas may benefit more from investment in active travel infrastructure or noted that redirecting funding to other means would be more valuable.

6.6.3 Q2. Do you agree that the east option should progress as the preferred option?

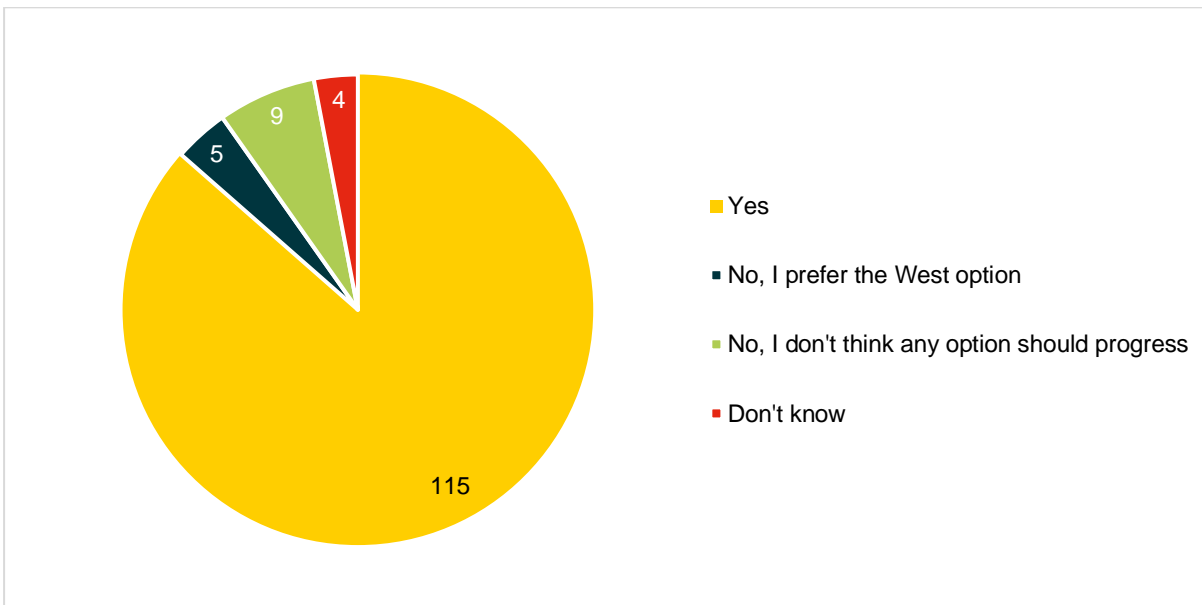


Figure 6.4: Support for the East Option

The majority of respondents (86%) agreed that the east option should progress as the preferred option. Five respondents (4%) indicated a preference for the west option and 9 respondents (7%) do not think that any option should progress. No respondents indicated a preference for the central option.

Of those indicating a preference for the west option, respondents noted the greater potential for connection with existing infrastructure to the south of Murcar and enhanced connections for communities in the west, including Potterton.

6.6.4 Q3. Would implementation of the east option make you more likely to walk, wheel or cycle between Murcar and Blackdog?

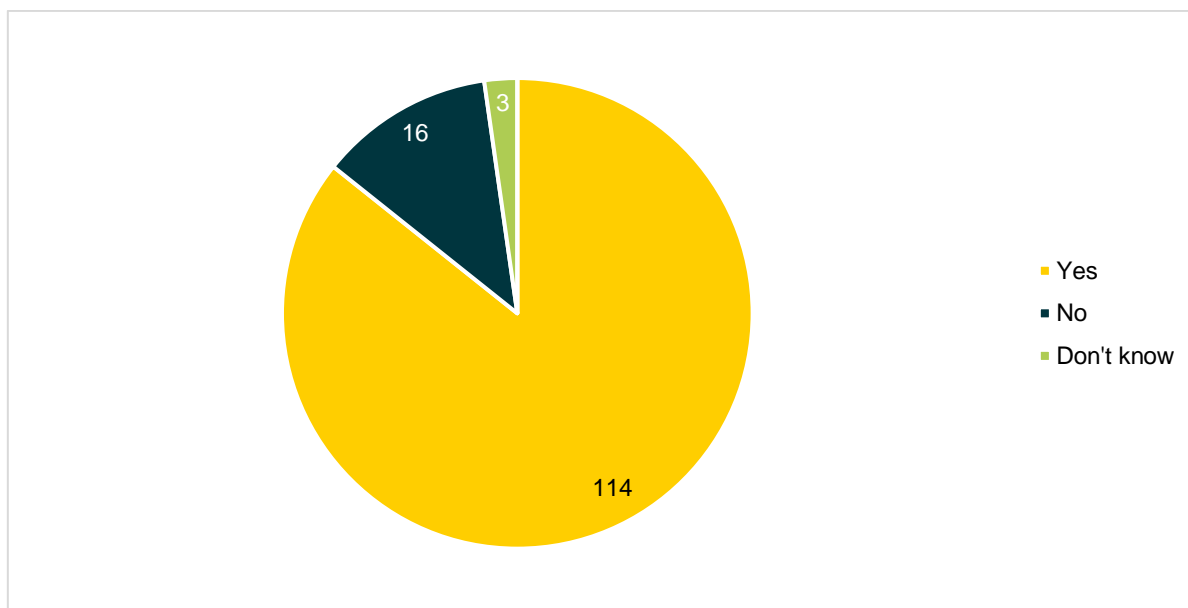


Figure 6.5: Implementation of East Option – Increased Likelihood of Active Travel

114 (86%) respondents noted that the implementation of the east option would make them more likely to travel actively between Murcar and Blackdog while 16 (12%) respondents answered No and 3 (2%) respondents said Don't Know. This suggests further support for the project and highlights that it could encourage modal shift away from private vehicles for journeys on this section of the corridor.

Those who indicated that the east option would not encourage them to travel actively between Murcar and Blackdog noted concerns about proximity to the A92 due to volume and speed of the traffic, the length of time it will take to purchase land, the value for money and one respondent noted that they are unable to walk or cycle that distance.

6.6.5 Q4. Would the west option or central option make you more likely to walk, wheel or cycle between Murcar and Blackdog?

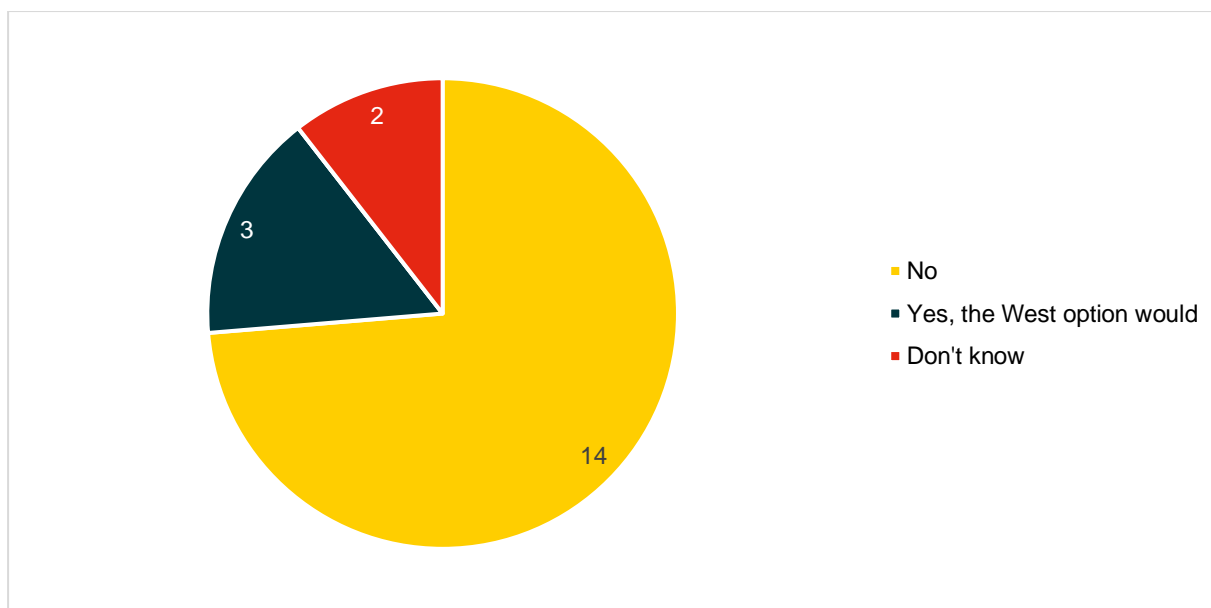


Figure 6.6: Implementation of West/Central Option – Increased Likelihood of Active Travel

The 19 respondents who did not indicate the implementation of the east option would make them more likely to travel actively between Murcar and Blackdog were asked if the west or central option would make them more likely to travel actively on the corridor. 14 (74% of responses to this question) respondents indicated that neither option would; 3 (16%) respondents indicated that the west option would and 2 (11%) didn't know.

6.6.6 Q5. What journeys would you use the Murcar to Blackdog active travel link for and how often would you make these journeys?

Work

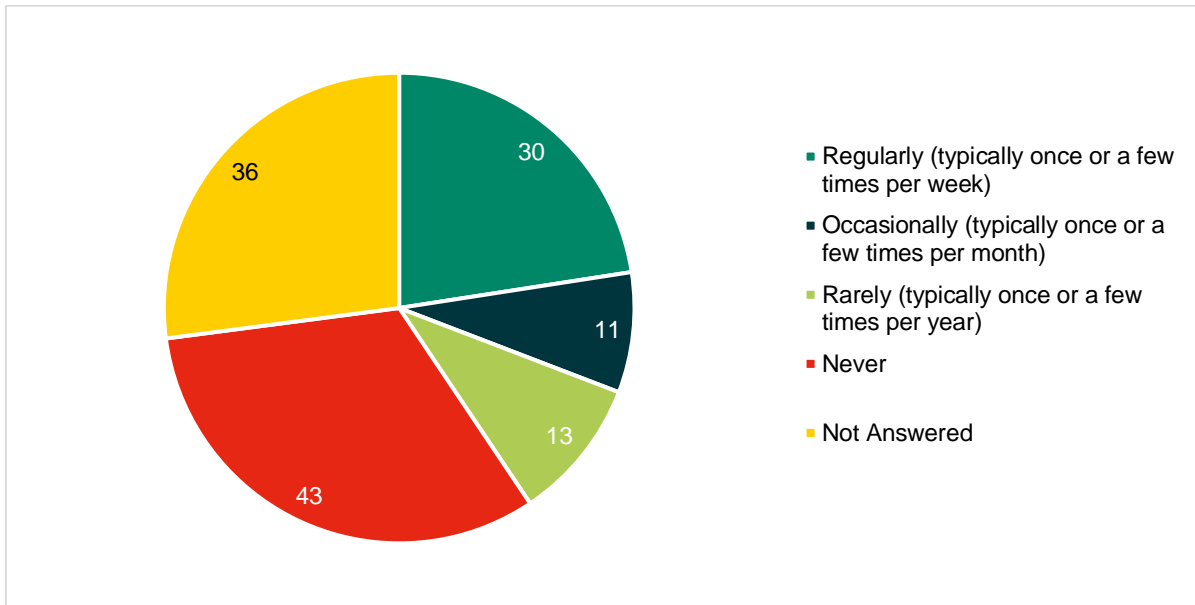


Figure 6.7: Anticipated Use of Murcar to Blackdog Active Travel Link for Journeys to Work

97 (73%) respondents provided an answer to this question. The results show that 54 (41%) respondents would use the Murcar to Blackdog active travel link for journeys to work – 30 (23%) regularly; 11 (8%) occasionally; and 13 (10%) rarely. 43 (32%) respondents indicated that they would never use the Murcar to Blackdog active travel link for journeys to work.

Study

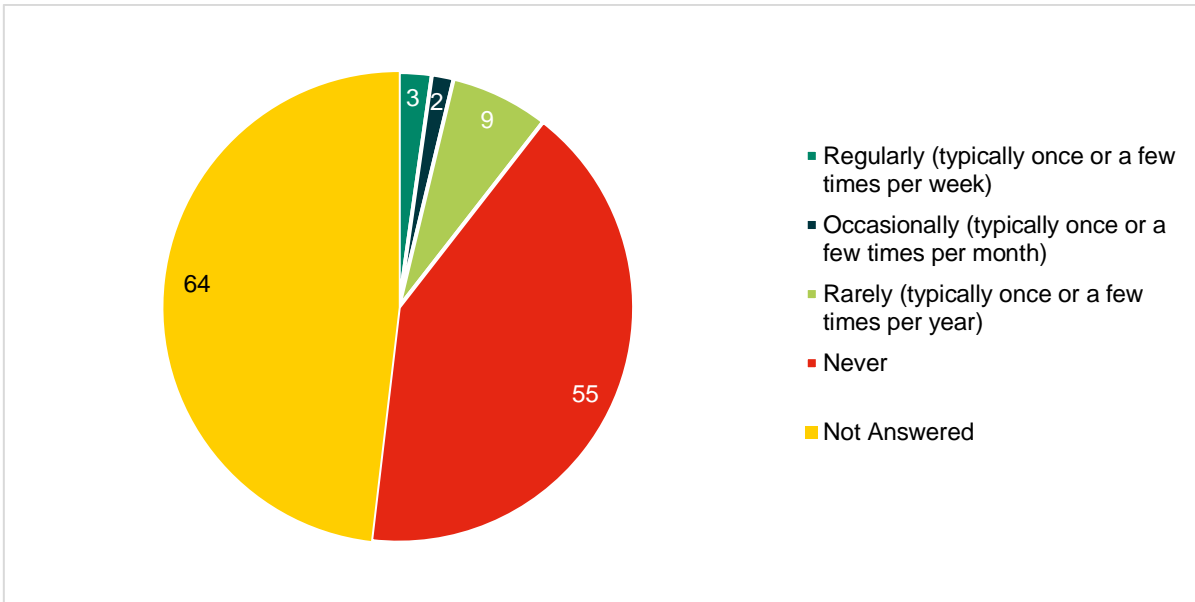


Figure 6.8: Anticipated Use of Murcar to Blackdog Active Travel Link for Journeys to Study

69 (52%) respondents provided an answer to this question. The results show that 14 (11%) respondents would use the Murcar to Blackdog active travel link for journeys to study – 3 (2%) regularly; 2 (2%) occasionally; and 9 (7%) rarely. 55 (41%) respondents indicated that they would never use the Murcar to Blackdog active travel link for journeys to study.

Business

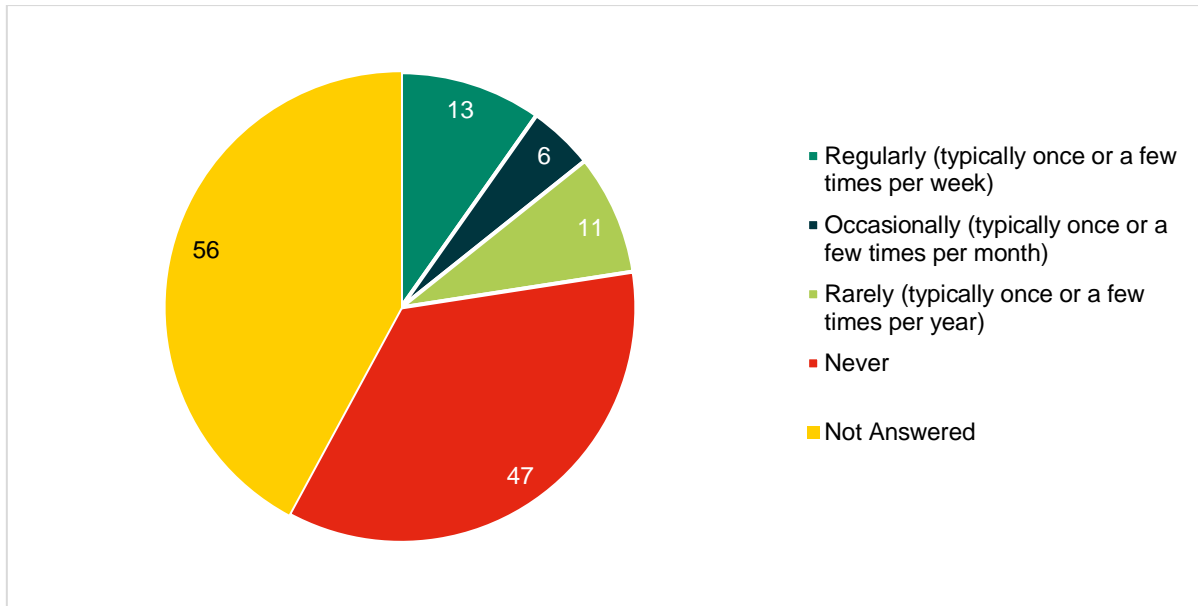


Figure 6.9: Anticipated Use of Murcar to Blackdog Active Travel Link for Business Journeys

77 (58%) respondents provided an answer to this question. The results show that 30 (23%) respondents would use the Murcar to Blackdog active travel link for business journeys – 13 (10%) regularly; 6 (5%) occasionally; and 11 (8%) rarely. 47 (35%) respondents indicated that they would never use the Murcar to Blackdog active travel link for business journeys.

Leisure Journeys/Exercise

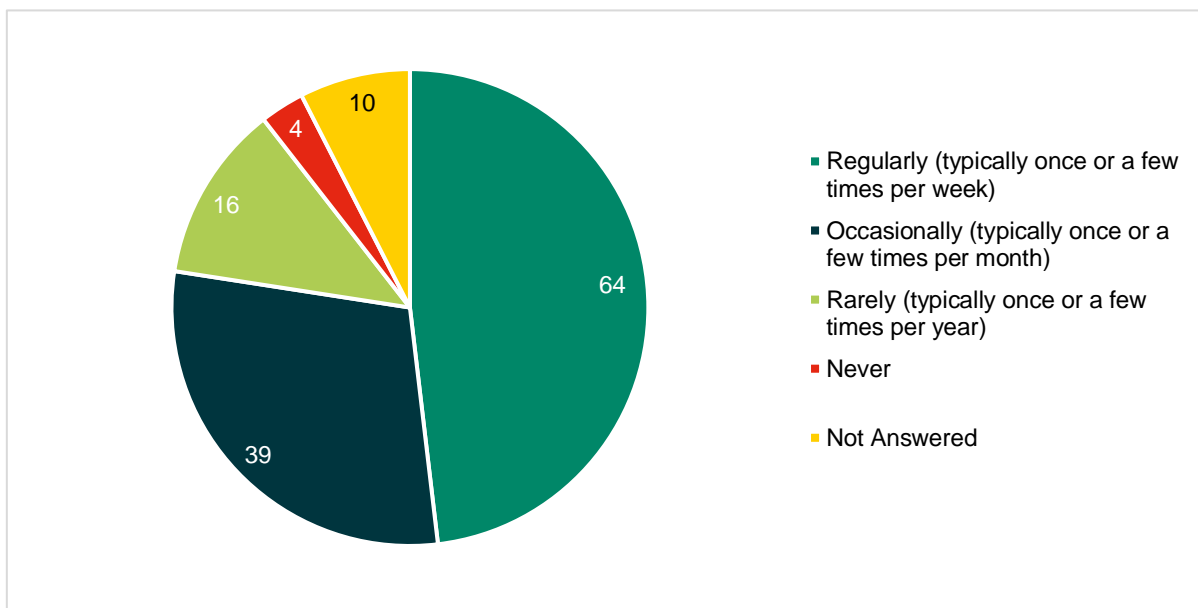


Figure 6.10: Anticipated Use of Murcar to Blackdog Active Travel Link for Leisure Journeys/Exercise

123 (92%) respondents provided an answer to this question. The results show that 119 (89%) respondents would use the Murcar to Blackdog active travel link for leisure journeys or exercise – 64 (48%) regularly; 39 (29%) occasionally; and 16 (12%) rarely. 4 (3%) respondents indicated that they would never use the Murcar to Blackdog active travel link for leisure journeys or exercise.

Other Journey Purposes

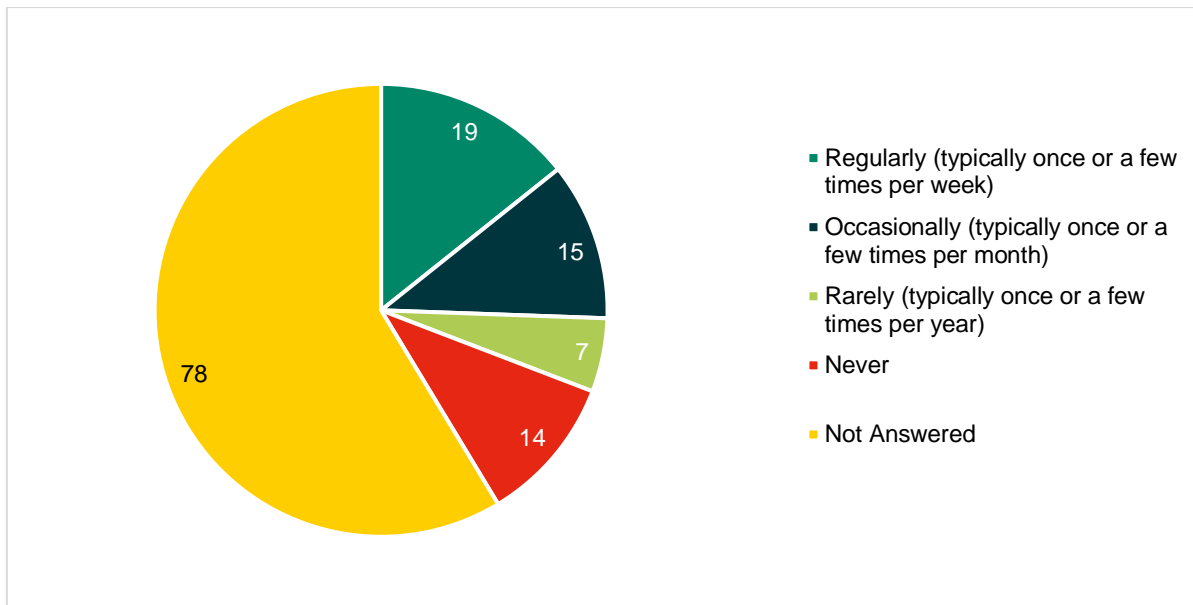


Figure 6.11: Anticipated Use of Murcar to Blackdog Active Travel Link for Other Journey Purposes

55 (41%) respondents provided an answer to this question. The results show that 41 (31%) respondents would use the Murcar to Blackdog active travel link for other journeys – 19 (14%) regularly; 15 (11%) occasionally; and 7 (5%) rarely. 14 (11%) respondents indicated that they would never use the Murcar to Blackdog active travel link for other journeys. Other journeys noted by respondents included shopping, dog walking and journeys to visit family and friends.

6.6.7 Q7. Please provide any further comments on the study

62 (47%) respondents provided additional comments at the end of the survey, with responses categorised into themes as shown in **Figure 6.12**.

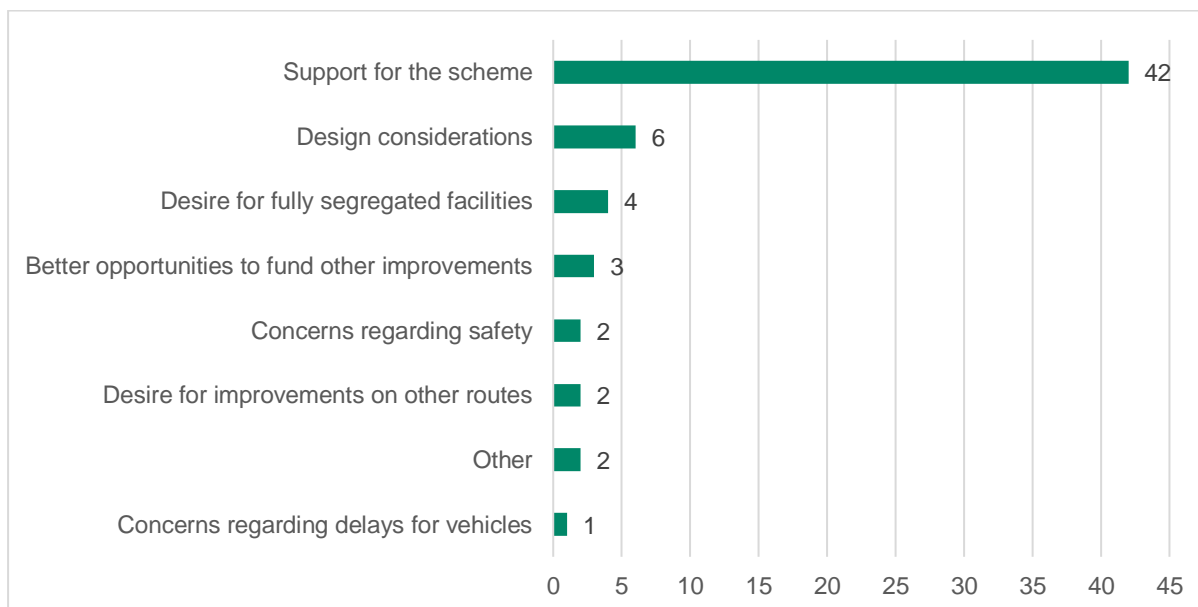


Figure 6.12: Further Comments on the Study

The majority of comments (68%) indicated support for the scheme and expressed a keenness to see its implementation as soon as possible – a selection of comments are provided in **Figure 6.13**. A further 10 comments (16%), whilst indicating support for the scheme, outlined design considerations that should be adhered to as the study progresses or expressed a desire for a fully segregated facility to be implemented, as opposed to a shared facility. Comments provided in opposition to the scheme noted that they would prefer to see funding targeted towards other improvements (5%) or active travel improvements on other routes (3%). 2 respondents (3%) noted concerns regarding safety and one respondent (2%) noted concerns regarding delays for vehicles.

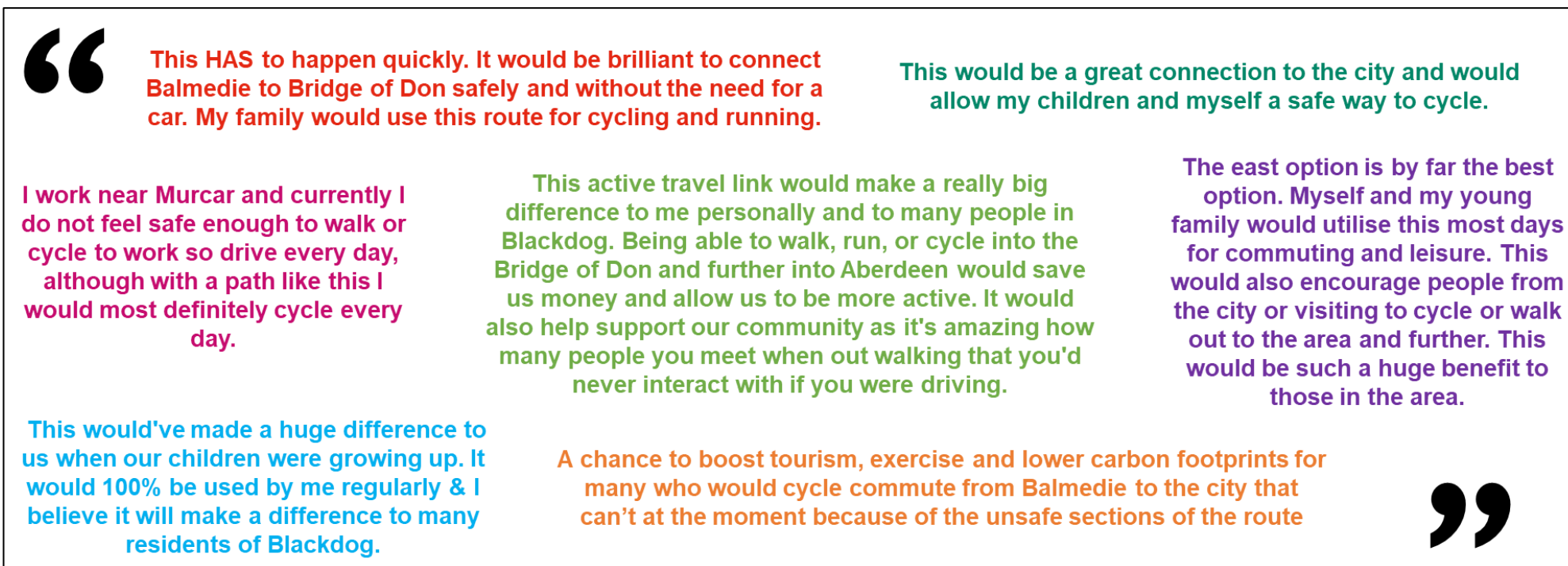


Figure 6.13: Support for Murcar to Blackdog Active Travel Scheme

6.7 Summary

This chapter has provided an overview of the consultation programme associated with the A92 Murcar North Active Travel Infrastructure STAG Study. The results of the online survey indicate significant support for progression of an active travel link between Murcar and Blackdog and 86% of respondents agreed that the east alignment is the preferred option for implementation. The findings from the online survey have been used to inform the appraisal in terms of public acceptability in [Chapter 8](#).

7. Option Appraisal Approach

7.1 Overview

In line with STAG, a seven-point scale assessment has been undertaken for each option against the TPO and STAG Criteria. This considers the relative size and scale of the likely impacts, in qualitative terms.

Table 7.1: STAG Seven-Point Scale

Impact	Description
Major positive impact (+3)	These are positive impacts which, depending on the severity of impact, should be a principal consideration when assessing an option.
Moderate positive impact (+2)	The option is anticipated to have a moderate positive impact which, when taken in isolation may not determine the appraisal of an option but would form a key consideration when considered alongside other factors.
Minor positive impact (+1)	The option is anticipated to have a minor positive impact. Minor positive impacts are those which are worth noting but are not likely to contribute materially to determining whether an option is taken forward.
Neutral impact (0)	The option is anticipated to have a neutral impact.
Minor negative impact (-1)	The option is anticipated to have a small negative impact. Small impacts are those which are worth noting but are not likely to contribute materially to determining whether an option is taken forward.
Moderate negative impact (-2)	The option is anticipated to have a moderate negative impact which, when taken in isolation may not determine the appraisal of an option but would form a key consideration when considered alongside other factors.
Major negative impact (-3)	These are negative impacts which, depending on the severity of impact, should be a principal consideration when assessing an option.

7.2 Transport Planning Objective

Each of the three options will be subject to a qualitative appraisal against the study TPO.

Table 7.2: Study TPO

TPO1	By 2030 increase the level of walking by 10% and cycling five-fold from 2027 for all journey types on the Blackdog to Murcar corridor.
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7.3 STAG Criteria

Each of the three options will be subject to a qualitative appraisal against each of the STAG Criteria.

Table 7.3: STAG Criteria

STAG Criteria	Description
Environment	The Environment Criterion includes eight sub-criteria, although some may not be relevant to the study area or the options proposed. The Environment sub-criteria are biodiversity and habitats; geology and soils; land use (including agriculture and forestry); water, drainage and flooding; air quality; historic environment; landscape; and noise and vibration.
Climate Change	The Climate Change Criterion comprises three sub criteria: greenhouse gas emissions; vulnerability to the effects of climate change; and potential to adapt to the effects of climate change.
Health, Safety and Wellbeing	The Health, Safety and Wellbeing Criterion comprises five sub-criteria: accidents; security; health outcomes; access to health and wellbeing infrastructure; and visual amenity.
Economy	The Economy Criterion comprises two sub-criteria: Transport Economic Efficiency (TEE) and Wider Economic Impacts (WEIs). TEE covers the benefits ordinarily captured by standard cost-benefit analysis including traffic volumes, journey times, driver frustration, travel time reliability etc. WEIs refer to any economic impacts which are additional to transport user benefits.
Equality and Accessibility	The Equality and Accessibility Criterion comprises five sub-criteria: public transport network coverage; active travel network coverage; comparative access by people group; comparative access by geographic location; and affordability.

7.4 Implementability Criteria

Each of the three options will be assessed in terms of their implementability, covering Feasibility, Affordability and Public Acceptability. The Implementability Criteria have been assessed based on the extent of risk (low, medium and high).

Affordability takes account of the anticipated cost of the option; whilst high-level cost estimates have been provided as part of the option appraisal, further work will be required to develop costs during further stages of option development. Cost estimates and assumptions are set out within **Appendix D**.

Table 7.4: Implementability Criteria

Criteria	Description
Feasibility	The feasibility of construction or implementation and operation of an option and the status of its technology (e.g. proven, prototype, in development, etc.) as well as any cost, timescale or deliverability risks associated with the construction or operation of the option, including consideration of the need for any departure from design standards that may be required.
Affordability	The scale of the financing burden on the promoting authority and other possible funding organisations and the risks associated with these. The level of risk associated with an option's ongoing operating or maintenance costs and its likely operating revenues (if applicable).
Public Acceptability	An assessment of the likely public response to an option, including consideration of the outcomes of consultation thus far.

7.5 Established Policy Objectives

STAG notes the importance of assessing options in terms of their contribution to meeting established Scottish Government policy objectives and highlights the use of the Policy Assessment Framework (PAF) Tool to support this assessment. At the time of writing, the PAF remains outdated and therefore the assessment undertaken has focussed on the alignment of options in terms of supporting key local, regional and national transport policies, notably the NTS2 Strategic Outcomes, Scotland's target for net zero greenhouse gas emissions by 2045 (as per the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019), and the Scottish Government's Climate Change Plan update commitment to reduce car kilometres by 20% by 2030.

7.6 Position in Sustainable Travel and Investment Hierarchies

As part of the appraisal, a statement is provided on where each option sits within the Sustainable Travel Hierarchy and Sustainable Investment Hierarchy, alongside supporting narrative.

7.7 Rationale for Selection or Rejection

Based on the results of each option's performance against the appraisal criteria, a statement is provided to document whether or not the option is recommended to progress to Technical Design.

8. Option Appraisal

8.1 Introduction

This chapter outlines the findings of the appraisal of the route options. As outlined in [Section 5.3](#), three options have been developed for appraisal.

8.2 Option Overview

The table below provides an overview of options under consideration as part of the appraisal.

Table 8.1: Option Overview

Option	Description	Estimated Cost ³⁰
West Option	The west option follows the A92 north of Murcar adjacent to the carriageway on the west side until the Tarbothill Farm Cottages access, where this road can be utilised as a quiet route to continue. Following this, options then exist to cross to the east side to provide connection into Blackdog or continue north to Blackdog Junction.	£3.6m
Central Option	The central option routes along the A92 carriageway via redistribution of carriageway space. Dependent on the alignment, this could tie into Blackdog via a new path link to Hareburn Road or at Blackdog Junction.	£4.9m
East Option	The east option follows the eastern side adjacent to the A92 and around the rear of existing properties to tie into Hareburn Road.	£2.8m

8.3 Transport Planning Objective

The table below outlines the performance of options against the study TPO: *'By 2030, increase the level of walking by 10% and cycling five-fold from 2027 for all journey types on the Blackdog to Murcar corridor'*.

Table 8.2: TPO Appraisal

Option	Score	Commentary
West Option	+2	The west option is considered to have a moderate positive impact on the study TPO. Implementation of a dedicated active travel route between Murcar and Blackdog would support an increase in the level of walking and cycling for all journey types. However, the west option would require users to cross over the A92 carriageway adjacent to Hareburn Road or continue north to Blackdog Junction to access residential areas in the east. The crossing of the A92 at Hareburn Road may discourage some potential users due to safety concerns, whilst crossing at Blackdog Junction would not be convenient for those travelling to/from the southern part of Blackdog.
Central Option	+2	The central option is considered to have a moderate positive impact on the study TPO. Implementation of a dedicated active travel route between Murcar and Blackdog would support an increase in the level of walking and cycling for all journey types. However, the central option would require users to travel on the A92 carriageway alongside fast moving vehicles. Whilst appropriate segregation and a buffer would be in place, this may act as a barrier for some potential users of the facility, particularly less confident users.
East Option	+3	The east option is considered to have a major positive on the study TPO. Implementation of a dedicated active travel route between Murcar and Blackdog would support an increase in the level of walking and cycling for all journey types. This option supports a consistent, direct and safe route and will have a profound positive impact on providing an alternative active travel mode choice to the private vehicle.

³⁰ The full list of assumptions is set out in [Appendix D](#).

8.4 STAG Criteria

The tables below outline the performance of options against the STAG Criteria.

8.4.1 Environment Criteria

The table below outlines the performance of options against the Environment Criteria.

Table 8.3: Environment Criteria Appraisal

Option	Score	Commentary
West Option	-1	<p>The west option is considered to have a minor negative impact on the Environment criteria. The west option would require farmland and/or verge space and therefore, could result in detrimental impacts against multiple sub-criteria including biodiversity and habitats and geology and soils while there are ongoing concerns about the potential flood risk area and ecological impacts on the surrounding watercourse.</p> <p>The west option may encourage modal shift from car to active travel, however, it is not anticipated that numbers would be significant enough to result in a notable improvement in air quality or noise pollution.</p> <p>Further appraisal work would be needed to assess the full extent of the environmental impacts associated with this option.</p>
Central Option	-1	<p>The central option is considered to have a minor negative impact on the Environment criteria. The central option would require redistribution of the carriageway, including the removal of one lane for general traffic. This would be anticipated to result in some congestion on the route, with associated negative impacts on air quality and noise pollution.</p> <p>In the longer term, the central option may encourage modal shift from car to active travel, however, it is not anticipated that numbers would be significant enough to result in a notable improvement in air quality or noise pollution.</p> <p>Further appraisal work would be needed to assess the full extent of the environmental impacts associated with this option.</p>
East Option	-1	<p>The east option is considered to have a minor negative impact on the Environment criteria. The east option would require farmland and/or verge space and therefore, could result in detrimental impacts against multiple sub-criteria including biodiversity and habitats and geology and soils while there are ongoing concerns about the potential flood risk area and ecological impacts on the surrounding watercourse.</p> <p>The east option may encourage modal shift from car to active travel, however, it is not anticipated that numbers would be significant enough to result in a notable improvement in air quality or noise pollution.</p> <p>Further appraisal work would be needed to assess the full extent of the environmental impacts associated with this option.</p>

8.4.2 Climate Change Criteria

The table below outlines the performance of options against the Climate Change Criteria.

Table 8.4: Climate Change Criteria Appraisal

Option	Score	Commentary
West Option	0	<p>Greenhouse Gas Emissions – The west option is considered to have a minor positive impact on the Greenhouse Gas Emissions sub-criterion as it is expected that improved walking, wheeling and cycling infrastructure would generate a degree of modal shift from car to active travel, thus leading to reduced levels of greenhouse gas emissions.</p> <p>Vulnerability to the Effects of Climate Change – The west option is considered to have a minor negative impact on the Vulnerability to the Effects of Climate Change sub-criterion as there are some concerns about flooding within the immediate vicinity of the proposed route which may increase over time as the effects of climate change become more pronounced.</p> <p>Potential to Adapt to the Effects of Climate Change – It is not anticipated that the west option would have a significant impact on the Potential to Adapt to the Effects of Climate Change sub-criterion.</p>
Central Option	-1	<p>Greenhouse Gas Emissions – The central option is considered to have a minor negative impact on the Greenhouse Gas Emissions sub-criterion as it is expected that removal of a lane for general traffic would result in some congestion on the route, thus leading to increased levels of greenhouse gas emissions. Whilst improved walking, wheeling and cycling infrastructure would be expected to generate a degree of modal shift from car to active travel, it is not anticipated that numbers would be significant enough to offset the impact of congestion that would be anticipated.</p> <p>Vulnerability to the Effects of Climate Change – The central option is considered to have a minor negative impact on the Vulnerability to the Effects of Climate Change sub-criterion as there are some concerns about flooding within the immediate vicinity of the proposed route which may increase over time as the effects of climate change become more pronounced.</p> <p>Potential to Adapt to the Effects of Climate Change – It is not anticipated that the central option would have a significant impact on the Potential to Adapt to the Effects of Climate Change sub-criterion.</p>
East Option	0	<p>Greenhouse Gas Emissions – The east option is considered to have a minor positive impact on the Greenhouse Gas Emissions sub-criterion as it is expected that improved walking, wheeling and cycling infrastructure would generate a degree of modal shift from car to active travel, thus leading to reduced levels of greenhouse gas emissions.</p> <p>Vulnerability to the Effects of Climate Change – The east option is considered to have a minor negative impact on the Vulnerability to the Effects of Climate Change sub-criterion as there are some concerns about flooding within the immediate vicinity of the proposed route which may increase over time as the effects of climate change become more pronounced.</p> <p>Potential to Adapt to the Effects of Climate Change – It is not anticipated that the east option would have a significant impact on the Potential to Adapt to the Effects of Climate Change sub-criterion.</p>

8.4.3 Health, Safety and Wellbeing Criteria

The table below outlines the performance of options against the Health, Safety and Wellbeing Criteria.

Table 8.5: Health, Safety and Wellbeing Criteria Appraisal

Option	Score	Commentary
West Option	+1	<p>Accidents – The west option is considered to have a minor positive impact on the Accidents sub-criterion. A dedicated active travel route to the west of the A92 with appropriate segregation from vehicular traffic would be a significant improvement on existing provision and would reduce the perceived and actual accident risk for active travel users between Murcar and Blackdog. However, the west option may require users to cross over the A92 carriageway adjacent to Hareburn Road to access residential areas in the east, which could increase the accident risk in this location. An alternative option exists to continue north to Blackdog Junction to cross from west to east, however, this would not be convenient for those travelling to/from the southern part of Blackdog.</p> <p>Security – The west option is considered to have a minor negative impact on the Security sub-criterion. There are sections of the west route alignment that are more remote from the carriageway, which could generate some security concerns, particularly for more vulnerable people travelling alone. Furthermore, it is possible that landscaping would be introduced to create a barrier between the active travel route and vehicles on the A92, which could further contribute to the route feeling more remote and lacking in natural surveillance.</p> <p>Health Outcomes – The west option is considered to have a moderate positive impact on the Health Outcomes sub-criterion. It could bring both physical and mental health benefits to its users, particularly those who shift from car travel to active travel, with several physical and mental health benefits associated with walking, wheeling and cycling. Active travel connections to work and school can be one of the easiest ways to incorporate activity into a daily routine and supporting children to be more physically active from a young age also increases the likelihood that they will continue to be physically active as adolescents and adults.</p> <p>Access to Health & Wellbeing Infrastructure – The west option is considered to have a minor positive impact on the Access to Health & Wellbeing Infrastructure sub-criterion. Provision of a dedicated active travel route would facilitate access to health care facilities in Bridge of Don and the west option would improve access to blue and green infrastructure via active modes, including to Blackdog beach, albeit crossing of the A92 carriageway may be required depending on the alignment.</p> <p>Visual Amenity – It is not anticipated that the west option would have a significant impact on the Visual Amenity sub-criterion.</p>
Central Option	+1	<p>Accidents – The central option is considered to have a minor positive impact on the Accidents sub-criterion. A dedicated active travel route adjacent to the A92 with appropriate segregation from vehicular traffic would be a significant improvement on existing provision and would reduce the accident risk for active travel users between Murcar and Blackdog. However, the central option would require users to travel on the A92 carriageway alongside fast moving vehicles. Whilst appropriate segregation and a buffer would be in place, some users may perceive there to be an accident risk.</p> <p>Security – It is not anticipated that the central option would have a significant impact on the Security sub-criterion.</p> <p>Health Outcomes – The central option is considered to have a moderate positive impact on the Health Outcomes sub-criterion. It could bring both physical and mental health benefits to its users, particularly those who shift from car travel to active travel, with several physical and mental health benefits associated with walking, wheeling and cycling. Active travel</p>

Option	Score	Commentary
		<p>connections to work and school can be one of the easiest ways to incorporate activity into a daily routine and supporting children to be more physically active from a young age also increases the likelihood that they will continue to be physically active as adolescents and adults.</p> <p>Access to Health & Wellbeing Infrastructure – The central option is considered to have a minor positive impact on the Access to Health & Wellbeing Infrastructure sub-criterion. Provision of a dedicated active travel route would facilitate access to health care facilities in Bridge of Don and the central option would improve access to blue and green infrastructure via active modes, including to Blackdog beach, albeit crossing of the A92 carriageway may be required depending on the alignment.</p> <p>Visual Amenity – It is not anticipated that the central option would have a significant impact on the Visual Amenity sub-criterion.</p>
East Option	+2	<p>Accidents – The east option is considered to have a moderate positive impact on the Accidents sub-criterion. A dedicated active travel route to the east of the A92 with appropriate segregation from vehicular traffic would be a significant improvement on existing provision and would reduce the perceived and actual accident risk for active travel users between Murcar and Blackdog. Whilst the east option would require users to cross the A92 to integrate with the existing shared use path infrastructure at Murcar Roundabout, there is a dedicated crossing point in this location to allow users to do so.</p> <p>Security – The east option is considered to have a minor negative impact on the Security sub-criterion. There are sections of the east route alignment that are more remote from the carriageway, which could generate some security concerns, particularly for more vulnerable people travelling alone. Furthermore, it is possible that landscaping would be introduced to create a barrier between the active travel route and vehicles on the A92, which could further contribute to the route feeling more remote and lacking in natural surveillance.</p> <p>Health Outcomes – The east option is considered to have a moderate positive impact on the Health Outcomes sub-criterion. It could bring both physical and mental health benefits to its users, particularly those who shift from car travel to active travel, with several physical and mental health benefits associated with walking, wheeling and cycling. Active travel connections to work and school can be one of the easiest ways to incorporate activity into a daily routine and supporting children to be more physically active from a young age also increases the likelihood that they will continue to be physically active as adolescents and adults.</p> <p>Access to Health & Wellbeing Infrastructure – The east option is considered to have a moderate positive impact on the Access to Health & Wellbeing Infrastructure sub-criterion. Provision of a dedicated active travel route would facilitate access to health care facilities in Bridge of Don and the east option would improve access to blue and green infrastructure via active modes, including to Blackdog beach.</p> <p>Visual Amenity – It is not anticipated that the east option would have a significant impact on the Visual Amenity sub-criterion.</p>

8.4.4 Economy Criteria

The table below outlines the performance of options against the Economy Criteria.

Table 8.6: Economy Criteria Appraisal

Option	Score	Commentary
West Option	0	<p>Transport Economic Efficiency (TEE) – It is not anticipated that the west option would have a significant impact on the Transport Economic Efficiency sub-criterion.</p> <p>Wider Economic Impacts – It is not anticipated that the west option would have a significant impact on the Wider Economic Impacts sub-criterion.</p>
Central Option	-1	<p>Transport Economic Efficiency (TEE) – The central option is considered to have a minor negative impact on the Transport Economic Efficiency sub-criterion. The central option would require redistribution of the carriageway, including the removal of one lane for general traffic, which could generate some congestion and increase journey times for vehicle users as a result.</p> <p>Wider Economic Impacts – It is not anticipated that the central option would have a significant impact on the Wider Economic Impacts sub-criterion.</p>
East Option	0	<p>Transport Economic Efficiency (TEE) – It is not anticipated that the east option would have a significant impact on the Transport Economic Efficiency sub-criterion.</p> <p>Wider Economic Impacts – It is not anticipated that the east option would have a significant impact on the Wider Economic Impacts sub-criterion.</p>

8.4.5 Equality and Accessibility Criteria

The table below outlines the performance of options against the Equality and Accessibility Criteria.

Table 8.7: Equality and Accessibility Criteria Appraisal

Option	Score	Commentary
West Option	+1	<p>Public Transport Network Coverage – It is not anticipated that the west option would have a significant impact on the Public Transport Network Coverage sub-criterion.</p> <p>Active Travel Network Coverage – The west option is considered to have a moderate positive impact on the Active Travel Network Coverage sub-criterion. The west option would significantly improve the level of service for active travel users on the Murcar to Blackdog corridor and would connect to existing shared use path infrastructure south of Murcar.</p> <p>Comparative Access by People Group – The west option is considered to have a minor positive impact on the Comparative Access by People Group sub-criterion. Providing a formalised link between Murcar and Blackdog could support journeys to school (e.g. between Blackdog and the secondary schools in Bridge of Don), which would open up opportunities for more young people to travel actively on a regular basis. It would also provide greater opportunity for low income households to reach destinations without the need for a private car. The requirement to cross the A92 at either Blackdog Junction or adjacent to Hareburn Road may discourage some potential users of the facility.</p> <p>Comparative Access by Geographic Location – The west option is considered to have a minor positive impact on the Comparative Access by Geographic Location sub-criterion. Providing a formalised link between Murcar and Blackdog would connect key population centres at Blackdog and Cloverhill to the active travel network, enhancing access for residents of these communities.</p> <p>Affordability – The west option is considered to have a minor positive impact on the Affordability sub-criterion due to the focus on enabling and facilitating</p>

Option	Score	Commentary
		<p>active travel. As there is no cost payable by the individual, walking and wheeling are the most equitable forms of transport. The cost barrier to cycling is also significantly lower than for private motor vehicles.</p>
<p>Central Option</p>	<p>+1</p>	<p>Public Transport Network Coverage – It is not anticipated that the central option would have a significant impact on the Public Transport Network Coverage sub-criterion.</p> <p>Active Travel Network Coverage – The central option is considered to have a moderate positive impact on the Active Travel Network Coverage sub-criterion. The central option would significantly improve the level of service for active travel users on the Murcar to Blackdog corridor and may connect to existing shared use path infrastructure south of Murcar depending on the alignment.</p> <p>Comparative Access by People Group – The central option is considered to have a minor positive impact on the Comparative Access by People Group sub-criterion. Providing a formalised link between Murcar and Blackdog could support journeys to school (e.g. between Blackdog and the secondary schools in Bridge of Don), which would open up opportunities for more young people to travel actively on a regular basis. It would also provide greater opportunity for low income households to reach destinations without the need for a private car. Whilst appropriate segregation and a buffer would be in place, the requirement to travel relatively close to fast moving vehicles may discourage some potential users of the facility.</p> <p>Comparative Access by Geographic Location – The central option is considered to have a minor positive impact on the Comparative Access by Geographic Location sub-criterion. Providing a formalised link between Murcar and Blackdog would connect key population centres at Blackdog and Cloverhill to the active travel network, enhancing access for residents of these communities.</p> <p>Affordability – The central option is considered to have a minor positive impact on the Affordability sub-criterion due to the focus on enabling and facilitating active travel. As there is no cost payable by the individual, walking and wheeling are the most equitable forms of transport. The cost barrier to cycling is also significantly lower than for private motor vehicles.</p>
<p>East Option</p>	<p>+2</p>	<p>Public Transport Network Coverage – It is not anticipated that the east option would have a significant impact on the Public Transport Network Coverage sub-criterion.</p> <p>Active Travel Network Coverage – The east option is considered to have a major positive impact on the Active Travel Network Coverage sub-criterion. The east option would significantly improve the level of service for active travel users on the Murcar to Blackdog corridor and would connect to residential areas to the east of the A92, providing enhanced opportunities for people to travel by active means to access employment, education, leisure facilities and other trip attractors in the south.</p> <p>Comparative Access by People Group – The east option is considered to have a moderate positive impact on the Comparative Access by People Group sub-criterion. Providing a formalised link between Murcar and Blackdog could support journeys to school (e.g. between Blackdog and the secondary schools in Bridge of Don), which would open up opportunities for more young people to travel actively on a regular basis. It would also provide greater opportunity for low income households to reach destinations without the need for a private car. The east option would provide a direct link to the key population centres at Blackdog and Cloverhill. Whilst it would require users to cross the A92 to integrate with existing shared use path infrastructure at Murcar Roundabout, there is a dedicated crossing point in this location to allow users to do so.</p>

Option	Score	Commentary
		<p>Comparative Access by Geographic Location – The east option is considered to have a minor positive impact on the Comparative Access by Geographic Location sub-criterion. Providing a formalised link between Murcar and Blackdog would connect key population centres at Blackdog and Cloverhill to the active travel network, enhancing access for residents of these communities.</p> <p>Affordability – The east option is considered to have a minor positive impact on the Affordability sub-criterion due to the focus on enabling and facilitating active travel. As there is no cost payable by the individual, walking and wheeling are the most equitable forms of transport. The cost barrier to cycling is also significantly lower than for private motor vehicles.</p>

8.5 Implementability

The tables below outline the performance of options against the Implementability Criteria.

8.5.1 Feasibility

The table below outlines the performance of options against the Feasibility Criterion.

Table 8.8: Feasibility Criterion Appraisal

Option	Score	Commentary
West	-3	<p>The west option is considered to have a major negative impact on the Feasibility Criterion.</p> <p>Delivery of this option would require third party land. Discussions with landowners would be required to understand the full risks to deliverability of a western alignment option, including the potential requirement for compulsory purchase orders.</p> <p>Sections of the route have considerable level differences between the existing carriageway and adjacent fields, which may affect constructability and increase land requirements subject to earthworks or alternative routeing. This is particularly relevant in proximity to Murcar Roundabout and Blackdog Junction.</p> <p>Should additional land not be attainable, Departures from Standard may be required to deliver a western active travel facility.</p>
Central	-2	<p>The central option is considered to have a moderate negative impact on the Feasibility Criterion.</p> <p>Whilst third party land would not be required for delivery of this option, redistribution of the carriageway would be required, which increases the feasibility risk due to the scale of construction works that would be required. Furthermore, delivery of this option would require removal of a lane for general traffic, which could cause traffic congestion on the corridor.</p> <p>Departures from Standard may need to be considered at pinch points along the route. These primarily exist where the new infrastructure would tie in at the northern and southern extents and would vary based on the chosen alignment.</p>
East	-2	<p>The east option is considered to have a moderate negative impact on the Feasibility Criterion.</p> <p>Delivery of this option would require third party land. Initial landowner discussions have intimated that third party ownership may not preclude deliverability of this option. However, further discussions are required as the design process moves forward as confirmation of ownership in the south of the study area is still pending and this may raise feasibility risks that are unclear at this time.</p> <p>Sections of the route have level differences between the existing carriageway and adjacent fields, which may affect constructability and increase land requirements subject to earthworks or alternative routeing.</p>

Option	Score	Commentary
		Should additional land not be attainable, Departures from Standard may be required to deliver an eastern active travel facility.

8.5.2 Affordability

The table below outlines the performance of options against the Affordability Criterion.

Table 8.9: Affordability Criterion Appraisal

Option	Score	Commentary
West	-2	<p>The west option is considered to have a moderate negative impact on the Affordability Criterion.</p> <p>The requirement for third party land, earthworks, and risk to existing utilities may increase overall capital cost requirements (currently estimated at £3.6m). The use of Tarbothill Farm Cottages Road will support mitigation of capital investment.</p> <p>Level differences in proximity to Murcar Roundabout and Blackdog Junction are considerable and as such, will require extensive earthworks or a retaining wall to deliver active travel facilities which will increase capital investment costs.</p> <p>The existing utility searches conducted to date have focussed on the east side of the corridor based on the previous work undertaken. This has shown gas and high voltage electricity assets crossing the carriageway. There may be a risk to utilities in proximity to the proposed works however this requires further investigation. Should any diversions be required this will increase capital costs.</p> <p>External funding may be available for the next project stages subject to the funding application process.</p>
Central	-2	<p>The central option is considered to have a moderate negative impact on the Affordability Criterion.</p> <p>Capital costs for this option are expected to be high (currently estimated at £4.9m) due to carriageway reconfiguration works alongside the active travel facility. Potential earthwork requirements at the northern and southern extents may increase capital costs dependent on whether a north or south carriageway lane is to be reallocated to active travel.</p> <p>The existing utility searches conducted to date have focussed on the east side of the corridor based on the previous works alignment. This has shown gas and high voltage electricity assets crossing the carriageway. There may be a risk to utilities in proximity to the proposed works however this requires further investigation. Should any diversions be required this will increase capital costs.</p> <p>External funding may be available for the next project stages subject to the funding application process. Removal of a lane shows a strong commitment to modal shift and the Sustainable Travel Hierarchy which would support the case for funding.</p>
East	-1	<p>The east option is considered to have a minor negative impact on the Affordability Criterion.</p> <p>The requirement for third party land, earthworks, and risk to existing utilities may increase overall capital cost requirements (currently estimated at £2.8m). The use of the previous A90, existing road network at Blackdog and the existing active travel path from Hareburn Terrace to Blackdog Junction will support mitigation of capital investment.</p> <p>The existing gas main pipe in proximity to the proposed works requires further investigation, however, should a diversion be required this will increase capital costs.</p> <p>External funding may be available for the next project stages subject to the funding application process.</p>

8.5.3 Public Acceptability

The table below outlines the performance of options against the Public Acceptability Criterion.

Table 8.10: Public Acceptability Criterion Appraisal

Option	Score	Commentary
West	+1	The west option is considered to have a minor positive impact on the Public Acceptability Criterion. Results from the online survey undertaken in October 2023 found that the vast majority of respondents (92%) indicated support for the development of an active travel link between Murcar and Blackdog. Whilst only 4% indicated a preference for the west option over the eastern alignment, it is anticipated that a western alignment would still be supported as it would provide a considerable improvement on existing facilities for active travel between Murcar and Blackdog. The requirement to cross the A92 adjacent to Hareburn Road or to continue north to Blackdog Junction to access Blackdog may generate some public acceptability concerns.
Central	-3	The central option is considered to have a major negative impact on the Public Acceptability Criterion due to the loss of a lane for general traffic that would be required for delivery of this option. The loss of a vehicular lane may lead to congestion and delays for general traffic, which is likely to lead to driver frustration. Furthermore, the requirement to travel relatively close to fast moving vehicles may generate some public acceptability concerns. No respondents indicated a preference for the central option as part of the online survey undertaken in October 2023.
East	+2	The east option is considered to have a moderate positive impact on the Public Acceptability Criterion. Results from the online survey undertaken in October 2023 found that the vast majority of respondents (92%) indicated support for the development of an active travel link between Murcar and Blackdog and 86% of respondents agreed that the east alignment is the preferred option for implementation. Furthermore, 86% of respondents noted that implementation of the east option would make them more likely to travel actively between Murcar and Blackdog.

8.6 Established Policy Objectives

All options would align with the following areas of local, regional and national policy:

- **Local Transport Strategies** – the Aberdeenshire Local Transport Strategy (2012) and Aberdeen City Local Transport Strategy (2016-2021) aim to reduce non-sustainable journeys, increase the modal share of active travel and make travel more effective.
- **Nestrans Regional Transport Strategy 2040** – all options would support a number of the key priorities contained in the RTS 2040 including reduced carbon emissions to support net zero; a step change in public transport and active travel enabling a 50:50 mode split; and zero fatalities on the road network.
- **Nestrans Active Travel Action Plan** – all options would support the vision of the AcTrAP (2014-2035) to create an environment in which walking and cycling are convenient, safe, comfortable, healthy and attractive travel choices for everyday journeys by providing dedicated active travel infrastructure alongside the A92 between Murcar and Blackdog.
- **National Transport Strategy** – all options would support the vision of the NTS2 for a sustainable, inclusive, safe and accessible transport system which helps to deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors. The NTS2 also supports the adoption of a Sustainable Travel Hierarchy, which promotes walking, wheeling, cycling, public transport and shared transport options in preference to single occupancy private car use. Furthermore, the NTS Delivery Plan sets out a commitment to develop and implement a coordinated package of policy interventions to support the reduction of car kilometres by 20% by 2030. By encouraging an increase in active travel use along the corridor, this option is therefore anticipated to positively contribute to these policy directives.
- **STPR2** – all options align closely with the active travel recommendations emerging from STPR2, focussing on providing active travel routes that connect residential areas to key trip attractors and nearby communities.

- **Climate Change (Emissions Reduction Targets) (Scotland) Act 2019** – this option would support Scotland’s target for net zero greenhouse gas emissions by 2045 by encouraging an increase in active travel use along the corridor.

8.7 Position in Sustainable Travel and Investment Hierarchies

Table 8.11: Option Position in Sustainable Travel and Investment Hierarchies

Hierarchy	Commentary
Sustainable Travel Hierarchy	All options are focussed on providing active travel infrastructure between Murcar and Blackdog and therefore sit at the top of the Sustainable Travel Hierarchy.
Sustainable Investment Hierarchy	All options would reduce the need to travel unsustainably, and therefore sit at the top of the Sustainable Investment Hierarchy.

8.8 Rationale for Selection or Rejection

Table 8.12: Rationale for Selection or Rejection of Options

Option	Recommendation	Rationale
West	Reject	Based on the appraisal, it is not recommended that the west option is progressed to Technical Design. Whilst this option supports delivery of the study TPO and STAG Criteria to an extent, the west option would require users to cross over the A92 carriageway adjacent to Hareburn Road or continue north to Blackdog Junction to access residential areas in the east. The crossing of the A92 at Hareburn Road may discourage some potential users due to safety concerns, whilst crossing at Blackdog Junction would not be convenient for those travelling to/from the southern part of Blackdog.
Central	Reject	Based on the appraisal, it is not recommended that the central option is progressed to Technical Design. Whilst this option supports delivery of the study TPO and STAG Criteria to an extent, the central option would require users to travel on the A92 carriageway alongside fast moving vehicles. Whilst appropriate segregation and a buffer would be in place, this may act as a barrier for some potential users of the facility, particularly less confident users. Furthermore, there are significant public acceptability risks with this option associated with the loss of a lane for general traffic. This may lead to congestion and delays for general traffic, which is likely to lead to driver frustration. No respondents indicated a preference for the central option as part of the online survey undertaken in October 2023.
East	Select	Based on the appraisal, it is recommended that the east option is progressed to Technical Design. This option is considered to fully support the study TPO, supporting an increase in the level of walking and cycling for all journey types. It also performs well against the STAG Criteria, particularly in terms of Health, Safety and Wellbeing and Equality and Accessibility. Furthermore, this option is associated with the least Feasibility and Affordability risks and it received widespread support as part of the consultation undertaken in October 2023.

8.9 Appraisal Summary

The table below provides a summary of the appraisal of the three route options for the Murcar to Blackdog corridor.

Table 8.13: Appraisal Summary

	West Option	Central Option	East Option
Transport Planning Objective			
TPO1	+2	+2	+3
STAG Criteria			
Environment Criteria			
Biodiversity and Habitats	-1	0	-1
Geology and Soils	-1	0	-1
Land Use	-1	0	-1
Water, Draining & Flooding	-1	0	-1
Air Quality	0	-1	0
Historic Environment	0	0	0
Landscape	0	0	0
Noise and Vibration	0	-1	0
Climate Change Criteria			
Greenhouse Gas Emissions	+1	-1	+1
Vulnerability to the Effects of Climate Change	-1	-1	-1
Potential to Adapt to the Effects of Climate Change	0	0	0
Health, Safety and Wellbeing Criteria			
Accidents	+1	+1	+2
Security	-1	0	-1
Health Outcomes	+2	+2	+2
Access to Health and Wellbeing Infrastructure	+1	+1	+2
Visual Amenity	0	0	0
Economy Criteria			
Transport Economic Efficiency	0	-1	0
Wider Economic Benefits	0	0	0
Equality and Accessibility Criteria			
Public Transport Network Coverage	0	0	0
Active Travel Network Coverage	+2	+2	+3
Comparative Access by People Group	+1	+1	+2
Comparative Access by Geographic Location	+1	+1	+1
Affordability	+1	+1	+1
Deliverability Criteria			
Feasibility	-3	-2	-2
Affordability	-2	-2	-1
Public Acceptability	+1	-3	+2

9. Option Design

9.1 Introduction

Based on the appraisal undertaken above, the east option was selected to be taken forward to Developed Design. Option Design drawings are included as **Appendix B**. This includes the design risk register.

9.2 Infrastructure Provision

The proposed provision for this scheme has been identified as a shared footway / cycle track to support people walking, wheeling and cycling along the route.

9.2.1 Active Travel Facility Type

Whilst shared and segregated footways and cycle tracks were considered during the concept design stage; shared provision has been progressed to the developed design stage to create a coherent network in line with the shared facilities already in place at the northern and southern extents of the scheme.

It is noted that shared facilities can create greater risks of conflict between users due to the lack of segregation however this risk is lowered given the anticipated volume of users of the scheme.

Shared facilities create a flexible space for all user types and have a reduced maintenance requirement in comparison to segregated facilities.

9.2.2 Cross Section Summary

Proposed designs have been produced to Cycling by Design standard as summarised in the table below.

Table 9.1 Cycling by Design Width Requirements

Infrastructure Type	Required Widths	
Shared Footway / Cycle Track	Desirable Minimum	4.0m
	Absolute Minimum	2.5m
Footway	Desirable Minimum	2.0m
	Absolute Minimum	1.5m
Buffer	30mph	0.5m
	40mph	1.0m
	70mph	3.5m

The diagram below outlines a cross section of the proposed shared footway and cycle track.

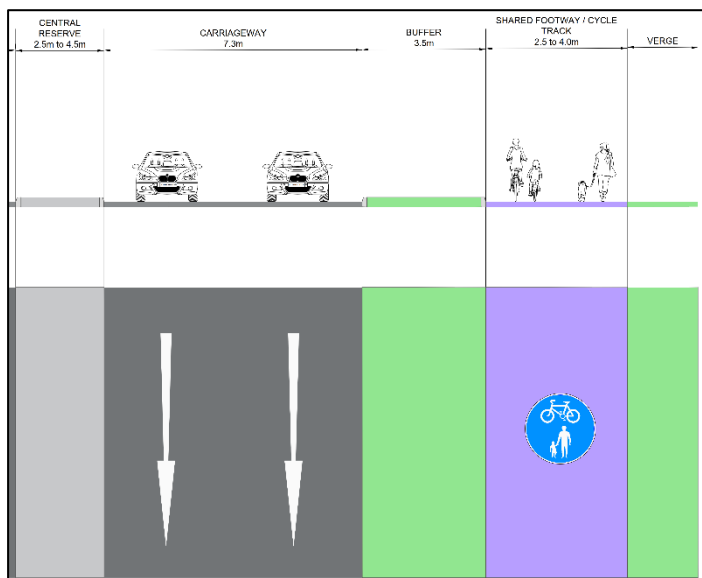


Figure 9.1 Shared Footway / Cycle Track Cross Section

For the majority of the route, the desirable minimum widths are achievable however where space is limited this has been reduced to the absolute minimum for short sections. For example, on approach to Murcar Roundabout, widths become constrained which requires the footway width to be reduced to absolute minimum; an alternative option exists to utilise the existing road network to the east to access Berryhill Crescent.

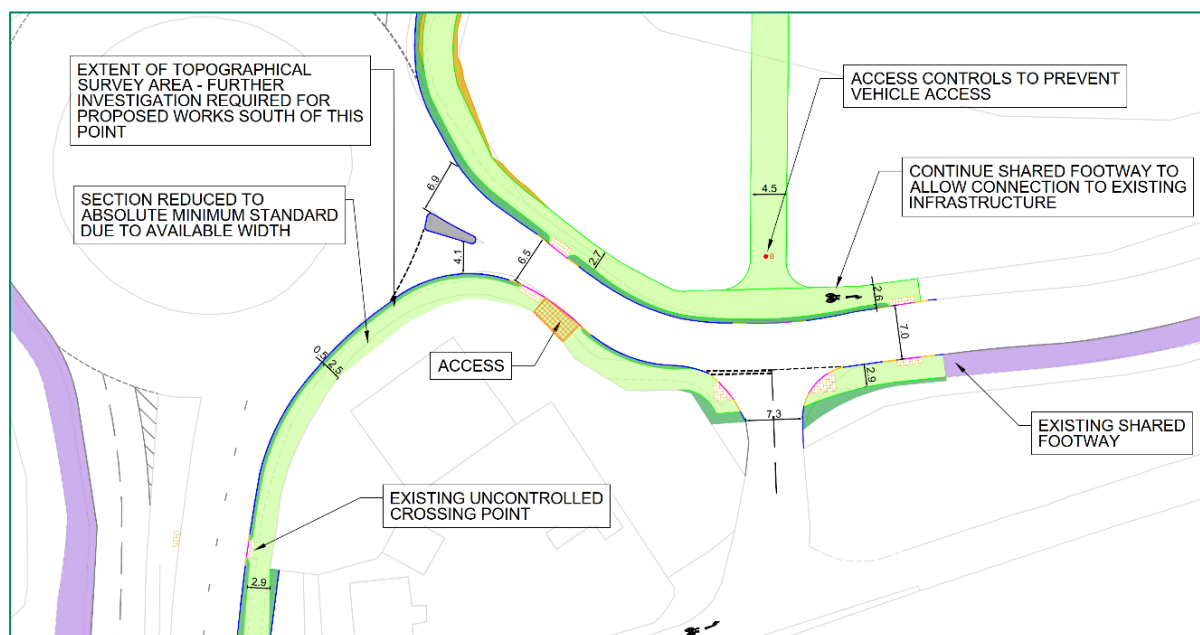


Figure 9.2: Berryhill Crescent Proposals

9.3 Design Considerations

The design has taken into account feedback from the client group, stakeholders and the public to ensure it would best meet the needs of the local community. Further design work will be required as the proposals progress into technical design – this will include consideration of value engineering opportunities.

9.3.1 Surveys

Topography

A topographical survey was previously undertaken which has been utilised as part of the design process. As sections of the proposals are outwith the survey extents, an update will be required to support the design in the next stages.

Utilities

A utility search was previously undertaken and identified utilities have been marked on the general arrangement drawings. Similar to the topographical survey, some of the proposals are outwith the search extents and therefore require further investigation. BT cables, foul water pipes, gas pipes, high voltage cables, mains water pipes and surface water pipes have all been identified in proximity to the proposals. As noted in the constraints above, a gas pipe runs through much of the site, the depth of which is required to be determined during technical design to understand any potential requirements for diversions. As the design progresses into the next stage, engagement with asset owners will need to be undertaken through the C3 and C4 process.

9.3.2 Land Ownership

Land ownership engagement was undertaken as part of the consultation exercise which facilitated initial engagement with Tarbothill Farm who own a large proportion of the land that will be required for the proposals to be constructed.

There are areas where the land owner has not been able to be contacted to date, including between Murcar Roundabout and Elm and Ash Cottages. To enable the designs to progress, the landowner of this plot will need to be engaged. Correspondence was issued based on the address detailed in the Title Sheet obtained from ScotLIS, however, it is recognised that the address of the landowner may have changed since the purchase of the land and therefore requires further investigation.

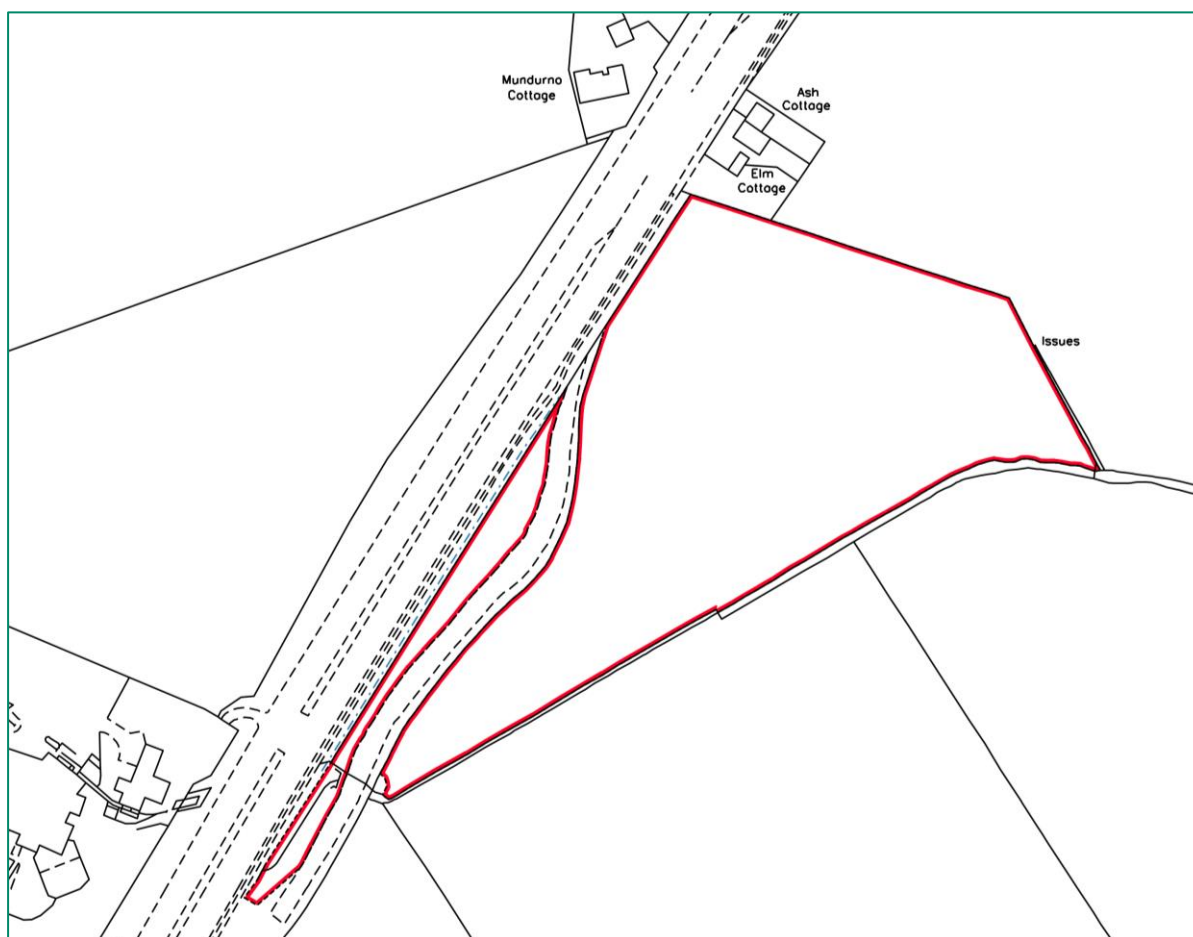


Figure 9.3 Title Plan ABN41512

Should the option of the path link direct from Berryhill Crescent be adopted as part of the final design, consultation will also be required with the affected landowner which has currently been identified as Berryhill Farm. Initial correspondence has been sent to confirm land ownership and as notification of the consultation launch.

9.3.3 Lighting

The study area currently has sections which are lit and unlit along the route primarily at the northern and southern extents. The path recently constructed to the north of the study area includes street lighting to support users.

Due to the rural nature of the route, a lack of lighting provision would likely reduce uptake due to personal security concerns particularly during the winter months when daylight hours are reduced.

The proposed alignment diverts away from the main carriageway and is set back at least 3.5m from the carriageway edge for the majority of the route. This includes the path alignment to the rear of Elm and Ash Cottages. Traditional lighting columns may interact with overhead cables based on this proposal and may not be desirable to adjacent property and landowners. Lighting is still to be discussed with the affected landowners to ensure the proposed design best meets their requirements – this should be undertaken during the technical design process.

As there is not existing lighting for the majority of the route, installation of lighting columns and ducts will be an additional capital cost and maintenance burden going forward.

Alternative lighting options away from traditional street lighting columns could be adopted such as low-level lighting, solar powered lighting or surface mounted lighting. Options such as this can reduce impact on neighbouring properties and dependent on the type chosen, could also reduce capital / maintenance costs.

9.3.4 Drainage

Existing drainage provision consists of filter drains along the length of the carriageway. The creation of additional hard spaces will increase the volume of surface water run-off draining to the existing highway drainage system. The buffer space proposed will provide the opportunity to provide additional storage and / or attenuation capacity for the surface water run-off associated with both the carriageway and proposed active travel facilities, i.e. by providing an increase in capacity of the existing filter drain.

At this stage, it is not anticipated that the requirements will change significantly due to the proposed designs. Cognisance will also be taken of the drainage requirements of any affected landowner.

9.3.5 Ecology & Landscaping

Ecological and landscape impacts require assessment to ensure any potential negative impacts are mitigated for the proposed design.

An ecological review will be required prior to construction to understand any possible impacts of introducing the proposed shared footway facility. The proposals will affect the existing verge space which takes the form of grass primarily, with sections of trees and hedgerow which may form habitats for some species.

The proposed buffer / verge space identified as part of the design provides the opportunity to support the maintenance and improvement of biodiversity in the area alongside drainage and mitigation of road noise for active travel users.

To the north of Murcar Roundabout where the path diverges away from the carriageway, to avoid impacts on the culvert and utilise the old road, it is recommended that the existing vegetation be retained as far as possible to avoid any negative impacts.

North of Ash and Elm Cottages the active travel facility is typically set 3.5m away from the carriageway and will require regrading, therefore impacts on the existing vegetation are more likely. Planting of trees and / or hedgerow plants will support the reduction of road noise and re-establish habitats that may have been lost as part of the construction works.

9.3.6 Geotechnical

Geotechnical and Geo-environmental factors will require further consideration to understand the existing site conditions. This will require desk study and a ground investigation to be undertaken.

It will be necessary to carry out a Geotechnical and Geo-Environmental Desk Study to gather and assess geotechnical and geo-environmental data for the site. This will summarise anticipated ground conditions, site history including historical contaminative land use and identify any site sensitivities within the area, potential current and historical contamination sources and any issues that could potentially introduce constraints to the proposals. An Envirocheck or Groundsure Report should be purchased to inform the desk study. This would be used to produce a preliminary Conceptual Site Model (CSM) for the route in addition to informing any requirements for intrusive ground investigation and sampling exercises.

Intrusive ground investigation will be required to investigate the existing geotechnical and geo-environmental conditions along the proposed route. This will be necessary to inform the detailed design including formation conditions, embankment widening, suitability of re-use of site won material, inform the likely waste classification for any material required for off-site disposal and to investigate any potential contamination sources identified within the desk study review. Ground investigation should be undertaken in accordance with the recommendations of Eurocode 7 and the ICE UK Specification for Ground Investigation, 3rd Edition.

It is anticipated that several trial pits and slit trenches will be required to investigate formation conditions and potential for material re-use across the scheme, for example at the location of the existing bund adjacent to the A92 where excavation of material will be required to form the shared path. Geotechnical and geo-environmental testing would be required to assess material characteristics and determine suitability for re-use within the scheme or any requirements for removal of material off-site.

Where widening of the existing A92 embankment is required locally, it is anticipated that boreholes at the crest and toe of the existing embankment will be required to inform the geotechnical design of the embankment widening including stability and settlement assessments. These would investigate the nature of the existing embankment fill material and the underlying natural deposits. It is noted that peat layers are recorded within historical boreholes to the north of the embankment widening location and the potential presence of peat should be investigated at the widening location. Geotechnical in-situ and laboratory testing will be required to determine characteristics of material for design.

If peat or soft soils are recorded as present at the location of proposed widening of the A92 embankment this would present geotechnical design challenges. In addition, Transport Scotland should be consulted to determine if Geotechnical Certification of the scheme is required in accordance with CD 622 Managing Geotechnical Risk.

9.3.7 Structures

The proposed path alignment will utilise the existing bridge structure to cross the watercourse which leads to the culvert located between Murcar Roundabout and Ash and Elm Cottages. This bridge has been out of use for a number of years and currently has vegetation growth across its deck. A Bridge Assessment is proposed to be undertaken to assess the structural integrity of the bridge and to confirm suitability for active travel use.

An assessment should be undertaken in accordance with CS 454 Assessment of Highway Bridges and Structures. This will investigate the existing form, geometry and condition of the structure. The results of this assessment will feed into the design of the path and identify any concerns which will require remediation or alterations to alignment.

10. Conclusions and Next Steps

10.1 Introduction

This report has assessed three options that were developed for the A92 Murcar North Active Travel Infrastructure Study. In line with STAG, it has considered the performance of options against the TPO developed for the study and the STAG Criteria. It has also considered the performance of options against Feasibility, Affordability and Public Acceptability and the fit of options against Established Policy Objectives.

This report has included consideration of the following options:

- West option – from Murcar Roundabout, the route follows the western side adjacent to the A92 and then alongside Tarbothill Farm Cottages. Options then exist to cross to the east side to provide connection into Blackdog or continue north to Blackdog Junction.
- Central option – routes along the A92 carriageway via redistribution of carriageway space. Dependent on the alignment, this could tie into Blackdog via a new path link to Hareburn Road or at Blackdog Junction.
- East option – From Murcar Roundabout, the route follows the eastern side adjacent to the A92 and around the rear of existing properties to tie into Hareburn Road.

10.2 Appraisal Outcomes

The appraisal of options indicates that the east option should be taken forward for Technical Design. It is considered that this option fully supports the study TPO to increase the level of walking and cycling for all journey types on the Murcar to Blackdog corridor. It additionally performs well against the STAG Criteria and received the greatest support as part of the public consultation undertaken in October 2023. Early landowner engagement has also expressed a willingness for collaboration with ACC to enable the scheme to progress. Continued engagement between the Council and landowner will be key going forward.

10.3 Next Steps

This study has produced a developed design general arrangement for the east option alignment. Next steps to progress this to construction include the production of a technical design tender pack; further engagement with affected landowners on the proposed design; undertaking of a topographical survey for missing sections; undertaking the necessary geotechnical studies and investigations; undertaking the required bridge assessment and engagement with utility asset owners.

Appendix A – Design Widths Technical Note

Design Widths Technical Note

Client name Aberdeen City Council	Project name A92 Murcar North Study	Date 8 th August 2023 (Update)	Project number 60710073
Prepared by John Thomson	Checked by Fiona Bebbington	Verified by Peter Leslie	Approved by Andrew Robb

Introduction & Existing Conditions

This Technical Note on Design Widths has been prepared to inform the development option design for the A92 Murcar North study. This note summarises the outcomes of the design guidance and standards review for shared footway / cycle track and segregated walking and cycling infrastructure. The study area for this commission follows the A92 from the Murcar Roundabout (in Aberdeen City) to Blackdog (at the Aberdeenshire boundary) and will consider connections into wider infrastructure including existing and proposed developments.

The current study corridor is a dual carriageway subject to the national speed limit (70mph). There is an existing footway running along part of the eastern side however this is particularly narrow with no vertical difference from the carriageway.

Based on OS map data, the existing carriageway width is approximately 9.3m accounting for 3.65m lanes and 1.0m hard strip on either side of the carriageway. The footway in place from Murcar Roundabout to the Tarbothill Farm Cottages access road is approximately 1.2m with a 0.9m – 1.0m filter drain acting as a buffer. However, this can feel narrower due to the presence of Vehicle Restraint Barriers (VRS) overgrown vegetation and the speed of passing traffic.



Figure 1 Existing Footway Condition - VRS



Figure 2 Existing Footway Condition - Overgrown Vegetation

Design Guidance

Design Guidance applicable for walking, wheeling, and cycling infrastructure includes:

- Design Manual for Roads and Bridges (DMRB)¹;
- Roads for All²;
- Cycling by Design (2021)³;
- National Roads Development Guide⁴;
- Designing Streets⁵; and
- Inclusive Mobility⁶.

DMRB

The DMRB provides design guidance for development of the trunk road network in the UK. The section of the A92 between Murcar Roundabout and Blackdog was de-trunked following the introduction of the Aberdeen Western Peripheral Route (AWPR). However, as the section was formally trunk road alongside the current layout and speed limit of 70mph, consideration of the DMRB has been taken as part of the design development.

CD109 'Highway Link Design' and CD127 'Cross Sections and Headrooms' specifies that for a single two-lane carriageway, traffic lanes should be between 3.0m and 3.65m. For dual two-lane all-purpose roads, lane widths should be 3.65m.

CD143 'Designing for walking, cycling and horse-riding' states for Scotland that Roads for All and Cycling by Design shall be used for the design of routes and facilities for walking, cycling and shared use. It also noted that separation from the carriageway on roads with a speed limit greater than 40mph should be a minimum of 1.5m.

Key Findings

Traffic Lanes should be 3.65m for dual carriageways
Any active travel path should be at least 1.5m from the carriageway edge

It states the minimum footway width should be 2.0m in normal circumstances to allow two wheelchair users to pass one another. Where constrained environments exist an absolute minimum of 1.5m may be used without the requirement of a Departure from Standard.

Shared walking and cycling routes can create conflict between different user groups – as such these should be limited in areas where the flow of cyclists and / or pedestrians is low. Shared surfaces can pose a threat to vulnerable road users, including those with physical, sensory or cognitive impairments.

Key Findings

Footway widths should be minimum 2.0m
Shared Footways / Cycle Tracks should only be used where expected flows are low

Cycling by Design

Cycling by Design provides guidance for permanent active travel infrastructure design on all roads, streets and paths in Scotland. This Guidance defines the 'desirable minimum' and 'absolute minimum' widths for various cycling facilities. The Cycling by Design footway and cycle track width requirements for different cycle track types are outlined in [Table 2](#).

¹ [Standards For Highways](#)

² [Roads for all - Good practice guide for roads | Transport Scotland](#)

³ [Cycling by Design | Transport Scotland](#)

⁴ [National Roads Development Guide \(scotsnet.org.uk\)](#)

⁵ [Designing Streets: A Policy Statement for Scotland - gov.scot \(www.gov.scot\)](#)

⁶ [Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](#)

A buffer is required when a cycle track is adjacent to the carriageway. The required width varies dependent on the speed limit of the carriageway as shown in **Table 1**.

Table 1 - Cycling by Design Buffer Widths

Speed Limit	Minimum Buffer Width
30 mph	0.50 m
40 mph	1.00 m
50 mph	2.00 m (including any hard strip)
60 mph	2.50 m (including any hard strip)
70 mph	3.50 m (including any hard strip)

Table 2 - Cycling by Design Cycle Track Widths

Cycle Track Types		Footway Width	Separation	Cycle track width* – One-way, less than 300 cycles per hour peak	Cycle track width* – One-way, more than 300 cycles per hour peak	Cycle track width* – Two-way, less than 300 cycles per hour peak (per direction)	Cycle track width* – Two-way, more than 300 cycles per hour peak (per direction)	Buffer Width
Remote Cycle Tracks Separated from Pedestrians	Desirable minimum	2.0 m	Varies with Facility	2.0 m	2.5 m	3.0 m	4.0 m	N.A.
	Absolute minimum	1.5 m	Varies with Facility	1.5 m	2.0 m	2.0 m	3.0 m	N.A.
Remote Cycle Tracks Shared with Pedestrians	Desirable minimum	N.A.	N.A.	Not Recommended	Not Recommended	4.0 m	Not Recommended	N.A.
	Absolute minimum	N.A.	N.A.	Not Recommended	Not Recommended	2.5 m	Not Recommended	N.A.
Cycle Tracks adjacent to Carriageway Separated from Pedestrians	Desirable minimum	2.0 m	Varies with Facility	2.0 m	2.5 m	3.0 m	4.0 m	Refer to Table 3.8
	Absolute minimum	1.5 m	Varies with Facility	1.5 m	2.0 m	2.0 m	3.0 m	Refer to Table 3.8
Cycle Tracks adjacent to Carriageway Shared with Pedestrians	Desirable minimum	N.A.	N.A.	Not Recommended	Not Recommended	4.0 m	Not Recommended	Refer to Table 3.8
	Absolute minimum	N.A.	N.A.	Not Recommended	Not Recommended	2.5 m	Not Recommended	Refer to Table 3.8

Key Findings

Cycle Tracks Shared with Pedestrians require 2.5m to 4.0m path width
Active travel facilities should be 3.5m away from the carriageway edge if adjacent to 70mph carriageway

Designing Streets & National Roads Development Guide

Designing Streets was developed for the Scottish Government and provides technical guidance on designing streets. The National Roads Development Guide supports the Designing Streets document.

Within the documents it is noted that carriageways in the UK have adopted a standard lane width of 3.65m. However, this should not be preferred in all circumstances. However, on routes subject to national speed limits, 3.65m lanes should be used, and the layout should meet the standards in DMRB.

Both documents reference LTN 2/08 'Cycle Infrastructure Design' which has now been superseded by LTN 1/20 and has been included in the Summary Table (see **Table 3** below) for reference. LTN 1/20 however was produced to cover England and Northern Ireland and therefore is not applicable in Scotland. Cycling by Design (2021) was published after LTN 1/20 and should be the standards adopted in Scotland.

Key Findings

National speed limit roads should adopt standards in DMRB
Cycling by Design should be adopted for active travel facilities

Inclusive Mobility

Inclusive Mobility from the Department for Transport provides guidance specific to removing barriers for disabled people to support equitable access and inclusive design.

This document highlights the required footway widths for people with a mobility or visual impairment. A footway width of 2.0m is recommended, allowing two wheelchair users to pass each other. Where physical constraints exist, a minimum width of 1.5m should be provided to allow a wheelchair user and a walker to pass each other. This width also provides suitable space for people who use crutches or a walking frame or walk with an assistance dog or guide.

Key Findings

Footway widths should be minimum 2.0m

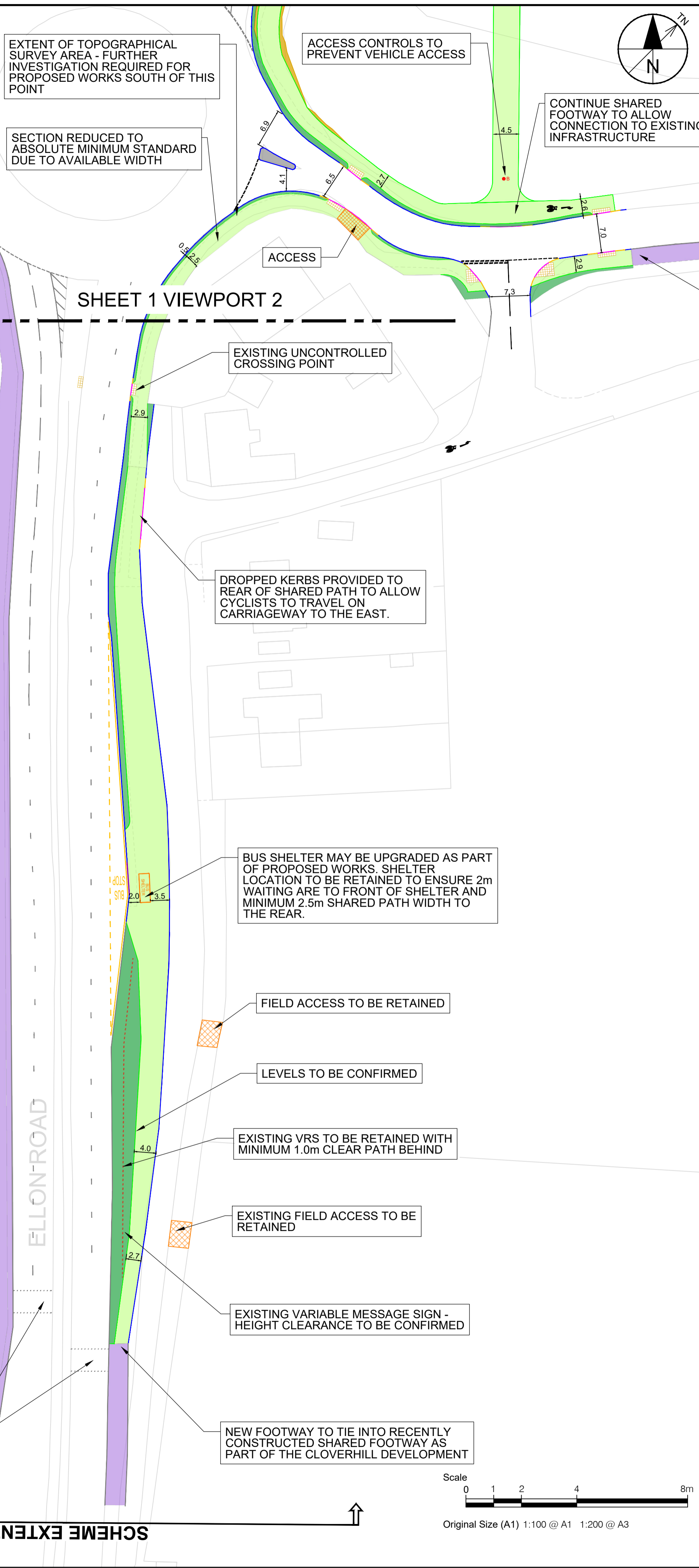
Table 3 - Design Guidance Summary

Design Guidance	Roads for All		Cycling by Design (2021)		DMRB	Designing Streets	Roads Development Guide	LTN 1/20		Inclusive Mobility	
	Absolute Minimum	Desirable Minimum	Absolute Minimum	Desirable Minimum				Absolute Minimum	Desirable Minimum	Absolute Minimum	Desirable Minimum
Traffic Lane			3.0 - 3.25		3.0 - 3.65	3.0	3.0 - 3.65	3.0	3.2		
Footway	1.5	2.0	1.5	2.0	See Roads for All / Cycling by Design	1.5 - 2.0	2.0 - 3.0	1.5	2.0	1.5	2.0
Cycle Track (With-Flow)			1.5	2.0				1.5	2.0		
Cycle Track (Two-Way)			2.0	3.0				See LTN 1/20			
Separation Buffer (40mph)			1.0					0.5	1.0		
Separation Buffer (50mph)			2.0		1.5 / See Cycling by Design	See LTN 1/20	See LTN 1/20	1.5	2.0		
Separation Buffer (60mph)			2.5					2.0	2.5		
Separation Buffer (70mph)			3.5					3.0	3.5		
Shared Footway	Not Recommended except in case of expected low user volumes.		2.5	4.0				See Roads for All / Cycling by Design	3.0	4.5	See LTN 1/20

Appendix B – Option Designs

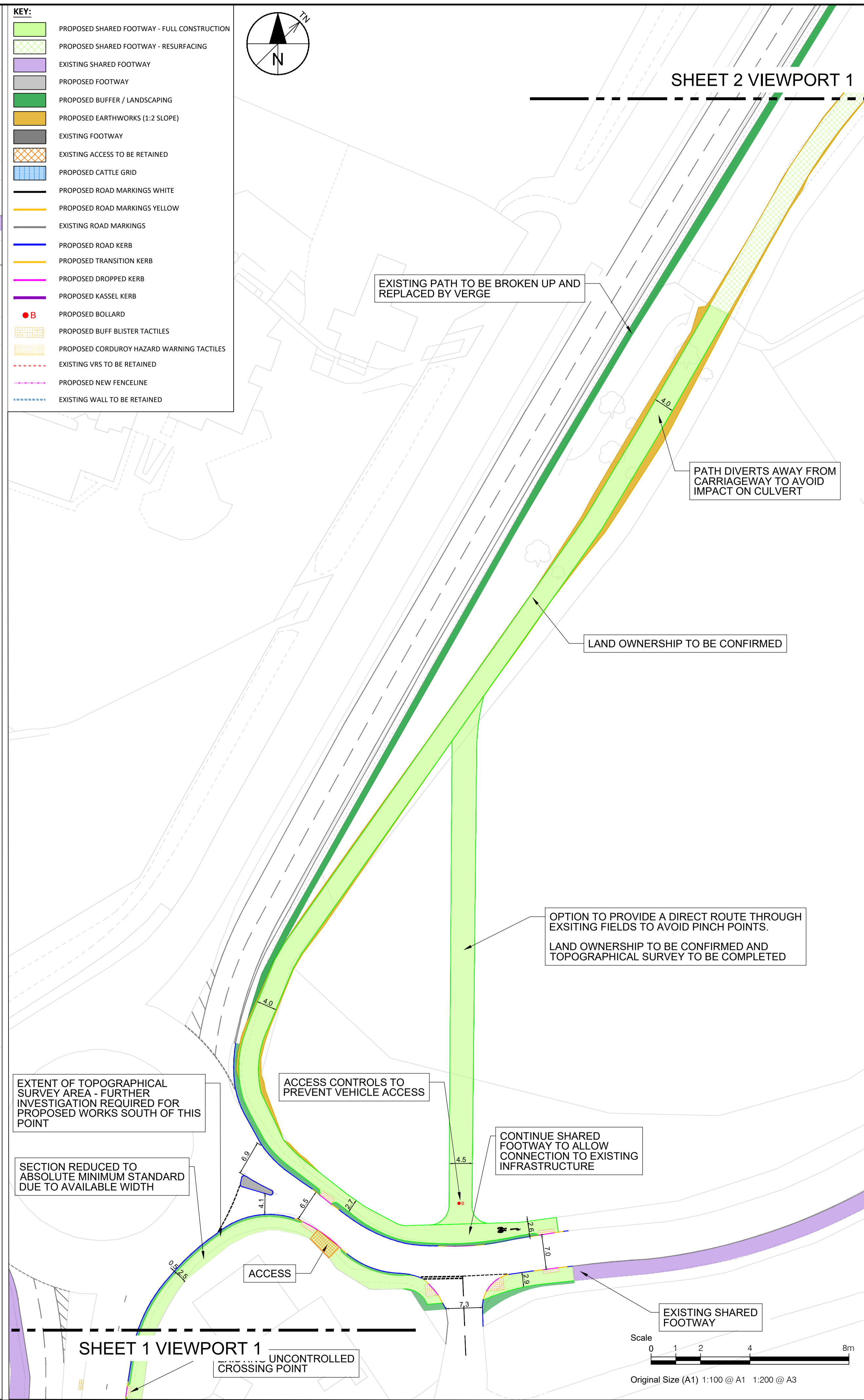
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[Purple]	EXISTING SHARED FOOTWAY
[Grey]	PROPOSED FOOTWAY
[Green]	PROPOSED BUFFER / LANDSCAPING
[Yellow]	PROPOSED EARTHWORKS (1:2 SLOPE)
[Orange]	EXISTING FOOTWAY
[Cross-hatch]	EXISTING ACCESS TO BE RETAINED
[Blue Grid]	PROPOSED CATTLE GRID
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[Blue]	PROPOSED ROAD KERB
[Yellow]	PROPOSED TRANSITION KERB
[Purple]	PROPOSED DROPPED KERB
[Purple]	PROPOSED KASSEL KERB
[Red B]	PROPOSED BOLLARD
[Yellow]	PROPOSED BUFF BLISTER TACTILES
[Yellow]	PROPOSED CORDUROY HAZARD WARNING TACTILES
[Red Dashed]	EXISTING VRS TO BE RETAINED
[Pink Dashed]	PROPOSED NEW FENCELINE
[Blue Dashed]	EXISTING WALL TO BE RETAINED



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PROJECT
A92 MURCAR NORTH

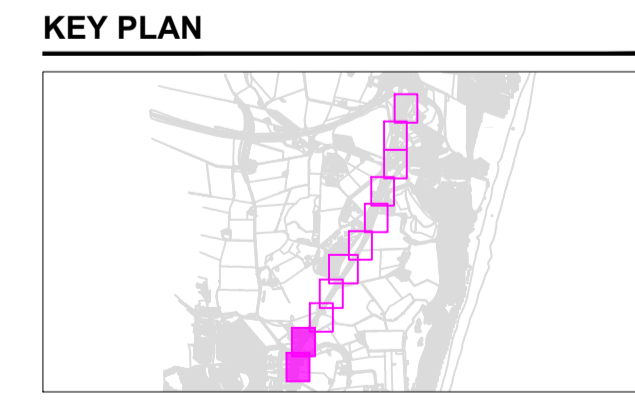


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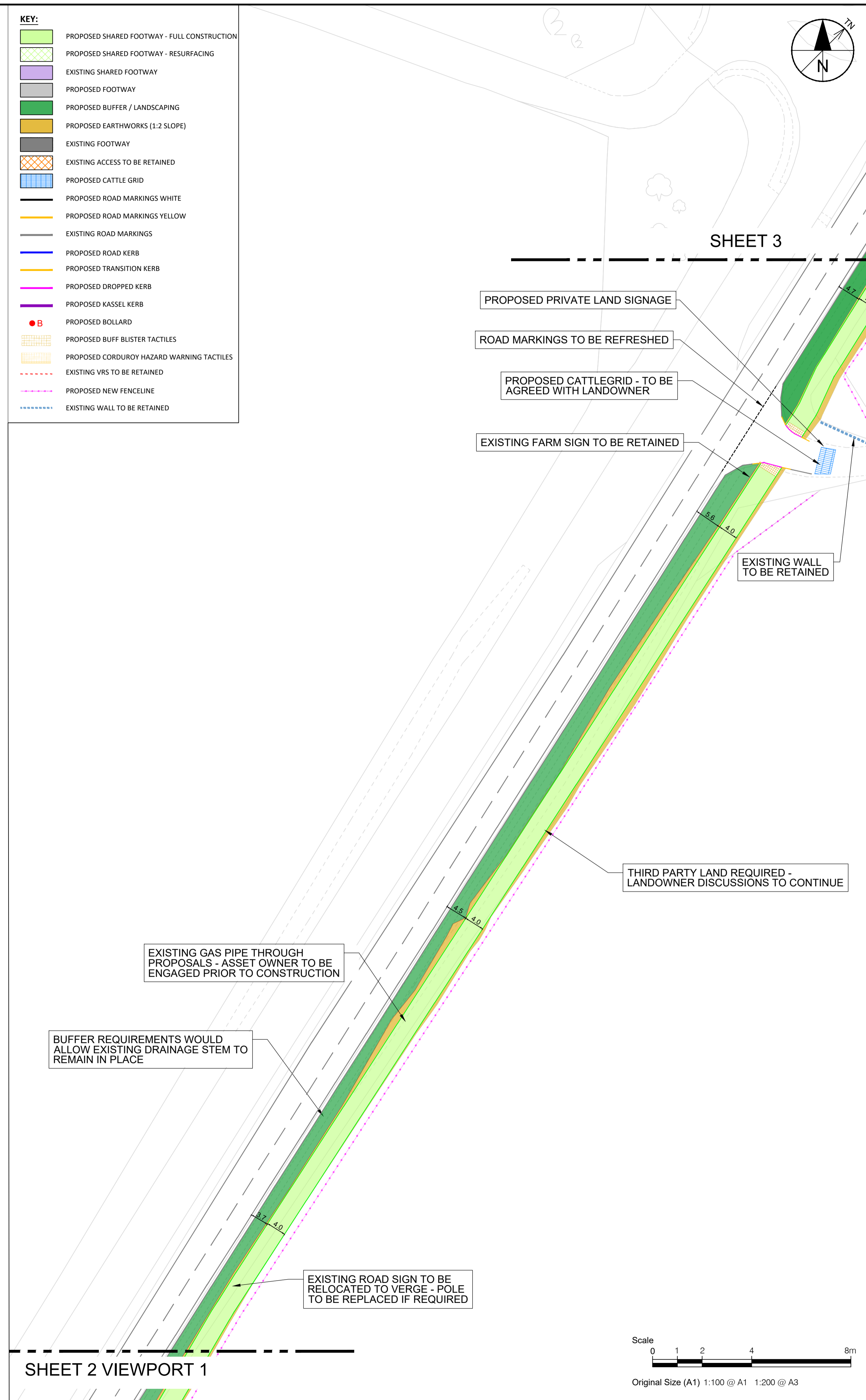
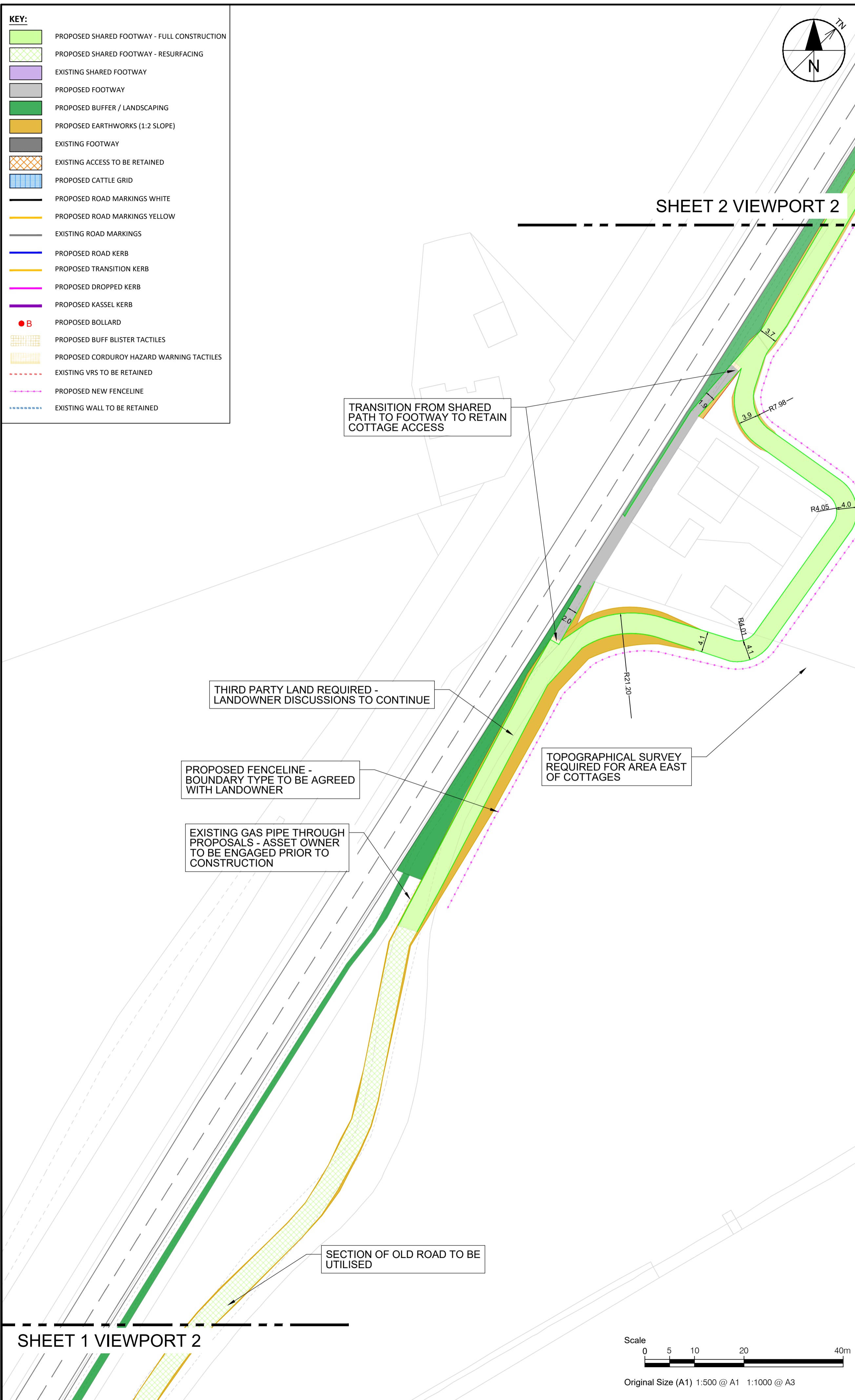


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A92 Murcar North
East Option - Developed Design
Sheet 1 of 6

SHEET NUMBER
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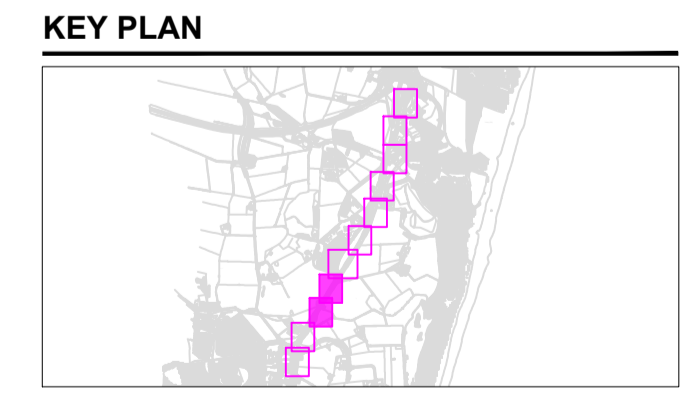
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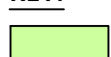






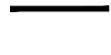












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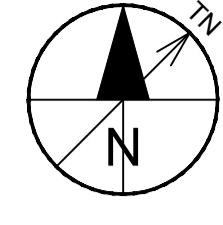
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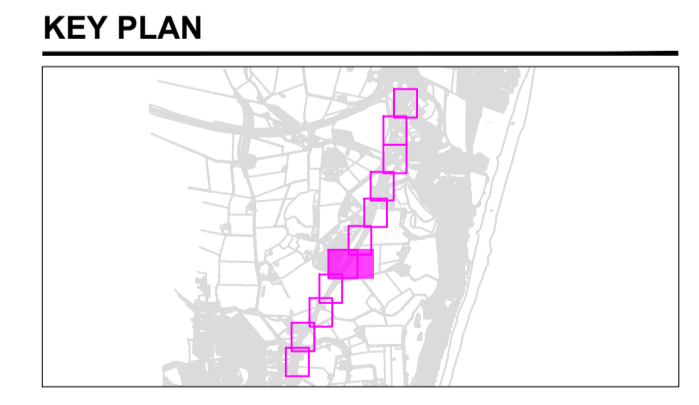


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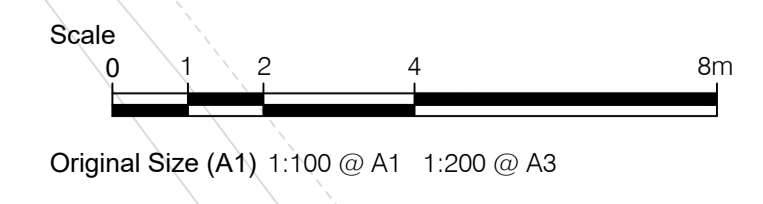
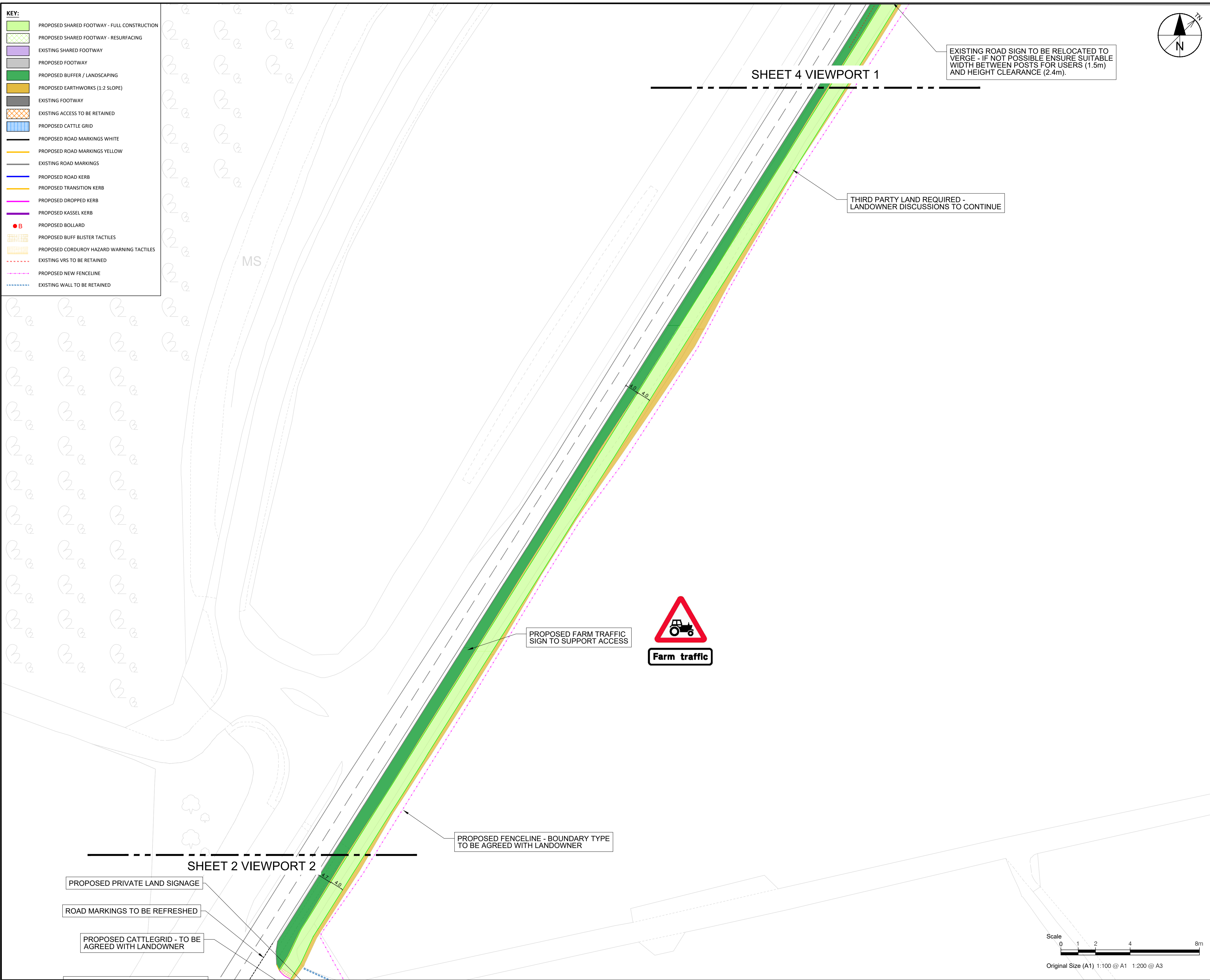


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Sheet 3 of 6

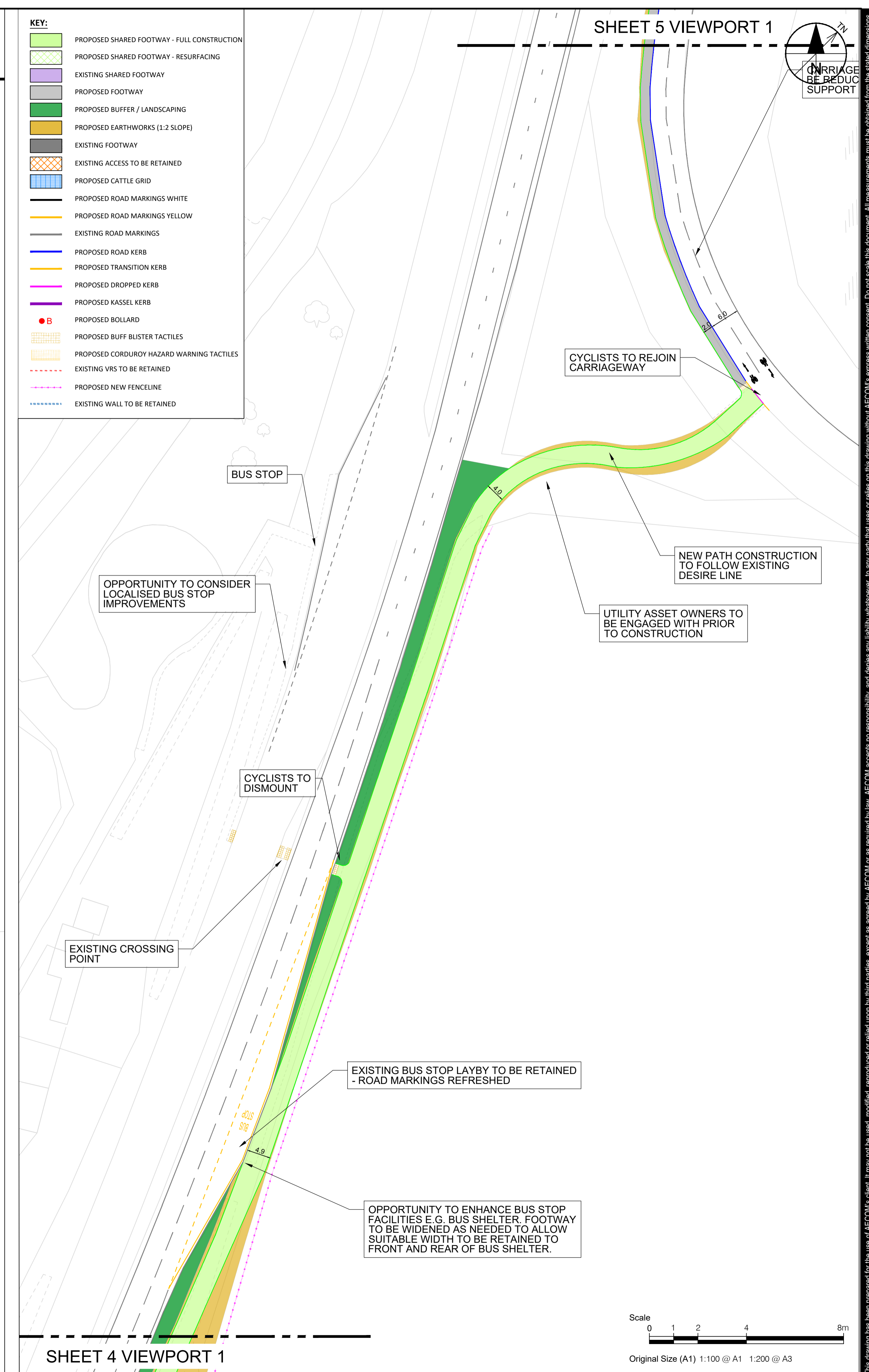
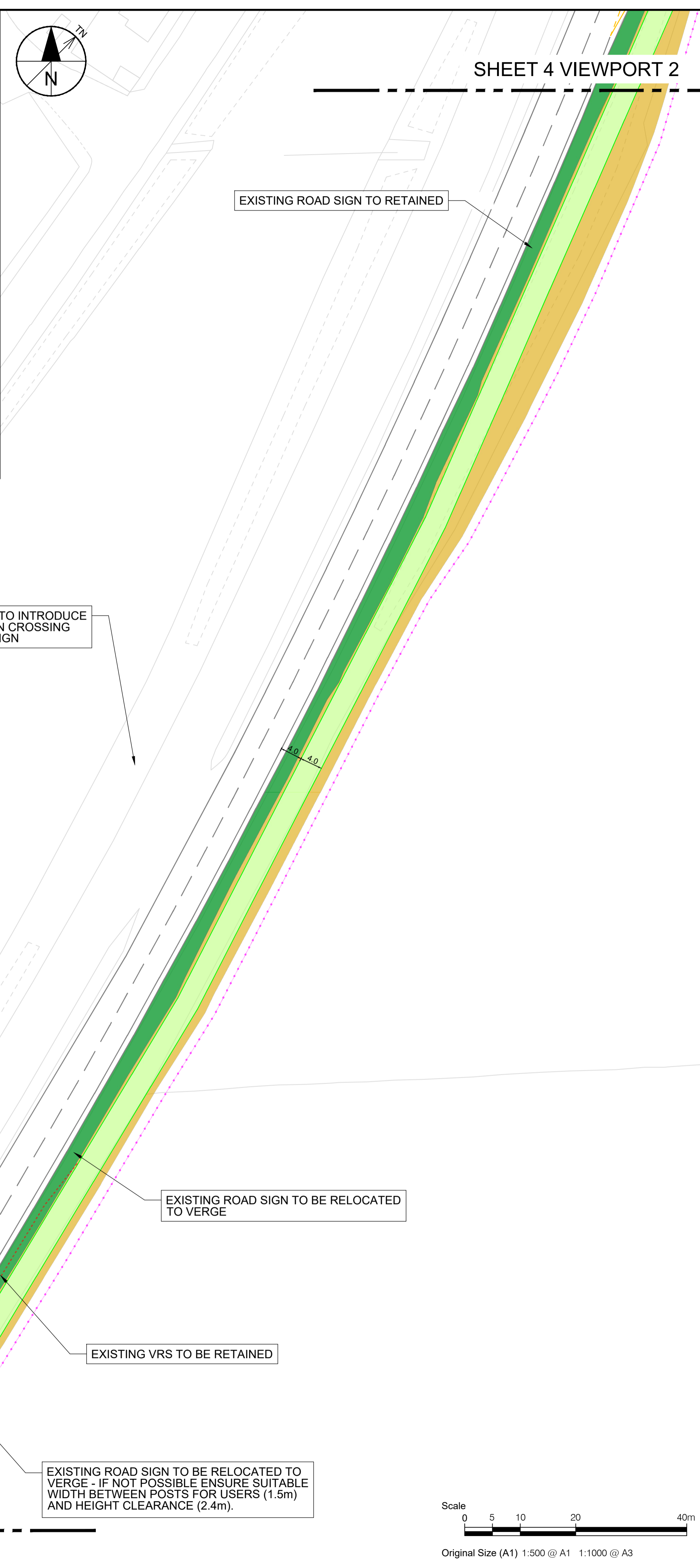
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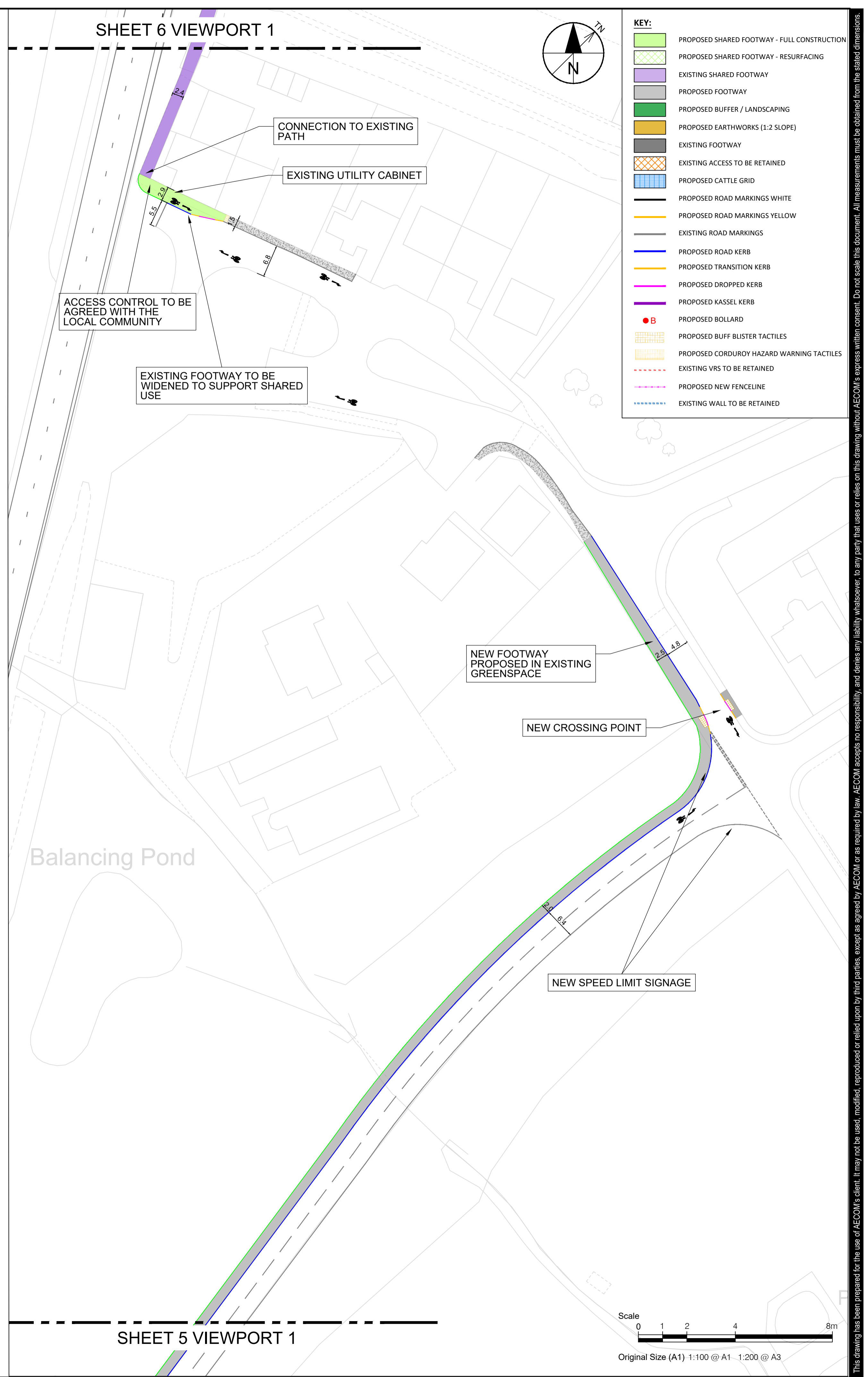
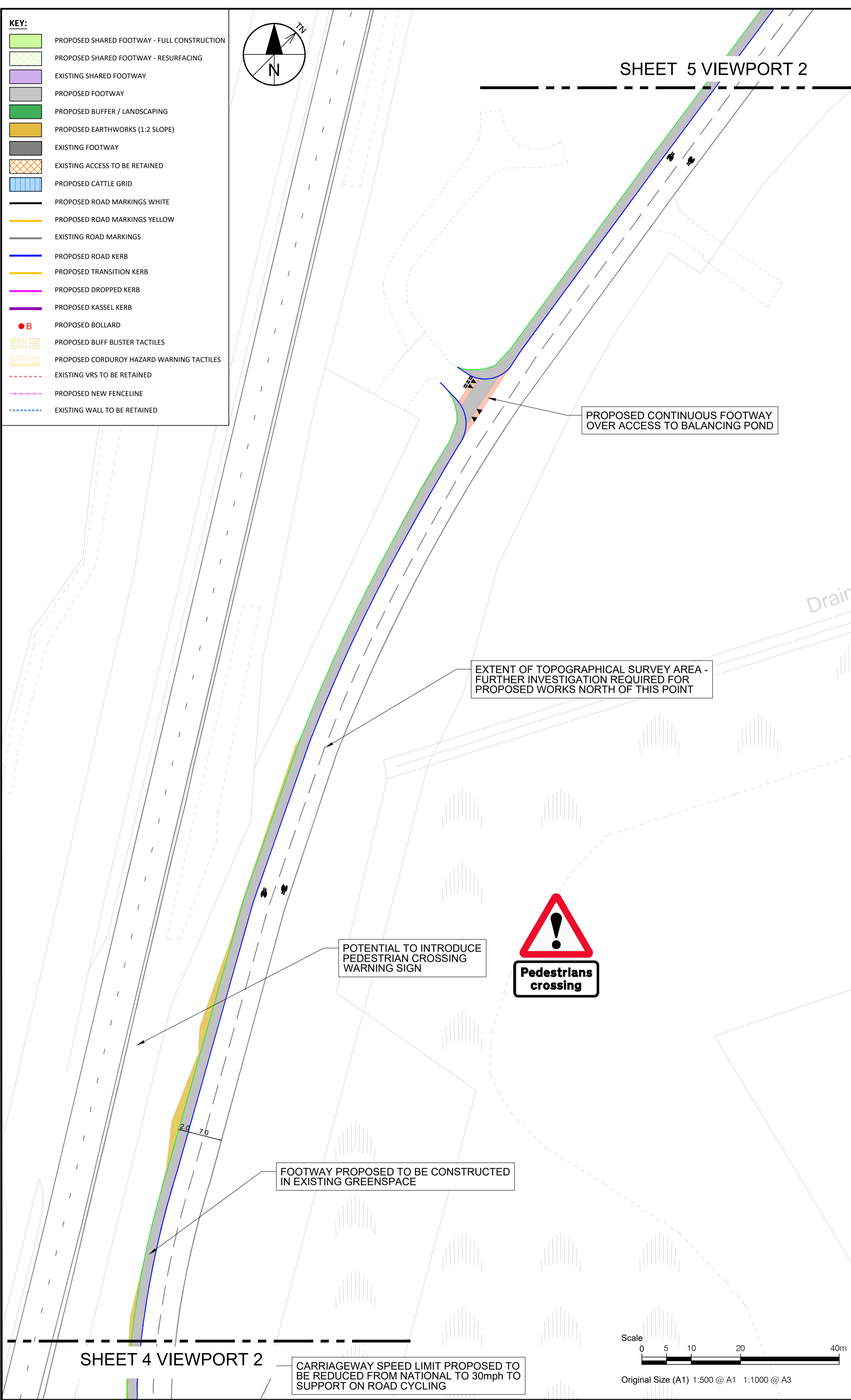
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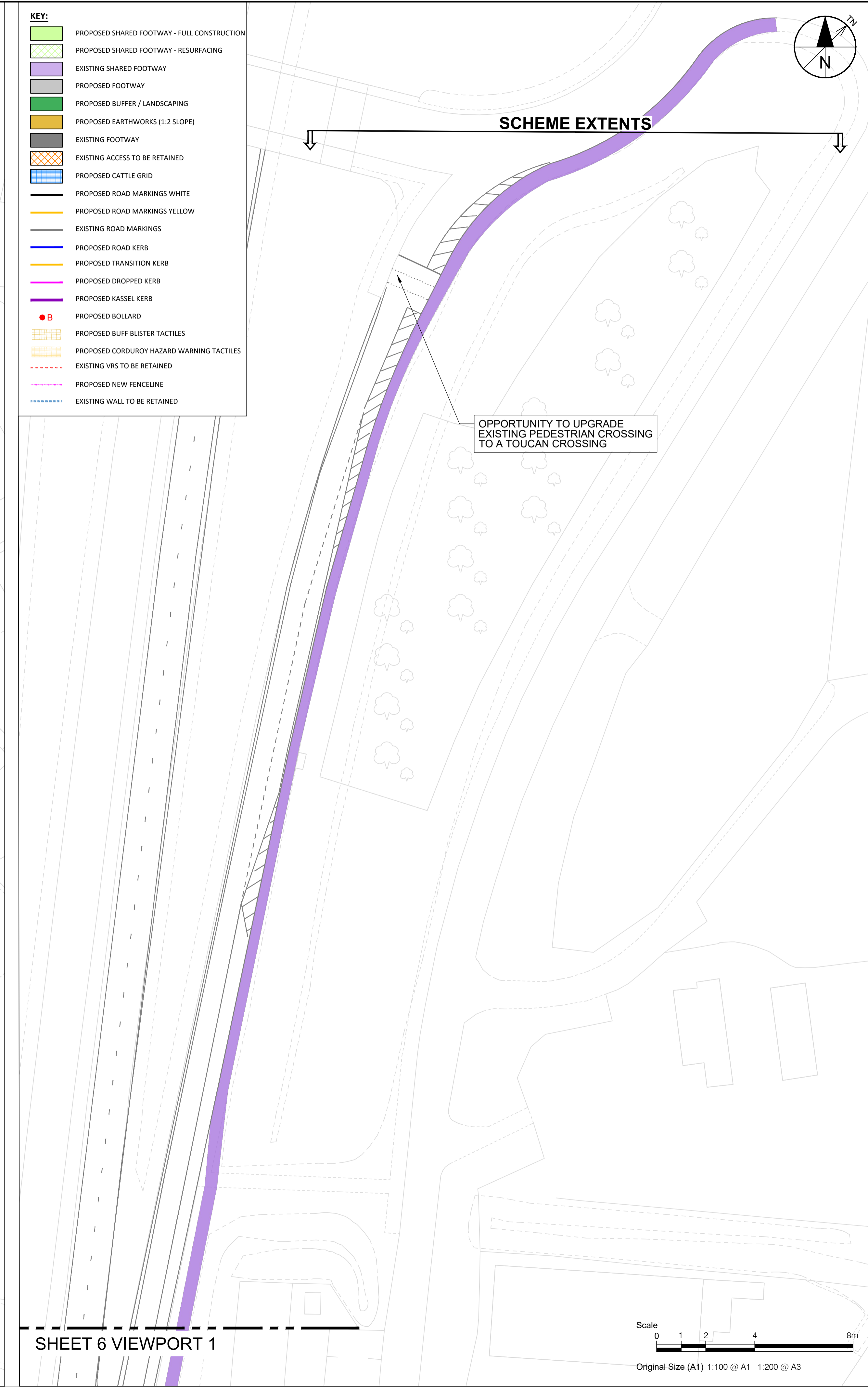
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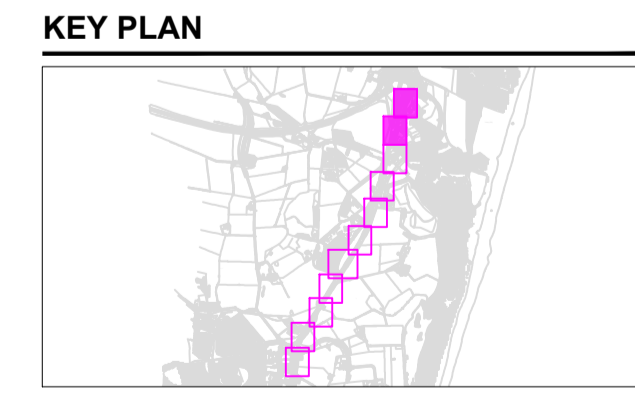


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Design Risk Management Tool

Print Summary Spell Check

Project Name: A92 Murcar North. Brief Project Description: Developed Design of active travel improvements between Murcar Roundabout and Blackdog. Project Number: 60710073. Issue Number: 2.

Technical and Quality Review Record. Originator: Fiona Bebbington, Checker: Leanne Gordon, Lead Verifier: Peter Leslie, Approver: Andrew Robb. Date: 19/12/2023.

Distribution Record. Revision 1 and 2. Date Issued: 24/11/2023 and 20/12/2023. Issued to: ACC.

Main Risk Register Table with 19 columns: Item Ref, Pre Mitigation Owner Discipline, Feature / Element / Location, Client or Other H&S Information, Project Stage, Significant Design Hazards, Optional Additional Information to Describe Significant Design Hazard or Activity, Design Risks, Environment / Persons at Risk, Severity, Probability, Pre-mitigation Risk score, Risk Mitigation Design Input, Residual Design Risk, Severity, Probability, Residual Risk Score, Post Mitigation Risk Owner, Comments. Contains 13 rows of risk items.

Design Risk Management Tool

Item Identification				Step 2 - Hazard / Risk Identification					Step 3 - Pre - Mitigation Assessment			Step 4 - Mitigation			Step 5 - Post - Mitigation Assessment			Step 6 - Post Mitigation Owner and Close	Comments	
Item Ref	Pre Mitigation Owner Discipline	Feature / Element / Location	Client or Other H&S Information	Project Stage	Significant Design Hazards	Optional Additional Information to Describe Significant Design Hazard or Activity	Design Risks	Environment / Persons at Risk	Severity	Probability	Pre-mitigation Risk score	Risk Mitigation Design Input	Residual Design Risk	Severity	Probability	Residual Risk Score	Post Mitigation Risk Owner	Comments		
FIXED	FIXED	SET FOR EACH PROJECT	FREE TEXT	FIXED	FIXED	FREE TEXT	FIXED	FIXED	FIXED	FIXED	AUTOMATIC	FREE TEXT	FIXED	FIXED	FIXED	AUTOMATIC	FIXED	FREE TEXT		
14	Civil Engineer	Conflicts at farm access road	Landowners indicated existing issues at the farm access road in accessing the A92 and members of the public travelling onto their land.	Operation	Access and Egress	Existing issues at the Tarbothill Farm access have been identified by the landowner. Including vehicle access onto the A92 and members of the public coming into contact with farm vehicles. Risks may be increased with an increase in active travel users over the junction.	Impact from a vehicle	Public	3 - Major	3 - Occasional	9	Farm access design to take into account risks noted by landowner and engage at the next stages of design to ensure suitability.	Impact from a vehicle	2 - Moderate	2 - Remote	4	Civil Engineer			
15	Civil Engineer	Working with Hot Materials		Construction	Hazardous substances	During construction workers will be required to work with hot materials to construct proposed path.	Chemical damage/burns	Construction Worker, Operation and Maintenance Worker	3 - Major	3 - Occasional	9	Task Hazard Assessment to be completed prior to task being undertaken and insure all appropriate PPE is provided	Chemical damage/burns	2 - Moderate	2 - Remote	4	Contractor			
16	Civil Engineer	Manual Labour		Construction	Manual handling / Posture	Manual handling during construction of materials and equipment.	Other	Construction Worker, Operation and Maintenance Worker	2 - Moderate	3 - Occasional	6	Task Hazard Assessment to be completed prior to task being undertaken and insure all appropriate PPE is provided	Other	2 - Moderate	2 - Remote	4	Contractor			
17	Civil Engineer	Operation of Work		Operation	Other	Conflicts between users during operation of the scheme	Slips, trips and falls	Public	2 - Moderate	3 - Occasional	6	Road Safety Audit to be undertaken prior and post construction to ensure design suitability.	Other	2 - Moderate	2 - Remote	4	Client			
18	Civil Engineer	Manual Labour		Construction	Hazardous substances	Silica Dust from Cutting Concrete, Concrete Kerbs and Asphalt	Chemical damage/burns	Construction Worker, Operation and Maintenance Worker	2 - Moderate	3 - Occasional	6	Task Hazard Assessment to be completed prior to task being undertaken and insure all appropriate PPE is provided	Other	2 - Moderate	2 - Remote	4	Contractor			
19	Civil Engineer	Manual Labour		Construction	Exposure high noise volumes	Exposure to noise from machinery for long period can result in hearing damage	Hearing damage	Construction Worker, Operation and Maintenance Worker	2 - Moderate	3 - Occasional	6	Task Hazard Assessment to be completed prior to task being undertaken and insure all appropriate PPE is provided	Hearing damage	2 - Moderate	2 - Remote	4	Contractor			
20	Civil Engineer	Geotechnical		Investigation Construction Works	Constructability / De-constructability	Ground conditions are still required to be established there is a potential risk of peat or soft soils being present which will affect the constructability of the proposed path.	Settlement/subsidence	Public, Environment, Operation and Maintenance Worker, Construction Worker	4 - Critical	3 - Occasional	12	Geotechnical and Geo-Environmental Desk Study and Survey to be undertaken to understand existing ground conditions. Ground investigation to be undertaken to confirm current condition	Settlement/subsidence	3 - Major	2 - Remote	6	Civil Engineer			
21	Civil Engineer	Geotechnical		Construction	Hazardous substances	Risk of contaminated ground conditions in construction area	Ground pollution	Construction Worker, Environment	3 - Major	3 - Occasional	9	Geo-Environmental survey to be undertaken to understand if any contamination is present in proximity to proposed works. Handling and disposal plan to be developed if so to mitigate any negative risks to the environment.	Ground pollution	2 - Moderate	3 - Occasional	6	Civil Engineer			
22	Civil Engineer	Geotechnical		Construction	Constructability / De-constructability	Excavated material may not be suitable for reuse as fill	Settlement/subsidence	Construction Worker, Operation and Maintenance Worker, Public, Environment, Infrastructure	3 - Major	4 - Probable	12	Geotechnical and Geo-Environmental Survey to be undertaken to understand existing ground conditions and whether existing material is suitable for reuse. If not imported fill to be used for all fill requirements to ensure limited negative impacts on the environment and stability of the construction.	Settlement/subsidence	3 - Major	3 - Occasional	9	Civil Engineer			

Appendix C – Consultation Boards/Survey Form



A92 MURCAR NORTH ACTIVE TRAVEL INFRASTRUCTURE



Background - The Story So Far

Transport Scotland and Aberdeen City Council (ACC) have a Service Level Agreement to deliver a number of environmental mitigation projects to offset the environmental impact of the Aberdeen Western Peripheral Route (AWPR).



Delivery of an active travel route between Blackdog and Murcar Roundabout is one of the projects covered by the agreement to improve conditions for people walking, wheeling and cycling.

An active travel route has been in the planning as part of AWPR mitigation measures, with the scheme included as a project within the Aberdeen Active Travel Action Plan.

Previously, initial design work undertaken by ACC recommended a 3m shared use path on the east side of the A92. This was consulted on, with strong support for the scheme demonstrated.

Since this initial design work, there have been a number of changes that have taken place meaning that further work is required, including:

- Publication of updated Cycling by Design guidance
- Progression of the Ellon to Garthdee Transport Corridor Study
- Significant progress with land use developments at Blackdog, Shielhill and Cloverhill
- Shared use path development south of Balmedie, with aspirations to complete the route to Blackdog

A92 MURCAR NORTH ACTIVE TRAVEL INFRASTRUCTURE



Current Study - June 2023 to Present

In June 2023, AECOM was commissioned by ACC to develop, appraise and identify options for the provision of active travel infrastructure between Blackdog and Murcar following the principles of Scottish Transport Appraisal Guidance (STAG). This is following the three stage process set out below.

1. REVIEW OF PREVIOUS WORK

- To understand the key constraints previously identified
- To understand connections with existing and proposed active travel infrastructure to the north and south
- To reach agreement on design widths to be used for the active travel route

2. INITIAL APPRAISAL: CASE FOR CHANGE

- Identifying Problems & Opportunities to understand the case for the active travel route
- To develop Transport Planning Objectives which express the change sought in the study area
- Identification and development of options for the active travel route

3. STAG-BASED APPRAISAL / OPTION DESIGN

STAG Appraisal

Assessing the performance of options against:

- Transport Planning Objective
- STAG Criteria
- Equalities Assessments
- Policy Objectives
- Cost to Government
- Risk and Uncertainty

Option Design

- Development of Designs
- Strengths, Weaknesses, Opportunities and Threats considered for each option
- More detailed design of preferred option in preparation for construction



A92 MURCAR NORTH ACTIVE TRAVEL INFRASTRUCTURE



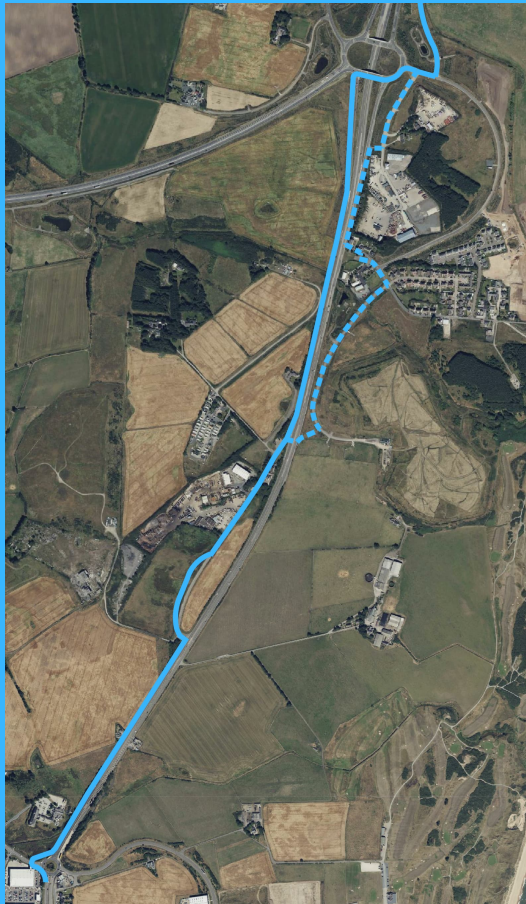
Optioneering

Three options were developed considering alignments on the east, west and through redistribution of space on the existing A92 carriageway. Connections to existing infrastructure and desire lines were also considered.

WEST
Following A92 on west side between Murcar and Blackdog Junction utilising Tarbothill Farm Cottages Road

CENTRAL
Redistribution of carriageway space - connection to Blackdog via Blackdog Junction or at Hareburn Road dependent on lane reallocation choice

EAST
Following A92 on east side and utilising old road with land required to the rear of properties - connection to existing infrastructure at Hareburn Road



A92 MURCAR NORTH ACTIVE TRAVEL INFRASTRUCTURE



Outcomes of STAG-Based Appraisal

The objective of the study is:

By 2030, increase the level of walking by 10% and cycling five-fold from 2027 for all journey types on the Blackdog to Murcar corridor.

OBJECTIVE APPRAISAL

- All options would support an increase in the level of walking and cycling for all journey types but the east option would be expected to generate the biggest increase

Option	Score
West	+2 (Moderate positive impact)
Central	+2 (Moderate positive impact)
East	+3 (Major positive impact)

- The central option would require users to travel alongside fast moving vehicles. Whilst appropriate segregation and a buffer would require to be in place, this may still be off-putting for less confident users
- The west option would require users to cross the A92 to access residential areas in the east. Whilst users could do so at Blackdog Junction, that is not on the desire line for users accessing the southern part of Blackdog
- Whilst the east option would require users to cross the A92 to integrate with the existing shared use path infrastructure at Murcar Roundabout, there is a dedicated crossing point in this location to allow users to do so



A92 MURCAR NORTH ACTIVE TRAVEL INFRASTRUCTURE



Outcomes of STAG-Based Appraisal

The results of the appraisal against the STAG Criteria are shown below.

STAG CRITERIA APPRAISAL

- **Environment:** Concerns associated with the impact on biodiversity and habitats for the east and west options and associated with the impacts of congestion for the central option
- **Climate Change:** The central option could increase congestion if the carriageway is narrowed, leading to queuing and increased greenhouse gas emissions
- **Health, Safety & Wellbeing:** Benefits with all options due to provision of a dedicated active travel facility. Some safety concerns with the west option associated with crossing the A92 and with the central option due to the relative proximity to vehicles on the A92
- **Economy:** The central option would be expected to have an adverse impact on journey times for general traffic associated with congestion
- **Equality & Accessibility:** Benefits with all options due to improved active travel network coverage. East option performs strongest as the majority of the study area population is located to the east of the A92

Option	West	Central	East
Environment	-1	-1	-1
Climate Change	0	-1	0
Health, Safety & Wellbeing	+1	+1	+2
Economy	0	-1	0
Equality & Accessibility	+1	+1	+2

KEY

+3	Major positive impact
+2	Moderate positive impact
+1	Minor positive impact
0	Neutral
-1	Minor negative impact
-2	Moderate negative impact
-3	Major negative impact

A92 MURCAR NORTH ACTIVE TRAVEL INFRASTRUCTURE



Outcomes of STAG-Based Appraisal

The results of the appraisal against the Deliverability Criteria are shown below.

DELIVERABILITY APPRAISAL

- **Feasibility:** Potential risks with west and east options due to a need for third party land and due to significant level difference for the west option at Murcar and at Blackdog. Risks with central option due to the need to reconfigure the carriageway
- **Affordability:** Higher capital costs for east and west options due to the need for third party land, earthworks and risks to existing utilities. For the east option, the use of the old road, the existing road network at Blackdog and the existing active travel path from Hareburn Terrace to Blackdog Junction may mitigate the capital investment required
- **Public acceptability:** To be confirmed through the consultation process. West and east options likely to be supported as they would provide a dedicated active travel facility away from the A92. There are likely to be some public acceptability concerns with the central option associated with removal of a lane for general traffic



A92 MURCAR NORTH ACTIVE TRAVEL INFRASTRUCTURE



Recommendations

ALIGNMENT

Based on the appraisal process, the Eastern Alignment has been identified as the preferred option for the following reasons:

- Provides improvements to the existing infrastructure
- Provides direct and coherent active travel connection between Murcar and Blackdog
- Supports active travel links for new housing developments at Cloverhill and Blackdog
- Builds on work previously completed

SHARED OR SEGREGATED

Shared use facilities have been identified as the preferred option for the active travel link for the following reasons:

- Provides a space suitable for all users walking, wheeling and cycling
- Provides a facility suitable for the expected number of users
- Ensures consistency in the active travel network for wider connections
- Lower overall cost (capital and maintenance) in comparison to kerb segregated facilities
- Provides greater scope to adapt in future should user demands change



A92 MURCAR NORTH ACTIVE TRAVEL INFRASTRUCTURE



Next Steps of the Process

Completed Work

- Review of context
- Review of updated Cycling by Design Guidance
- Review of previous work
- Identification of problems and opportunities
- Objective setting
- Generation of options

Current Work

- Option appraisal
- Preparation of designs

Next Steps

- Further design work
- Delivery of scheme

For further information about the project, please email the AECOM Project Team at:

RoadsScotland@aecom.com



A92 MURCAR NORTH ACTIVE TRAVEL INFRASTRUCTURE



Feedback Questionnaire

Q1: Do you support the development of an active travel link between Murcar and Blackdog? Please select one option.

Response	Select
Yes	<input type="checkbox"/>
No	<input type="checkbox"/>
Don't know	<input type="checkbox"/>
Please provide any further comments you have (optional)	

Q2: Do you agree that the East option should progress as the preferred option? Please select one option.

Option	Select
Yes	<input type="checkbox"/>
No, I prefer the West option	<input type="checkbox"/>
No, I prefer the Central option	<input type="checkbox"/>
No, I don't think any option should progress	<input type="checkbox"/>
Don't know	<input type="checkbox"/>
Please provide any further comments you have (optional)	



A92 MURCAR NORTH ACTIVE TRAVEL INFRASTRUCTURE



Feedback Questionnaire

Q3: Would implementation of the East option make you more likely to walk, wheel or cycle between Murcar and Blackdog?

Please select one option.

Option	Select
Yes	
No	
Don't know	

Please provide any further comments you have (optional)

Q4: If you responded 'No' to Q3, would the West option or Central option make you more likely to walk, wheel or cycle between Murcar and Blackdog? Please select one option.

Option	Select
No	
Yes, the West option would	
Yes, the Central option would	
Don't know	

Please provide any further comments you have (optional)



A92 MURCAR NORTH ACTIVE TRAVEL INFRASTRUCTURE



Feedback Questionnaire

Q5: If you responded 'Yes' to Q3 or Q4, what journeys would you use the Murcar to Blackdog active travel link for and how often would you make these journeys? Please select all that apply.

Journey Type	Regularly*	Occasionally**	Rarely***	Never
Work				
Study				
Business				
Leisure/exercise				
Other journey purpose (please specify below)				

* Typically once or a few times per week

** Typically once or a few times per month

*** Typically once or a few times a year

Please provide any further comments you have (optional)



A92 MURCAR NORTH ACTIVE TRAVEL INFRASTRUCTURE



Feedback Questionnaire

Q6: Tell us who is responding

Please select one option.

Option	Select
A local resident in the proposed area (between Murcar and Blackdog)	
A resident based elsewhere in Aberdeen City	
A resident based elsewhere in Aberdeenshire	
A resident of another location (please specify below)	



A92 MURCAR NORTH ACTIVE TRAVEL INFRASTRUCTURE



Feedback Questionnaire

Q7: Please provide any further comments on the study below (optional)

Please provide any further comments you have on the study

Appendix D – Cost Estimates and Assumptions

West Option - Outline Cost Estimate

Item	Quantity	Unit	Unit Cost	Cost	Source
Preliminaries				£136,752.49	Assumed at 10% of construction works
Site clearance	5.0	ha	Variable	£12,239.50	SPONS 2023 - Urban Area / Open Field
Take up or down and remove to tip off site precast concrete kerbs	2117	m	£11.71	£24,790.07	SPONS 2023
Precast concrete road kerb	2117	m	£35.40	£74,941.80	Similar Local Authority Framework Rates
Cycle track - precast concrete road kerb	0	m	£35.40	£0.00	Similar Local Authority Framework Rates
Cycle track - Precast concrete edging kerb	0	m	£18.90	£0.00	Similar Local Authority Framework Rates
Hot applied red resin based surface treatment (Cycle Lane)	0	m ²	£15.00	£0.00	Similar Local Authority Framework Rates
Cycle track - Bitumen emulsion tack coat	0	m ²	£1.40	£0.00	SPONS 2023
Cycle track - paved area with 150mm thick Type 1 unbound mixture sub-base, 50mm thick dense asphalt concrete AC 20 dense bin 40/60 rec binder course, 30mm thick hot rolled asphalt HRA 15/10 F surf 40/60 surface course with surface dressing of 10mm red or white chippings	0	m ²	£69.37	£0.00	SPONS 2023
Footway - paved area with 150mm thick Type 1 unbound mixture sub-base, 50mm thick dense asphalt concrete AC 20 dense bin 40/60 rec binder course, 30mm thick hot rolled asphalt HRA 15/10 F surf 40/60 surface course with surface dressing of 10mm red or white chippings	18726	m ²	£69.37	£1,299,022.62	SPONS 2023
Hot rolled asphalt (HRA 15/10F surf 40/60) surface course 30mm thick with 6mm white limestone chippings in footway or paved area.	0	m ²	£28.12	£0.00	SPONS 2023
Bitumen emulsion tack coat	19785	m ²	£1.40	£27,698.30	SPONS 2023
Footway - Precast concrete edging kerb	2560	m	£18.90	£48,384.00	Similar Local Authority Framework Rates
Breaking out pavement or footways exceeding 40mm depth but not exceeding 100mm	0	m ²	£9.27	£0.00	SPONS 2023
Excavation	1779	m ²	£4.64	£8,254.42	SPONS 2023
Mill out Carriageway	1059	m ²	£2.04	£2,159.34	SPONS 2023
Carriageway Resurfacing	0	m ²	£28.12	£0.00	SPONS 2023
Carriageway Reconstruction	1059	m ²	£144.22	£152,656.87	SPONS 2023
Traffic Signs & Road Marking				£81,895.37	Assumed at 5% of works
Construction Sub-Total				£1,868,794.78	
Optimism Bias	44%	%	-	£822,269.70	
Construction Sub-Total (Inclusive of Optimism Bias)				£2,691,064.48	
Design	10%	%	-	£269,106.45	
Placemaking and Landscaping	5%	%	-	£134,553.22	
Site Supervision and Project Management	5%	%	-	£134,553.22	
Traffic Management	10%	%	-	£269,106.45	
Monitoring and Evaluation	5%	%	-	£134,553.22	
Total				£3,632,937.05	

Items are based on AECOM drawing number: 60710073-SHT-C-WEST-0001 to 0009

Costs do not include price of further investigation / survey, land purchase, relocation of utilities, structures, retaining walls, enhanced drainage or path lighting etc.

Please review the risk register to see the status of these risks.

Notes:

Assume central reserve and buffers priced as footway construction
Assume shared facility is adopted

Central Option - Outline Cost Estimate

Item	Quantity	Unit	Unit Cost	Cost	Source
Preliminaries				£231,317.64	Assumed at 10% of construction works
Site clearance	5.3	ha	Variable	£12,896.49	SPONS 2023 - Urban Area / Open Field
Take up or down and remove to tip off site precast concrete kerbs	2695	m	£11.71	£31,558.45	SPONS 2023
Precast concrete road kerb	2710	m	£35.40	£95,934.00	Similar Local Authority Framework Rates
Cycle track - precast concrete road kerb	0	m	£35.40	£0.00	Similar Local Authority Framework Rates
Cycle track - Precast concrete edging kerb	0	m	£18.90	£0.00	Similar Local Authority Framework Rates
Hot applied red resin based surface treatment (Cycle Lane)	0	m ²	£15.00	£0.00	Similar Local Authority Framework Rates
Cycle track - Bitumen emulsion tack coat	0	m ²	£1.40	£0.00	SPONS 2023
Cycle track - paved area with 150mm thick Type 1 unbound mixture sub-base, 50mm thick dense asphalt concrete AC 20 dense bin 40/60 rec binder course, 30mm thick hot rolled asphalt HRA 15/10 F surf 40/60 surface course with surface dressing of 10mm red or white chippings	0	m ²	£69.37	£0.00	SPONS 2023
Footway - paved area with 150mm thick Type 1 unbound mixture sub-base, 50mm thick dense asphalt concrete AC 20 dense bin 40/60 rec binder course, 30mm thick hot rolled asphalt HRA 15/10 F surf 40/60 surface course with surface dressing of 10mm red or white chippings	18600	m ²	£69.37	£1,290,282.00	SPONS 2023
Hot rolled asphalt (HRA 15/10F surf 40/60) surface course 30mm thick with 6mm white limestone chippings in footway or paved area.	0	m ²	£28.12	£0.00	SPONS 2023
Bitumen emulsion tack coat	19955	m ²	£1.40	£27,937.00	SPONS 2023
Footway - Precast concrete edging kerb	5355	m	£18.90	£101,209.50	Similar Local Authority Framework Rates
Breaking out pavement or footways exceeding 40mm depth but not exceeding 100mm	10284	m ²	£9.27	£95,332.68	SPONS 2023
Excavation	1767	m ²	£4.64	£8,198.88	SPONS 2023
Mill out Carriageway	1355	m ²	£2.04	£2,764.20	SPONS 2023
Carriageway Resurfacing	12166	m ²	£28.12	£342,107.92	SPONS 2023
Carriageway Reconstruction	1355	m ²	£144.22	£195,418.10	SPONS 2023
Traffic Signs & Road Marking				£109,537.14	Assumed at 5% of works
Construction Sub-Total				£2,544,493.99	
Optimism Bias	44%	%	-	£1,119,577.36	
Construction Sub-Total (Inclusive of Optimism Bias)				£3,664,071.35	
Design	10%	%	-	£366,407.13	
Placemaking and Landscaping	5%	%	-	£183,203.57	
Site Supervision and Project Management	5%	%	-	£183,203.57	
Traffic Management	10%	%	-	£366,407.13	
Monitoring and Evaluation	5%	%	-	£183,203.57	
Total				£4,946,496.32	

Items are based on AECOM drawing number: 60710073-SHT-C-CENTRAL-0001 to 0009

Costs do not include price of further investigation / survey, land purchase, relocation of utilities, structures, retaining walls, enhanced drainage or path lighting etc.

Please review the risk register to see the status of these risks.

Notes:

Assume central reserve and buffers priced as footway construction
Assume shared facility is adopted

East Option - Outline Cost Estimate

Item	Quantity	Unit	Unit Cost	Cost	Source
Preliminaries				£122,630.99	Assumed at 10% of construction works
Site clearance	3.5	ha	Variable	£12,896.49	SPONS 2023 - Urban Area / Open Field
Take up or down and remove to tip off site precast concrete kerbs	2200	m	£11.71	£25,762.00	SPONS 2023
Precast concrete road kerb	2206	m	£35.40	£78,092.40	Similar Local Authority Framework Rates
Cycle track - precast concrete road kerb	0	m	£35.40	£0.00	Similar Local Authority Framework Rates
Cycle track - Precast concrete edging kerb	0	m	£18.90	£0.00	Similar Local Authority Framework Rates
Hot applied red resin based surface treatment (Cycle Lane)	0	m ²	£15.00	£0.00	Similar Local Authority Framework Rates
Cycle track - Bitumen emulsion tack coat	0	m ²	£1.40	£0.00	SPONS 2023
Cycle track - paved area with 150mm thick Type 1 unbound mixture sub-base, 50mm thick dense asphalt concrete AC 20 dense bin 40/60 rec binder course, 30mm thick hot rolled asphalt HRA 15/10 F surf 40/60 surface course with surface dressing of 10mm red or white chippings	0	m ²	£69.37	£0.00	SPONS 2023
Footway - paved area with 150mm thick Type 1 unbound mixture sub-base, 50mm thick dense asphalt concrete AC 20 dense bin 40/60 rec binder course, 30mm thick hot rolled asphalt HRA 15/10 F surf 40/60 surface course with surface dressing of 10mm red or white chippings	12487	m ²	£69.37	£866,218.33	SPONS 2023
Hot rolled asphalt (HRA 15/10F surf 40/60) surface course 30mm thick with 6mm white limestone chippings in footway or paved area.	0	m ²	£28.12	£0.00	SPONS 2023
Bitumen emulsion tack coat	12925	m ²	£1.40	£18,094.90	SPONS 2023
Footway - Precast concrete edging kerb	4529	m	£18.90	£85,598.10	Similar Local Authority Framework Rates
Breaking out pavement or footways exceeding 40mm depth but not exceeding 100mm	430	m ²	£9.27	£3,986.10	SPONS 2023
Excavation	1186	m ²	£4.64	£5,504.24	SPONS 2023
Mill out Carriageway	438	m ²	£2.04	£893.52	SPONS 2023
Carriageway Resurfacing	0	m ²	£28.12	£0.00	SPONS 2023
Carriageway Reconstruction	1103	m ²	£144.22	£159,074.66	SPONS 2023
Traffic Signs & Road Marking				£62,161.21	Assumed at 5% of works
Construction Sub-Total				£1,440,912.95	
Optimism Bias	44%	%	-	£634,001.70	
Construction Sub-Total (Inclusive of Optimism Bias)				£2,074,914.65	
Design	10%	%	-	£207,491.46	
Placemaking and Landscaping	5%	%	-	£103,745.73	
Site Supervision and Project Management	5%	%	-	£103,745.73	
Traffic Management	10%	%	-	£207,491.46	
Monitoring and Evaluation	5%	%	-	£103,745.73	
Total				£2,801,134.77	

Items are based on AECOM drawing number: 60710073-SHT-C-EAST-0001 to 0009

Costs do not include price of further investigation / survey, land purchase, relocation of utilities, structures, retaining walls, enhanced drainage or path lighting etc.

Please review the risk register to see the status of these risks.

Notes:

Assume central reserve and buffers priced as footway construction
Assume shared facility is adopted

East Option Developed Design - Outline Cost Estimate

Item	Quantity	Unit	Unit Cost	Cost	Source
Preliminaries				£126,552.44	Assumed at 10% of construction works
Site clearance	5.2	ha	Variable	£12,896.49	SPONS 2023 - Urban Area / Open Field
Take up or down and remove to tip off site precast concrete kerbs	1190	m	£11.71	£13,935.60	SPONS 2023
Precast concrete road kerb	1081	m	£35.40	£38,278.37	Similar Local Authority Framework Rates
Cycle track - precast concrete road kerb	0	m	£35.40	£0.00	Similar Local Authority Framework Rates
Cycle track - Precast concrete edging kerb	3394	m	£18.90	£64,140.36	Similar Local Authority Framework Rates
Hot applied red resin based surface treatment (Cycle Lane)	0	m ²	£15.00	£0.00	Similar Local Authority Framework Rates
Cycle track - Bitumen emulsion tack coat	8343	m ²	£1.40	£11,680.75	SPONS 2023
Cycle track - paved area with 150mm thick Type 1 unbound mixture sub-base, 50mm thick dense asphalt concrete AC 20 dense bin 40/60 rec binder course, 30mm thick hot rolled asphalt HRA 15/10 F surf 40/60 surface course with surface dressing of 10mm red or white chippings	8343	m ²	£69.37	£578,780.96	SPONS 2023
Footway - paved area with 150mm thick Type 1 unbound mixture sub-base, 50mm thick dense asphalt concrete AC 20 dense bin 40/60 rec binder course, 30mm thick hot rolled asphalt HRA 15/10 F surf 40/60 surface course with surface dressing of 10mm red or white chippings	4609	m ²	£69.37	£319,725.64	SPONS 2023
Tactile Paving	56	m ²	£25.25	£1,421.58	SPONS 2023
Hot rolled asphalt (HRA 15/10F surf 40/60) surface course 30mm thick with 6mm white limestone chippings in footway or paved area.	133	m ²	£28.12	£3,739.96	SPONS 2023
Bitumen emulsion tack coat	5333	m ²	£1.40	£7,466.04	SPONS 2023
Footway - Precast concrete edging kerb	580	m	£18.90	£10,962.00	Similar Local Authority Framework Rates
Breaking out pavement or footways exceeding 40mm depth but not exceeding 100mm	1340	m ²	£9.27	£12,419.95	SPONS 2023
Excavation	5376	m ²	£4.64	£24,945.21	SPONS 2023
Earthwork Fill Material	3100	m ³	£31.52	£97,712.00	SPONS 2023
Compaction	10776	m ³	£1.16	£12,500.16	SPONS 2023
Mill out Carriageway	591	m ²	£2.04	£1,205.43	SPONS 2023
Carriageway Resurfacing	0	m ²	£28.12	£0.00	SPONS 2023
Carriageway Reconstruction	595	m ²	£144.22	£85,815.23	SPONS 2023
Fencing	1342	m	£27.40	£36,770.80	SPONS 2023
Cattle Grid	1	No.	£5,000.00	£5,000.00	GST Fabrication
Land Purchase	1.1	Ha	£65,000.00	£71,500.00	ACC Estimate
Traffic Signs & Road Marking				£32,118.23	Assumed at 2.5% of works
Construction Sub-Total				£1,537,448.95	
Optimism Bias	44%	%	-	£676,477.54	
Construction Sub-Total (Inclusive of Optimism Bias)				£2,213,926.49	
Design	6.0%	%	-	£132,835.59	10% would normally be allowed - due to current status of design work, 4% has been removed to reflect spend to date.
Drainage	7.5%	%	-	£166,044.49	
Geotechnical	7.5%	%	-	£166,044.49	
Bridge	2.5%	%	-	£55,348.16	
Placemaking and Landscaping	5.0%	%	-	£110,696.32	
Site Supervision and Project Management	2.5%	%	-	£55,348.16	
Traffic Management	5.0%	%	-	£110,696.32	
Monitoring and Evaluation	1.0%	%	-	£22,139.26	
Total				£3,033,079.29	

Items are based on AECOM drawing number: 60710073-SHT-C-DD-EAST-0001 to 0006

Optimism bias is considered to cover any costs associated with further investigation / survey, relocation of utilities, structures, retaining walls, or path lighting etc.

Indicative costs have been provided regarding drainage, geotechnical and bridge risks. These are all subject to change following further assessment of the site.

Please review the risk register to see the status of these risks.

Notes:

Assume central reserve and buffers priced as footway construction
 Assume optional path to the north of Murcar Roundabout is adopted
 Assume existing kerbs along the A90 are suitable and not required to be replaced
 Assume additional costs for drainage, geotechnical and bridges are required
 Assume the previously calculated land value per hectare is still valid

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero Environment and Transport
DATE	27 March 2024
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Future operation of Controlled Parking Zones Y and YY (Garthdee and Kaimhill)
REPORT NUMBER	RES/24/095
DIRECTOR	Steve Whyte
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Vycki Ritson
TERMS OF REFERENCE	7

1. PURPOSE OF REPORT

- 1.1 This report presents options to the Committee on the future operation of the controlled parking zones (CPZ) within Garthdee and Kaimhill following the conclusion of the Minute of Agreements that are in place with Robert Gordon University (RGU) as result of planning permissions for the site.

2. RECOMMENDATIONS

That the Committee:-

- 2.1 instruct the Chief Officer - Operations and Protective Services to carry out informal consultation with Garthdee and Kaimhill communities regarding the continuation of the CPZ; and
- 2.2 instruct the Chief Officer - Operations and Protective Services to assess responses to the informal consultation and to report back to a future meeting of this Committee with the results and recommendations for the future of the CPZ.

3. CURRENT SITUATION

Background

- 3.1 Following development of the RGU Faculty of Health and Social Care in 2001, on the Garthdee Campus site, in response to their planning responsibilities, a controlled parking zone (CPZ) Zone Y was added within the wider Garthdee area. The cost of design and implementation was met by the university and an agreement was put in place to cover operating costs relating to administration of residents permits, production of non-residents permits and enforcement of the zone for 10 years. This agreement did not, and was not intended to, cover any contribution with regards liability to the costs of residents permits. ACC took the decision at that time not to implement charging for residents permits, considering the operational costs for the zone being covered.

- 3.2 In 2010 a further Minute of Agreement (MoA) was put in place in response to RGU planning responsibilities relating to the construction of further teaching space, social facilities and staff accommodation with additional travel infrastructure. This MoA was to extend the above CPZ to Auchinyell Road, Garthdee Road and A90 (South Anderson Drive). As per the previous agreement, it covered design, installation then 10 years of operational costs. This CPZ, Zone YY, was installed in 2015 and became operational on 18 November 2015. As with 3.1 above, the agreement did not, and was not intended to, cover any contribution with regards liability to the costs of residents permits.
- 3.3 At the time of the implementation of Zone YY and following a protracted period of unrest within the community following the ACC decision to implement charging for residents permits (which was subsequently withdrawn) RGU entered into a voluntary agreement with ACC to maintain a contribution to the operational cost of the original CPZ Zone Y for a further period of 10 years. This being from 1 December 2014 to 1 December 2024, with the final instalment due 1 December 2023. Again, at this time the additional voluntary agreement did not, and was not intended to, cover any contribution with regards liability to the costs of residents permits. ACC took the decision at that time to withdraw the proposed charging for residents permits, considering the operational costs for the zone being covered.
- 3.4 For the timescale of these agreements, barring a short period between the initial and second Zone Y agreements which was later compensated, ACC have chosen not to implement charging for residents permits. Residents are entitled to one fixed and one flexible permit per household.

Change of Situation

- 3.5 Following a meeting between RGU and ACC representatives in December 2023, RGU have confirmed that on completion of each of these agreements, no further payments will be made towards the running costs of these CPZ.
- 3.6 RGU have noted that their statutory requirement, and subsequent voluntary requirements, have been concluded. They have a Travel Plan for the site which is to be updated in 2024. Appendix A lists the actions being taken on site to support alternative travel choices by their students and staff.
- 3.7 RGU have highlighted their position as a charity with a dependence on income from non-UK national students. With the change in student roll in recent years, they are seeking to manage spending and budgets. This makes an additional voluntary agreement to cover the operational costs of the CPZ unreasonable.
- 3.7 The presence of the controlled parking zones around the campus site, protects residents from an anticipated influx of students parking throughout the university day. Some parking, attributed to the students, is reported in residential areas on the periphery of the CPZ however no further expansion of the zones are proposed at this time.

- 3.8 Parking within the campus is managed by RGU issued permits. Parking controls out with the campus aim to encourage greater use of active and public transport options. This has the added advantage of improving the frequency and directness of bus services for the local community by increasing overall demand.
- 3.9 Zone Y has around 582 residents and 780 visitors permits in circulation, whilst Zone YY has around 169 residents and 206 visitors permits in use.
- 3.10 Officers seek an understanding from the community about whether they feel the controlled parking zone is required or not. If residents support retaining the CPZ, to protect amenity in the area, they will be required to pay for their permits. If the consultation results indicate that they do not want it to remain then funding will be required to remove the existing measures.
- 3.11 It would be hoped to get a representative view from the community. There is potential that those living further away from the campus will feel less need for the measures than those in close proximity. For this reason, postcodes will be requested from responders and weighting will be given to those within Zone Y.

Options

- 3.14 Officers propose to take the following options to residents and businesses within the area.
- Option 1 Removal of the controlled parking measures – this would permit any vehicle to park kerbside within the area surrounding the Garthdee Campus. There would be a cost to this in removing the parking bay lining and signing from the area. At any time waiting restrictions at junctions and kerbsides would be left insitu to maintain safe parking practises.
- Option 2 Keep controlled parking measures - maintenance and enforcement costs are taken on by the Council and residents are charged for permits to cover these costs. This is standard practise within CPZ across the city, including at educational or large employment areas e.g. University of Aberdeen and Aberdeen Royal Infirmary.
- 3.15 An option to renegotiate an agreement with RGU has already been ruled out by the university and is therefore not proposed.
- 3.16 Officers propose to carry out a targeted letter drop to all residents and businesses within the CPZ to gain their feedback on the two options. It is felt that those living outwith the CPZ are not personally impacted by the decision therefore their opinion is not relevant, in this instance.
- 3.17 The letter will supply the relevant information about why the Options are being presented. It will explain the Options alongside the potential impacts and benefits of both. It will also set out the assessment process and subsequent decision-making process.

3.18 It is proposed that a weighting of 1.25 will be applied to residents' responses from within Zone Y given their proximity to the campus and the greater impact that will be experienced to their amenity, should a decision be made to remove the controlled parking measures.

3:19 It is proposed to present the results of the consultation to a future meeting of this committee.

4. FINANCIAL IMPLICATIONS

4.1 The informal consultation will cost in the region of £5,000 based on a postal survey being issued to all affected households and officer time to prepare the survey and review the feedback.

4.2 It is expected that this can be funded by the parking budget.

5. LEGAL IMPLICATIONS

5.1 There are no direct legal implications arising from the recommendations of this report.

6. ENVIRONMENTAL IMPLICATIONS

6.1 There are no environmental implications as a result of holding the proposed survey.

7. RISK

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	No significant risks identified			
Compliance	No significant risks identified			
Operational	No significant risks identified			
Financial	Whilst the survey does not represent a financial risk, the results will have financial	If the zone is to be removed, income will be lost, and a cost incurred for removal of parking bays and signage. Adversely, if the zone is kept in	L	Yes

	implications for ACC.	place income may increase.		
Reputational	There may be a negative public reaction to the potential charging of the residents for permits.	The survey represents a mechanism to gather and gauge the preferences of residents.	L	Yes
Environment / Climate	Whilst the survey carries no environmental impact the result of the survey and subsequent actions may have environmental implications.	If the CPZ are removed there may be a reduction in bus and active travel journeys to the area resulting in decrease in public transport provision for the local community and an increase in private car miles.	M	Yes

8. OUTCOMES

<u>COUNCIL DELIVERY PLAN 2023-2024</u>	
	Impact of Report
Aberdeen City Council Policy Statement <u>Working in Partnership for Aberdeen</u>	<p>The proposals within this report support the delivery of the following aspects of the policy statement:-</p> <p>Consult citizens, community councils and other partners on the work of the City Council, including carrying out a public engagement and consultation as part of the annual budget setting process.</p>

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	New Integrated Impact Assessment has been completed
Data Protection Impact Assessment	Not required
Other	

10. BACKGROUND PAPERS

None

11. APPENDICES

11.1 RGU Travel Plan actions

12. REPORT AUTHOR CONTACT DETAILS

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Excerpt from 2009 Travel Plan

3.1 Summary of Progress

RGU have invested approximately £1.5m in the development and promotion of GTP measures throughout the period of the existing GTP.

Using the travel data obtained by surveying annually since 1999, it is possible to identify the level of progress made. The response rate for the 2008 survey was 51% for staff and 20% for students. Based on these responses and the initiatives introduced, it is possible to gauge the progress of the travel plan to date.

3.1.1 Car Travel and Parking

- In 2008, 23% of students travel to Garthdee by car, compared with 39% in 1999, a reduction of 16%;
- In 2008, 55% of staff travel to Garthdee by car, compared with 63% in 1999, a reduction of 8%;
- RGU set up a car share scheme in 2002 in conjunction with Liftshare.com and currently has 165 members registered; and
- Car parking charges through a permit system were introduced in 2002, as part of a University wide car park management scheme. There are 1.43 permits per space.

3.1.2 Cycling

- The percentage of students who cycled to Garthdee in 2008 is 3%, compared with 1% in 1999;
- The percentage of staff who cycled to Garthdee in 2008 is 6%, compared with 5% in 1999;
- Cycle parking facilities are available throughout the Garthdee campus. The Aberdeen Business School (ABS) has a number of enclosed lockers that are available to hire. Shower and changing facilities are also available at the FHSC, ABS and the Scott Sutherland School; and
- Since 2006, cycle helmet lockers have been available throughout the Garthdee campus.

3.1.3 Bus

- In 2008, the percentage of students who travelled by bus was 49%, compared with 36% in 1999. This increase in student bus patronage represents one of the biggest successes of the previous GTP;
- In 2008, the percentage of staff who travelled by bus was 15%, compared with 13% in 1999;
- The University originally ran a shuttle bus service between campuses. This service was superseded in 2004, by a commercial service operated by First Aberdeen. The shuttle bus was funded entirely by RGU and the number 9 service was subsidised by RGU for the first two years of operation. To this end, RGU were heavily involved in the set up of the number 9 'Uni-link' service. The University continues to subsidise weekly, monthly and seasonal bus tickets;
- Staff discounted bus tickets were introduced in 2001, offering staff discounted weekly, monthly and annual season tickets. Between 1999 and 2002, staff bus tickets were subsidised by £2.00 per weekly ticket;
- Students are able to take advantage of concessions on both First and Stagecoach bus services. RGU has provided a £1.00 per student per week subsidy for the purchase of weekly bus tickets; and

- RGU offered a shuttle mini-bus service to the Kingswell's Park-and-Ride, however, due to the infrequency of times and subsequent low patronage, this service was removed.

3.1.4 Walking

- The percentage of students who walked to the Garthdee campus in 2008 was 9%, compared with 7% in 1999;
- The percentage of staff members who walked to the Garthdee campus in 2008 was 8%, compared with 6% in 1999;
- It is recognised that the Garthdee campus is located approximately two miles from the city centre and could be considered outwith normal walking range for staff and students accessing the Garthdee campus from University facilities in the city centre; and
- RGU are working closely with Aberdeen City Council to further develop their core path network in the Garthdee riverside area, to provide shared cycle and pedestrian access

3.1.5 Raising Travel Awareness

- RGU are continually looking for ways to provide a wider dissemination of travel information to staff and students. The RGU website has a transport and travel section, which provides up-to-date information on their GTP, public transport facilities, cycling and walking facilities and car parking information;
- RGU provide a link to the "Walkit" website, which provides a guide to the quickest and quietest routes from A to B. RGU also promote BikeFit, a scheme specific to Aberdeen, which sells reconditioned second hand bikes. RGU also has a link to the personal travel planner Traveline.org.uk, which provides personalised information about public transport options available to individuals;
- Travel information is exhibited at the Freshers Fayre at the beginning of each academic year and various Sustainability events; and
- RGU is also an active member of the North East "Get-about" Group.

3.1.6 Management, Monitoring and Review

- Annual staff and student travel surveys have been undertaken since 1999.

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport Committee
DATE	27 March 2024
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	South College Street Junction Improvements (Phase 1) Project Completion, Monitoring & Evaluation.
REPORT NUMBER	RES/24/099
DIRECTOR	Steve Whyte
CHIEF OFFICER	John Wilson
REPORT AUTHOR	Alan McKay
TERMS OF REFERENCE	9.8

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to update the Committee on the South College Street Junction Improvements (Phase 1) project, to provide information from early monitoring and evaluation activities and highlight lessons learned from the simultaneous undertaking of the King George VI bridge refurbishment works alongside the project works.

2. RECOMMENDATION(S)

That the Committee: -

- 2.1 notes the content of the report on full opening of the project and the outcomes of monitoring and evaluation;
- 2.2 notes the Transport Scotland Bus Partnership Fund programme will be unable to fund project expenditure from 2024/25 onwards and that the Council has included budget provision in the recently approved General Fund Capital Programme to fund the remaining project close activities.
- 2.3 notes the circumstances considered when programming major roadworks and the steps taken to limit their impact on road users.

3. CURRENT SITUATION

Background

- 3.1 Following the adoption of the Aberdeen City Centre Masterplan (CCMP), the impact of the proposed changes on the city's road network were assessed. This identified transport network changes required to support the Masterplan's ambitions. Changes as part of the South College Street Junction Improvements Project were highlighted as essential to support further public realm and bus priority improvements.
- 3.2 The completed project supports the City Centre Masterplan's infrastructure strategy for bus priority measures aimed at removing the impact of congestion on bus journey times through the city centre. It will also enable public realm enhancements along Guild Street and Union Street, providing alternative options to allow the rerouting of traffic. The project has been jointly funded by the Council and a grant from the Transport Scotland Bus Partnership Fund.
- 3.3 The improved capacity and operation along the corridor also complement its position within the new roads hierarchy. In tandem the project has enhanced infrastructure for walking and cycling. Making these improvements has been the next step towards providing a transport network to meet Aberdeen's needs and city centre aspirations.
- 3.4 The Project consisted of the following main elements:
- An additional traffic lane along South College Street between Bank Street and Wellington Place;
 - An additional lane on Palmerston Place;
 - A new traffic signal-controlled junction at the intersection of Palmerston Place/ North Esplanade West;
 - The alteration of the existing traffic signal-controlled junctions at the South College Street/Wellington Place junction and the South College Street/Millburn Street/Palmerston Place junction adding additional approach lanes and improving operational coordination;
 - New and altered walking and cycling infrastructure along South College Street and Palmerston Place;
 - Reconfigured parking and loading areas on South College Street between Millburn Street and Riverside Drive.

Project Objectives

- 3.5 South College Street Junction Improvements (Phase 1) is an enabling project for CCMP's infrastructure strategy for bus priority measures and public realm enhancements along Guild Street and Union Street removing car traffic from the area and improving the pedestrian environment. The project objectives were:
- Develop a project with sufficient additional road capacity to accommodate rerouting associated with the CCMP;
 - Improve the corridor's capacity & operation to complement and support its role as a Secondary Radial Route within the new Roads Hierarchy;

- Minimise detrimental impacts on Public Transport and Active Travel modes; and
 - Implement the project in a timely manner to enable the implementation of Union Street & Guild Street measures in line with the CCMP programme.
- 3.6 With all improvements now complete and open the project is successfully delivering across all objectives allowing other City Centre Masterplan projects to proceed with reduced impact on the road network.

Construction and Reopening

- 3.7 In 2022 local company W M Donald Ltd were appointed as the main contractor for the project. In July 2023 the project works were substantially completed with project roads reopened. The final section of the project providing a second left turn lane from Palmerston Place on to North Esplanade West came in to use during February 2024, following the completion of complex utility works.

Project Review

- 3.8 Monitoring and evaluation of the project has been undertaken to appraise how the expected benefits of the project have been realised and inform where these could be optimised further. It also appraises the current operation of the scheme taking cognisance of concerns highlighted by the public and stakeholders. The themes for the review are listed below:
- Movement
 - Safety
 - Operations
 - User feedback

Movement

South College Street traffic flows and speeds

- 3.9 An assessment of post opening traffic flow and speeds on South College Street between the Wellington Place junction and the Millburn Street / Palmerston Place junction shows daily averages as follows: -

	Weekday Averages (for a 24-hour period)		
Direction	Traffic flow	Mean speed	85 th percentile speed
Northbound	6200	28.2 mph	31.8 mph
Southbound	5300	25.6 mph	31.5 mph

- 3.10 The traffic flow volumes and measured speed values are within the anticipated range for a single carriageway link on the road network, subject to a 30mph speed limit. In particular, the measured speeds indicate that the project improvements have not resulted in misuse of the South College Street corridor by excessive exceedance of the speed limit.

Network Traffic Flows & Junction capacities

- 3.11 An analysis of traffic data collected as part of the monitoring & evaluation exercise, comparing observed traffic flows on the completed improvements with pre-implementation model predictions has been undertaken. This initial assessment indicates that observed flows are lower than the comparison model year, particularly on the new Palmerston Place link road. These differences could be attributed to lower than anticipated occupancy in the surrounding offices due to slower pace of development of new accommodation and hybrid working, the downturn in the city centre retail economy and a change in overall traffic demand since the Covid-19 pandemic. Traffic patterns are also still at an early stage of adjustment following the implementation of city centre bus priority measures.
- 3.12 Traffic flows are still recovering and as more workers return to offices on a regular basis and vacant sites are developed, traffic flows are expected to rise to or nearer pre-pandemic levels. It is very likely that traffic volumes through this area of the network will continue to increase for the following reasons:
- Continued recovery from the Covid-19 pandemic
 - Increased attraction to the city centre as the City Centre and Beach Masterplans are delivered
 - Increased traffic demand on key transport corridors as active and sustainable transport measures are implemented on other parts of the network
- 3.13 The improved network will cater for a higher volume of traffic than is currently observed traveling through and accessing the area. There is therefore resilience within the completed improvements to cater for an increase in traffic volumes associated with recovery and development.

Public Transport aspects

- 3.14 Although the South College Street Junction Improvements project is considered essential for bus priority improvements in the city centre, the construction and completed works do not directly affect any bus routes. No negative feedback has been received from bus operators. The operation of the associated bus priority measures is not considered within this report and will be reported at a later date.

Safety

General

- 3.15 A Stage 3 Road Safety Audit has been undertaken on the completed works. The audit report recommends only minor changes or additions to the delivered works, including references to kerbing, signing, road markings and traffic signals. Appropriate remedial actions are being taken.

Traffic Regulation Orders

- 3.16 There are four significant Traffic Regulation Orders covering vehicle movements within the extents of the project, namely: -
- No right turn from South College Street to Millburn Street
 - No right turn from South College Street to Palmerston Place
 - No right turn from Palmerston Place to North Esplanade West
 - One way traffic northbound on Palmerston Road from Palmerston Place to Old Ford Road
- 3.17 Observations have shown a small number of road users contravening project Traffic Regulation Orders, with the most common being the no right turns from South College Street at the Millburn Street / Palmerston Place junction. These contraventions impact primarily on the capacity of the junction and are not a significant safety concern as drivers will normally give way to any oncoming traffic before making these manoeuvres.
- 3.18 Contraventions of the right turn from Palmerston Place to North Esplanade West are a significant safety issue as the manoeuvre brings vehicles into conflict with south-east & westbound traffic on North Esplanade West. The observed behaviour, of this small number of drivers, suggests they are aware of the illegality and risk of contravening the restriction.
- 3.19 The one-way order on Palmerston Road is being contravened persistently by a small number of drivers, apparently as a convenient way to travel south and west from the area.
- 3.20 All signs and road markings have been reviewed and are adequate. The occurrence of the illegal manoeuvres has been notified to Police Scotland and there are no proposals to alter the Traffic Regulation Orders or the road network arrangements in the project area.

User Conflict

- 3.21 In an on-site user survey for the project two thirds of respondents did not observe any conflicts between pedestrians, cyclists or vehicles; one sixth observed conflicts between cyclists; and one sixth observed conflicts between pedestrians and vehicles. Observations have highlighted a small number of occasions when drivers parked vans and taxis on the project's cycle track, obstructing it for a short time.

Parking and loading

- 3.22 The previous parking and loading activities in the area adjacent to the arches on South College Street south of Palmerston Place were uncontrolled and considered to be unsafe for all road users. Vehicles and materials storage previously occupied the footway space and severely limited visibility and loading/unloading activities encroached onto the South College Street carriageway space. The new arrangements provide significantly improved pedestrian accessibility and safety for all users.

Operations

- 3.23 The project has provided improvements by alterations to the existing road network which have not resulted in a significant increase in demand for winter maintenance, but it has installed one additional signal-controlled junction at North Esplanade West/ Palmerston Place. There will be an increased need for maintenance of the surface water drainage systems, with the provision of new sustainable drainage measures beside the Dee Village flats and adjacent to Millburn street, plus added drains below both the Palmerston Place & South College Street rail bridges.
- 3.24 The alterations and additions to the street lighting and traffic signals within the extents of the project and the provision of new CCTV infrastructure will incur an increase in annual maintenance costs. Similarly, the provision of improved landscaping for the project will incur an increase in maintenance costs compared to the previous streetscape in the area.

User feedback detailed aspects

- 3.25 To inform the evaluation of the project, feedback was invited from users & stakeholders. The engagement was conducted through Citizen Space surveys and by other communication methods including letter drops, meetings and site visits. A number of matters were highlighted and the most significant are detailed below. Further details on the feedback can be viewed in full in the feedback report in Appendix A.

Construction issues

- 3.26 Feedback was received about several issues which caused concern during the construction of the improvement works including lack of communication and information about the alterations to the area, detrimental impacts in the vicinity of the work and insufficient directional signs and markings. They are common criticisms of this type of infrastructure alteration works, which are inevitable considering the temporary disruption required to user activities. Considering the nature and extent of the project work the level of criticism is not considered to be excessive and the contents of the feedback understandable in the circumstances.
- 3.27 All feedback regarding the site activities is being considered as part of a lessons learned process for the project and any necessary comments or information passed to the main contractor employed to execute the works. They will also be used to inform future design development and construction works contracts.

Construction period and overlap with King George VI bridge works

- 3.28 The 52-week duration of the construction contract for the works was primarily defined by the amount of time required to divert underground utilities to enable carriageway widening activities. Significant time was also required for bridge monitoring work to satisfy Network Rail that there would be no detrimental impact on the rail bridges at Palmerston Place and South College Street. A

substantial delay to the works was also caused by damage to a Scottish Water combined sewer at Palmerston Place, by a sub-contractor working on behalf of Openreach diverting telecommunication cables. Overall the project roads were reopened within the planned time range, with substantial completion achieved with only a short contract delay of 6 weeks.

- 3.29 The commencement of project works in 2022 had been planned for a number of years. Construction work for the improvements project caused some unavoidable localised disruption to the road network, mainly affecting Crown Street, North Esplanade West and the South College Street corridor. The main works contractor issued regular updates on traffic management changes and signed alternative routes for drivers. In the main the associated disruption and congestion was at a tolerable level.
- 3.30 In late winter 2022/23 further major works proceeded nearby on the network, with refurbishment works on King George VI bridge commencing. These overlapping of programmes had a combined effect on traffic which was more widespread with more circuitous traffic rerouting and disruption affecting larger areas on the south side of the city. This was undesirable adding inconvenience to the travelling public already experiencing disruption from the South College Street works.
- 3.31 This undesirable situation arose as the works on King George VI bridge were postponed due to Operation Unicorn. Considerable thought was put into the new start date as there was a need to balance issues related to Operation Unicorn, winter working, price inflation, external funding, contractor availability and impact on the traffic network. A decision was reached that the best compromise was to start works in March 2023.
- 3.32 The works were undertaken in 2 main phases closing the northbound then southbound carriageways, with the Bridge of Dee used for diverted traffic. The restrictions started in March 2023 and finished in June 2023. The phases switched in May 2023.
- 3.33 These were unique circumstances. During normal times the Council's standard roadworks planning systems, through works coordination, successfully avoids imposing excessive delay on the city network.

General use aspects

- 3.34 The majority of interview survey respondents stated that the street is well lit, well maintained, & easily accessible; the project enhances the area, feels safe, is fit for purpose, encourages people to walk or cycle more and meets the needs of the community. A small number of respondents criticised the expenditure required for the upgrade works. These negative comments are at odds with the results of the user survey which indicate a positive attitude towards the improvement works.
- 3.35 The more negative feedback included criticism of right turn restrictions for traffic. No right turn orders were implemented from South College Street to Millburn Street and Palmerston Place to improve traffic safety and the junction

operating capacity. Alternative routes are available via Wellington Place / Crown Street and South College Street / North Esplanade West. There is no requirement for traffic to turn right from Palmerston Place to North Esplanade West at the new signal-controlled junction. Southbound traffic heading for the Riverside Drive roundabout beside the Queen Elizabeth Bridge can do so along South College Street. A dedicated right turn lane onto South College Street has also been added to Millburn Street to accommodate traffic approaching from the west.

Walking aspects

- 3.36 The tactile paving provided on the paths constructed for the project was referred to in feedback as causing difficulty and discomfort for users of manual wheelchairs and confusion for those with visual impairments. The main concern was user unfamiliarity with the type of paving used for the segregated tracks, due to the limited provision of these features in the Aberdeen area to date.
- 3.37 There were some comments and criticism of the area on South College Street around the arches south of Palmerston Place, citing slippery footways and water ponding. The surface water aspects mentioned do not differ significantly from what was experienced before reconstruction but may be more apparent now that the space is no longer covered by parked vehicles.
- 3.38 Feedback comments proposed changing the timing of traffic lights, giving longer time to enable pedestrians to cross. However, movement detection sensors installed at the junction should automatically adjust the signal timings to extend the pedestrian phase if anyone is still crossing the road.

Continuous path aspects

- 3.39 The improvements for pedestrians and cyclists along the west side of South College Street include new lengths of segregated and shared use paths from Riverside Drive to Wellington Place. At the access points to the residential properties on South College Street between Bank Street and Riverside Drive, a continuous path has been built for cyclists and pedestrians. Guidance for road users on how to cross the continuous path was made available by letter drop to all the relevant properties and via the project website.
- 3.40 Feedback received expressed some concern about the use of the new layouts by non-motorised users and vehicles, with some degree of uncertainty about the speed of vehicles making turns and whether priority was obvious enough. This is to be expected initially with the changes made to the previous access priorities but is anticipated to improve with the passage of time as users become more familiar with the new layouts.

Cycling aspects

- 3.41 Feedback from cyclists referred to the absence of advanced cycle stop lines at the Millburn Street junction. Provision of the new segregated and shared use cycle tracks adjacent to the roads and toucan crossings at the junction reduces the need for advanced cycle stop lines on the road. This also supports the

junction capacity improvements considered to be essential at this location. Advanced stop lines will not be reintroduced at this junction because they could encourage cyclists to make right turn manoeuvres in traffic on the roads, instead of the safer new cycling infrastructure.

- 3.42 Feedback received also included comments on a lack of cycle route connectivity to the north and south of the project works and criticism of the city centre bus gates. These are aspects which were out-with the scope of the South College Street Junction Improvements (Phase 1) project, therefore no response on these matters is included in this report.

Parking & loading at the railway arches

- 3.43 Feedback from local businesses included dissatisfaction with the parking / loading spaces beside the arches on South College Street, between Palmerston Place and the South College Street rail bridge. The lengths of road allocated for parking and loading are loading 45m, parking 85m and disabled 6.5m. Video analysis on the use of these loading and parking areas over a two-week period showed that the maximum number of vehicles parked at any time during each 24 hour period was nine vehicles.
- 3.44 The video analysis suggests that there is sufficient parking available for the demand based on the one-hour duration allowed by the parking regulations. However, the feedback comments about the parking indicate that there may be a much greater demand for parking to be allowed for a longer duration. Extending the permissible parking duration could be considered in any further review of the controlled parking regulations in the area.
- 3.45 There was limited use of the loading areas during the video recording period. The demand for loading provision may have reduced since the controlled parking regulations were proposed, due to changes of the businesses which occupy the railway arches premises. The demand for loading space provision is likely to fluctuate as other businesses take up occupancy of the arches or existing businesses end occupancy. Network Rail lease the arches and the authority cannot predict how the demand for parking and loading provision in the area is likely to fluctuate.

Further Action

- 3.46 The South College Street Junction Improvements (Phase 1) works were substantially completed in July 2023 and the construction contract included a defects correction period which will continue to July 2024, with a further extension to July 2025 for all the landscaping works. Any required remedial action should be carried out within these timescales and any further alterations deemed to be beneficial or necessary for the project are likely to be implemented during these periods.

South College Street Improvements (Phase 2)

- 3.47 ACC is now undertaking a STAG (Scottish Transport Appraisal Guidance) based appraisal of options for transport improvements, in particular active travel (walking, wheeling and cycling) at the Queen Elizabeth Bridge / North Esplanade West roundabout, as part of Phase 2 of the project. This options appraisal study is being funded by Nestrans. Relevant feedback and lessons learnt from the Phase 1 project will be considered and incorporated in to the second phase as it develops. A separate report will be provided to committee on the Phase 2 proposals.

4. FINANCIAL IMPLICATIONS

- 4.1 When the business case to proceed with implementation of the project was approved by the City Growth and Resources Committee on Thursday, 26 September 2019, the budget cost estimate for the project was £10.7 million.
- 4.2 The project has been jointly funded by Aberdeen City Council and the Scottish Government. In 2021 the project was awarded £10m of funding through the Transport Scotland Bus Partnership Fund.
- 4.3 The estimated project outturn cost is currently £8.5m bringing the project in significantly under budget. This has mainly been achieved through value engineering and design refinement during project development and a limited requirement to utilise risk allocations to address market conditions and site issues. This underspend attributes to the Bus Partnership Fund share of the project.
- 4.4 In early 2024, Transport Scotland announced a pause on the Bus Partnership Fund programme. This has removed any opportunity to use the programme to fund remaining project activities from the start of Financial Year 2024/25 onwards. However, project liabilities will extend to FY 2025/26. Therefore the recently approved General Fund Capital Programme has included budget provision to fund the remaining activities through NHCP806A – South College Street (Phase 1).

5. LEGAL IMPLICATIONS

- 5.1 There are no direct legal implications arising from the recommendations of this report.

6. ENVIRONMENTAL IMPLICATIONS

- 6.1 There are no direct environmental implications arising from the recommendations of this report.

7. RISK

7.1 The assessment of risk contained within the table below is considered to be consistent with the Council's Risk Appetite Statement.

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	-	No significant risks identified	-	Yes
Compliance	-	No significant risks identified	-	Yes
Operational	-	No significant risks identified	-	Yes
Financial	Final project outturn cost exceeds available funding	Funding allocated through budget process.	L	Yes
Reputational	Negative view from stakeholders due to lack of post opening changes	Explanation and continued engagement with stakeholders on future project development.	L	Yes
Environment / Climate	-	No significant risks identified	-	Yes

8. OUTCOMES

<u>COUNCIL DELIVERY PLAN 2023-2024</u>			
		Impact of Report	
Aberdeen City Council Policy Statement		Opening of the project supports the delivery of the following aspects of the policy statement:-	
<u>Working in Partnership for Aberdeen</u>		<i>Greener Transport, Safer Streets, Real Choices</i> - Working with the Scottish Government and NESTRANS to improve the city's bus network, including considering options for an Aberdeen Rapid Transit network, with the support of the Scottish Bus Fund and consider options for council-run services in the city.	
<u>Local Outcome Improvement Plan</u>			
Prosperous Outcomes	Place	Stretch	LOIP Stretch Outcome 14 Increase sustainable travel: – 38% of people walking and 5% of people

	cycling as main mode of travel by 2026; through enabling the Key Improvement Measures in the City Centre.
Regional and City Strategies The Local Transport Strategy and City Centre Masterplan form parts of the Council Delivery Plan Strategy Framework.	The project within this report forms a key enabler for phase 2 of the CCMP and directly contributes to meeting the LTS's objective to Implement a Programme of Road Improvement Schemes, building on the opening of the Third Don crossing, the Airport Link Road and ongoing work for the Berryden Corridor Improvement project.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	New Integrated Impact Assessment has been completed
Data Protection Impact Assessment	Not required.
Other	Not required.

10. BACKGROUND PAPERS

RES/19/271 - City Growth and Resources Committee - South College Street Junction Improvements Business Case Update – 26th September 2019

RES/20/090 - Urgent Business Committee - South College Street Junction Improvements (Phase 1) – Compulsory Purchase Order – 6th May 2020

11. APPENDICES

Appendix A – South College Street Junction Improvements (Phase 1) Feedback Report

12. REPORT AUTHOR CONTACT DETAILS

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South College Street Junction Improvements (Phase 1)

Feedback Report

Aberdeen City Council

March 2024



**Roads Projects
Capital
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1. Introduction

Improvements to South College Street were initially planned in 2004, with the project design gaining approval in 2007. Improvements on South College Street were designed and progressed to tender stage with construction planned for 2009/10, however this was postponed, at the time, as a result of a review and reduction of the General Fund Capital programme.

In 2015, Aberdeen City Council unanimously agreed to adopt the Aberdeen City Centre Masterplan and Delivery Programme, with improvements on South College Street required to enable several of these projects. The CCMP was subject to 3 rounds of consultation with over 1,000 people attending the public exhibition during the final stage of consultation and over 1,500 people giving feedback at the exhibition or online.

In 2017, the Communities, Housing and Infrastructure Committee instructed that the previously approved project should progress as a first phase solution.

In December 2020, Scottish Ministers confirmed the Compulsory Purchase Order to acquire the land required to build the project. The Council made a General Vesting Declaration in February 2021, taking ownership of the land and rights in land required for the project on 8 April 2021.

In early 2021, a Public Exhibition was held on Citizen Space to raise awareness of the project and provide an opportunity to comment. Local residents and businesses were invited to comment and representatives met business owners on site. Stakeholder groups were asked to a series of meetings to discuss the project and were invited to comment on the proposals.

Following construction of the South College Street Junction Improvements (Phase 1) monitoring the performance and use of the project has commenced. This has included surveys on site to record data on user numbers, behaviour and interactions along the altered road network and new street layouts.

Evaluation of the South College Street constructed works as an improvement project has been based on the outcomes of the monitoring process and in addition feedback received from users & stakeholders. The engagement with stakeholders was conducted through Citizen Space surveys and by other communication methods including letter drops, meetings and site visits. Interested parties were able to participate in the feedback process in the project interactive feedback section.

This report summarises the feedback collected through each of these methods, looking to address the issues raised and how they will affect the project moving forward.

2. Background

Following the adoption of the Aberdeen City Centre Masterplan, the impact of the proposed changes on the city's road network was assessed. This identified a number of transport network changes required to support the Masterplan's ambitions. Improvements as part of the South College Street Junction Project were highlighted as essential to support further public realm and bus priority changes.

With the adoption of a new North East Scotland Roads Hierarchy in 2019 changing access to and around the city, South College Street will have an important role in providing a key route to the city centre.

The project will support the City Centre Masterplan's infrastructure strategy for bus priority measures aimed at removing the impact of congestion on bus journey times through the city centre. It will also enable public realm enhancements along Guild Street and Union Street, providing alternative options to allow the rerouting of traffic. The project is jointly funded by the Council and a grant from the Scottish Government's Bus Partnership Fund.

The corridor's improved capacity and operation will also complement its position in the new roads hierarchy. In tandem the project will enhance infrastructure for walking and cycling. Making these improvements is the next step towards providing a transport network to meet Aberdeen's needs and city centre aspirations.

The project consists of the following main elements:

- An additional traffic lane along South College Street between Bank Street and Wellington Place.
- An additional lane on Palmerston Place.
- A new traffic signal-controlled junction at the intersection of Palmerston Place and North Esplanade West.
- The alteration of the existing traffic signal-controlled junctions at the South College Street/Wellington Place junction and the South College Street/Millburn Street/Palmerston Place junction adding additional approach lanes and improving operational coordination.
- New and altered walking and cycling infrastructure along South College Street and Palmerston Place.
- Reconfigured parking and loading areas on South College Street between Millburn Street and Riverside Drive.

3. Feedback

To gain feedback from a variety of diverse types of users of the project, various methods were used to cover the engagement. In total, there were 325 responses across all methods. For each method of gathering feedback (Citizen Space, Stakeholder engagement, Intercept Surveys), there is a more detailed section later in this report about the issues raised and the feedback to each.

From those interviewed the majority of respondents stated that the street is well lit, well maintained, & easily accessible; it enhances the area, feels safe, is fit for purpose, encourages them to walk or cycle more and meets the needs of the community. In 16 additional comments only 3 were of a positive nature, with the rest criticising the expenditure required for the upgrade works or criticising other infrastructure in Aberdeen City Centre. These negative additional comments are at odds with the results of the user survey which indicate a positive attitude towards the upgrade works.

Throughout the various methods of receiving feedback on the project, the responses have been mainly negative issues on aspects of the project and its construction. From all of the feedback reviewed, the common issues raised were:

Public Information on the Works
Feedback summary: Inadequate information and communication of the works taking place, the roads affected and the diversions that were set in place. This was felt to be a particular issue when changes were made to the site and the diversions were changed. Feedback indicates that people felt that there was inadequate signage being placed for the diversions, as well as cases of inaccurate signage being in place after changes to diversions.
All diversions were properly signed and adequate information on road closures were provided on the Contractor's website with regular updates. The maintenance of temporary traffic management signage is a challenge for all road works. Adverse weather and anti-social behaviour can regularly lead to signs falling over or being displaced. The main works contractor regularly inspected and maintained the works signage including diversions throughout the day (3 planned inspections). This is a high standard, however it can still result in periods when users can experience a lack of signage between inspections.

Effect of the Works on the Local Area:
Feedback summary: Local residents felt there was a lack of access into the area during the works. With the access through the area not seen, by some, as safe for pedestrians and disabled people and the works seeming to cause increased traffic through neighbouring residential areas.
Some areas of the site were very difficult to undertake the roadworks whilst maintaining access to residences and businesses. Early in the works there were occasions when the standard of temporary access arrangements fell short of project expectations. However, acting on feedback at the time these issues were addressed by the contractor and improvements were sustained through the main period of the contract. The safety of users was always of paramount importance to the contractor and the Council throughout the works. Acknowledging the inconvenience caused, restrictions were lifted as soon as practicable, once the works progressed.

Effect of the Works on Local Businesses

Feedback summary: Local businesses felt there was a lack of access into the area for themselves, deliveries and their customers during the works.

Damage was caused during the works to their properties.

Removal of parking within the area, during the work and post construction had a negative effect on their business.

Various closures and restrictions had to be implemented to construct the project but access to premises in the area should always have been maintained during the works. Alternative routes or diversions were available for all closures and efforts were also made to inform road users, through publicity and signage that businesses were open as usual. The Contractor reacted to any reported damage to properties to resolve the issues. There was no defined parking allocation beside the local businesses before construction of the works and the changes made in the project implementation were considered necessary to control unregulated and at times unsafe loading/unloading, parking and storage of materials in the area.

Length and Timing of the Works:

Feedback summary: It was perceived that the works went on longer than initially anticipated. With the works coinciding with the works to the King George IV Bridge, also being a factor with people's frustrations.

The 52 week duration of the construction contract was primarily defined by the time required to divert underground utilities to enable carriageway widening activities. Additional time was required for bridge monitoring work to satisfy Network Rail that there would be no detrimental impact on the rail bridges at Palmerston Place and South College Street. A substantial delay to the works was also caused by damage to a Scottish Water combined sewer at Palmerston Place, by a sub-contractor working on behalf of Openreach diverting telecommunication cables. Overall the project roads were reopened within the planned time range, with substantial completion achieved with only a short contract delay of 6 weeks. As is common to road works projects, intermediate phases of the works were extended on occasions due to uncovering unknown utilities, poor ground conditions, weather, extended timescales for utility diversions and the like. The main contractor provided up to date information on their webpage and their onsite liaison officer did a good job informing businesses of progress and changes in planned timescales.

An undesirable overlap situation arose as the works on King George VI bridge had been planned for the school summer holidays in 2022 but had to be delayed, starting in March 2023. This was due to unexpected and unavoidable events outwith the control of ACC.

Workforce:

Feedback summary: There were various comments about the workforce on site, whether it was a lack of personnel, a lack of ongoing work on the site or apparent unsafe work witnessed.

With the sequencing of the works, there would be times when areas of the project would have less staffing than others. For tasks such as diverting services, there may have been times for safety reasons when only representatives of one of the services may have been able to work within an area. Construction work often must progress in sequential order, with sufficient time allowed for events such as utility diversions and curing of concrete to be completed before other work can continue. This can appear to the casual observer as if areas of the site are at a standstill or more work is available to be done when it is not. The project work had to be programmed in specific phases to allow some areas to be used as temporary diversion routes for traffic.

The safety of users and staff was always of paramount importance to the contractor and the Council throughout the works. When poor practice was observed or reported there was a robust system for notifying and managing improvements with the main works contractor. A positive safety culture was evident on site with all parties keen to ensure high standards and continuous improvement.

Signage / Road Markings:

Feedback summary: Requests for more signage on site, particularly noted were to indicate which direction the lanes at junction are used for, as well as to show how to navigate the area whilst using a bike.

In particular details respondents requested having pedestrians marking on the footway as well as the cycle markings, having bigger and more prominent footway / cycle tracks signs and having a more contrasting delineator line between the footway and the cycle track.

A road safety audit of the completed works and feedback responses indicated that there may be limited time for southbound traffic on South College Street approaching the Millburn Street / Palmerston Place junction to make lane choices and manoeuvre safely in the available road space. It is proposed that the signing is enhanced and additional lane markings are provided on South College Street, near the south end of Portland Street. This is intended to increase awareness for approaching southbound traffic of the lane designations at the junction and provide additional corresponding destination information.

At the request of the Disability Equity Partnership, supplementary markings and signs are being considered at several locations to increase the information provided for the users of the segregated paths.

Parking / Loading:

Feedback summary: Concerns at the reduction of parking for businesses in the area at the Arches and enquiring whether there could be changes to the timings for the loading bay to be used for parking. There were some queries about whether the loading bay could be reduced in size and allow more parking throughout the day.

The lengths of road allocated for parking and loading beside the arches between Palmerston Place and the South College Street rail bridge are loading 45m, parking 85m and disabled 6.5m. Video analysis on the use of these loading and parking areas over a two-week period showed that the maximum number of vehicles parked at any time during each 24-hour period was nine.

The video analysis suggests that there is sufficient parking available for the demand based on the one-hour duration allowed by the parking regulations. However, the feedback comments about the parking indicate that there may be a much greater demand for parking to be allowed for a longer duration. Extending the permissible parking duration to two hours could perhaps be an option to consider in any further review of the controlled parking regulations in the area.

There was very limited use of the loading areas during the video recording period. The demand for loading provision may have reduced since the controlled parking regulations were proposed, due to changes of the businesses which occupy the railway arches premises. The demand for loading space provision is likely to fluctuate as other businesses take up occupancy of the arches or existing businesses end occupancy. Network Rail lease the arches and ACC cannot predict how the demand for parking and loading provision in the area is likely to fluctuate.

Turning Traffic Restrictions:

Feedback summary: Queries about the removal of right turns into Millburn Street and Palmerston Place from South College Street. There were also queries about the restriction of right turning for traffic from Palmerston Place on to North Esplanade West.

No right turn orders were implemented from South College Street to Millburn Street and Palmerston Place to improve junction operating capacity. Alternative routes are available via Wellington Place / Crown Street and South College Street / North Esplanade West.

A no right turn order was implemented from Palmerston Place on to North Esplanade West to ensure adequate junction operating capacity and user safety. There is no requirement for traffic to turn right from Palmerston Place to North Esplanade West at the new signal-controlled junction. Southbound traffic heading for the Riverside Drive roundabout beside the Queen Elizabeth bridge can do so along South College Street. A dedicated right turn lane from Millburn Street onto South College Street has also been added to accommodate traffic approaching from the west.

Continuous Footway:

Feedback summary: There were various issues raised about the continuous footway at the South College Street cul-de-sac, from various viewpoints. Some pedestrians comment focused on the perception that vehicles move along South College Street too quickly to feel comfortable to use the continuous footway and a more distinctive colouring of the surface would be more obvious in showing priority.

From a vehicular perspective, it has been felt that the removal of the right turn road space markings into the cul-de-sac has resulted in traffic building up on South College Street whilst cars are waiting to turn and having the give way markings further back into the junction has made it more difficult to turn out of the junction.

The continuous path built for cyclists and pedestrians was designed to current guidance. As a new feature in the city, advice for road users on how to cross the continuous path has been provided to local residents and made available on the ACC website. The Route User Intercept Surveys indicates that vehicles using the accesses to the properties on the west side have been giving way to pedestrians and cyclists, thus the project has no cause for concern. The perception expressed by some are to be expected initially with the changes made to the previous access priorities but is anticipated to improve with the passage of time as users become more familiar with the new layouts.

Cycle Connectivity:

Feedback summary: Various locations at the north and south of the project were brought up in relation to how the project infrastructure connects to them.

The lack of cycle infrastructure northbound after Wellington Place and the requirement to cross over from the east side shared use path to the west side cycle track when heading southbound.

Difficultly joining the cycle infrastructure from the south, whilst heading north, especially for those coming from Queen Elizabeth Bridge on the carriageway.

Significant physical works north of Wellington Place were not within the scope of the project. Improvements to active travel provision along College Street could be considered as part of ongoing work considering an active travel network development strategy for Aberdeen under the revised Local Transport Strategy.

Phase 2 of the project is to be located at the south end of the completed section. The current proposals are focusing on the area of the existing roundabout at the Queen Elizabeth Bridge.

With further work planned for this area, opportunities for improvements can be made to the existing infrastructure and enhance what has been constructed in Phase 1.

Advanced Cycle Stop Lines:

Feedback summary: Lack of Advanced Stop Lines at the Millburn St / Palmerston Place junction

Provision of the new segregated and shared use cycle paths adjacent to the roads and toucan crossings at the junction reduces the need for advanced cycle stop lines on the road. This also supports the junction capacity improvements considered to be essential at this location.

Advanced stop lines will not be reintroduced at this junction because they could encourage cyclists to make right turn manoeuvres in traffic on the roads, instead of using the safer new off-road cycling infrastructure.

Footways:

Feedback summary: Some noted that during inclement weather, the new footways and cycle tracks become slippery and there is reported ponding outside of the businesses at the Arches.

There were some comments and criticism of the area on South College Street around the arches south of Palmerston Place, citing slippery footways and water ponding. Topography in this area is generally flat and low which will typically be subject to slow clearance of surface water. The new construction at this location has only been able to make limited improvements due to numerous constraints limiting any significant changes to longitudinal gradients or crossfalls from what was there previously. The surface water aspects mentioned do not differ significantly from what was experienced before reconstruction but may be more apparent now that the space is no longer covered by parked vehicles.

Traffic Signals:

Feedback summary: Changing the timing of traffic lights, giving longer time to enable pedestrians to cross.

Crossing times provided are inline with current guidance and movement detection sensors installed at the junctions should automatically adjust the signal timings to extend the pedestrian phase if anyone is still crossing the road.

Tactile Paving

Feedback summary: The use of corduroy tactile paving at South College Street cul-de-sac may cause confusion and may be used by some for crossing the carriageway.

Confusing tactile surfaces, ladder and tramline, at start of segregated cycle tracks. Causing difficulty and discomfort for users of manual wheelchairs and rollators. Added difficulty for manual wheelchair users on the incline. Layout causes confusion for those with visual impairments.

The layout of the tactile paving for the project was designed and constructed in line with guidance, standards and duties. The following types of tactile paving were used:

Blister Surface for Pedestrian Crossing Points

Corduroy Hazard Warning Surface at transitions from footway to shared cycle track

Segregated Shared Cycle Track/Footway Surface and Central Delineator Strip (Ladder and Tramline) at transitions from shared to segregated cycle tracks

It is the third of these types which has caused the most concern in the feedback submissions, mainly due to user unfamiliarity with the finished surfacing. Feedback will be considered further during the development of upcoming projects.

Bus Gates:

Various comments were included about the use of bus gates within Aberdeen city centre, stating that they were not using the area in general as much because of them.

The completed project supports the City Centre Masterplan's infrastructure strategy for bus priority measures aimed at removing the impact of congestion on bus journey times through the city centre. The project enables public realm enhancements along Guild Street and Union Street, providing alternative options to allow the rerouting of traffic.

Two thirds of the respondents in the Citizen Space survey confirmed they had used the project roads to avoid bus gates on Guild Street, Market Street or Bridge Street.

Implementation of the bus gates is outwith the scope of the project, however the project will alleviate impact on traffic moving east-west across the city by taking traffic that would have previously travelled along Guild Street and transferring it to Palmerston Place.

4. Citizen Space

Online feedback was gathered through the Citizen Space portal. The webpages have been included within Appendix A. These feedback pages were open for over 4 weeks from the 12th December 2023 to 14th January 2024.

Awareness of the feedback process was raised through press releases, social media posts and letter drops throughout the project area. The letter and full list of contacted addresses has been included within Appendix E.

The report on conclusion of the feedback can be seen in Appendix B. This details the responses to the feedback where answers are defined. In the feedback there were a total of 243 responses received via the portal. In addition, six emails were received. Redacted copies of the received e-mails have been included within Appendix G.

Comments on the construction phase of the project and the post construction road were captured and have been analysed to gain an understanding of the issues and improvements that could be made. These have been collated on the next pages under each heading.

Mode Use of Respondents

Users were asked which types of transport they used, listed below, whilst travelling within the area. Of the responses to this question, 88% drive within the area, 45% walk and 13% cycle.

Driving	214
Cycling	32
Running	25
Walking	110
Wheelchair User	1
Other	6

Table 3.1 – Transport Mode

Feedback on Construction Stage

Around 250 people provided feedback on the construction stage of the project. The main concerns raised from the comments can be summarised as follows:

- Prior consultation to the works beginning
- The duration of the works taking place
- The timing of the works, alongside the closures affecting the King George VI Bridge
- Inadequate communication of the works taking place, the roads affected and the diversions set in place. Especially when changes were being made to the site and the diversions were being changed.
- Inadequate signage being in place for the diversions, as well as inaccurate signage being in place after changes to the diversions had been put in place.
- Lack of access into the area for residents and businesses, for themselves, deliveries and their customers.
- The access through the area was not seen as safe for pedestrians and disabled people.
- The works caused increased traffic through neighbouring residential areas.
- Lack of personnel on the site
- Lack of working being carried out on site
- Unsafe work being carried out
- Damage to business properties during the works

Feedback on Completed Works

Around 250 people took the time to provide feedback on the project. The main points can be considered as follows:

- Resources could have been used elsewhere
- The footways and cycle ways are smooth and become slippery in inclement weather
- Vehicles are going too fast to be able to use the continuous crossing safely
- The removal of the right turn filter into the cul-de-sac has made it more difficult to turn into the access
- Improvements to the Bank Street / Millburn Street area and underneath the railway bridges have improved the area
- The need for additional junction signage to indicate which direction the lanes are for
- The need for additional signage to show how to navigate the area whilst using a bike and showing how to join it from the north.
- Cyclists using the carriageway and not using the cycle track
- Cycle track lacks connectivity to the north past A93 Junction.
- Lack of Advanced Stop Lines at the Millburn St / Palmerston Place junction
- The bus gates within the local area
- Reducing of parking within the area
- The timings for the loading bay to be used for parking and giving longer times for parking
- No right turns at the Millburn Street / Palmerston Place junction
- No right turn at the North Esplanade junction
- Timing of traffic lights, to enable pedestrians to cross
- Ponding outside of the businesses at the Arches
- The street lighting not being adequate
- The footpath not being sufficiently wide enough

5. Stakeholder Engagement

Stakeholders were contacted in late 2023. A list of all contacted Stakeholder groups can be found in Appendix E. Stakeholders who were available were met by Officers on site to discuss the Project during December 2023.

The meetings were intended to highlight to stakeholders the objectives and the constraints of the project and to give stakeholders the opportunity to discuss the design; and to seek feedback on the project.

Responses were noted to have been received from the following organisations:

Stakeholder	Summary of Feedback
Aberdeen Cycle Forum	<ul style="list-style-type: none"> • Poor connectivity with the surrounding area of the project • More distinctive colouring required to distinguish the cycle track and footways • Bollards required at the end of Portland Street to stop vehicles overrunning • The lack of Advanced Stop Lines at the Millburn Street junction • Measures required to reduce vehicle speeds with the area • Some of the cycle facilities being tight, requiring sharp turns and generally not being cycle friendly • The timings of the traffic signals • Concerns about the segregation between the footway and the cycle track
NESS	<ul style="list-style-type: none"> • More road markings required • More distinctive signage • Continuous footway is not comfortable to use • The tactile paving may cause confusion • Removing signage from the footway to remove obstructions
Disability Equity Partnership	<ul style="list-style-type: none"> • The width of the footpath • The tactile paving may be confusing and cause difficulty and discomfort for users of manual wheelchairs and rollators. • The tactile paving also is an added difficulty for manual wheelchair users on the incline. Layout causes confusion for those with visual impairments. • Preventing conflict between cyclists and pedestrians at the crossing point. • Height of the kerb prevents wheelchair users getting off, or back on to the footway.

The full responses from the stakeholder groups have been included in Appendix D.

6. Route User Intercept Surveys

A route user intercept survey was carried out in December 2023, over four days, to question users of the improvements about journey purpose, travel behaviour, perceptions of safety and physical activity. The surveys were carried out over four 12-hour periods (7am-7pm) on the project roads, on three weekdays (Tuesday 5th, Wednesday 6th and Thursday 7th) and a weekend day (Saturday 9th December).

The surveys were to obtain questionnaire responses from footway and cycle track users of the new infrastructure, focussed on the following areas:

Site 1. The west side of South College Street between Wellington Place and the electricity sub-station.

Site 2. The west side of South College Street at the junction with Millburn Street.

Site 3. The west side of South College Street near the southeast corner of the rail bridge.

Site 4. The west side of North Esplanade West near the Palmerston Place junction.

They were 72 participants in the survey. Full details of the intercept surveys have been included in Appendix C.

7. Local Businesses

Businesses within the immediate area of the project were contacted regarding the project and inviting them to comment either via email or the Citizen Space portal. The letters and list of all of the businesses contacted can be found within Appendix E.

Responses were noted to have been received from the following organisations:

<p>AKR Fitness</p>	<p>Disruption during the works</p> <p>Communication from the city council was terrible</p> <p>The project - and road closures - ran on considerably longer than we were told</p> <p>Work was restricted to daytime hours in case neighbouring residents complained about noise</p> <p>In addition to suffering commercially, there was also significant mess to external paintwork and interiors</p> <p>Changing the timings of the loading areas and parking areas to reflect the behaviour within the area of the businesses. As well as an overall reduction to the size of the loading area. Increasing the number of parking spaces. Would like businesses to have their own parking spaces, within the present loading area</p> <p>The footway and cycle track become slippery in inclement weather</p> <p>Ponding in front of the entrances to the Arches</p> <p>Would like to see a bike shelter in the area to be used by their customers</p>
<p>Tristar Lighting & Design Ltd</p>	<p>Loss of business through the construction and the belief that their customers will not return</p> <p>Through the construction phase, there was a lack of access to their premises where they could not receive deliveries and customers could not access either</p> <p>Timing of the works, alongside the works on the King George VI Bridge</p> <p>Concerns about the next phase of the works</p> <p>Cyclist using the carriageway instead of the cycle track</p> <p>Removal of parking spaces</p> <p>The footway is not convenient for the use of pallets on and during inclement weather can be slippery</p> <p>Ponding at the entrances to the Arches</p> <p>Post construction there has been vandalism along the Arch units' buildings</p>

Vans4U	<p>Lack of access to the business for both employees and customers, during construction</p> <p>Reduction in parking, use of other areas around the Arches for parking. Parking across dropped kerb entrance to Arches</p> <p>Cyclists using the carriageway or footway and not using the cycle track. Cycle track is not fully obvious what it is</p> <p>Loading bay is too narrow for use</p> <p>Ponding at entrances to Arches</p> <p>Footway surface is slippery in the inclement weather</p> <p>Witnessed confusion over the use of the lanes at the Palmerston Place / Millburn Street junction</p>
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The full responses from each business have been included within Appendix F.

8. Conclusion

The feedback exercise has generated a considerable number of comments. The engagement was successful in contacting many interested parties keen to discuss the project.

All the suggestions have been reviewed and some have the potential to be incorporated into the finished works. Concerns raised have also been assessed to ensure project proposals continue to provide the optimum solution. The outcome of the public and stakeholder engagement exercise has been shared with the design team and they are considering a number of design refinements for upcoming projects.

Appendix A – Citizen Space Webpages

[Citizen Space Overview](#)

[Project Survey – Part 1](#)

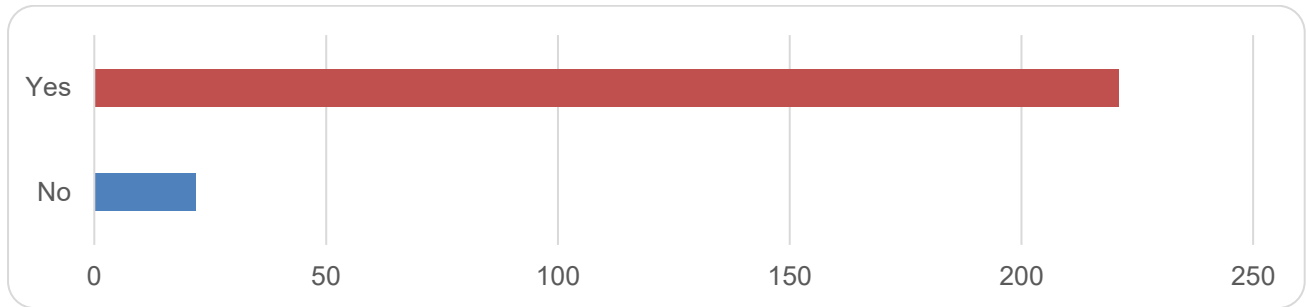
[Project Survey – Part 2](#)

[Traffic Flow](#)

Question 1

If you would like to provide comment on the construction phase of the project, please answer questions 2 to 10. If you do not, please go to question 11.

There were 243 responses to this part of the question.

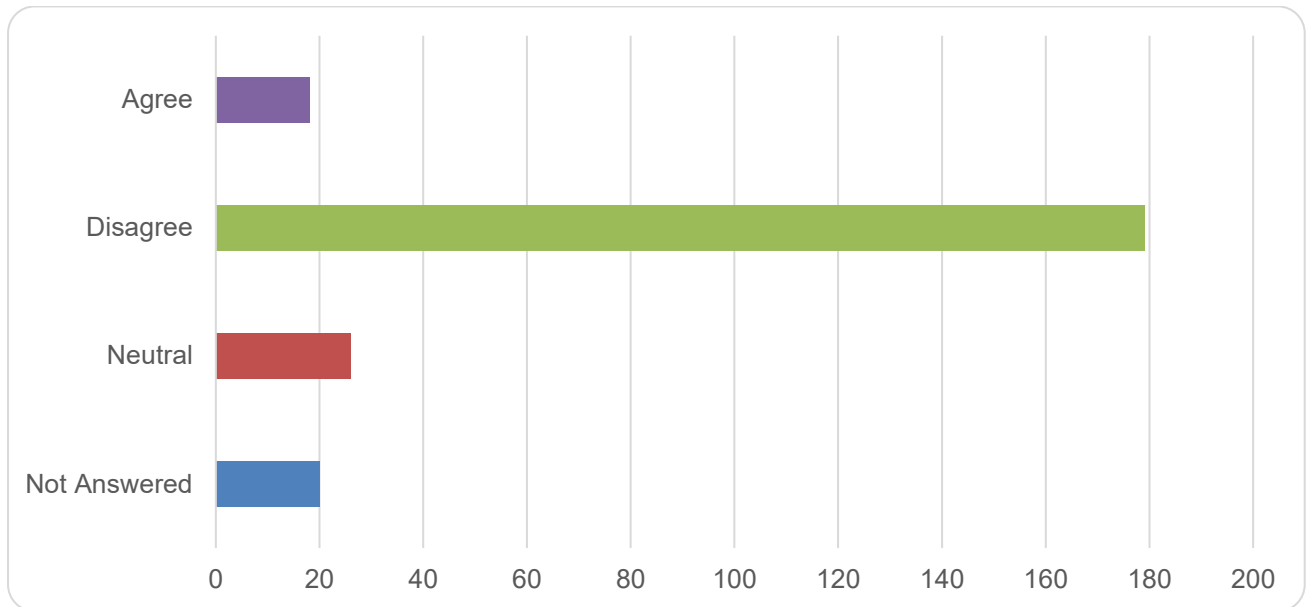


Option	Total	Percent
Yes	221	90.95%
No	22	9.05%
Not Answered	0	0.00%

Question 2

Disruption during the project construction was acceptable

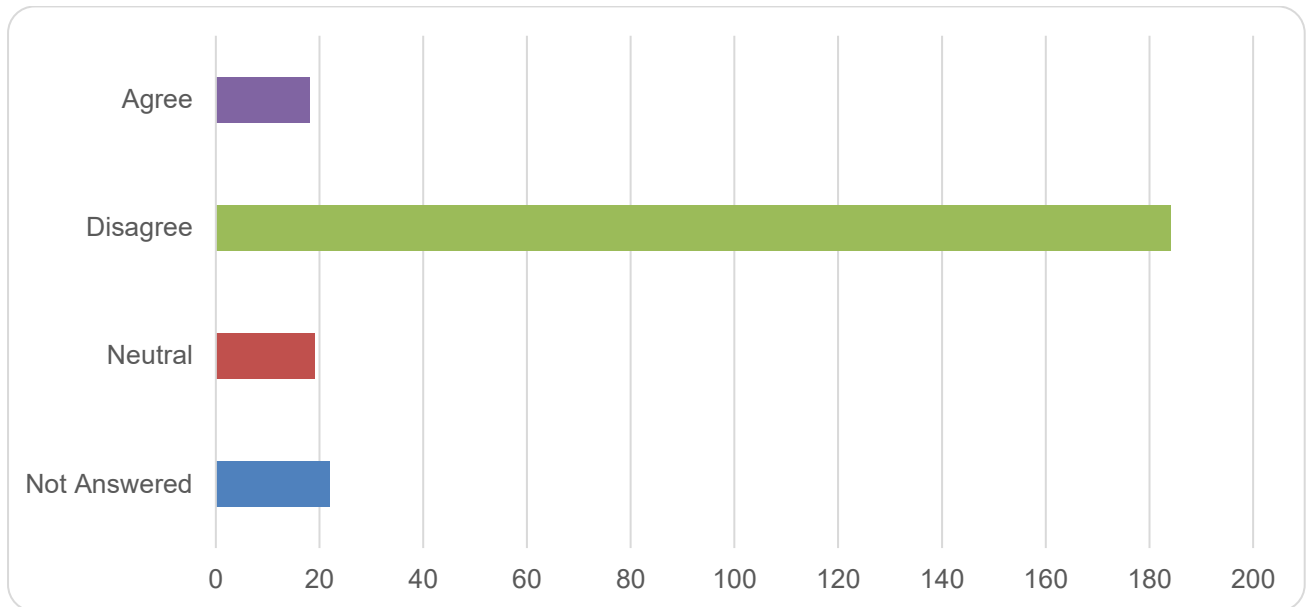
There were 223 responses to this part of the question.



Option	Total	Percent
Agree	18	7.41%
Disagree	179	73.66%
Neutral	26	10.70%
Not Answered	20	8.23%

Question 3

Information on temporary changes to access and road closures was sufficient and helpful
There were 221 responses to this part of the question.

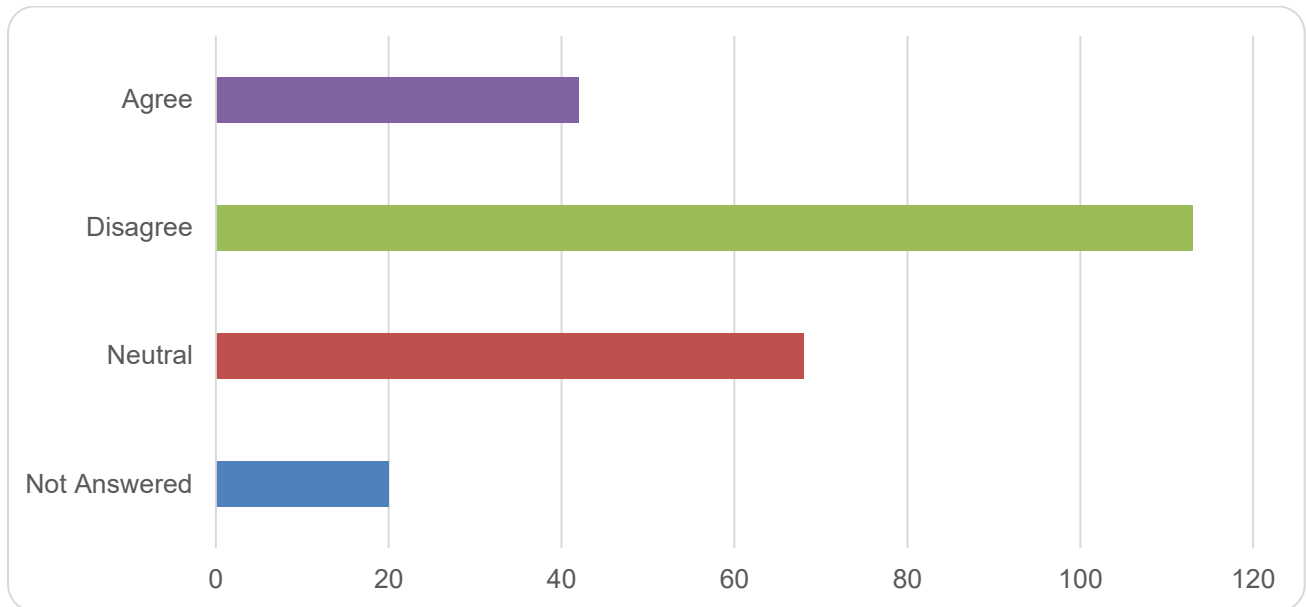


Option	Total	Percent
Agree	18	7.41%
Disagree	184	75.72%
Neutral	19	7.82%
Not Answered	22	9.05%

Question 4

Temporary routes for pedestrians were clear

There were 223 responses to this part of the question

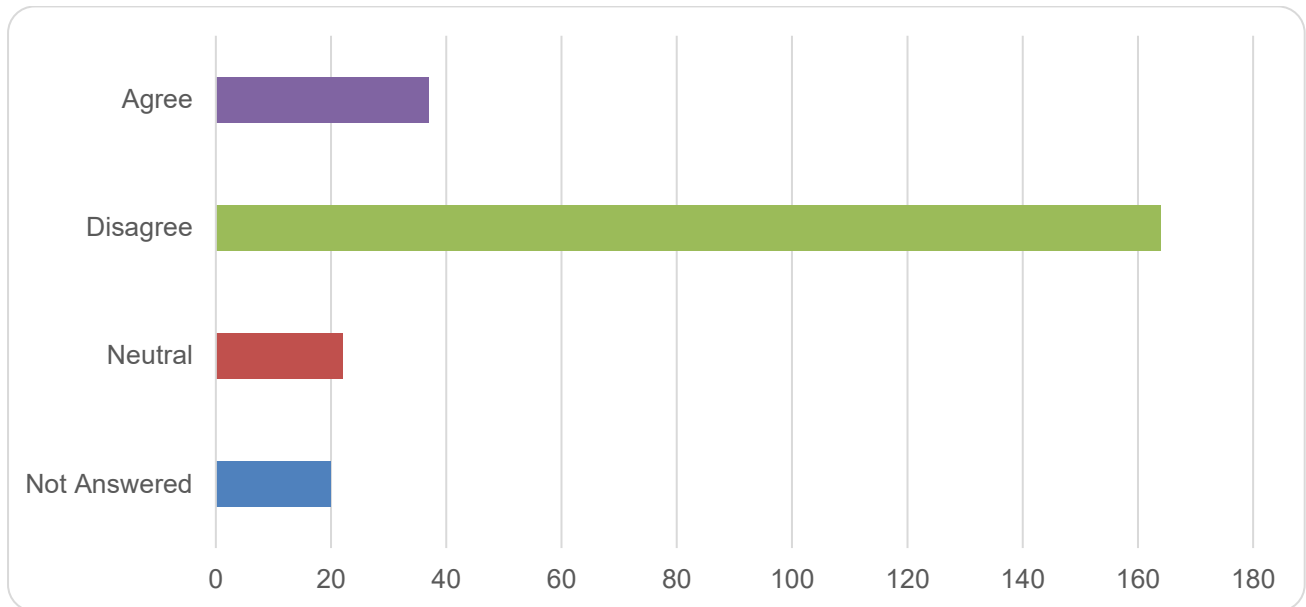


Option	Total	Percent
Agree	42	17.28%
Disagree	113	46.50%
Neutral	68	27.98%
Not Answered	20	8.23%

Question 5

Temporary routes for vehicles were clear

There were 223 responses to this part of the question

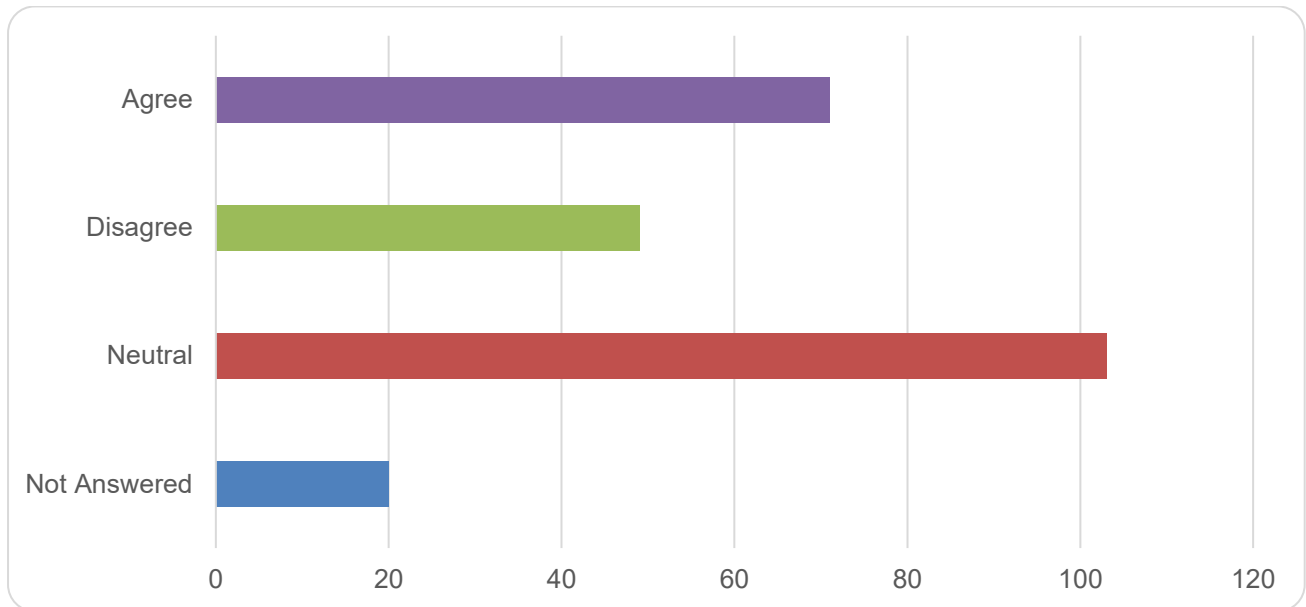


Option	Total	Percent
Agree	37	15.23%
Disagree	164	67.49%
Neutral	22	9.05%
Not Answered	20	8.23%

Question 6

The site was managed in a safe way

There were 223 responses to this part of the question

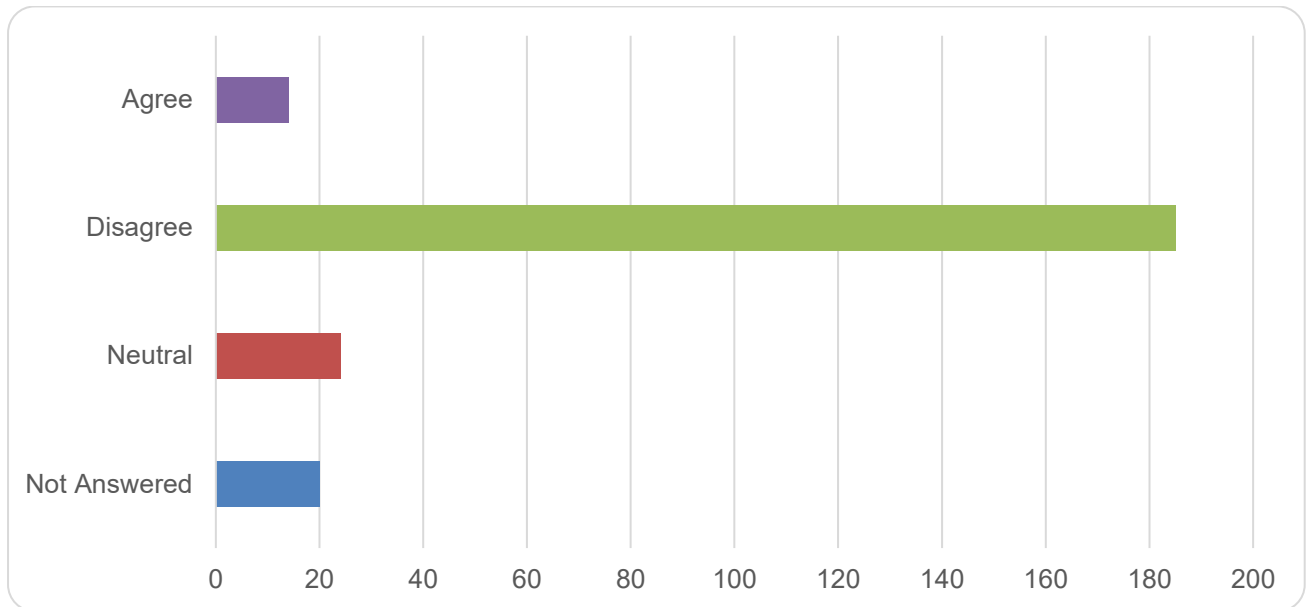


Option	Total	Percent
Agree	71	29.22%
Disagree	49	20.16%
Neutral	103	42.39%
Not Answered	20	8.23%

Question 7

The works were completed in a timely manner

There were 223 responses to this part of the question

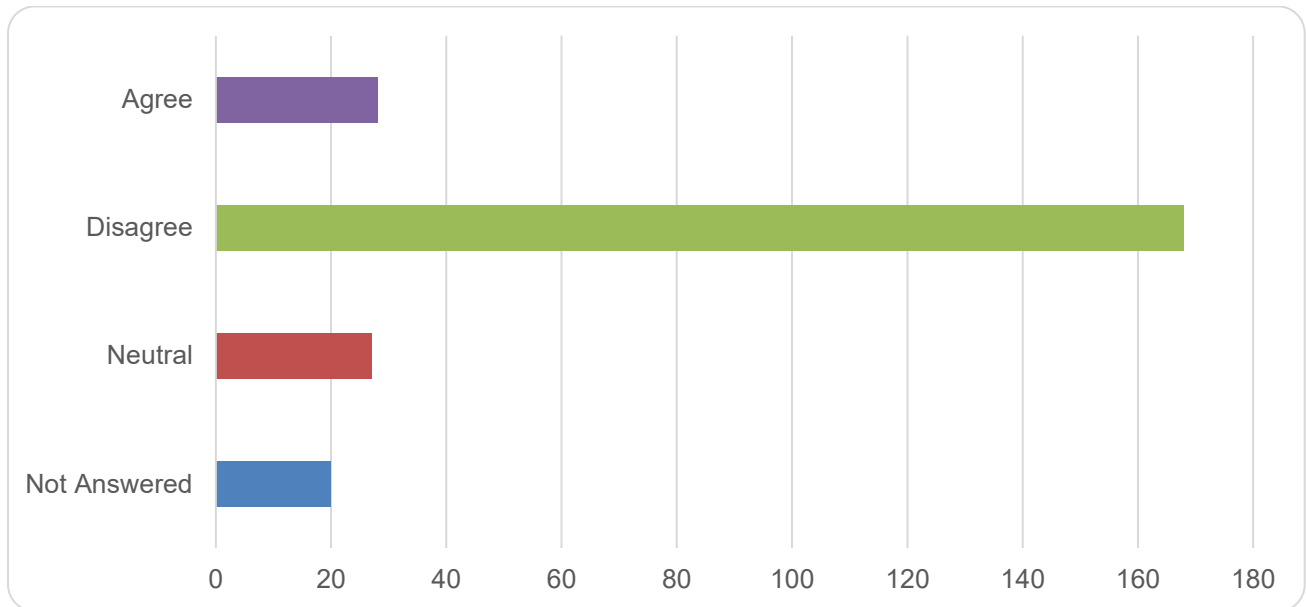


Option	Total	Percent
Agree	14	5.76%
Disagree	185	76.13%
Neutral	24	9.88%
Not Answered	20	8.23%

Question 8

I knew where to find information about the works during the construction

There were 223 responses to this part of the question

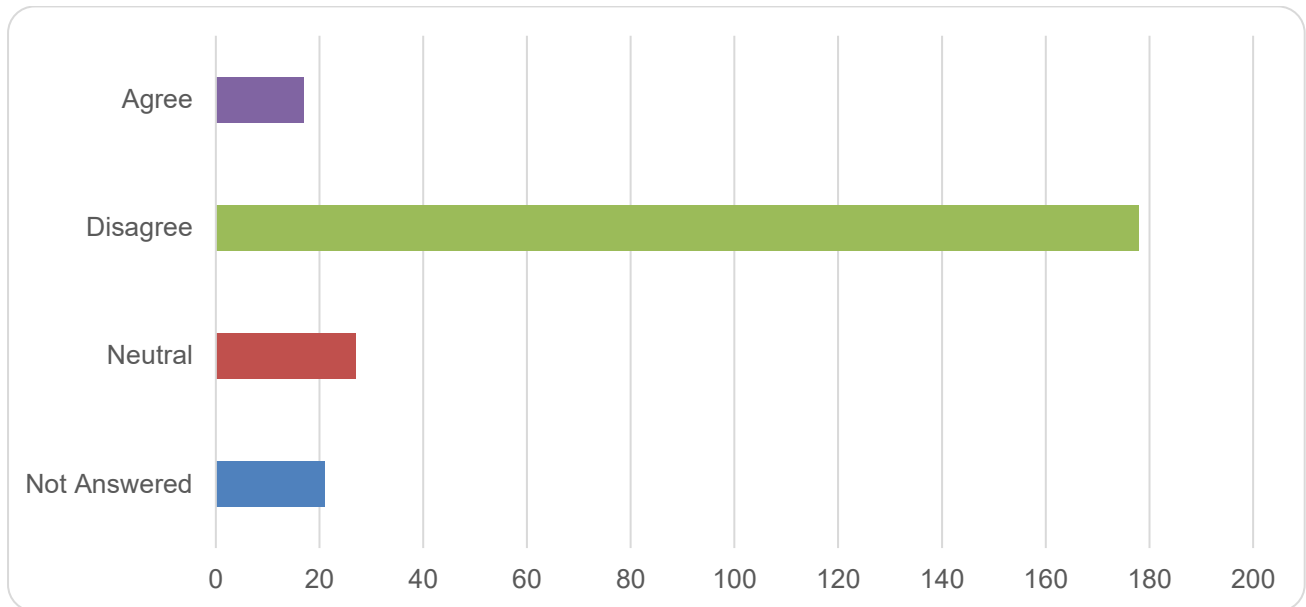


Option	Total	Percent
Agree	28	11.52%
Disagree	168	69.14%
Neutral	27	11.11%
Not Answered	20	8.23%

Question 9

I knew where to get questions answered on the works during the construction

There were 222 responses to this part of the question



Option	Total	Percent
Agree	17	7.00%
Disagree	178	73.25%
Neutral	27	11.11%
Not Answered	21	8.64%

Question 10

Are there any other comments you wish to make about the project roadworks?

There were 148 responses to this part of the question

<p>Absolute shambles. Waste of money. People are still using Palmerston road both ways at Old Ford Road and causing havoc. There's going to be a really bad accident there with people going down the one way street the wrong way and other road users come flying under the bridge and round to the left. Roadworks went over by months. No consultation. Signage was inadequate, dangerous for pedestrians, disabled access not thought about. Local businesses put out of business and those left struggled for 14 months and now even less parking around the area.</p>
<p>ACC are anti car and the sooner you lot are voted out the better!</p>
<p>All in all this was Aberdeen City Clowncil at its best, not only was this road shut but many others roundabout. This whole scheme is a waste of taxpayers money that could be put to better use.</p>
<p>Alternate routes were changing on a daily basis with no apparent reason.</p>
<p>Although looks good now not helping ease traffic congestion in other streets nearby</p>
<p>Any one with half a brain would of had all road works completed and in place before the bus gates and the lez zones come into force, Absolute shambles of a city council couldn't run a race</p>
<p>Appreciated the fella who stopped works vehicles to allow pedestrians/people pushing bikes to cross by the arches for weeks and weeks</p>
<p>As a pedestrian the new pavements are so smooth that because of the excess water pooling in front of businesses, when it's colder weather, the pavements are like an ice rink. Despite wearing suitable footwear during inclement weather, the pavements are dangerous to walk on. The works took much longer than originally anticipated, created chaos around the city and local businesses weren't communicated with. Aberdeen City Council could have done so much better.</p>
<p>As a resident of South College street in the flats adjacent to the Railway arches businesses these new changes have caused many problems relating to parking. The parking directly outside the businesses has been reduced. This has now resulted in many of the customers of these businesses parking in the private parking spaces used by residents of our flats. There is not a day goes past that we do not struggle to get parked in our flats designated parking spaces. The sign at the entrance to the car park that highlighted that this is private residential parking was removed during the works and never replaced. As a resident this has made for greater inconvenience.</p>
<p>Bus only lane on guild street doesn't help traffic</p>
<p>Businesses in the area suffered and were practically closed for months, Counciller Kusznrir was supposed to stand up for the businesses but his voice must of landed on deaf shoulders. Disgrace no parking, road is dead, shockingly no support for local businesses during the diabolical delayed construction phase. Please contact Vans4u Aberdeen we have video footage of workers refusing us access to local businesses</p>
<p>Changes to routes so frequently caused problems for commuters who were travelling through the area every day, although there are a number of route options in order to pass through or round the area, due to the frequent changes in one way systems or road closures, quite often commuters were stuck on the least efficient route and unable to change route to make use of the routes available and spread the flow of traffic evenly across these routes. Real time updates to Google maps for example, as the primary provider of maps used for Satnav purposes, would have helped users on their daily commute.</p>
<p>Chaos from start to finish which has only continued after the opening of the new layout.</p>
<p>Communication was dire.</p>
<p>Communication was terrible.</p>
<p>Complete waste of money - aberdeen city once again focusing on the wrong aspects and causing as much disruption to people livelihoods</p>
<p>Complete waste of money.</p>
<p>Contractor's Website was not kept up to date with road closures. No suitable route for cyclists accessing union square.</p>

<p>Council couldn't organise a p*ss up in a brewery, these changes were not wanted by the public, closing off 2 streets to the public is idiotic</p>
<p>Disruption was worse than expected. The parking now is terrible & makes no sense. The pavement becomes extremely slippery is the wet & frost. In general the so-called improvements have improved nothing at all and in fact I would say that the area now is less car, pedestrian & business friendly than before</p>
<p>Ended up going round in circles Trying to get to Tullos from collage street with all the one way roadworks at the time.</p>
<p>Every day was different, i still don't know where to find information. Fubar news was the only reliable source i could find that was up to date about what roads were open and closed.</p>
<p>For those travelling into Aberdeen frequently but not daily, it was often very unclear what changes if any had been made and the council website did not provide info nor point to where it might be found. It didn't help that there was other roadworks going on at the same time in the near vicinity. Travelling into Aberdeen from the south was a bit of a nightmare so I actually avoided coming in if I had to and often went up Anderson drive/westburn Road as an alternative.</p>
<p>Glad they have been completed</p>
<p>Great outcome. Communication prior and during the works was non-existent/impossible to find. Unbelievable long time to complete</p>
<p>I feel bad for the businesses under the arches. Apparently even they weren't kept well informed and updated of the works schedule.</p>
<p>I feel like this project hasn't made much of a difference. I understand there is limited access for vehicles into the city centre and heading up towards the denburn is fine for a cut through but the works should have continued further up before introducing bus gates. Dedicated cycle paths all the way up to union street and more traffic improvements, road markings and lane changes all the way up and through the denburn to help with flow.</p>
<p>I feel the amount of money spent doesn't align with the amount of work carried out and the timeframe was ridiculous. I drove past twice a day and very rarely saw people working on the road. It seemed like people only worked 11-3 on the road which is absurd. Given the state of the rest of the area I hope this is just the start at regenerating the area.</p>
<p>I found it very misleading when trying to get yo my gym. Changed daily.</p>
<p>I think the length of time and the disruption was unacceptable.</p>
<p>I think the time it took for these road works is absolutely disgraceful</p>
<p>I use my bike in this area and feel safe on the cycleway's.</p>
<p>I'm a member at AKR and did feel really bad for them. They definitely lost members especially people that came for a trial as they were unclear where they were going to park and were openly speaking about it in the changing rooms. Also they must have occurred a lot of extra cleaning costs as there was constantly muck outside. The project just seemed to drag on forever and went way over schedule. If there was any compensation available I feel it would be very well deserved. I have to say the people on site were very friendly and safely conscious especially the W M Donald team couldn't have faulted them.</p>
<p>I'm actually afraid to drive up that road now due to the fear of getting caught in a bus gate and receiving a fine. What was the point in improving the road when you had no intention of letting cars actually use it?</p>
<p>In parts the roadworks made sense opening up access to market street to elevate some traffic from near the harbour made sense but adding in a bike lane which is barely used made no sense</p>
<p>It caused significant delays and tail backs</p>
<p>It seemed to take far longer than necessary, which means that it would have been very useful for public acceptance to make it clearer what was being done - at the site, with signs, not on a website somewhere.</p>
<p>It seems a lot of financial input to create cycle lanes that aren't used by cyclists. The new lane layout is very confusing. Getting to union Square isn't clearly signposted when coming from the south. Seems like a lot of work went into making everything awkward.</p>
<p>It seems that the planning of activities is not performed with a view to having minimal disruption on businesses and households in this area. There were several times where the road appeared to be finished only for it to be dug up again and works re-started leading to additional delays and disruption. As a regular user of a gym impacted by the works - I had nowhere to park and there must be a detrimental impact on the businesses affected by these works.</p>

<p>It was potluck as to which route would be open and when. We live in Ferryhill and my daughter attends dancing on Palmerston Road - we never knew which road would be open to get there nor where the pedestrian access would be to get there. It took such a long time and personally I feel the only useful change was the new access onto Riverside Drive. So much disruption and absolute traffic chaos for months for so little.</p>
<p>It was such a mammoth change, I genuinely don't feel the process could have been improved. But it was difficult to navigate/negotiate. Many drivers were visible frustrated and impacted on the traffic flow</p>
<p>It went on too long, causing major issues and an increase in traffic through a residential area which is also a conservation area - Ferryhill. I have never seen one cyclist use the cycle lane!</p>
<p>It works very well if you are not using Union Square Car park.</p>
<p>Light settings have not been changed at the top of Siuth College street to allow cars through the maze as quickly as possible</p>
<p>Live on South college street many times the entrance to complex was blocked and hard to enter</p>
<p>Living in the middle of the project was a total nightmare, specially when there were other projects going at the same time. Is there any coordination of the projects in the city? Closing bridge at the time when another bridge is almost useless as round about has at least one, most of the time two of 4 entries closed! Is anyone in the city council using these roads? Then after this project was finished Crown Street has the surface done, after the Portland Street was closed on one side! We had no access at some times to our street at all, coming home was a guess work as you never knew for how long you would have to wait and there was no information anywhere. All together you gave us few months of ongoing problems, now we are forced to travel longer distances as you closed a lot of our options to get through the city, so we have lovely new streets and have to drive around to get home. Very environmentally friendly to be driving for longer.</p>
<p>Loading Areas Loading areas are non-sensical. Restrictions start from 7am despite no loading taking place at 7am over the past 8.5 years and only gyms being open at that time. Loading areas take up valuable parking spaces. Loading areas should be reduced in size and a better loading time would be 10am-4pm.</p> <p>Tristar Van The large van from the business Tristar is parked near permanently in one of the few parking spaces available outside AKR Fitness. Meanwhile the loading areas go unoccupied all day.</p> <p>Surfaces & Safety The new pavements and cycle lanes are very smooth and become extremely slippery when it's frosty. This is a genuine safety concern for both pedestrians and cyclists in the area.</p> <p>Drainage Drainage is very poor. Water pools in front of the arches rather than run towards the drains.</p> <p>General Disruption The disruption caused during the works was worse for businesses than was the Covid pandemic. No support was given and communication was terrible. In additional to significant losses incurred by businesses, due the mess, businesses suffered damage to external paintworks and interiors.</p>
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Meanwhile the loading areas go unoccupied all day.

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Parking

Changing the parking to parallel has significantly reduced the amount of parking available which causes issues. One of the business owners (the one at the end near the bridge) is aggressive about parking outside his business even though it is not a loading area and parking is permitted there. It seems the loading areas are not where they need to be for businesses, and the current parking system causes issues for customers and businesses. Moving back to non-parallel parking would help with this, and there is still the space for it.

Loading spaces on South College Street start at 7am, there is never loading taking place at that time. Only businesses open at 7am are gyms. Parking restrictions start at 8am, loading time would be better set for 10am-4pm to give availability of spaces for customers of gyms.

New Pavements very slippery when frosty and drainage gathers in front of gym.

Tristar van always taking up space outside of AKR Fitness, they should park in their loading zone.

Disruption caused during the works was awful, communication was terrible, cost me to park on street where I would sometimes not have to. Works went on for a horrendous amount of time and caused a mess to the businesses outside also.

Loading/Parking Areas

- Loading areas are excessive and do not make any sense.

- Restrictions start from 7am despite no loading taking place at 7am over the past 8.5 years and only gyms being open at that time.

- Gym customers in the majority visit for up to 1 hour.

- Loading areas take up valuable parking spaces.

- Loading areas should be reduced in size and loading times restricted to 10am-4pm.

- Loading areas out with these times available for parking without penalty.

- Other business use parking spaces almost permanently with no regard to other business and all at no cost to them! e.g. large van from the business Tristar is parked permanently in one of the few parking spaces available outside AKR Fitness. Meanwhile the loading areas go unoccupied all day.

Surfaces & Safety

- The new pavements and cycle lanes are very smooth and become extremely slippery when it's frosty. This is a genuine safety concern for both pedestrians and cyclists in the area.

<p>Drainage</p> <ul style="list-style-type: none"> • Drainage is very poor. Water pools in front of the arches rather than run towards the drains. <p>General Disruption</p> <ul style="list-style-type: none"> • The disruption caused during the works was worse for businesses than was the Covid pandemic. No support was given and communication was terrible. • In addition to significant losses incurred by businesses, due the mess, businesses suffered damage to external paintworks and interiors.
<p>Main reason why I disagree with the above is, the works took way to long for what was carried out, created a cycle path for people but only see delivery drivers parking on it, all the cyclists that I have seen still use the pavement not the cycle lanes, traffic was a nightmare trying to get around the construction without taking a big diversion and even then the bridges was all one way so everyone was made to go the same way should of been done at different times, also the junction before the roundabout people are having to either stop on the road or slow right down to get up and over the foot path as it is way to high for any car to go over other than a van or 4x4, they are also struggling to get out as you have to make sure there is no pedestrians or cyclists going in front of the junction and to make sure the road is clear before pulling out aswell as trying not to damage their own car whilst pulling out</p>
<p>Many businesses struggled to operate at full capacity due to the roadworks.</p>
<p>New pavements outside premises on South Collage Street have been dangerous to walk on during icy conditions. Sat in my car and watched pedestrians trying to walk on both sides of the road..dangerous to say the least.</p>
<p>No</p>
<p>No</p>
<p>No</p>
<p>No</p>
<p>Other than the route to open up Riverside Drive from under the arches what has actually improved. The second lane to go under the arches as you come down south college street rarely has a car it. It's been as welcomed as the bus gates by the people of the city</p>
<p>Overall for all of the upheaval caused, there has been no real change to the layout other than a few extra cycle lanes, which unsurprisingly at this time of year are not heaving with cyclists so far. So was it even worth it?</p>
<p>People driving both ways on Palmerston road even though the section is one way. Lights at rail road need to be changed to allow more than 4 cars to come out and turn right as that the the only way out.</p>
<p>Pointless and now don't use the road due to bus gates and end up driving further than necessary</p>
<p>Pointless spend to then have bus gates put in so no one uses South College Street going South anymore. Also be good if you actually finished Raik Road. 1 lane been unfinished for about 5 months.</p>
<p>Project over ran and council proceeded with works to King George VI Bridge which overlapped this causing significant disruption to residents on Polmuir Road as there was very limited alternative routes available. Videos of dangerous driving (on the pavement whilst elderly & children were using it) were sent to the council at the time.</p>
<p>Recent works took far too long to be completed. Pedestrian access changed route almost daily and was very confusing</p>
<p>Result of works has had little effect to vehicle users who use South College Street and would question if the cost of the works were worth it. Result of works may be more noticeable on the smaller streets of Palmerston and access to/from North Esplanade</p>
<p>Road needed dug up again apparently to sort out drainage causing further disruption. Parking at the arches not possible and changed day to day with cars having to turn round. Barriers were a mess at the other side of the arches (Neospace side) so when I had to park there and walk round it wasn't clear where a pedestrian was meant to go.</p>
<p>Roadworks seriously affected businesses in the area, and no support what so ever from the Council.</p>
<p>Seemed to overrun the initial timescale considerably.</p>
<p>Shambolic organisation, no idea where to park and how to access the businesses that I wanted to visit. Now that it's completed it very unclear where to park and when. I can't find a space at 7am due to loading spaces which no one's uses until 10am. I could go on but as this is typical council lip service and nothing will change I will leave it at this!</p>
<p>Should be able to go all directions at the light controlled crossroads</p>
<p>Signage for pedestrians and vehicles wasn't in place far enough away for folks to alternate routes.</p>

Signage for road closure and diversions was poor. It's too late for a road closed sign to be placed at a roundabout where the road closure starts. This caused confusion for drivers and cars going round the roundabout more than once to get into the correct lane for the diversion also increasing the chance of collisions
Signage was often incorrect and work needed redone after the 'completion' as drainage is much worse after the works.
Signs changes daily
Signs were not clear about alternative routes. We found road closures changed very suddenly without advance notice.
Some days getting work was a mystery tour
Sometimes workers were not the most helpful when trying to manoeuvre in and out of our development (town houses on South College Street)
Struggle to understand the purpose
Terrible impact on local businesses who were already struggling post Covid
Terrible organisation Terrible rate of work Terrible mess left
The change to the parking has had a negative impact as it brings traffic to people looking for spaces who then have to go elsewhere. The pavements are too smooth, and are like an ice skating rink the minute there is any frost. What was the point of installing a cycle lane? I have yet to see a single cyclist on it, any cyclist is on the road. Tristar taking up spaces needlessly and quite aggressively, the van never moves. Why can't they park in their loading bay? There is no loading taking place before 10 am or after 4pm so why does this start at 7 am? No consultation on this. What was the aim of this project? It's a complete waste of money changing something that wasn't broken and at the detriment to Aberdeen citizens.
The communication of the construction phase was very poor with road users only finding out about disruption when they tried to use the road. The disruption moved a lot of traffic onto Fonthill Road which caused problems.
The disruption caused and financial loss to local businesses has been unacceptable. There is now no parking for customers of local businesses on south college street resulting in a reduction in footfall as customers cannot get parked. The "cycle lane" lasts all of about 200m and with no distinctive colour change blends into the pavement, an accident waiting to happen. At no point was any consideration given to the end result on local business, it's almost as if you want us to fail.
The disruption caused during the works was worse for businesses than was the Covid pandemic. No support was given and communication was terrible. Due to the mess, businesses suffered damage to external paintworks and interiors.
The fact that so many roads around the area were carried out at the same time was the issue, Riverside Drive/King Gorge Bridge etc. I realise these had been delayed but all happening at the same time made it challenging.
The information made available on the work being carried out and subsequent disruption to residents and local businesses was very poorly communicated. The work seemed to go on forever and the extent of the closures made the whole area difficult to access which had a significant impact on the businesses there. The Council should take greater care to support local business in order to regenerate what is a frankly diabolical situation in Aberdeen City centre. Worst of all, the attitude and at times rudeness of those carrying out the work was extremely disappointing. I realise they had a job to do but groups of men standing around mocking or moaning about individuals was appalling to witness.
The infrastructure is horrific, time consuming and not user friendly. A one way system around the city would have been far better and kept traffic flowing and a pedestrian area in the city to enjoy the space.
The loading areas have no parking from 7am despite only the gyms at the arches being open at 7am. And the regular parking restrictions begin at 8am. Makes no sense at all.
The loading areas on South College Street make no sense. Loading starts at 7am despite no loading ever taking place at that time over the past 8 years. The only businesses open at 7am are gyms. Moreover, the actual parking restrictions (for regular parking spaces) start at 8am. A better loading time would be 10am-4pm. This would increase the availability of parking spaces at times in which they are needed.
The new pavements and cycle lanes are very smooth and become extremely slippery when it's frosty. This is a genuine safety concern for both pedestrians and cyclists in the area.
The drainage in front of the arches is very poor. Rather than water being directed to the drains, it pools in front of each business where the kerb is lowered. It would have made more sense to have a gradient so that rainwater goes down the drain.

<p>The business, Tristar, has two parking permits and their large van nearly always occupies one of the spaces directly outside of AKR Fitness. Can the loading zone not be utilised for this?</p> <p>The disruption caused during the works was worse for businesses than was the Covid pandemic. No support was given and communication was terrible. Due the the mess, businesses suffered damage to external paintworks and interiors.</p>
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<p>The new bike lane the Tar surface it's so slippery that i've seen bikes come off andnow bikes are on the road i don't know why we spent all this money it's not the best set up</p>
<p>The new system has pointless parts added in. Closing roads off is pointless. The new junction onto riverside drive is a great idea but useless as it's only to turn one way. The one way system on Palmerston road is now defunct as to get back to south college street from that area is still the same nightmare it was whereas if it was made 2 way you would be able to get use and stop the traffic build up on riverside drive.</p>
<p>the parking situation has declined</p>
<p>The parking situation is a nightmare for those working in the arches, loading areas have no parking from 7am despite only the gyms being open at 7am. And the regular parking restrictions begin at 8am.</p> <p>It doesn't make any a sense at all.</p> <p>It's a shame there were no consideration for the businesses and I feel there was scope to build a car park next to the Pizza place rather than having greenery.</p>
<p>The pavement that has been down opposite from the cycle lane side us very slippery when wet or icy</p>
<p>The pedestrian route was changed too frequently. Road closures were sporadic and unpredictable, but I think some of these were 'emergency' works. However, the overall timing of the the works compounded with the maintenance around the other areas around the river Dee at the time was entirely avoidable and purely down to poor planning/execution.</p> <p>In order to get from a meeting on south college street by car to my next appointment at Holburn, I had go back to garthdee via altens as riverside, fonthill road and the king George bridge were all shut simultaneously. Had I known this I would have walked.</p>

Unacceptable. Do better.
The process of construction took far too long. Should've been better prepared.
The project a shambles from start to finish and the decision to do works on two out of three other main bridges in the city centre at the same time was misguided and disruptive to road users. Whoever took that decision should be fired.
The project caused a lot of disruption and resulted in major detours to get to my private home address for part of the time. The finished project has also resulted in reduced parking in the area, pushing cars onto private land and into private parking spaces for the drivers own convenience resulting in inconvenience for property owners and other residents. I have witnessed about 5 push and e bikes using the new cycle routs and the same still using the main road. Money not well spent.
The project was late; and in fact still not completed - corner joining north esplanade still under construction. Signage was unclear for drivers and diversion routes ridiculous; and I witnessed lots of unsafe working acts. I work in a building close to the improvements. That said once (almost) finished it is a significant improvement.
The published timelines were not met. There was significant day-to-day disruption of daily affairs for residents and businesses for minimal benefit and phases were changed and diversions implemented with little advance notice for those most affected. The cycle lanes that were installed are underused. They often require cyclists to cross to the opposite side of the road which cyclists do not do. As a regular walker in the area I have seldom seen a cyclist use the cycle lanes as designed. Information about work phases and diversions was not easily found online. My perception was there was little consideration of the impact to diversions arising from alternative routes generated by bridge repair closures and cladding repairs. There were regular delays in crossing the River Dee between Ferryhill and Torry.
The speed bump that had been left in place for the South College Street flats is really inconvenient and makes it dangerous for turning right because you cannot turn into the road very quickly on where it can often be very busy with small chances to turn.
The works caused significant disruption to South College Street and it was never clear when traffic or pedestrians could use the road or the footpaths. The signage did not always align with whether the street was assessable or not. The outcome of some the work seems illogical, especially with the allocation of parking and loading bays. There are parking bays immediately outside some of the businesses on South College street who use their space to store vehicles inside, so there must be cases of businesses suffering significant disruption when their vehicles can not be used as someone may have used a marked parking bay. Also, the number of loading bays and the time allocated for loading appears excessive and incompatible with the businesses who currently occupy South College street.
The works completed have been to a high standard and the road is of acceptable use to the public. These are the only positive comments I can make. The works seem to have a very minimal impact on road use. Having no right/left turns going in certain directions seems absolutely pointless. The signage for the roads is poor and there needs to be a vast improvement on making drivers aware what lane to be in. This is especially the case on the Denburn underpass, along with south college street going south.
The works seemed to go on for an excessively long period.
The works took much longer than expected and closures etc did not match information provided meaning confusion about where you could go. Parking spaces outside businesses have been reduced and difficult to use.
There seemed to be no reasoning. One day one road would be closed, so you would make adjustments then the next day another would be closed.
there were far too many roads/bridges closed at the same time. I emailed the council and asked how I should go from one address to another and in the reply they actual said they didn't know! If the roads department don't know then how is anyone else expected to know.
There were often nobody even onsite. Workmen standing around nothing getting done.
There were several times that the alternative routes changed without being advertised. The project overran with little info about the actual completion
There were too many other roads closed and works ongoing at the same time as South College Street. This had a massive impact onto other lutes through Ferryhill, particularly Polmuir Road, which became dangerous for pedestrians as cars mounted pavement to get past oncoming traffic and parked cars. Walking routes to Palmerston Road were not well signed and often had to walk next to ongoing works and noisy machinery. Information and updates were limited and had to seek out info on social media despite living locally to the works. That said the final walking and other active travel routes are great and the garden areas look fab
These roadworks were the most badly managed ever . Months & months of disruption in conjunction with bridge closures . I've always lived south of city and my travel time to work was 3 times longer . It wouldn't be so bad but the benefits are non existent to most ? A silly weird bicycle lane that is basically a trip hazard for pedestrians . Makes little sense to average person & as usual with most

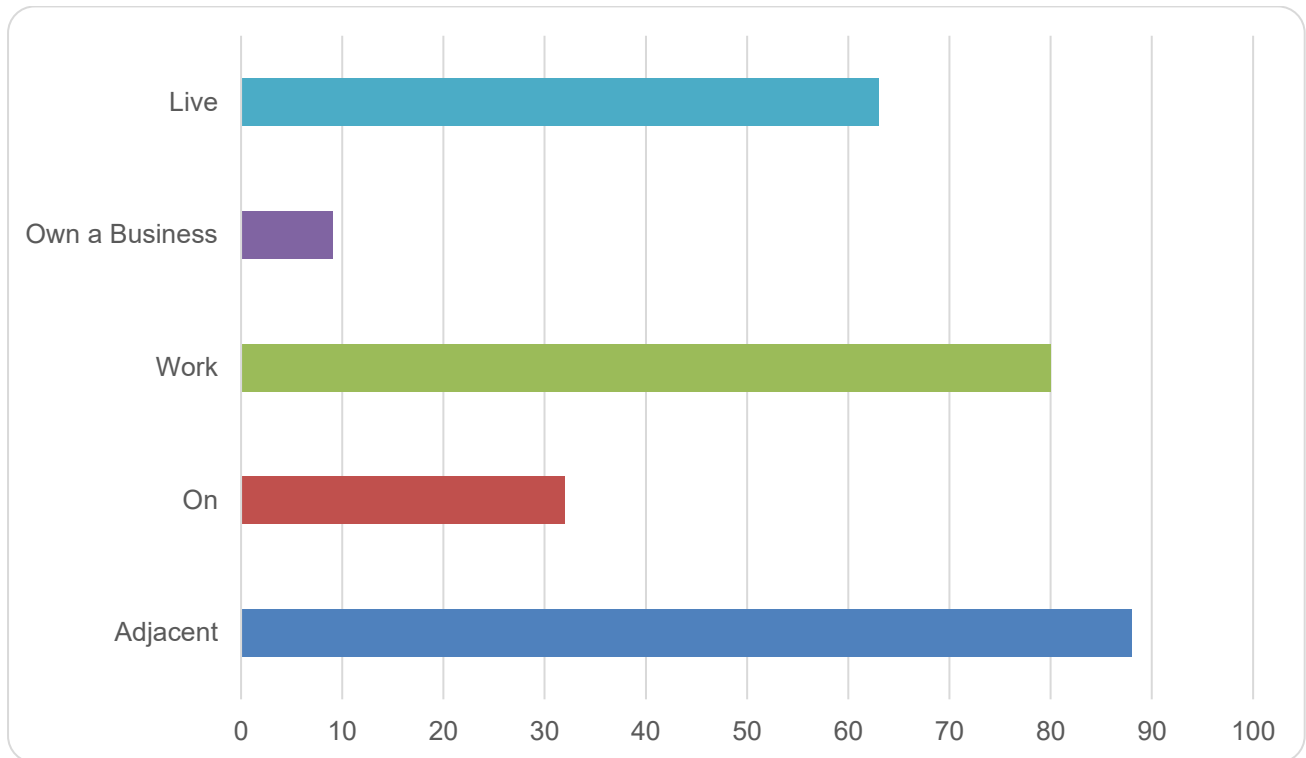
attempts , the lane abruptly stops and cyclists rejoin road . The lights timing at the junction with millburn street is not great as you'd think south college street is heavier but they are always at red as don't stay green very long . I'm really disappointed with the whole works . A lot of money spent on silly link road creating endless sets of lights along esplanade . An absolute disaster / shambles of works
These works were extremely disruptive to car users, the time it took to complete was far too long. On top of that there seemed no thought to the congestion it caused in alternative routes due to bridge repairs being undertaken at the same time. The roads were utter chaos with long queues of traffic and few options of roads as alternatives routes.
These works were well overdue, the completion date kept getting pushed out further and further. Also carrying out works on the King George Bridge at the same time was a nightmare for us travelling from the south of the city to drop our daughter off at dancing 7 times a week, but now we have the bus gates.
They seemed excessive and took for too long. It's like the thought process of how to get from one side of the city to the other while these are ongoing and also with the bus gates has not been take. Into consideration AT ALL
They went on for unacceptable length of time and as a user of AKR gym it was near impossible to get access there in a safe manner
They were definitely not completed in a timely manner - numerous extensions and changes to timelines.
This bus gate shit needs to be revised you go on about having more people in the town centre how can you say that but then make it harder for them to get into the town centre what clown thought that was a good idea
This caused my business to lose money. I am still being affected by it. Business still hasn't picked back up. I lost a lot of clientele.
This has been the most appalling waste of taxpayer resources and the people in charge ought to be removed from their positions. A drunk handicapped chimpanze would plan a better project. You are the reason there is growing mistrust in all levels of government.
This took significantly longer than I would have assumed, but I am pleased with the new through road to riverside drive.
To watch three workmen standing with hands in pockets watching a digger working was somewhat worrying
Took far to long to complete not enough information given in advance regarding any change in diversions and road layout
took far too long and ridiculous that you cant tyrn right on to milburn street you have to do a detour as per usual its s joke
Took quite a while...
Took too long. Poor redirections and signage. It was torture driving around Aberdeen as there was so many diversions, etc all at same time.
Traffic levels/wait times remain about the same as before the works were done, massive waste of time and money for everyone living or working around the area. It does look a bit nicer if I have to find a positive
Travel disruptions during the construction phase were unpleasant for regular travellers from south side of the city with information on routes limited.
Unnecessary
Until both bridges were closed, the work had been durable until then. Getting into Torry from all major routes when Bridge of Dee and Duthie Park bridge was closed was horrendous. Never knew which route to take due to poor signage and works were very late to be completed.
Very lengthy and disruptive. Made even worse by whoever's ludicrous decision it was to carry out the work on the bridges at the same time causing major disruption for months to those in the south of the city.
Wast of money
Waste of time and money, get the roads sorted and the gulleys cleared
Way too long to complete. Even when it was there were still lane closures
Well over duration, poor communication. The road is barely used due to the ridiculous bus gates that have been installed in an already dying city centre.
Went on too long and was confusing

<p>Went on way too long and was further impacted by all the other road closures at the same time. I work on Palmerston road and now leaving there at night is awful - not good traffic light timings and forced on to riverside drive which is silly</p>
<p>While I must say that the completed works have greatly improved the aesthetics of the area, I wanted to highlight the challenges faced by local arches gym members during the construction process. The experience was quite challenging due to the confusion around parking, detours, and changes in road closures.</p> <p>Navigating the area became a task in itself, making it difficult to find appropriate parking spots and subsequently figuring out the detours to access the gym. On certain days, the route to the gym became unpredictable due to sudden road closures, creating additional challenges for those trying to reach the facility.</p> <p>I understand that working in such areas can be complex, but I believe there is room for improvement in terms of clear signposting and communication during future construction projects. Providing clearer directions and timely updates on road closures would greatly assist gym members in planning their visits.</p>
<p>Why are you reducing access for vehicles but increasing it for bicycles? Have any of you been out round the streets and roads of Aberdeen and counted the number of bikes being used, we only see very, very few bikes in use, mainly due to the lack of weather in which bikes can be used. Look at the last few weeks when it has been very windy, very, very wet, and very icy - these conditions are certainly not biking conditions, in fact they are very dangerous conditions for biking. Another point is that when you do see the few bikes being used, they are on the pavement never on the cycle lanes which means that cycle lanes are a complete waste of money. With all the streets being closed to traffic you are actually increasing carbon emissions by a high degree, you have to drive miles in diversions to miss the closed streets when you were only a couple of hundred yards away from your destination. When we do drive into Aberdeen from Bridge of Don we never see any bikes being used so a complete waste of money installing the cycle lanes. We don't drive into Aberdeen very often now cos there is nothing to see or do and park. There are no shops worth going to, the centre of Aberdeen is dead. It is worse for disabled people like me who can't walk more than a few steps so will never go back into the city centre again, have not been since before the lockdown so in my eyes you have made the city centre very anti disabled.</p>
<p>Why do you want to f*k up Aberdeen City Centre for everybody ?? I need a car as I need sticks to walk, but I need proximity to parking for shopping.....I don't have a blue card yet.</p> <p>So in answer to this one more travesty of people's living rights in Aberdeen City Centre.....I shop locally round Rosemount and in the Shire.....</p> <p>Do what you like to kill off this once bustling City Centre ??</p>
<p>Why does all the roadwork's undertaken by the council take so much longer than it should. The staff never seem to be keen to get the job done rather take as long as possible to inconvenience people</p>
<p>Works took much longer than initially suggested - new sliproad for left hand turn off South College street at the arch is very short and could have been longer. Rebuilt walls at flats are really well done</p>
<p>Works went on for far too long and at the same time as other roadworks throughout the city. Signage was poor and as a result caused me to be involved in a rta at the roundabout at the bp garage</p>
<p>Yes these roadworks were extensively disruptive to local business underneath the railway arches. And the end result is just more closures, access prohibition for the sake of an under utilised bus lane. The so called 'improvements' have also reduced the available parking for business owners and guests.</p>

Question 11

Do you live own a business or work, on or adjacent to the project roads?

There were 243 responses to this part of the question.

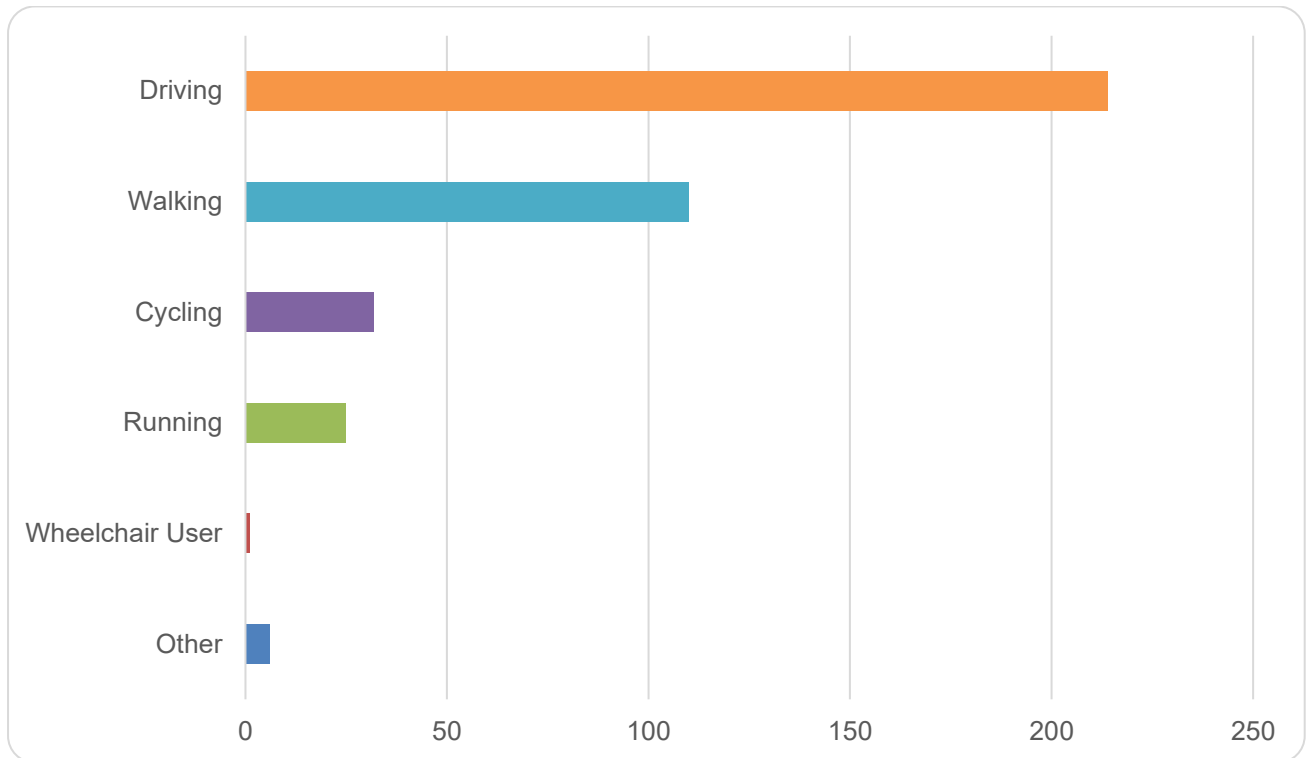


Option	Total	Percent
Live	63	25.93%
Own a Business	9	3.70%
Work	80	32.92%
On	32	13.17%
Adjacent	88	36.21%
Not Answered	0	0.00%

Question 12

How do you use the Project roads?

There were 243 responses to this part of the question.

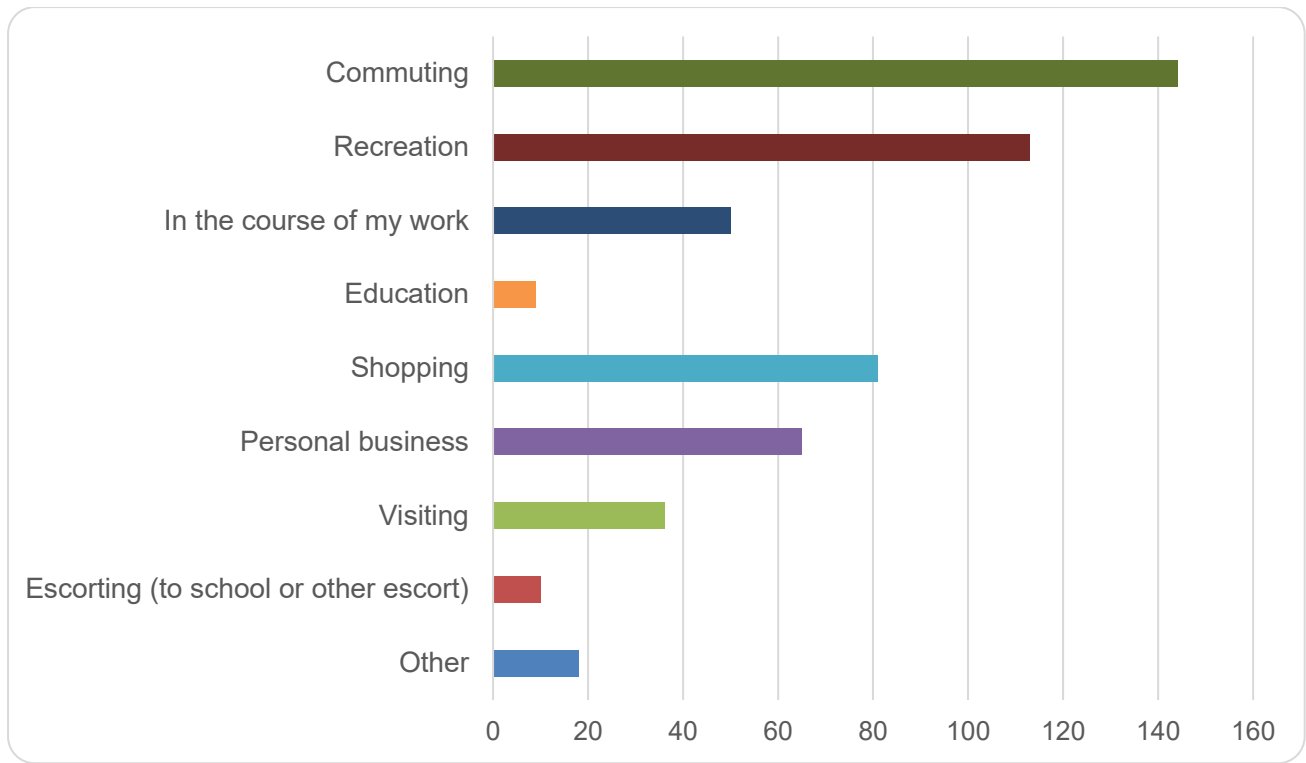


Option	Total	Percent
Driving	214	88.07%
Walking	110	45.27%
Cycling	32	13.17%
Running	25	10.29%
Wheelchair User	1	0.41%
Other	6	2.47%
Not Answered	0	0.00%

Question 13

What is the main reason you use the Project roads?

There were 243 responses to this part of the question.



Option	Total	Percent
Commuting	144	59.26%
Recreation	113	46.50%
In the course of my work	50	20.58%
Education	9	3.70%
Shopping	81	33.33%
Personal business	65	26.75%
Visiting	36	14.81%
Escorting (to school or other escort)	10	4.12%
Other	18	7.41%
Not Answered	0	0.00%

Question 14

Where do you start your most frequent journey through the Project roads? (postcode, area, or street name)

There were 243 responses to this part of the question.

12 Portland Street
Ab10
AB10
AB10
AB10 6DH
Ab10 6rh
AB10 6SN
AB10 7 NQ
Ab106ay
ab107jg
AB107QF
AB11
Ab11
Ab11
AB11 - Torry
Ab11 5pq
AB11 6LA
AB11 6LA
AB11 6LD
AB11 6LD
AB11 6LE
Ab11 6lz
Ab11 6rr
Ab11 6ss millburn street
AB11 6TL
AB11 7SE
AB11 7SJ
ab11 7tb
ab11 7tb
Ab11 7ur
AB11 7WD
AB11 7WE
Ab11 7wg
AB11 8ED
AB11 8EH
AB11 9AU
Ab11 9lf
AB115PJ

Ab116jx
Ab116ld
AB116LD
Ab116tp
Ab116tr
AB117RZ
Ab117sz
Ab119 jy
Ab12
AB12
Ab12
AB12
Ab12
Ab12 3de
AB12 3JG
Ab12 3pb
Ab12 3qu
Ab123bu
Ab123ts
Ab123we
Ab124le
AB15
AB15
AB15
ab15 1ne
ab15 6Ae
AB15 6BA
AB15 7QA
AB15 7RR
AB15 7UN
Ab15 8bz
AB15 8PY
AB154BE
Ab156Yp
AB158DY
AB158EG
Ab158ez
Ab165qn
Ab21

Ab21 0 xp
AB21 9FN
Ab22
Ab22
AB22 8aj
AB22 8HD
AB22 8RU
Ab23
AB23 8JU
AB24 3NX
AB24 3NX
Ab25 2DH
ab25 2px
AB25 2ZN
AB253UH
Ab326aw
Aberdeen
Affleck Street
Albyn
All over Aberdeen I go for work
Altens
Altens
Altens
ARI
At the roundabout by the BP garage.
Banchory
Bank Street
Bank Street
Bank Street or Millburn Street
Berryden
Bridge of Dee
Bridge of Don
Bridge of Don
Broomhill Road
Burnett place
Chattan place
College street

Cove
Cove
Cove
Cromwell Road
Crown Street
Crown street
Crown street
Crown street
Crown Street
CROWN TERRACE
Danestone
Denburn
Denburn
Desswood Place
Duthie park
Duthie park
Dyce
Ferryhill
Ferryhill
Ferryhill Road
Ferryhill terrace
Fonthill
Fonthill Riad
Gallowgate
Garthdee
Great northern road
Gtl at western road
Guild Street
Guild Street
Guild Street,
Hardgate
Haudagain
Hazlehead
Hazlehead
Hilton, Aberdeen
Holborn st
Holburn Street
Holburn Street
Inverurie

King Street
Kingswells
Laurencekirk
Leggart Terrace
Mannofield
Mannofield
Marywell Street
Menzies Road
Milburn Street or Bank Street
Mill burn Street
Millburn street
Millburn Street
Millburn Street
Millburn Street
Millburn Street
Mugiemoss
Murray terrace
Newtonhill
Next to neo house
No
North Esplanade
North of city
outwith Aberdeen city. Erick.

Pitmedden
Pittodrie
Polmuir Road
Portland Street
Portland street
Portlethen
Portlethen
Prospect terrace
Prospect Terrace
Prospect terrace
Queens Road/ Anderson Drive area
Riverside
Riverside Drive
Riverside Drive
Riverside drive
Riverside Drive
Riverside drive
Riverside Drive
Riverside drive
Riverside drive
Riverside Drive
Riverside Drive
Riverside drive
Riverside drive
riverside drive going west and South college street going west
Rosemount

Rosemount
Rubislaw den north
S College Street
Seafield Road
Seafield Road
Seaforth Road
Sheddocksley
Soringbank street
South bridge street
South College St
South college street
South College Street
South college street
South college street
South college street
South college street
South College Street
South College street
South college street
South college street
South College Street
South College street
South college street
South college street from riverside drive
South College Street upper
South college Street, AB11 6LA
Springback Terrace
Springbank Terrace

Summerhill
That's private information ;)
To Palmerston road from south college street
Torry
Torry
Tullos
under the rail bridge and on to south college
Union grove
Union Grove side
Union square
Union Street
Union street
union street
Union Street
Unsure
Various
Wellington Place
Wellington street
Westhill
Westhill or union street
You don't need to know this

Question 15

Where do you finish the journey? (postcode, area, or street name)

There were 243 responses to this part of the question.

AB10	Ab25 1bn	Bridge of Dee	Holborn street
AB10	AB25 1BN	Bridge Of Dee	It varies daily
ab10	AB25 1GL	Bridge of don	Jopps lane
Ab10	AB25 2ZD	Bridge of Don	King Street or beach
ab107jg	AB25 2ZR	Bridge of Don	Mannofield
AB11	Ab252zd	Bridge of Don	Market street
Ab11 5re	AB301LG	Bridge street	Market street
Ab11 6 jx	AB39 3rt	Bridge Street or Guild Street	Market street
AB11 6JX	Aberdeen	Carden Place	Marywell Street
AB11 6JX	Aberdeen	Causewayend	Marywell Street
ab11 6ld	AKR	City centre	Mastrick
ab11 6nq	Akr	City centre	Millburn street
AB11 6UY	AKR Fitness	City centre	Millburn Street
AB11 7SE	AKR Gym	City centre	N/A
AB11 7SZ	Akr South college Street.	Claremont Street	Near Union sq
AB11 7TB	all different places	Collage street	Neptune house
Ab11 8fj	Almost everywhere...	College Road	No
AB11 9NW	Altens	College streer	North Esplanade
AB11 9QA	Altens	College Street	North esplanade west
AB11 9QR	Altens	College Street	Old Ford Road
AB115QP	Altens	College street car park	Palmerston
Ab115RG	Altens	College Street car park / railway station	Palmerston road
Ab116tr	Altens	Crombie Road	Palmerston Road
Ab12	Annan House	Crombie Road	PD&MS
Ab12	Anywhere I am a driving instruxtor	Crown street	Raik road
AB12 3AG	Anywhere!	Crown Street	Railway Station
ab12 3ax	Arch 19	Deburn car park	Regent quay/bridge view on riverside
Ab12 4lp	Arches	Denburn road	Results gym
Ab12 5tt	Arches	Denburn underpass	Riverside Drive
Ab124xx	arches south college street	Depends	Riverside Drive, Aberdeen
AB15 6BA	ARI	Different places Daily	Rosehill
AB16	Beach	Duthie Park	Rosemount
Ab16 6xd	Beach	Duthie park	Rosemount
AB21 - Dyce	Beechwood Avenue	Frederick Street	Roundabout on market street
Ab22	Belmont Street	Gallowgate	Rowing club & Gym
Ab228bg	Berry street	George street	See the above answer ;)
AB24 3PT	Berryden	Guild street	Shiprow
Ab242uy	Berryden	Gym at the arches	
Ab25	Berryden	Hareness road	
Ab25	Berryden	Hazlehead	

Sinclair road
South Aberdeen
South College St
South College St
South college st
South College St
south college st
South college steeet
South college Street
South College Street
South College Street
South College Street
South college street
South College Street
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South College Street
South college street
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South college street
South College Street
South college street

South college street
South College Street
South college street
South College Street
South College Street
South College Street
South College Street - at the arches
South College Street arches
South College Street Car Park, or Palmerston Place
South College Street lower
South college street or Palmerston road
South college street or riverside
South college Street, AB116LA
South Esplanade East
St Andrew Street
Stanley Street
Station
Stonehaven, dyce, union st
The Arches

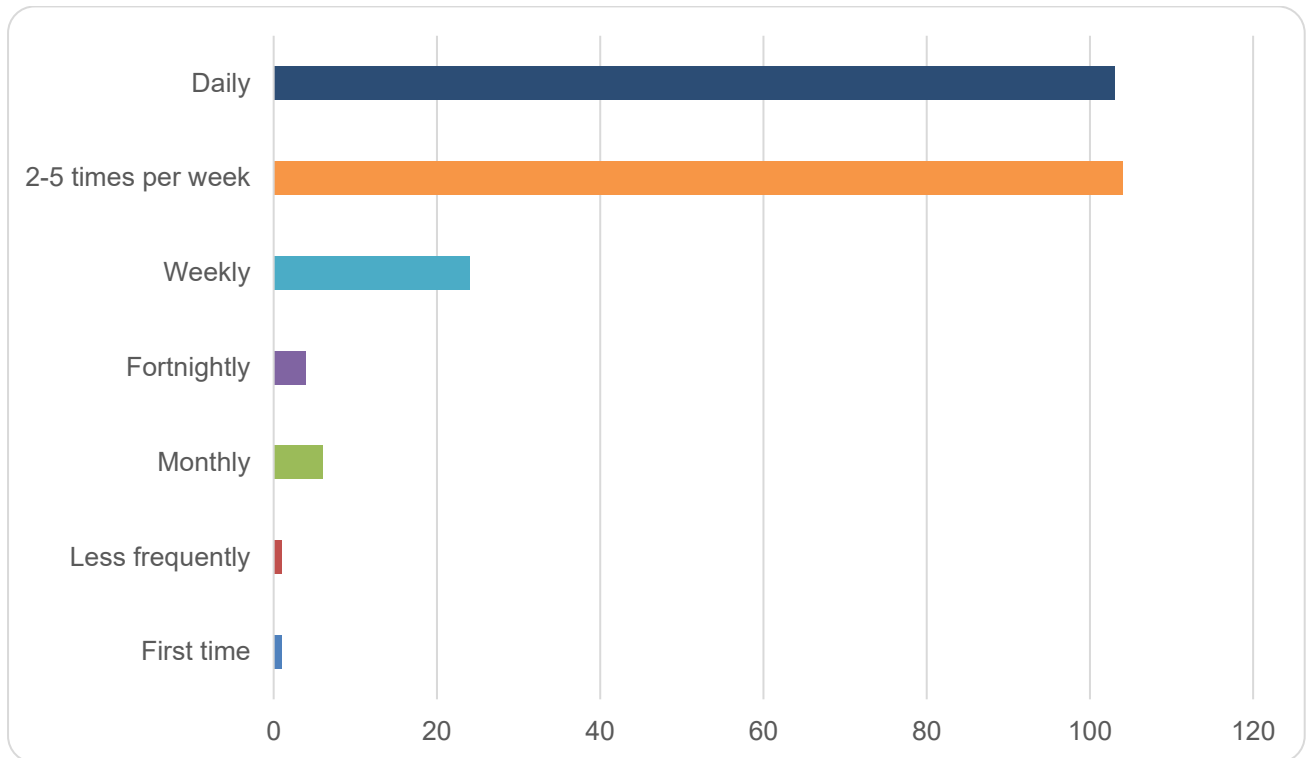
The Arches
The Arches, South College Street
The Hardgate
This is dependent on where I am going
Torr
Torry/Altens/Cove
Train station
Tullos
Union sq
Union Square
Union square
Union Square
Union Square
Union square
Union Square
Union square
Union Square
Union square
Union Square
Union square
Union Square
Union square
Union Square
Union square
Union Square
Union square
Union Square

Union square or altens
Union Square or Ferryhill
Union street
Union Street
Union street
Union Street
Union street
union street
Union street
Union street
Union Street and Hilton
University of Aberdeen
University of Aberdeen
Unsure
Various
Various
Victoria road
Waterloo Quay
Waterloo Quay
Wellington road
Wellington road
You don't need to know this

Question 16

How often do you use the Project roads?

There were 243 responses to this part of the question

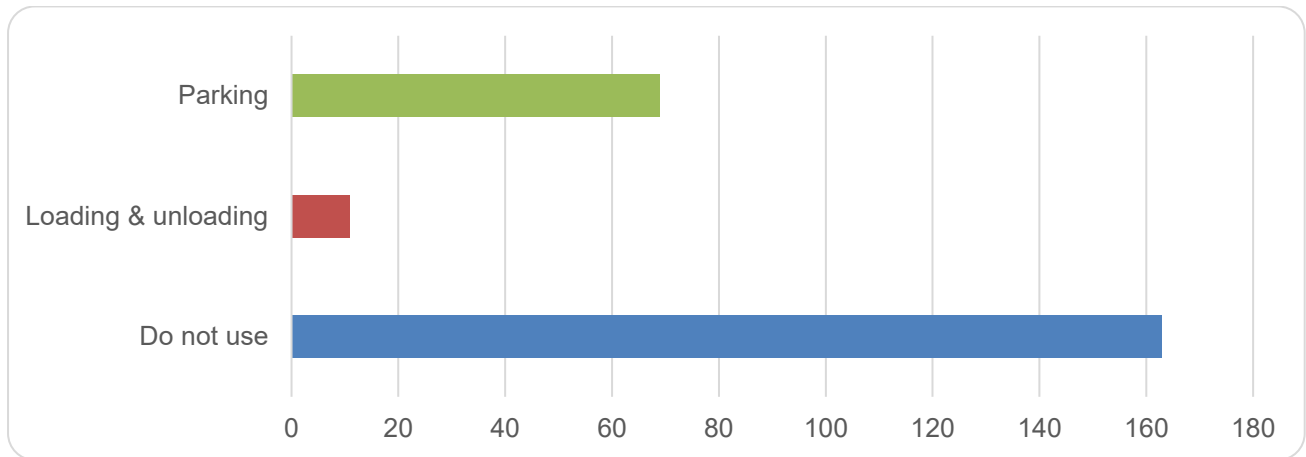


Option	Total	Percent
Daily	103	42.39%
2-5 times per week	104	42.80%
Weekly	24	9.88%
Fortnightly	4	1.65%
Monthly	6	2.47%
Yearly	0	0.00%
Less frequently	1	0.41%
First time	1	0.41%
Not Answered	0	0.00%

Question 17

Do you use the parking or loading & unloading spaces available on the Project roads?

There were 243 responses to this part of the question

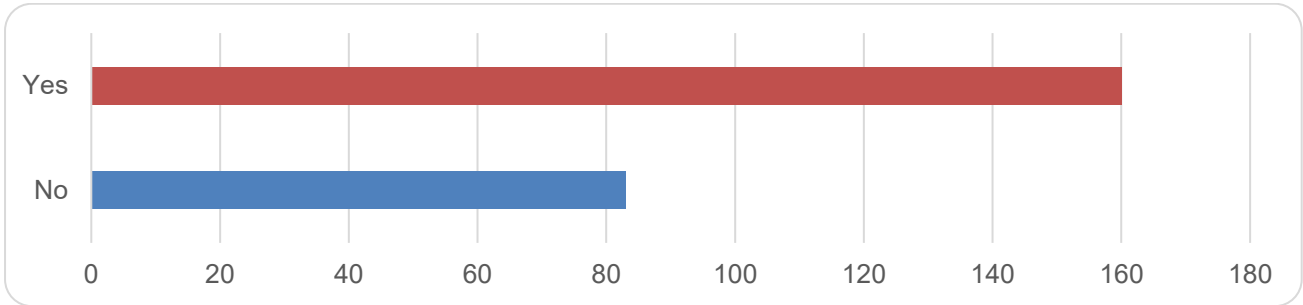


Option	Total	Percent
Parking	69	28.40%
Loading & unloading	11	4.53%
Do not use	163	67.08%
Not Answered	0	0.00%

Question 18

Have you used the new lanes and junctions to avoid Bus Gates on Guild St., Market St. or Bridge St.?

There were 243 responses to this part of the question.

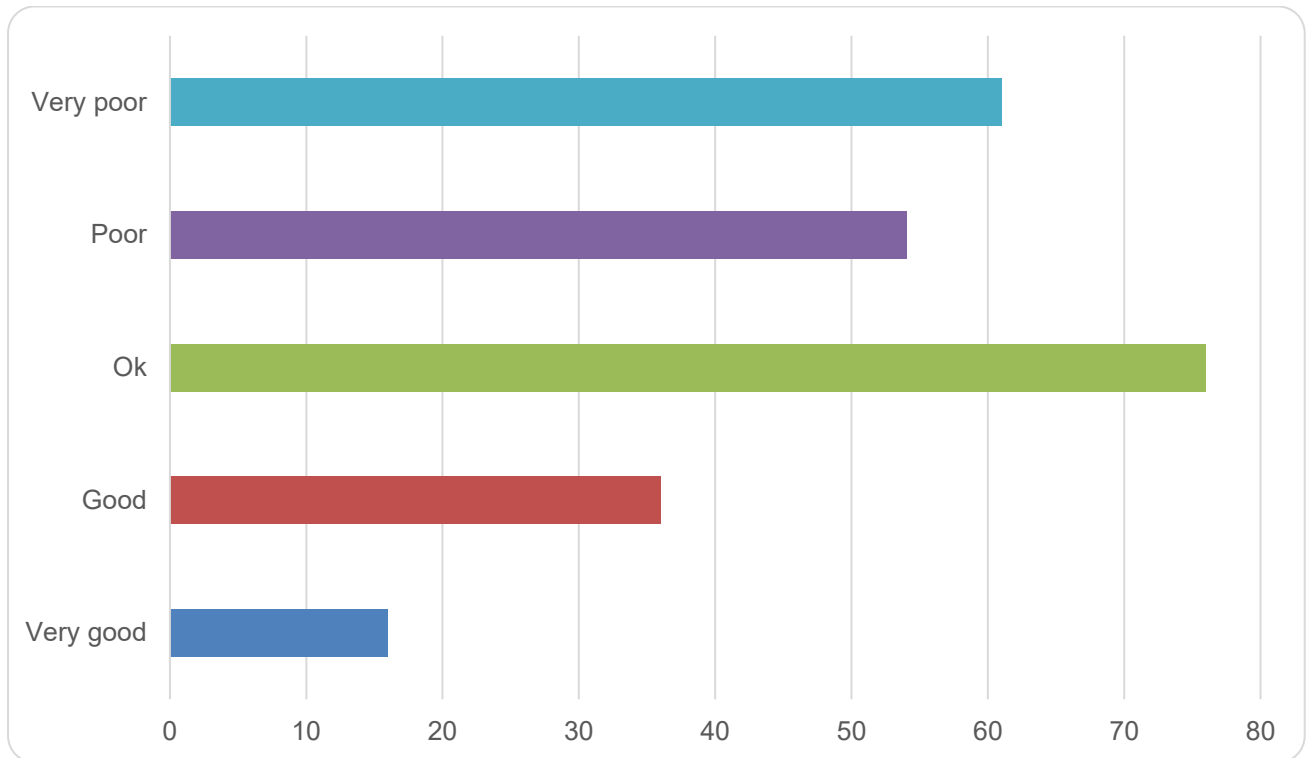


Option	Total	Percent
Yes	160	65.84%
No	83	34.16%
Not Answered	0	0.00%

Question 19

What is your opinion of the streetscapes and how the space is used in the new layout?

There were 243 responses to this part of the question

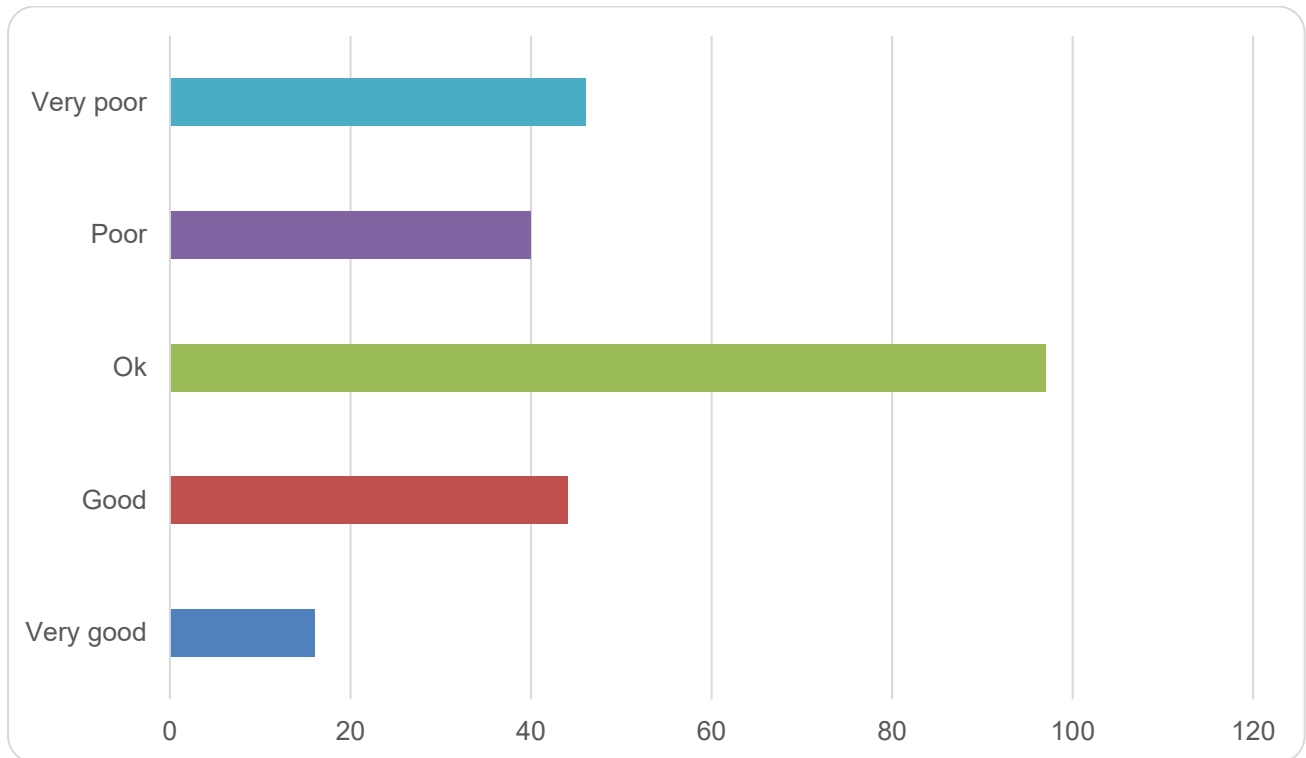


Option	Total	Percent
Very poor	61	25.10%
Poor	54	22.22%
Ok	76	31.28%
Good	36	14.81%
Very good	16	6.58%
Not Answered	0	0.00%

Question 20

How would you rate the Project roads for comfort and safety?

There were 243 responses to this part of the question.

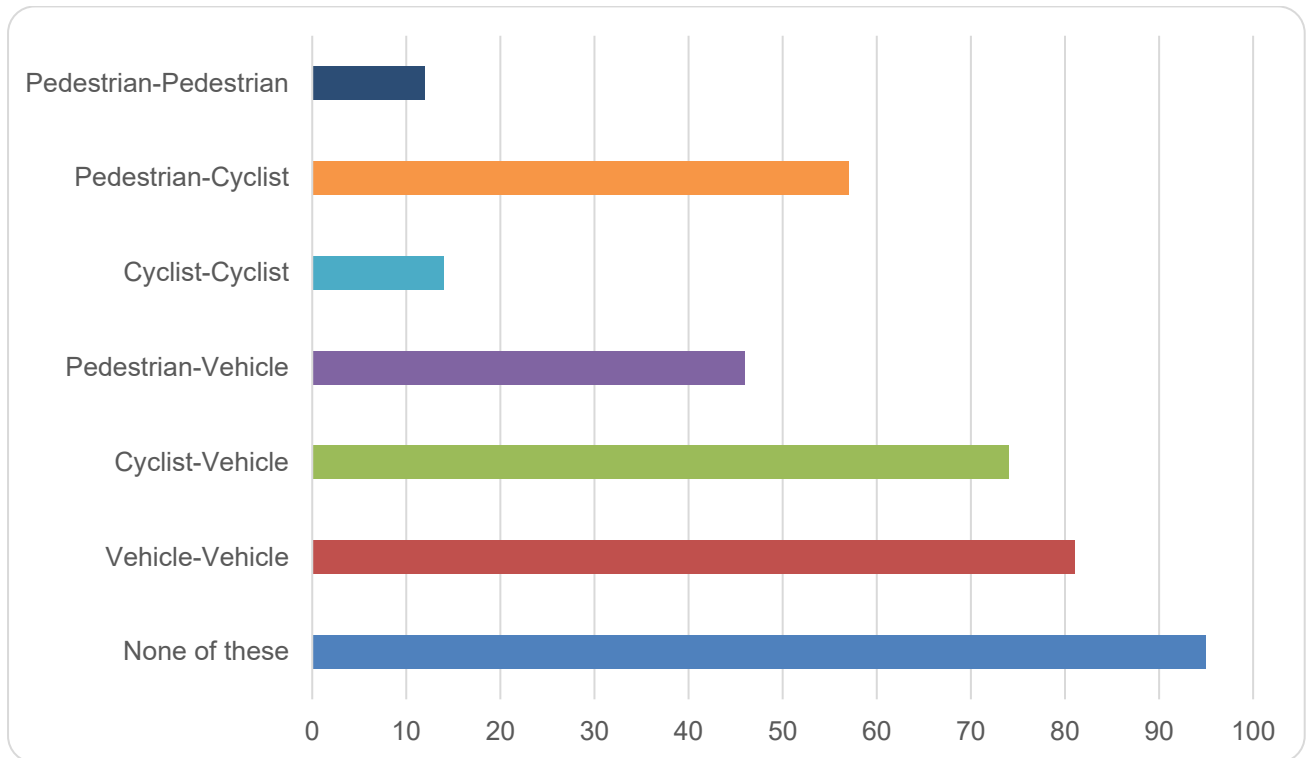


Option	Total	Percent
Very poor	46	18.93%
Poor	40	16.46%
Ok	97	39.92%
Good	44	18.11%
Very good	16	6.58%
Not Answered	0	0.00%

Question 21

Have you had or seen any conflict or difficulty between any users of the Project roads?

There were 243 responses to this part of the question.

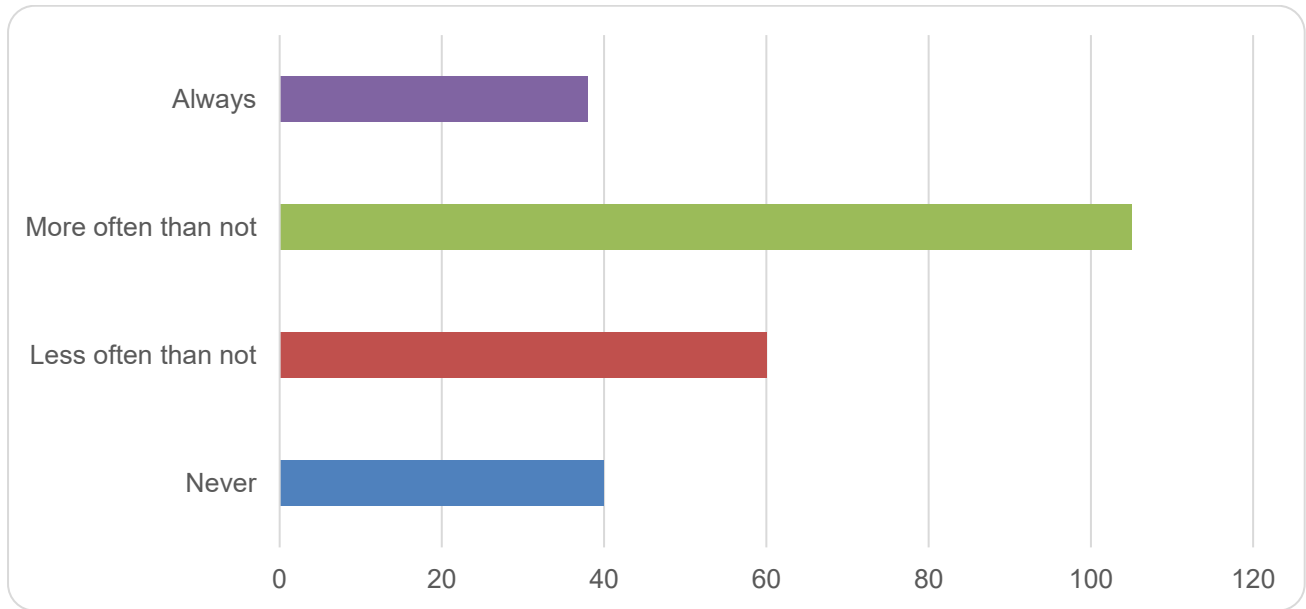


Option	Total	Percent
Pedestrian-Pedestrian	12	4.94%
Pedestrian-Cyclist	57	23.46%
Cyclist-Cyclist	14	5.76%
Pedestrian-Vehicle	46	18.93%
Cyclist-Vehicle	74	30.45%
Vehicle-Vehicle	81	33.33%
None of these	95	39.09%
Not Answered	0	0.00%

Question 22

Have vehicles using the accesses to the properties on the west side of South College Street been giving way to pedestrians and cyclists when they should?

There were 243 responses to this part of the question



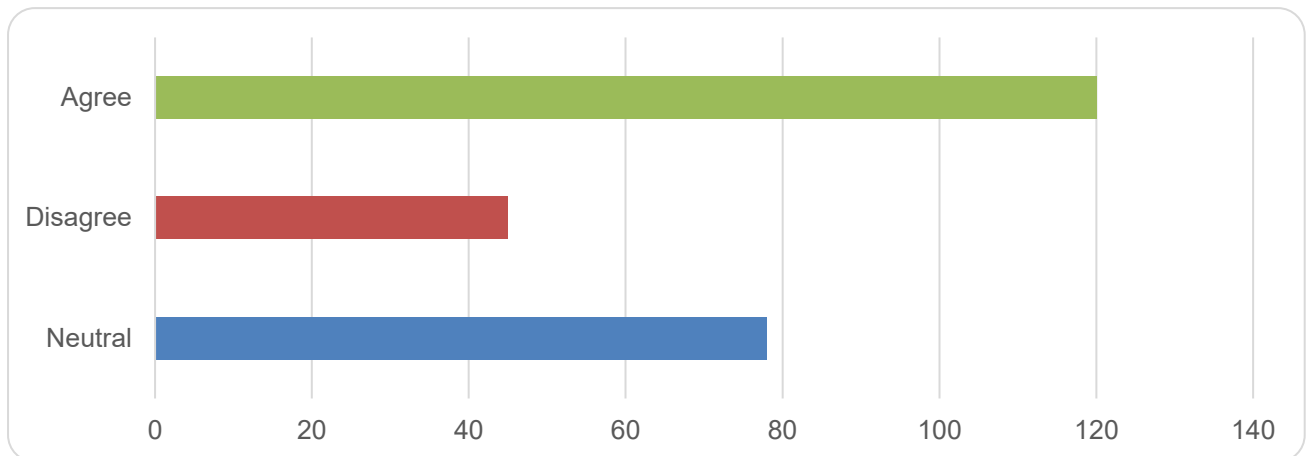
Option	Total	Percent
Always	38	15.64%
More often than not	105	43.21%
Less often than not	60	24.69%
Never	40	16.46%
Not Answered	0	0.00%

Question 23

Do you agree or disagree with the following statements about the Project roads

They were well lit.

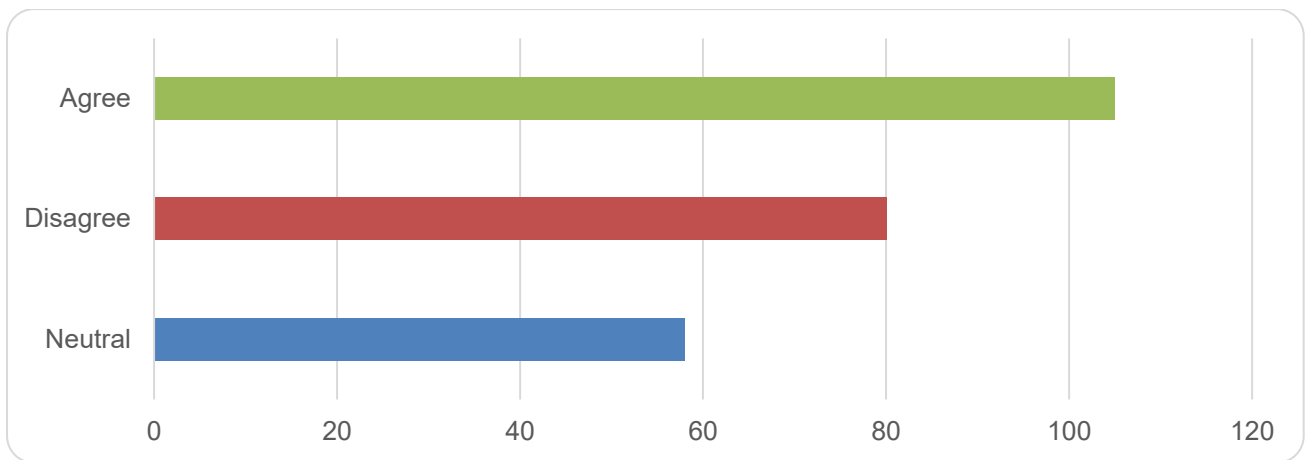
There were 243 responses to this part of the question



Option	Total	Percent
Agree	120	49.38%
Disagree	45	18.52%
Neutral	78	32.10%
Not Answered	0	0.00%

They are easily accessible

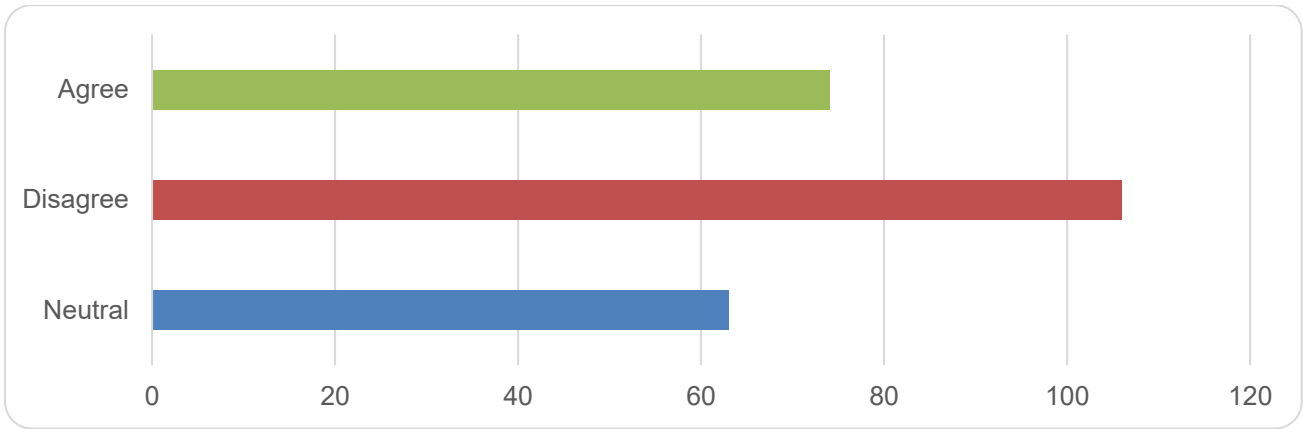
There were 243 responses to this part of the question.



Option	Total	Percent
Agree	105	43.21%
Disagree	80	32.92%
Neutral	58	23.87%
Not Answered	0	0.00%

They enhance the area

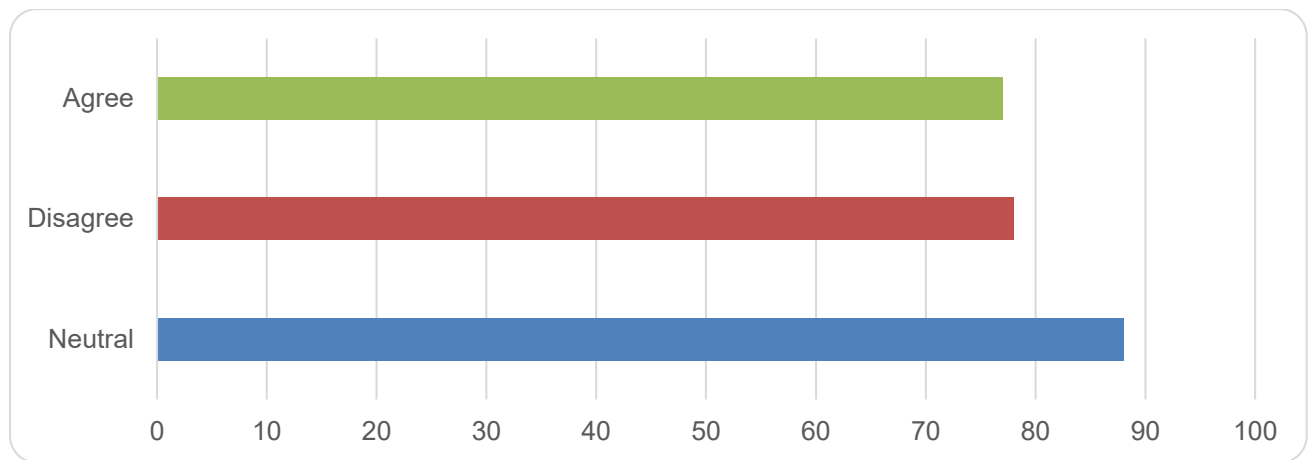
There were 243 responses to this part of the question



Option	Total	Percent
Agree	74	30.45%
Disagree	106	43.62%
Neutral	63	25.93%
Not Answered	0	0.00%

They feel safe

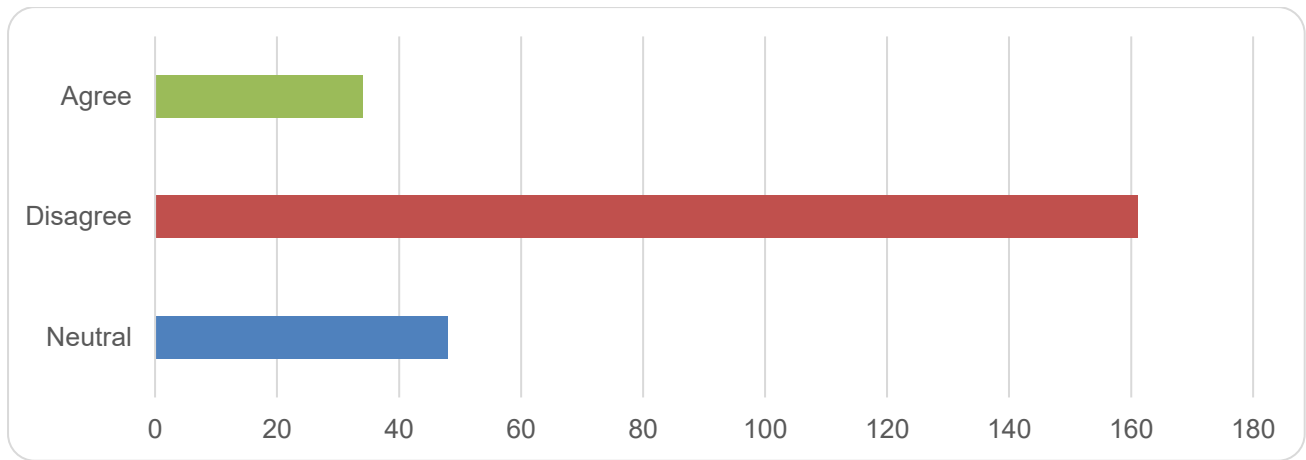
There were 243 responses to this part of the question



Option	Total	Percent
Agree	77	31.69%
Disagree	78	32.10%
Neutral	88	36.21%
Not Answered	0	0.00%

They encourage me to walk or cycle more

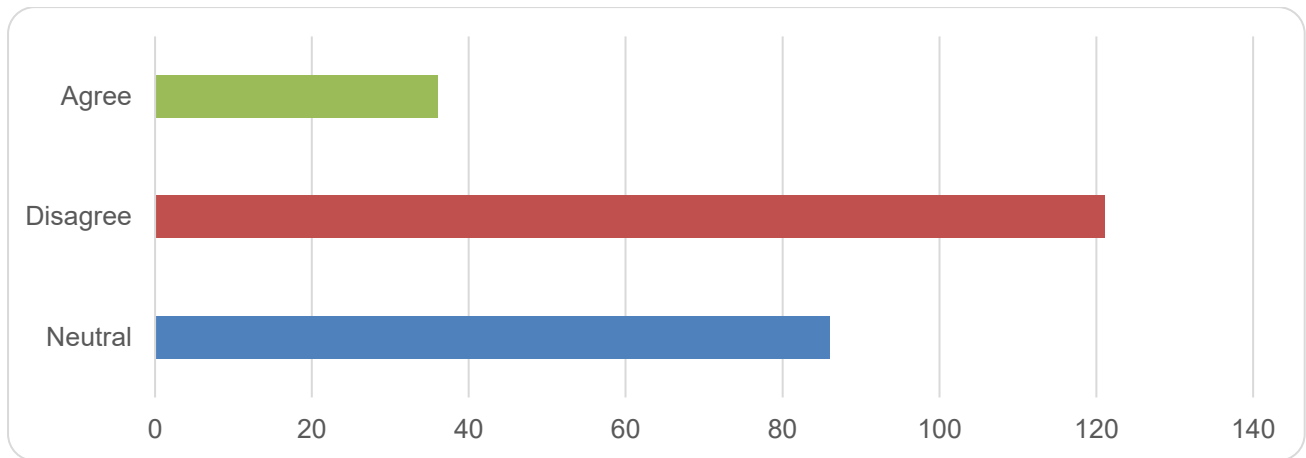
There were 243 responses to this part of the question



Option	Total	Percent
Agree	34	13.99%
Disagree	161	66.26%
Neutral	48	19.75%
Not Answered	0	0.00%

They meet the needs of the community

There were 243 responses to this part of the question

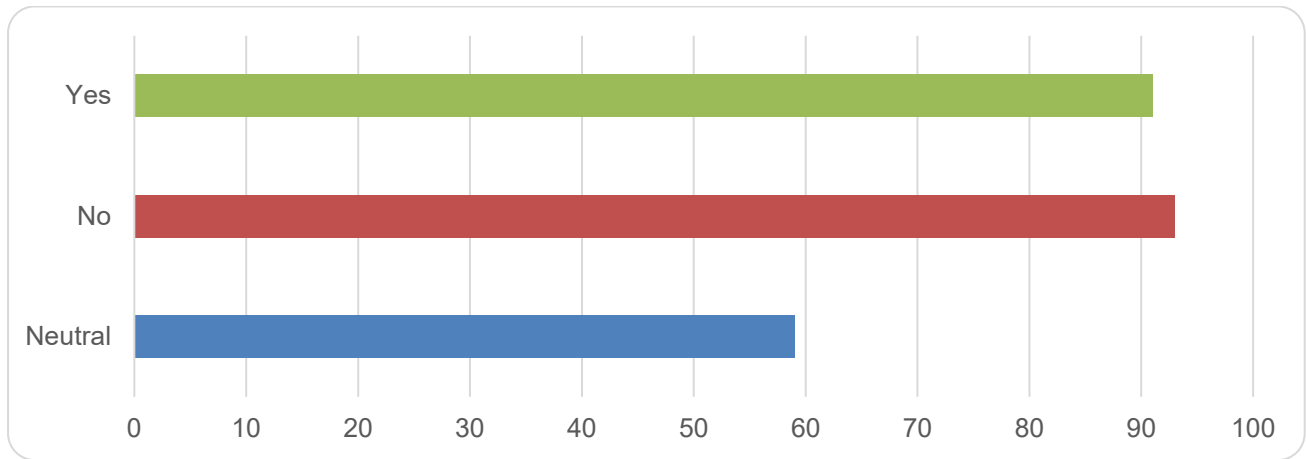


Option	Total	Percent
Agree	36	14.81%
Disagree	121	49.79%
Neutral	86	35.39%
Not Answered	0	0.00%

Question 24

Improved traffic flow along the South College Street corridor

There were 243 responses to this part of the question

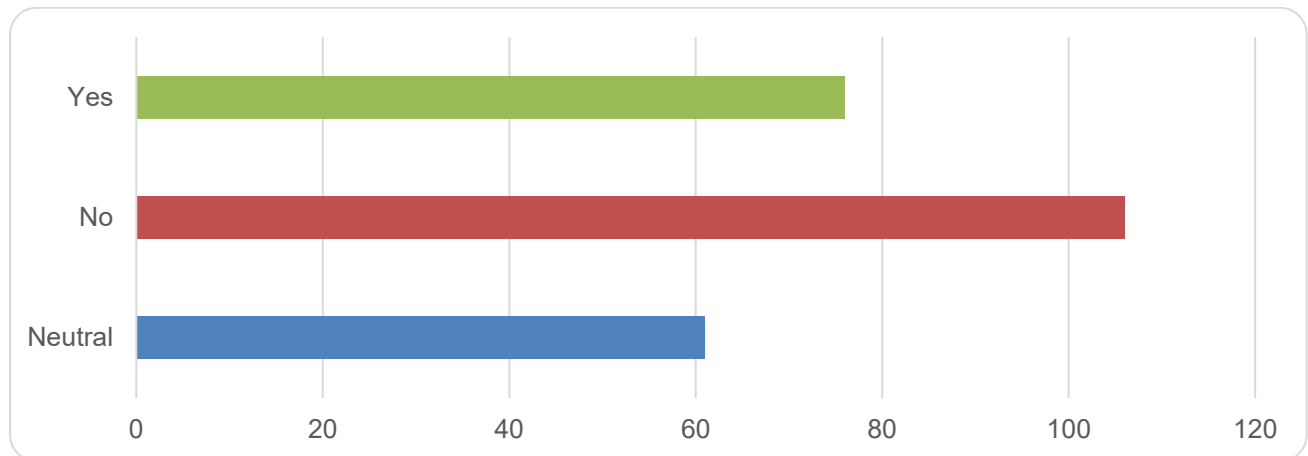


Option	Total	Percent
Yes	91	37.45%
No	93	38.27%
Neutral	59	24.28%
Not Answered	0	0.00%

Question 25

Increased capacity (reduced delays) at the South College Street / Millburn Street / Palmerston Place junction

There were 243 responses to this part of the question

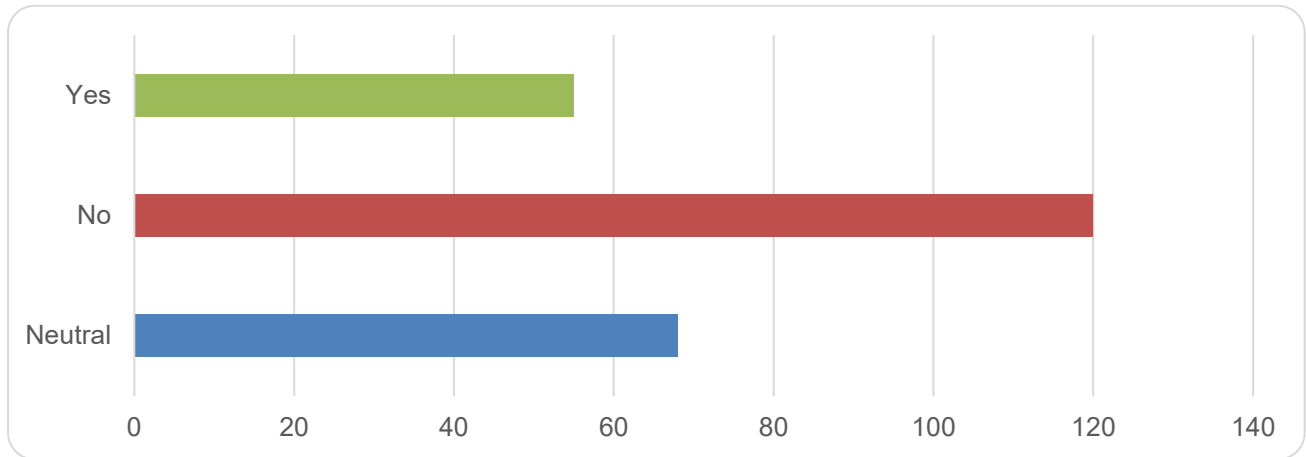


Option	Total	Percent
Yes	76	31.28%
No	106	43.62%
Neutral	61	25.10%
Not Answered	0	0.00%

Question 26

Improvement to traffic flows at the roundabout junction of South College Street with North Esplanade West and Riverside Drive

There were 243 responses to this part of the question

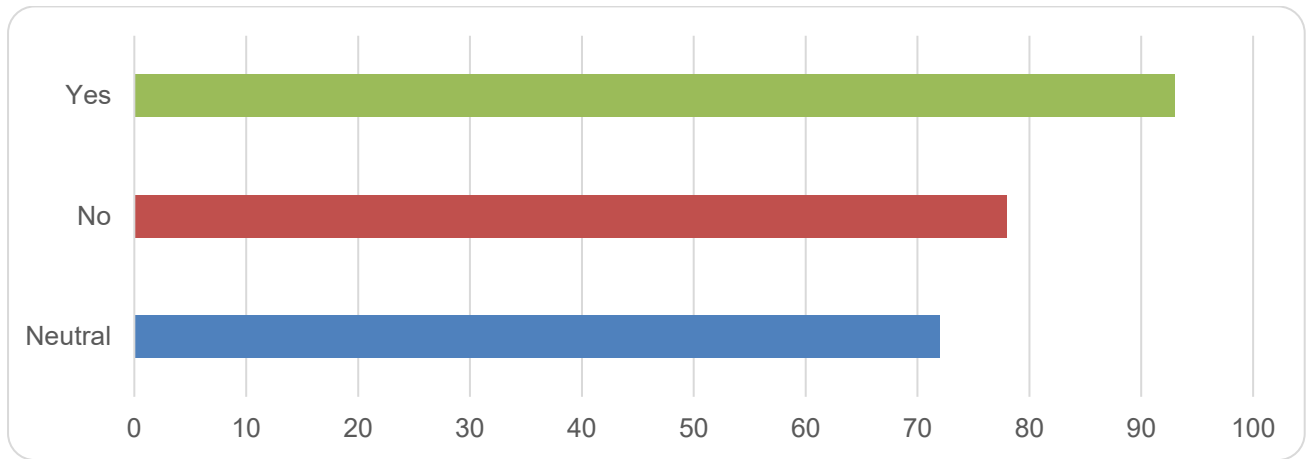


Option	Total	Percent
Yes	55	22.63%
No	120	49.38%
Neutral	68	27.98%
Not Answered	0	0.00%

Question 27

Travel along South College Street is unimpeded by parked or loading vehicles

There were 243 responses to this part of the question

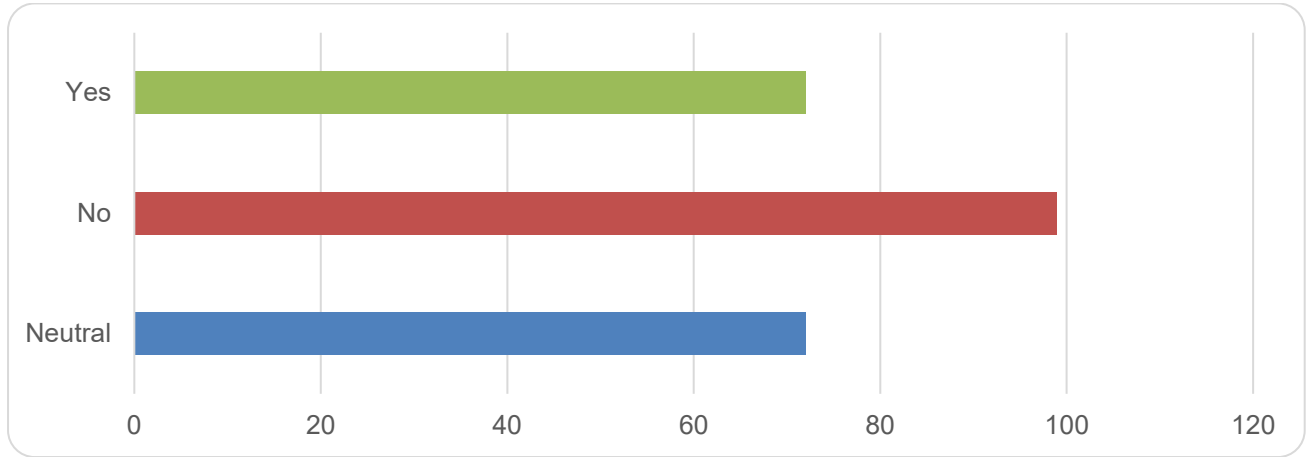


Option	Total	Percent
Yes	93	38.27%
No	78	32.10%
Neutral	72	29.63%
Not Answered	0	0.00%

Question 28

An improvement with the removal of through traffic on adjacent streets including Bank Street, Old Ford Road and Portland Street

There were 243 responses to this part of the question.

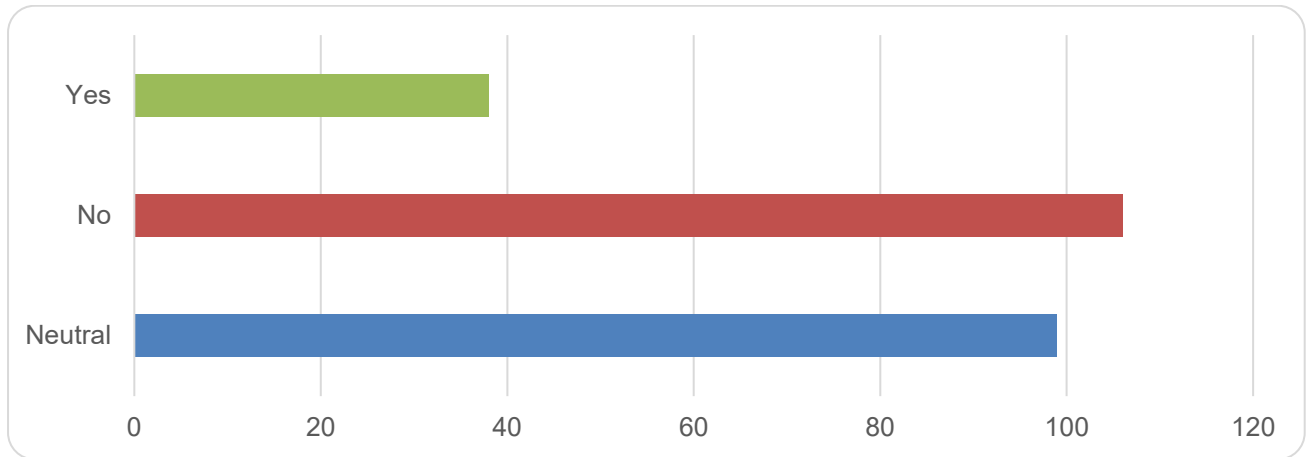


Option	Total	Percent
Yes	72	29.63%
No	99	40.74%
Neutral	72	29.63%
Not Answered	0	0.00%

Question 29

Parking and loading opportunities are sufficient and generally available near businesses along project roads

There were 243 responses to this part of the question

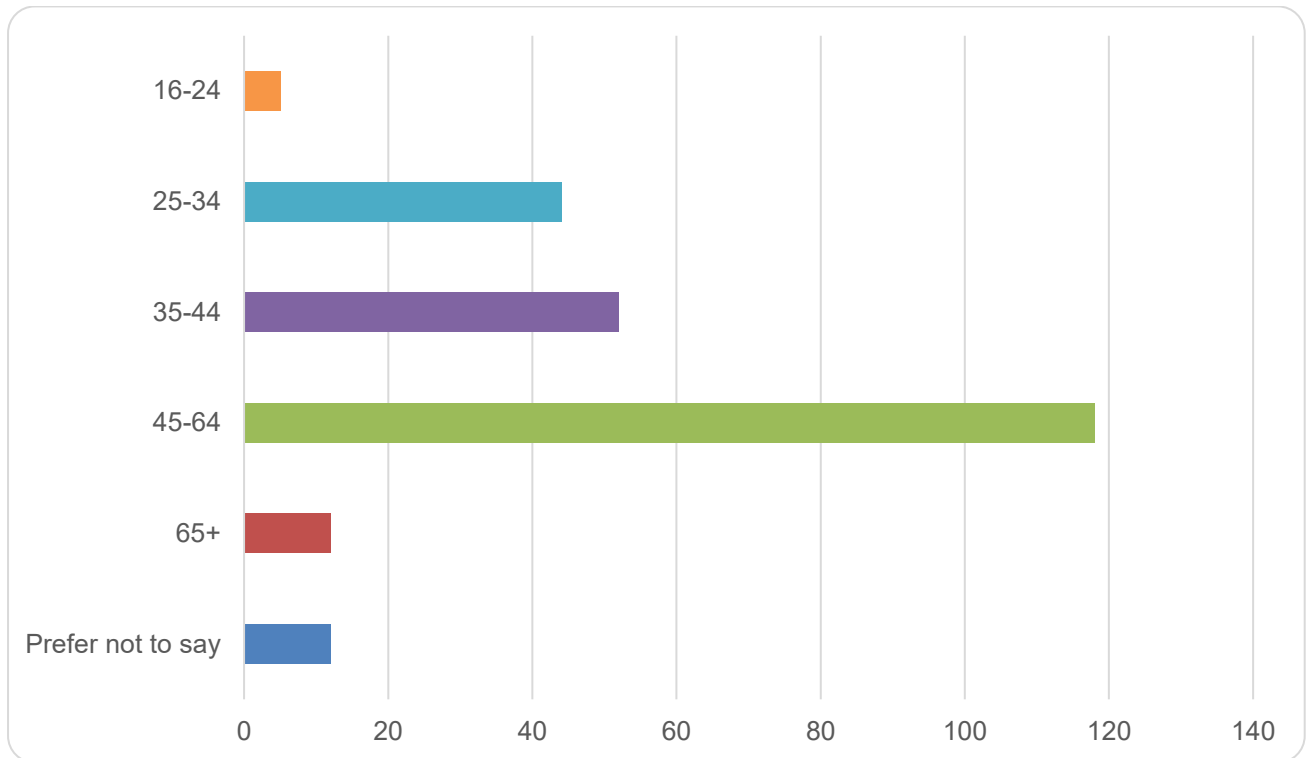


Option	Total	Percent
Yes	38	15.64%
No	106	43.62%
Neutral	99	40.74%
Not Answered	0	0.00%

Question 30

Which age group do you fit into.

There were 243 responses to this part of the question

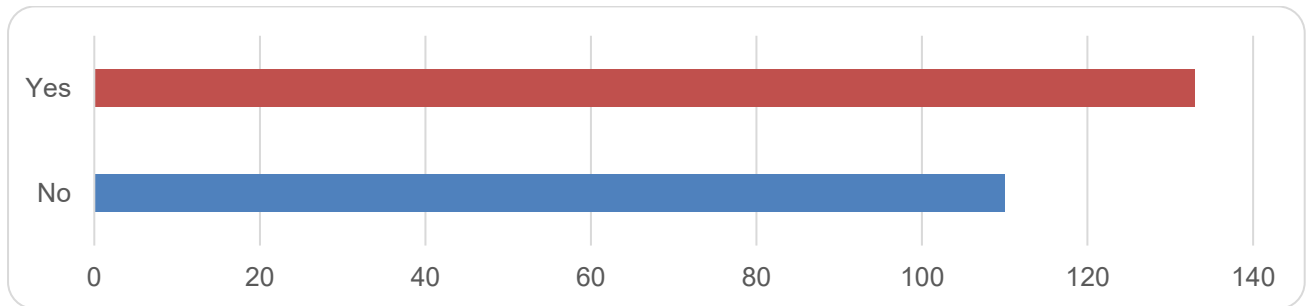


Option	Total	Percent
16-24	5	2.06%
25-34	44	18.11%
35-44	52	21.40%
45-64	118	48.56%
65+	12	4.94%
Prefer not to say	12	4.94%
Not Answered	0	0.00%

Question 31

Are there any other comments you wish to make about the Project roads?

There were 243 responses to this part of the question



Option	Total	Percent
Yes	133	54.73%
No	110	45.27%
Not Answered	0	0.00%

Question 32

There were 134 responses to this part of the question

<p>a) The tarmac surfaces used for pedestrians (and cycle lanes) are susceptible to black ice forming in the winter. The water doesn't run away - it freezes into a very thin layer on the surface. It's worst on the Milburn Street / College Street paths at the crossroads where it's a bit more 'exposed' and 'locally' colder. It's essential that these areas are gritted promptly. (Grampian NHS is already under pressure in the winter without adding folks with fractured wrists and hips to their load!)</p> <p>b) My friend who visits me using their car say that the entry point of the junction from South College into the South College Street housing development is difficult to see when turning in from the main road coming under the railway bridge by roundabout. It's easy to misjudge the turn and accidentally mount the pavement with the rear wheels of the car. There is no indication at the edge of the road as to where the opening (across the cycle path) into S. College Street begins.</p> <p>c) The right turn lane into South College Street has been removed -this sometime results in tailbacks on College Street if a lot of traffic is coming from the roundabout.</p> <p>d) I loved the wild flow area sown by Bank/Milburn Street for the spring /summer 2023. (The seat is a welcome touch too). Also glad the pigeons have been evicted from under the bridge at Palmerston Place. No more pigeon poo on my head(!) and no more slippery pavements with the wet guano.</p>
<p>Absolutely fantastic improvement to this junction and area. It's made it safer for turning right on all approaches and has been excellently finished.</p> <p>It's not all that often a road improvement is done right the first time, it usually needs tweaking. This one is spot on, well done.</p>
<p>ACC are f**king useless, and the sooner you lot are voted out the better</p>
<p>Acc should take into consideration that for a fairly small city, having more than one major road closed causes chaos in Aberdeen. When this road was closed along with the bridge of Dee a 15min journey was taking me almost an hour!!!</p>
<p>Additional signs to highlight which lane to be in would be useful.</p> <p>It feels like no real improvements have been made for vehicles, this is because it is still effectively a 1 lane road unless you are turning off at a junction.</p> <p>I still see cyclists on the road regularly and not on the cycle lanes which is frustrating because if they are not going to be used, the road could have been made in to two lanes in both directions.</p> <p>The bus gates at Bridge St and Guild St are unnecessary and i wonder if it was even necessary to have done this work when traffic is not allowed to travel on several roads that they led too.</p> <p>Open up Bridge Street, Guild Street, Market Street. Pedestrianise Union Street between Bridge and Market and these works could prove to be very useful!</p>
<p>As a committed cyclist I look forward to more cycleways linking right through the city</p>
<p>As a cyclist, I appreciate the separated cycle lanes, where they exist for the short distances. They are not seamless to access, the angles of entry and exit are awkward and can involve crossing other cycling or pedestrian traffic. The way the cycle lane suddenly ends at both north and south dump you unceremoniously (and a bit dangerously at times) into flowing traffic. It makes you stop. So it is still often easier to just cycle in the road with cars, when commuting - otherwise I can easily add several minutes to the commute.</p>
<p>As a keen cyclist, it's a shame the cycling lane could have not been extended a bit further north, past the railway station car park and into Bridge Street.</p>
<p>As a regular gym attendee at AKR fitness the removal of the majority of the parking spaces is completely ridiculous plus with the addition of loading bags which are not available to park on from 7am even though only the 2 x gyms are open at that time is completely ridiculous.</p> <p>I feel the changes have personally made it less likely for me to navigate down there (except for the the gym)</p>
<p>Better thought as to impact on those using the area. There isn't connecting infrastructure to cycle within the city so it's a strange area to focus on</p>
<p>Bike lanes are good but not connected up, especially at the north end of the project. This makes the segregated cycle lane ineffectual as ppl will either go back onto the road or on the pavement - neither is that safe.</p> <p>The traffic going south and wanting to get to millburn street have to turn at the A93 and go down via crown st which is not the best due to it being narrow.</p> <p>With millburn st connected up to the road under the railway you get cars speeding along millburn st/palmerston place.</p>
<p>Bud gates limiting access to town centre by car is damaging trade in union street which was already suffering. Aberdeen does not have the infrastructure to support pedestrian access. Buses and trains are limited. Weather is poor so cycling and walking will never be as popular as London etc</p>
<p>Bus gates make it harder to navigate and take full advantage of the route</p>
<p>Car traffic has a confusing layout to deal with as lanes are poorly marked.</p> <p>Over provision of cycle lanes which are not used by cyclists due to the poor and dangerous layout. Very low use of cycle lanes should</p>

<p>be noted and removed. The bus gate at Bridge St should be removed as it hinders traffic flow through the area. Poor road marking on lanes causes last minute issues with lane changes.</p>
<p>College Street/Millburn Street junction - coming from the south, left turn lane needs to be longer, turning right under the bridge, should be allowed</p>
<p>Coming down South college lane to stay in to go left cars. Keep going straight on I have seen several near Car crashes</p>
<p>Complete and utter waste of money, whoever came up with the plans has never gone and done a survey of the existing conditions which the high majority of residents we have spoken to have said were perfect and all the new changes are the worst things that have happened to Aberdeen and its residents. Maybe it's time the council listened to the council tax and tax payer residents of Aberdeen.</p>
<p>Cycle lanes are possibly the best in Aberdeen - surface, layout, signage, linking well with Riverside drive from the West. But then it stops! There is a very poorly marked cycle 'lane' running past the car park, but the road is narrow and no protection up Guild Street either. Having the pedestrian crossing at the last set of lights and at car park prioritising cyclists travelling east (maybe allowing progress at same time as pedestrians) would at least give some breathing space.</p>
<p>Cycling lanes - waste of money - yet to see a cyclist on the one on south college st</p>
<p>Cyclist travelling south in the direction of Torry have next no option other than to cycle on the road. No provision (e.g.cycle specific traffic lights) allow for safe traversing to the west side of the street to utilise the segregated cycle way. If you do cross over then it's a very convoluted route with parts having no dropped kerbs to re-join the carriage way. Better planning for connected cycle routes to get south oof the river in a safe and efficient way needs to be addressed in any future phases of development.</p>
<p>Cyclists are not using the allocated lane and are still using the main road surely this does not serve the intended purpose of this section. Parking and loading was not an issue prior to these works I was dubious of the benefits of these works however I have been pleasantly surprised at the ease of use!</p>
<p>Cyclists continue to use the vehicle carriageway and not the cycle lanes. Cycle lanes are a waste of space, more space should have given to vehicles by providing two lanes in both directions on South College Street. Travel this street frequently and have yet to see a single cyclist use the new cycle lanes. The improvements were needed, and there is some limited benefit to what has been done, but it has been built to fit a political active- transport agenda, and has not prioritised improving traffic flow for vehicles. I am optimistic that we might see a single cyclist using the cycle lane by summer.</p>
<p>during a recent cold frosty spell in late 2023 pavements at junction of south college street/millburn st /palmerston pl are v slippery The timing to cross the lights at this junction is extremely quick. I am a fit active person and am unable to cross straight or diagonally at this junction in the time allocated</p>
<p>Effectively the modifications have resulted in one less egress route from Union Square - which I assume was an unintended consequence. This is causing more delays and congestion around Raik Road.</p>
<p>Extend the cycle routes towards other high traffic areas around the project roads to alleviate traffic and make cycling safer</p>
<p>Extra lanes and overall traffic flow is good. Removal of much of the parking outside of the businesses in the arches was not good at all. It's now limited parking for 1 hour or loading bays.</p>
<p>Get rid of bus gate and stop taking in immigrants</p>
<p>I can no longer park my delivery van outside at work. To make a delivery to Shetland Transport on Raik Road (regularly) I have to walk for 10 minutes, retrieve my delivery van, go back to the office, pick up the parcel, (going North on South College Street), then I have to turn left up Millburn Street, do a U-Turn (because I can't turn right onto Palmerstone Place), then continue as normal. Return my vehicle to the car park and then walk 10 minutes back to work! What used to take 5 minutes is taking me about 30! There is no point in my work investing in a Parking Permit because 90% of the time the spaces are full of cars. That's with half the Arches without tennents. If they had businesses in them there would be nothing at all. Throughout this whole consultation we made our points very clear but the council carried on regardless. Consultation after consultation, ignored.</p>
<p>I do not think the mix of parking and loading is efficient. As it is now meant to be illegal to park at a dropped kerb this is even more illogical. Business owners from certain units require loading at their dropped kerb - some are parking and some loading which doesn't make sense. I have seen very few people use the cycle lane and it is not clear that pedestrians or cyclists have priority at the entry point to the flats/homes on the western side. I think draining is much worse since the works were done. Pedestrian and cyclist areas do not appear to have priority for gritting either.</p>
<p>I feel sorry for all the small businesses around the area . Parking is awful at the arches for the business's there. A silly waste of lane for the non existant cyclists . In over 35 years using this route I'm lucky if I see half a dozen cyclists at peak times . It must be confusing for disabled pedestrians . Is it a pavement or a cycle lane as it's set at a strange height & basically a trip hazard .</p>
<p>I have never seen a cyclist using the cycle path. They all cycle on the actual road</p>

I have to reroute via Crown Street and as I am no longer able to turn right into Millburn Street from South College St.
I have written to the council about this twice. The bird mess on Palmerston Place pavements under the bridge is still an issue despite the bird netting being applied under the bridge. Also can the bridge walls be painted in some way, it looks so unappealing to walk under, stained, horrible, wet, dirty - not the best impression coming from beautiful new appealing streets en-route to Union Square! Could Nuart Aberdeen have an opportunity here, I did suggest this to one of their volunteers to raise. I walk this route twice daily and despair just as I walk under the bridge avoiding the sides and stepping over bird mess! Thanks for doing all the other work, as my survey shows very positive feedback on all of it despite the inconvenience at the time, if you could do this final bit it would round it off beautifully.
I like the cycle lane and use it quite often. Much safer.
I regularly use the pedestrian crossing at South College Street and Millburn/Palmerston Place: (i) vehicle traffic is prone to speeding through the junction - traffic calming required? and (ii) duration of traffic lights for pedestrians is inadequate.
I still see everyday cyclists not using the cycle lane. Reinforcement should be put in place for them. The best improvement of the project was by far putting pigeon barriers under the two train bridges, it used to be filthy and very unsafe to walk under them and now they are very clean. Thank you
I think the parking restrictions timing for the loading bays starts far too early as the only businesses open at this time is the gyms, which are normally very busy and not enough spaces for gym users to park at this time. As most businesses do not open till later, loading bays should not commence till 10am. I also think that as lots of gym members do 2 classes the restriction of only parking for an hour is unfair, it should be 2 hours at least. Also it can make you very anxious if you are trying to get a shower after a PT session to make sure you do not overrun the hour. I feel my gym was penalised during the works and the members tried their best to support it but the gym did lose members as it proved difficult to get there. I walk to the gym in the better weather, I can't go by public transport as no direct route from where I stay. I do find the cycle lane confusing as when first opened didn't even realise I was standing in it, thought it was the path, it can also become very dangerous to walk on in the icy weather as does the pavements on the other side with black ice as the water does not drain well.
I wish cyclists would use the specific area designed for them and not use the road
I would have preferred a not applicable option to some of the questions
If they've been used to increase traffic flow, STOP PARKING RAIL REPLACEMENT BUSES THERE! Or at the very least when there are none there open up both lanes. Also the bus gates are stupid and have increased my travel time significantly
Impact to local businesses was near catastrophic
Insufficient parking now available for business (gym) on South College Street which adversely impacts on the business. There is insufficient parking options and the loading bays seem to be empty on most occasions.
It is not clear that you must turn left from the nearside lane heading south. Which sees vehicles attempting to cut lanes at last minute. Vehicles attempt to turn right on to bank st causes delays. Vehicles deliberately undertake others travelling at the speed limit on the 2 lane section.
It is unclear how a pedestrian crosses the road without walking through the cycle lane. The cycle network is patchy and unclear where bikes should be on the road and on the pavement. Project felt unnecessary when there are so many roads in desperate need of repair (i.e. funds could have been spent more wisely)
It would have been sufficient to open these roads up to traffic and inform the public of the new route avoiding guild street. Absolutely no need to implement bus gates to force people into the new route in fear of fines. The great likelihood is that many would use the new route to avoid the busier areas of Aberdeen. And the public would not be so annoyed with the money grabbing ways of the council. Sometimes the carrot works better than the stick.
It's shambolic
loading areas on south college street have no parking from 7am despite only the gyms being open at 7am. And the regular parking restrictions begin at 8am. Makes no sense at all.
Loading Areas Loading areas are non-sensical. Restrictions start from 7am despite no loading taking place at 7am over the past 8.5 years and only gyms being open at that time. Loading areas take up valuable parking spaces. Loading areas should be reduced in size and a better loading time would be 10am-4pm. Tristar Van The large van from the business Tristar is parked near permanently in one of the few parking spaces available outside AKR Fitness. Meanwhile the loading areas go unoccupied all day.

<p>Surfaces & Safety The new pavements and cycle lanes are very smooth and become extremely slippery when it's frosty. This is a genuine safety concern for both pedestrians and cyclists in the area.</p> <p>Drainage Drainage is very poor. Water pools in front of the arches rather than run towards the drains.</p> <p>General Disruption The disruption caused during the works was worse for businesses than was the Covid pandemic. No support was given and communication was terrible. In addition to significant losses incurred by businesses, due to the mess, businesses suffered damage to external paintworks and interiors.</p>
<p>Loading Areas Loading areas are non-sensical. Restrictions start from 7am despite no loading taking place at 7am over the past 8.5 years and only gyms being open at that time. Loading areas take up valuable parking spaces. Loading areas should be reduced in size and a better loading time would be 10am-4pm.</p> <p>Tristar Van The large van from the business Tristar is parked near permanently in one of the few parking spaces available outside AKR Fitness. Meanwhile the loading areas go unoccupied all day.</p> <p>Surfaces & Safety The new pavements and cycle lanes are very smooth and become extremely slippery when it's frosty. This is a genuine safety concern for both pedestrians and cyclists in the area.</p> <p>Drainage Drainage is very poor. Water pools in front of the arches rather than run towards the drains.</p> <p>General Disruption The disruption caused during the works was worse for businesses than was the Covid pandemic. No support was given and communication was terrible. In addition to significant losses incurred by businesses, due to the mess, businesses suffered damage to external paintworks and interiors.</p>
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<p>Loading bays are used by gym goers I can't get vehicle access for people parking in front of roller door, cyclists not using new lanes using pavement near arches instead, well done ACC this is exactly the way to drive people away from the town most businesses are looking at moving premises give yourself a clap</p>
<p>Loading bays outside the arches have ridiculous time. I visit my gym at 07:00 and leave for 08:00. Never seen anyone in the loading bays, even up until 9am. Timings need to change. Paths get really slippery in cold weather and drainage seems to smell.</p>
<p>Loading spaces on South College Street start at 7am, there is never loading taking place at that time. Only businesses open at 7am are gyms. Parking restrictions start at 8am, loading time would be better set for 10am-4pm to give availability of spaces for customers of gyms. New Pavements very slippery when frosty and drainage gathers in front of gym. Tristar van always taking up space outside of AKR Fitness, they should park in their loading zone.</p>

<p>Disruption caused during the works was awful, communication was terrible, cost me to park on street where I would sometimes not have to. Works went on for a horrendous amount of time and caused a mess to the businesses outside also.</p>
<p>longer parking times to visit shops to make a purchase. bike lane ends at the blind brick work with no sign to disembark Water still drips from the 2 bridge tunnel roofs Waiting in the bike lane to cross the road</p>
<p>Love the planting along south college street - great for pollinators. Please stop window cleaners from putting their van on the cycle path. Why is there no advance stop line for bikes under the railway bridge? If cyclists are expected to dismount and cross the junction on foot, there should be a sign to say so. The way the bike path ends at Wellington place is pretty poor- it's not clear how folk on bikes heading uphill to Union st are supposed to proceed.</p>
<p>Money should have been better spent</p>
<p>More modelling should have been done on the combined impact of the bus gates and project roads on the area surrounded by Market street, North Esplanade West, Palmerston Place and the railway line. The area is frequently grid locked especially at Rail Road at the end of the working day.</p>
<p>More thought needs to go into the routes available when work is being undertaken. Last year was a nightmare for car users trying to get from north to south of the city through the city centre. The bus gates on Bridge street serve no purpose and are quite frankly ridiculous. The city centre has been cut off to car users and access for disabled people is appalling.</p>
<p>Need pedestrian and ideally bike connection from bank street to college street - lots of people are walking over the planted bed to do this even without a path. I have seen vans park on or drive over Portland Street junction which is supposed to not allow through traffic. The segregated cycle is nice but will be a lot more used and valuable if it connects with other distinct cycle spaces with clearer routings at junctions. Planting in beds is super.</p>
<p>New phase was not needed, waste of time and money.</p>
<p>No issues heading south from Trinity but i now hear you cant travel north and turn right into Union Sq?!? Whats the point in that? Widen the road to allow better traffic flow but cut off an access point?? Doesnt make sense 🙄🙄</p>
<p>Overall it hasn't changed the layout of the roads much and the cycle lanes could have been better if they were completely separated from the road system, but yet again the council have just picked a section of road that is wide enough to make some half assed changes to so it looks like they are pandering to the non existent cycling community in the city. Reminds me of the beach COVID cycle lane debacle.</p>
<p>Parking areas outside the South College Street businesses seems overly restrictive. Loading restrictions start at 7 am when few of the businesses are open. Parking restrictions could start at 8/8.30am and finish at 5/5.30pm. I realise there is not much space under the bridge on the west side for the cycle lane but electric bikes using that can pose a risk, especially when dark as few of them use lights.</p>
<p>Parking for the gyms is terrible. Lots of space for loading which isn't used and could help us to park, and therefore help the gyms with their business. Pedestrian areas are very slippy. It was tiresome when the works were being done because it took so long and it was confusing to know what was happening.</p>
<p>Parking restrictions don't seem well thought out. Loads of areas for loading but not many parking spots for all the businesses. Perhaps loading areas should be for during the times the businesses that need them are open but then used as parking outside of these times</p>
<p>Please reinstate the turn right onto Milburn Street when travelling south, and the turn right onto Palmerston Place when travelling north</p>
<p>Question 11 does not provide an answer option for those from outside the immediate area. I answered "adjacent" but actually live west of Anderson Drive.</p>
<p>Question 11 should have an option for none of the above The roadworks took longer than they should have and for the little benefit they have made. In my opinion the cycle/pedestrian walkways cause more problems as the people using these have to transverse from one side of the road to the other to use them and then cyclist are travelling in both directions. I don't think people know how to use the continuous walkways so this becomes a safety issue as nobody knows who has right of way. In saying that I haven't seen may people using it to walk/cycle. The lanes in the part of the road are wide but only for a short section where you are then squeezed back into wo narrow lanes. On the positive side there are no potholes !</p>
<p>Questions 11 and 22 do not give an acceptable answer oportunit. 11 i do not live/work near the roadworks 22 not witnessed any so how am I meant to pick one?</p>
<p>Remove any bus gates to improve flow. Bus gates IMPEDE traffic and INCREASE emissions by causing longer distances.</p>

Ridiculous lack of warning that the left lane from college street carpark will be a left turn only at crossroads leaving chance to move over virtually none with drivers not leaving gaps between cars then leaving you following a road taking you back towards where you came from
Right turn into Millburn Street from South College Street should be restored. Current arrangement leads to longer journeys.
See my previous comments on parking!
Seems like a lot of time and taxpayers money went into this project but I don't see any advantages or real improvement. I do think that businesses under the arches have suffered financially and several have gone out of business.
Shambles
Shame the cycle lane just stops near the top of the road and doesn't flow with the rest of the cycle routes in the city centre. The crossing at the cross roads with Palmerston/Millburn don't stay on green man for long enough to slow slower pedestrians (such as younger kids, older or disabled) to cross diagonally. Initially the bins for the Pizza business were obstructing the pavement for walkers but they have been moved to a new tarred area out of the way which is a great improvement. Still see some cars trying to turn right at Palmerston/Millburn when they shouldn't
Significant reduction in parking spaces on South College Street is not good. This has a negative effect on the businesses there. There seems to be excessive loading bays. Loading bays are 'operational' during times that the businesses aren't open - why can't they be used at this time?
So totally unnecessary.....killing off Aberdeen City Centre for the city's inhabitants.....not much longer.....looking to move out of Aberdeen
South College St, between Marywell Stand Millburn St now being used as a rat run The traffic has increased on the small cobbled end of Prospect Terrace- I envisage crashes between the traffic lights and the bottom of Prospect Terrace as , people accelerate after coming through the lights, and don't expect folk to take an immediate left turn
South college Street is not well lit to walk up at night. The lights at the junction with Milburn street/palmerston place do not stay on the green man long enough to cross diagonally without running before traffic starts
Spend money on fixing existing infrastructure before beginning new projects
Stop spending money on improvements to then take them away from us. Remove all bus gates and allow the residents who pay our taxes to use roads, and actually let us use the roads. The fear ACC have out in to myself and so many others that no longer attempt to venture in to town needs to be taken in to account. I will never return to Aberdeen city centre for business or leisure. My preference is to drive to an out of town location that wants my business.
Thank you so much for removing the traffic spaces. I'm really glad my road tax and my council taxes were used to make the roads I paid for less drivable and less easy to park on. Remind me how much of those road taxes were contributed by the lovely law abiding cyclists?
The bottleneck is now at Skene square and Berryden. Both now chocked up with displaced traffic which benefits nobody.
The final outcome is great but it all took a very long time to complete and disruption was substantial during the process and after due to flooding of area with burst water main.
The finish on the cycle lanes are too smooth and I've already seen 2 accidents, Not sure if the drainage is right as seems to be pools of water. The loading bay times start at 0700, which isn't necessary as none of the premises apart from the gyms are open at this time. Should change to 0800 and also reduce the size of them. Also possibly allow the business to park one of their own vans in the loading bay. The Electrical/lighting business van always parks outside Akr and then no one uses the loading bay.
The grooved areas on the cycle paths at all pedestrian crossings in this area are dangerous to cyclists in wet weather.
The junction with Millburn SCS and Palmerston Road is a nightmare with the no right turns. Why could you not have added a filter and use the left lane for left turns and straight in and right turns in the right lane? The extra driving required to get in to these areas is shocking and not environmentally friendly.
The junction with new ramp and kerbs sticking up now requires a lot more caution and time for exiting from the west side residential street on south college street. With traffic coming fast from roundabout at wellington bridge this junction is now a greater hazard for a motorist exiting the street and requires a lot more time. The kerbs are also not good for the expensive alloy wheels. We also no longer have a right turn island in the middle of the road coming from north down south college street. More inconvenience.
The length of the green light for pedestrian crossing at South College Street/ Millburn St is not sufficient. It is almost impossible to cross the road while it's still green especially for children or elderly.

The lighting business (Tristar) permanently parks their large van in one of the parking spaces, because the space outside their own business is now a loading bay. They load their van regularly from that parking spot.

New surfaces are very slippery in winter conditions.

The loading areas on South College Street make no sense. Loading starts at 7am despite no loading ever taking place at that time over the past 8 years. The only businesses open at 7am are gyms. Moreover, the actual parking restrictions (for regular parking spaces) start at 8am. A better loading time would be 10am-4pm. This would increase the availability of parking spaces at times in which they are needed.

To new pavements and cycle lanes are very smooth and become extremely slippery when it's frosty. This is a genuine safety concern for both pedestrians and cyclists in the area.

The drainage in front of the arches is very poor. Rather than water being directed to the drains, it pools in front of each business where the kerb is lowered. It would have made more sense to have a gradient so that rainwater goes down the drain.

The business, Tristar, has two parking permits and their large van nearly always occupies one of the spaces directly outside of AKR Fitness. Cannot it not use the loading zone instead?

The disruption caused during the works was worse for businesses than was the Covid pandemic. No support was given and communication was terrible. Due the the mess, businesses suffered damage to external paintworks and interiors.

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Poorly thought out "upgrade" which has impacted negatively on many businesses and residents in the area,

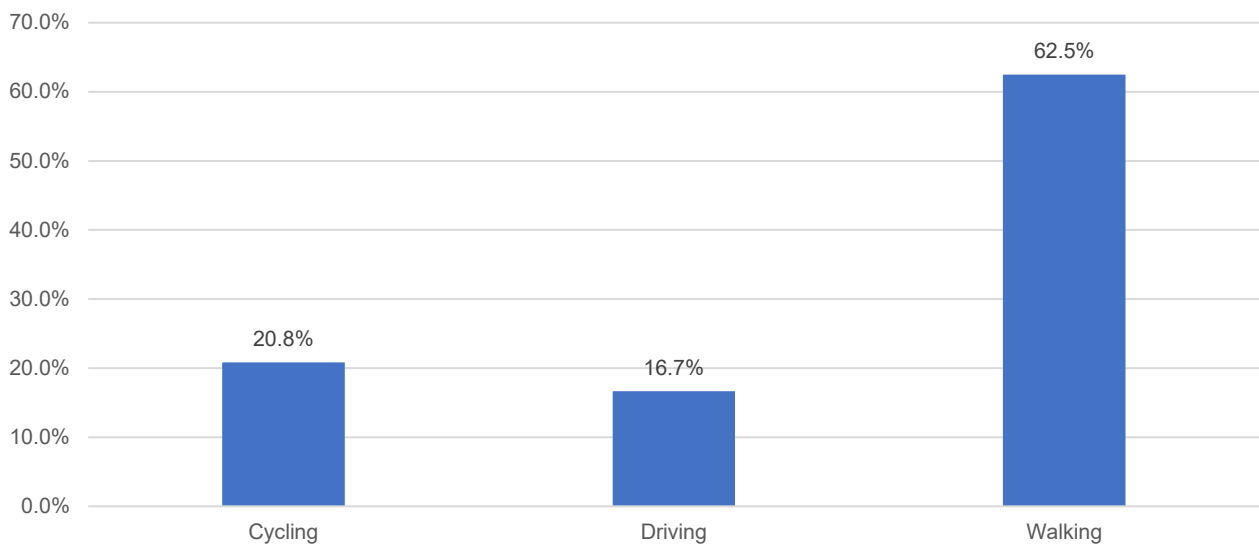
The loading bays are a complete waste of time. Big Vans are parked on the road and take up 2 parking spaces for members of the gym. Loading should be at a later time of the day too many spaces for loading nothing makes sense in the changes the have been made. Traffic is way heavier on the road now and at the traffic lights people end up half the time going round in circles. Complete waste of Tax payers money.

The man at Tristar permanently parks his big van outside AKR Fitness. This morning he was loading his van whilst it was parked in the parking space outside the gym. He had the passenger's door open blocking the pavement access to the gym too. Meanwhile the loading bay outside his own business is empty. He never uses the loading bay outside his premises. Instead he places traffic cones on this loading bay to ensure no one else uses it and loads in front of the gym.

<p>The marked path for pedestrians is too narrow, we frequently have to enter the cycle paths when passing other pedestrians, and its even worse when they are pushing prams. Too much space has been allocated to (seldom seen) bikes at the expense of pedestrians and their safety.</p>
<p>The mass disruption that this project and projects like the bus gates do not feel like they're bringing the intended benefits to the community but they're being pushed through anyway. At what point should you question whether this is being done just to utilise approved budget schemes.</p>
<p>The new bike lanes very seldom used more often then not if you do see a cyclist they are on the road</p>
<p>The parking available for local businesses on South College St has significantly worsened. The restrictive nature of loading bays outside some businesses and the abuse of available space for customers by some companies who park large vans near permanently in the few available customer spaces makes it near impossible to park. The loading bay times are also ridiculous. Starting at 7am when the only businesses open at that point are the two gym facilities. I've never seen any businesses receive deliveries which would require use of the loading bays, before 9.30am. Again this creates unnecessary difficulty for small businesses as customers struggle to find available parking nearby.</p>
<p>The parking outside the businesses at the Arches make no sense. Loading only from 7am, yet other than the gyms, the businesses don't seem to open until 9 or later. Tristar lighting and the flooring company regularly have cones out attempting to block other users from utilising space outside their businesses.</p>
<p>The pavements are slippery, and new a non slip coating I've almost been knocked down my cyclists. . The loading/ unloading hours make no sense. The drainage is terrible it's flooded.</p>
<p>The pedestrian and cyclist right of way is dangerous because it can be hard to see pedestrians walking in the dark with dark clothing and when you were trying to focus on getting out before oncoming cars it is hard to see all of these things. It also makes turning into the west-side flats difficult and often dangerous.</p>
<p>The project has been thrown together with a blinkered approach and a detriment to the city with the confusing layout and the difficulties for people to use. I am fairly young and struggle, older people are scared and avoid the city now.</p>
<p>The project works well to the benefit of the council and their unregulated bus gates</p>
<p>The road is very quiet on most occasions and people seem to be keeping away from the city centre</p>
<p>The road that takes you out to Riverside Drive is a good improvement.</p>
<p>The road to south college street houses is an accident waiting to happen. You have to give way to pedestrians, then cyclists then go over a speed bump whilst cars are coming off a roundabout at speed. I have seen 20+ near misses here in the short space of time this road has been opened. Having a speed bump at a junction does not work when trying to access this road crossing a carriageway with speeding vehicles coming directly off of a roundabout. If this was like all other junctions and a dropped kerb there would be no issues however the speed bump causes serious safety issues and concerns.</p>
<p>The Tristar business permanently occupies a parking space because the front of his arch is now a loading bay. He has a very big van permanently parked outside another business. The new pavements are really slippery on winter. Why so many loading bays when most of the businesses are gyms & recreational facilities.</p>
<p>The two spaces at the end of the arches where the flooring shop is, are really difficult to get out of</p>
<p>The whole project has been a farce. Whether it was during planning and dual carriageway through the area from 20yrs ago. Delivery was comical with lack of cohesion during all phases with too much going on at any one time rather than finishing an area and opening it up for better use and freeing movement rather than penning you in and blocking the obvious route to take. And aftermath is this pointed survey. With leading questions and multiple choice answers that will only show what the council want to see.</p>
<p>There is insufficient time given for the crossing at the junction of Millburn Street and South College Street and pedestrians can be endangered by impatient motorists unaware that they are not permitted to proceed until pedestrians have completed the crossing. And the crossing audio signal is now louder than previously and can be heard from residences in close proximity thereby causing annoyance.</p>
<p>There is no clear guidance for cyclists or vehicles when the cycle lane begins and ends. Travelling north can be tricky rejoining the road as drivers often are turning left cutting you off.</p>
<p>There needs to be more signage to inform drivers of the correct lane to be in for which direction of travel. There needs to be a right turn option from Palmerston place onto north esplanade west.</p>
<p>There was parking for over 100 vehicles- now there are about 17 spaces, where do people park? There is no bus service along this road. On the road not all cyclists use the cycle lane which hold up the traffic and negate the point of a cycle lane.</p>
<p>These changes made it very difficult to get to the gym and park</p>
<p>This project was to support traffic being directed from the unnecessary bus gates! Waste of money as the city centre is dead.</p>

This seems like a waste of time and money since the bus gate are putting people off coming into the city centre
Timing of green man on pedestrian crossing at Millburn St/South College St is insufficient to comfortably cross diagonally and lights give too much priority to vehicles.
Took too long with poor info on diversions. Struggling to appreciate any benefits for the cost and time it took.
Traffic build up along riverside drive and down market street and round by the harbour is much busier.
Traffic not being able to turn right into the Palmerstone area and not right into Millburn causes daily issues. Cars still do this regardless. Horns blare continually from drivers behind. Reduced parking spaces on Bank Street are making it hard to park for residents. Vehicles use the cycle roads at the bottom of Portland Street for access/egress. They need bollards.
Utterly ridiculous that there is no right turns into ferryhill and under the tunnel bridge anymore depending on which side your coming from. A traffic light filter could have easily been implemented to allow this.
Very little impact on traffic flow / accessibility that the previous layout. Huge delays and ever changing diversions. An enormous expense for no impact such a silly use of public funds.
Waste of money
Waste of money
Which lane are you meant to be on at he Denburn St lights to go onto Carmelite St and then South College St? Signs aren't clear and no one knows which lane to be in. There are daily vehicle - vehicle and vehicle - cyclist confrontations due to this which often carry on all the way down South College St
Would have been nice to have more benches and more trees
Would rather not drive into Aberdeen town centre now as too many bus gates, restrictions etc
Wow - it took a very long time. No signage directing people to more information or responsible parties. No illustration of before/after, goals, alt parking areas given.
Yes this project was extensively disruptive and just served to create further restriction in and around the city centre. The only real people to profit were the cycle lobby and first group. As usual the peoples priorities are ignored.
You may extend the cycling path as you need to incorporate to the highway after a short distance. It losses the sense of the cycling cycle.
Your bike lane going from city centre to the roundabout are a waste of money. All cycles I have seen going from town south are still on the road. Spend money better signposting cyclists MUST use cycle lanes provided

Question 1 – What mode of transport do you normally use?

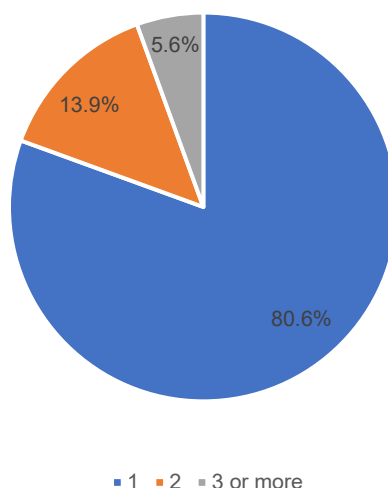


There are a few factors that must be taken into account with the above graph. The first is that many people interviewed on foot, or who undertook an online survey, would normally walk along this route anyway, and therefore the number of drivers will be lower. The second is that stopping cyclists to be interviewed was not always safe if they were travelling at speed, or on the road. Therefore, because people on foot were easier and safer to interview, this may have skewed the figures somewhat.

The option “Running” was not selected by any interviewees. This may be because people running are harder to stop by an onsite interviewer, or may not want to break their stride to scan an inline questionnaire form.

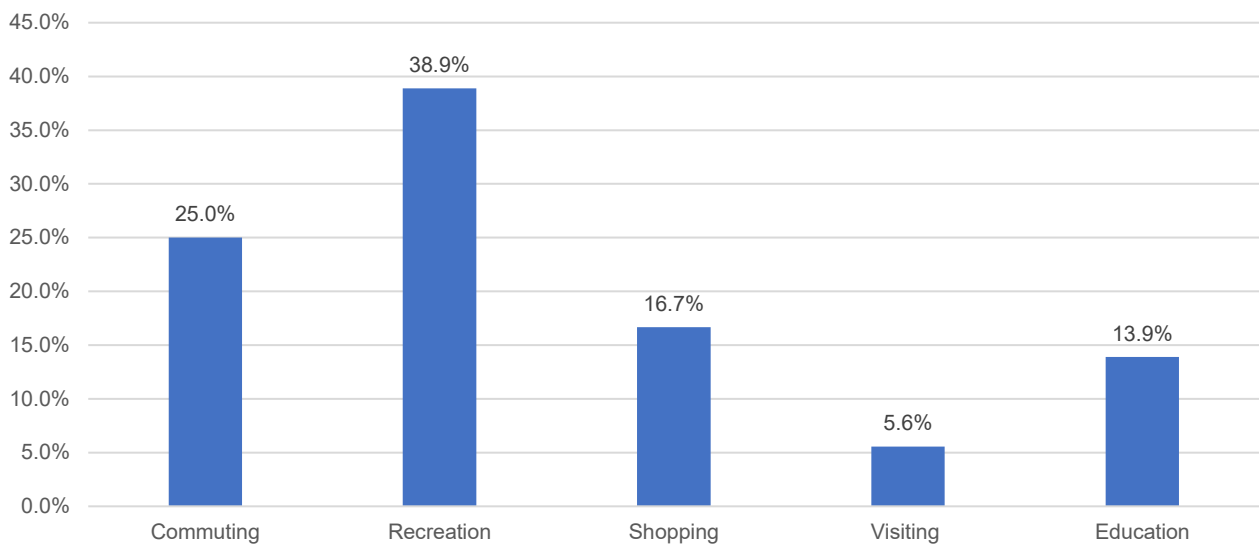
The option “Driving” was not originally on the interview form, but because so many people selected it under “Other,” we have given it as an option. No other modes of transport were selected under “Other” by interviewees.

Question 2 – How many in your group?



The majority of participants were alone and not part of a group. The maximum size of any group interviewed consisted of 5 people.

Question 3 – Journey Purpose



The options “Personal Business” and “Escorting to School” were not selected by any interviewees. No interview gave a reason under the category “Other.”

The majority of journey purposes appear to be for Recreation. This may be because people out walking or cycling for leisure do not have to be at a destination by a set time, and therefore are more likely to partake in an interview.

Questions 4 and 5 – Origin / Destination of Interviewees

For this question, no graphs have been provided. The following points should be noted:

- Not every interviewee gave a postcode for the origin or destination. Where a postcode could be readily determined (e.g.- Duthie Park, Union Square Shopping Centre) a postcode has been given. But if a larger street such as Union Street has been given, no postcode has been given as multiple postcodes may be possible at this location.
- Not every interviewee gave Origin and / or Destination information.
- Some interviewees simply gave a partial postcode (e.g.- AB11). When this has happened, no full postcode has been assumed.
- A few interviews had the same Origin / Destination postcode. Whilst this wouldn't normally be deemed correct (e.g.- with an Roadside Interview or Public Transport Survey), it is possible that joggers, cyclists or people walking for leisure may have the same Origin and Destination.

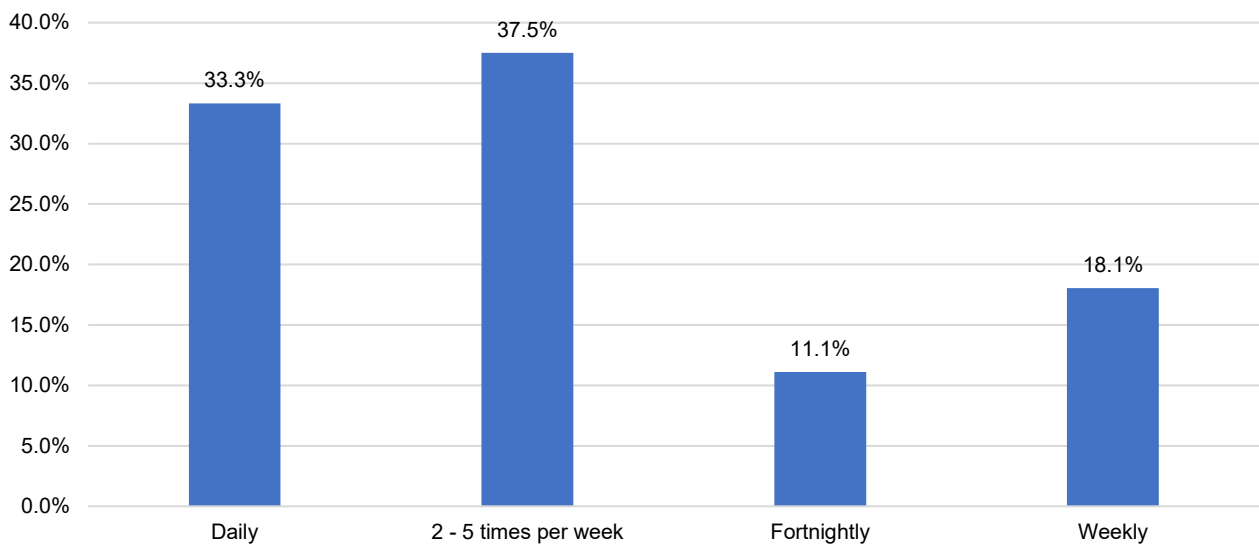
Origin

AB11	AB11	AB11 5RG	AB11 8AD	AB24	Garthdee
AB11	AB11	AB11 7	AB11 8TD	AB24 1UT	Garthdee Road
AB11	AB11	AB11 7	AB11 6TL	AB24 5QA	Grampian Road
AB11	AB11	AB11 7	Ab11 7UG	AB24 5QA	Union Street
AB11	AB11	AB11 7LG	AB12	AB25	Union Street
AB11	AB11 5RG	AB11 7SJ	AB12	Crown Street	West End
AB11	AB11 5RG	AB11 7TB	AB12	Dee Street	West End
AB11	AB11 5RG	AB11 7TH	AB12	Ferryhill	
AB11	AB11 5RG	AB11 7TJ	AB24		

Destination

AB10	AB11 5RG	AB12	AB24 5QA	City Centre	Undecided Yet
AB10 1AB	AB11 6JS	AB24 5QA	AB24 5QA	City Centre	Union Street
AB11	AB11 6JS	AB24 5QA	AB24 3FX	Ferryhill	Union Street
AB11	AB11 6JS	AB24 5QA	Altens	Garthdee Road	Union Street
AB11	AB11 7TH	AB24 5QA	Asda	Shops	Union Street
AB11	AB11 7TH	AB24 5QA	City Centre	Undecided Yet	University of Aberdeen
AB11 5RG	AB11 7UG	AB24 5QA	City Centre	Undecided Yet	West End
AB11 5RG	AB11 8AD	AB24 5QA	City Centre	Undecided Yet	West End
AB11 5RG	AB11 6TL	AB24 5QA	City Centre		
AB11 5RG	AB12	AB24 5QA	City Centre		

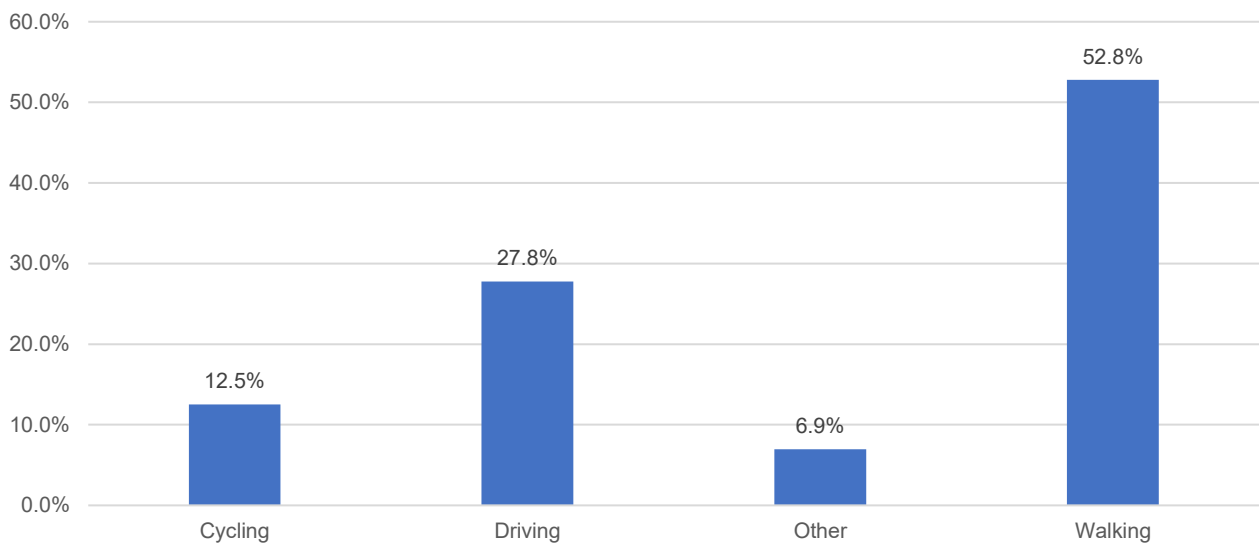
Question 6 – How often do you make this journey?



For this question, 8 options were available. However, the 4 options above show the only 4 options that were selected. The options “Monthly,” “Yearly,” “Less Frequently” and “First Time” were not selected.

The options selected were all consistent with frequent use of the route, with most interviewees using the route more than twice a week.

Question 7 – How did you use this route before the recent road and path alterations?



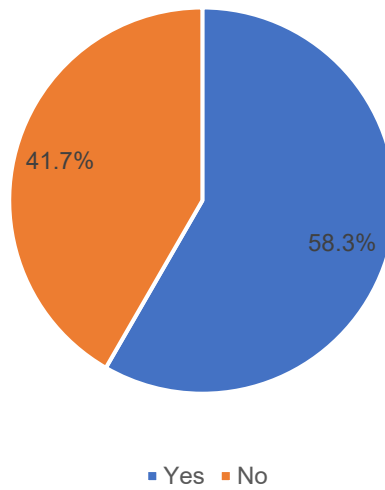
As with Question 1, nobody selected the option “Running”, so no percentage is shown. For “Other”, so many selected “Driving” as an option, that we have shown the percentage for this.

Unlike with Question 1, a few people selected the option “Other” but did not specify how they had travelled. Therefore, the percentage is shown, but it is unclear what mode they used.

The percentages above may be a reflection on the fact the majority of people interviewed were walking, and that people on foot were easier to stop or were likely to take the time to complete an online survey.

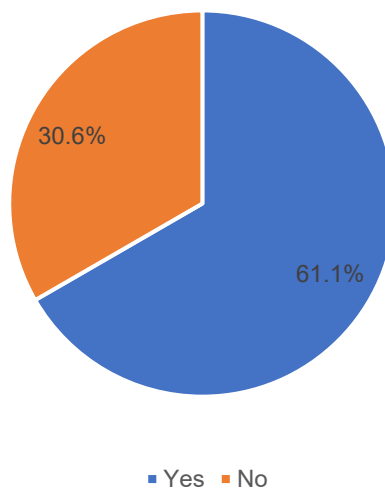
It is difficult to draw any conclusions as to whether or not less people walked / cycled on the route previously or have switched to this mode of travel following the upgrade works.

Question 8 – Do you feel this route has been improved by the recent works?



A majority of interviewees felt that the works had improved the route. Not a single interviewee stated “Don’t Know” or gave an ambiguous answer.

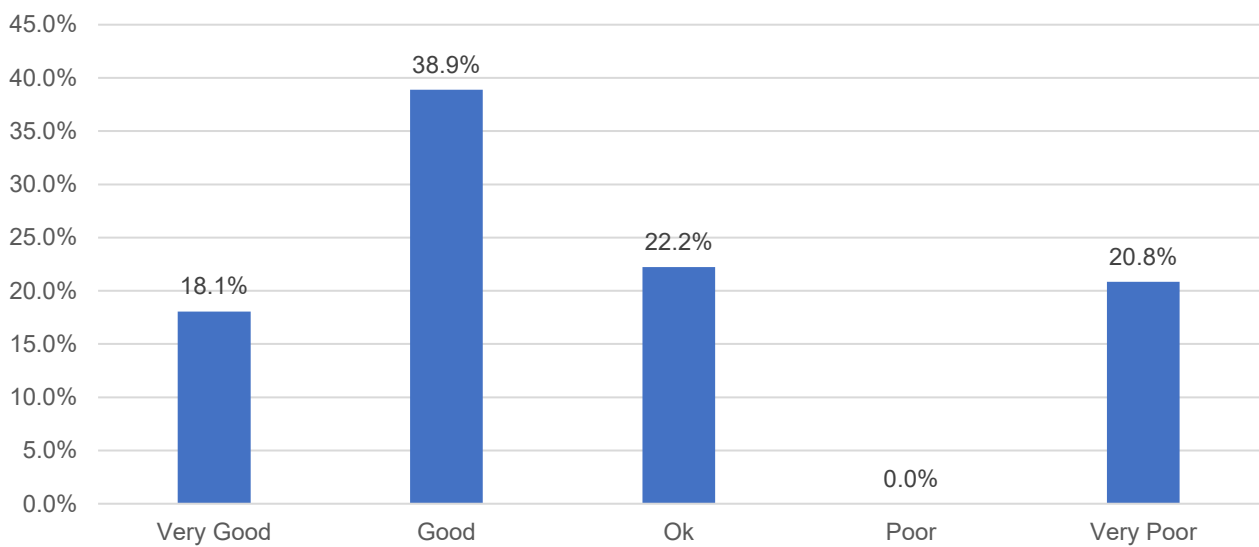
Question 9 – Do you think this route is accessible / suitable to all users?



A majority here agree that the route is both and accessible for all users.

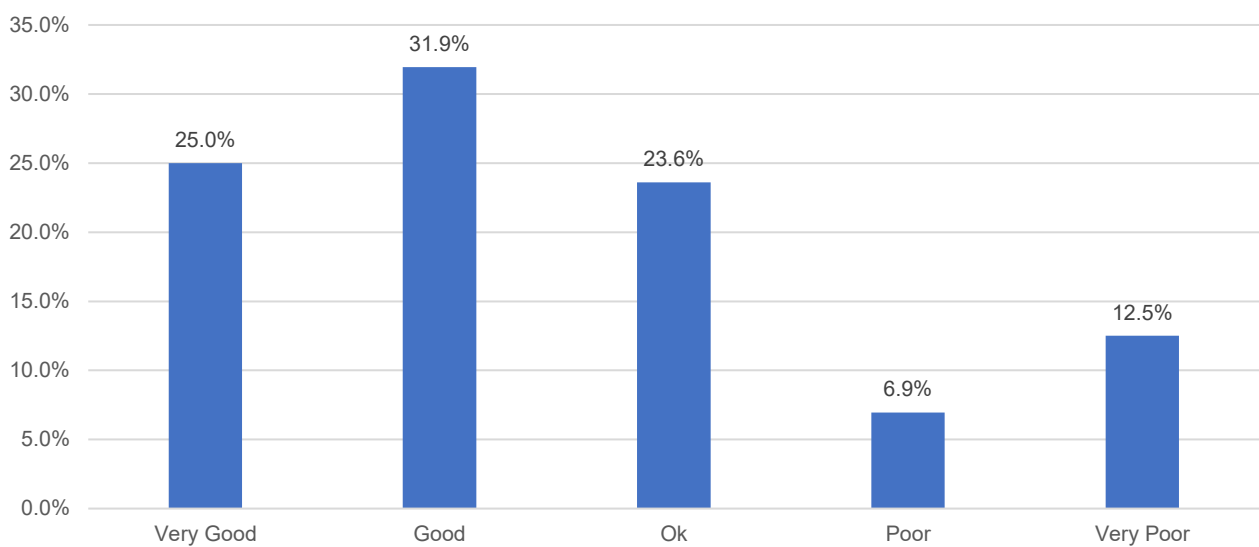
However, Question 17 asks users if they have any sort of disability. No interviewees stated that they had. Therefore perhaps if any users with a disability had undertaken the survey, the results may look slightly different.

Question 10 – What is your opinion of the streetscape and how the space is used in the new layout?



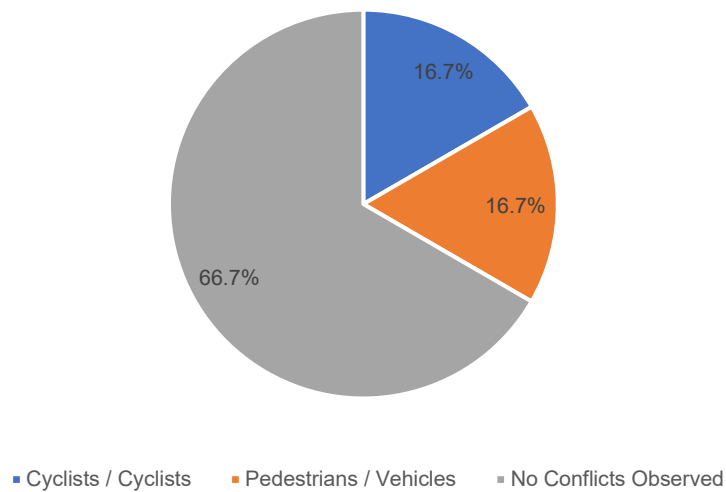
Over 50% of feedback is positive (“Very Good” or “Good”), with 22.2% giving a more neutral rating. Those who give a negative rating state that it is “Very Poor” as opposed to “Poor”. So whilst those with a negative rating are in a minority, their opinion appears to be very low.

Question 11 – How would you rate the route for comfort and safety?



Over 50% of interviewees have a positive opinion of the route for comfort and safety, with less than 20% expressing any sort of negative opinion.

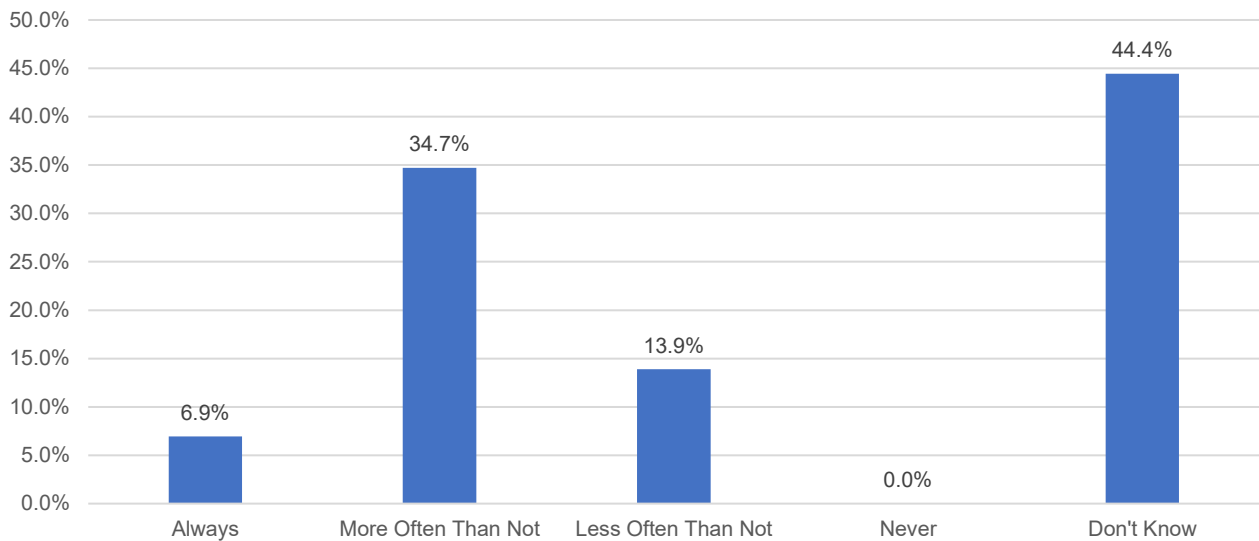
Question 12 – When using this route have you had or seen any conflict or difficulty between any route users?



Options were provided for conflicts between Pedestrians and Pedestrians, Pedestrians and Cyclists, and Cyclists and Vehicles. These options were not selected by any interviewees.

A majority of interviewees state that they have witnessed and experienced no conflicts on the route. 16.7% state they have seen conflicts between cyclists. It could be assumed that these have occurred on the new cycle path as it is unlikely that cyclists would meet each other head on or try to pass one another on the road. It also unclear what interviewees would consider constitutes a conflict.

Question 13 – When using this route, have vehicles using the accesses to the properties on the west side been giving way to pedestrians and cyclists?



For this question, no interviewees have stated “Never”. But although the option “Don’t Know” was not offered, 44.4% have given this.

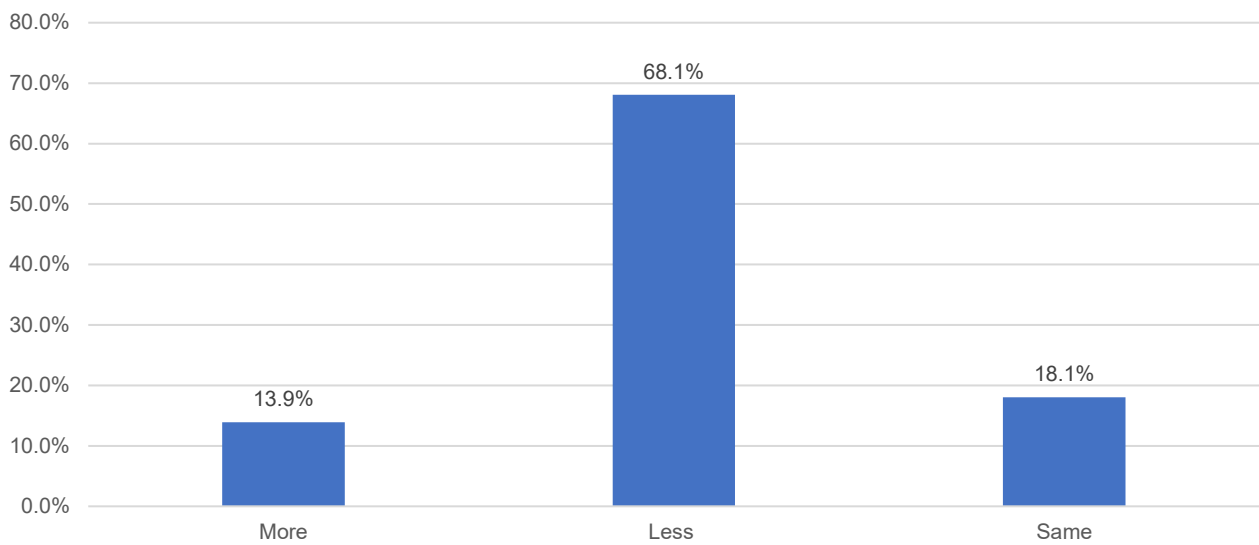
We felt it was important to add this answer for several reasons. The first is that not every interviewee can say with certainty that there have been no conflicts, so perhaps have stated that they do not know.

The second is that the answer could be dependent on what side of the road interviewees normally walk on; those who normally walk on the west are more likely to have witnessed a conflict, whereas those on the opposite side are more likely to facing straight ahead and therefore less likely to notice a conflict.

The third is that staff on site could tell interviewees unfamiliar with the locality / position of the street what side the properties to the west were located on.

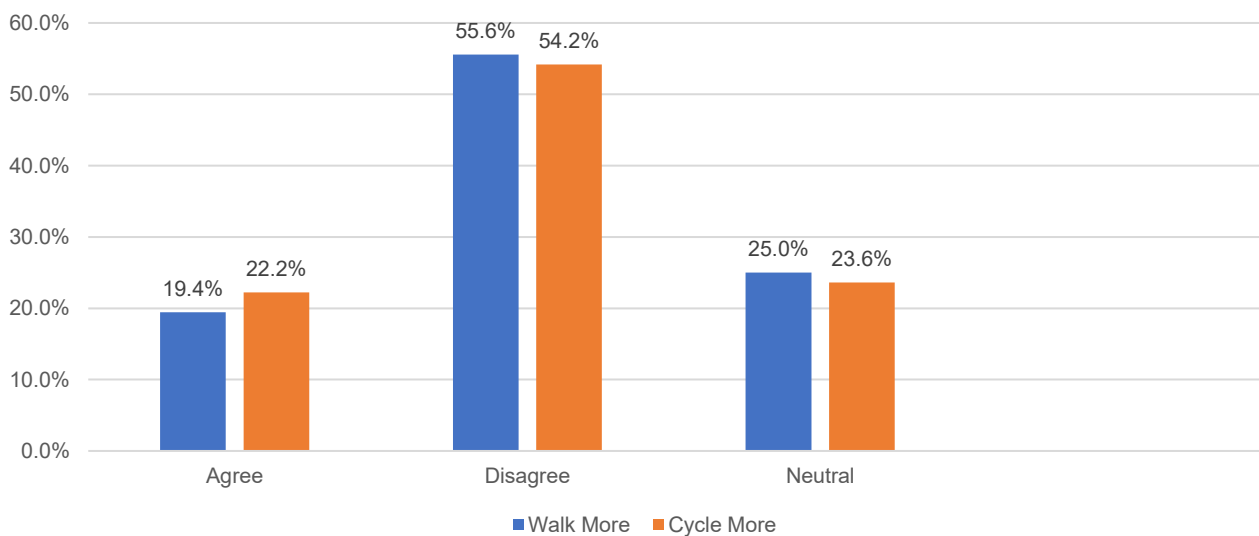
Finally, interviews obtained out with the new route at the other intercept points may not normally walk along the route and therefore be unfamiliar with what side the west properties are on, or have seen any conflicts.

Question 14 – Have you encountered more or less difficulty using the route since it was constructed?



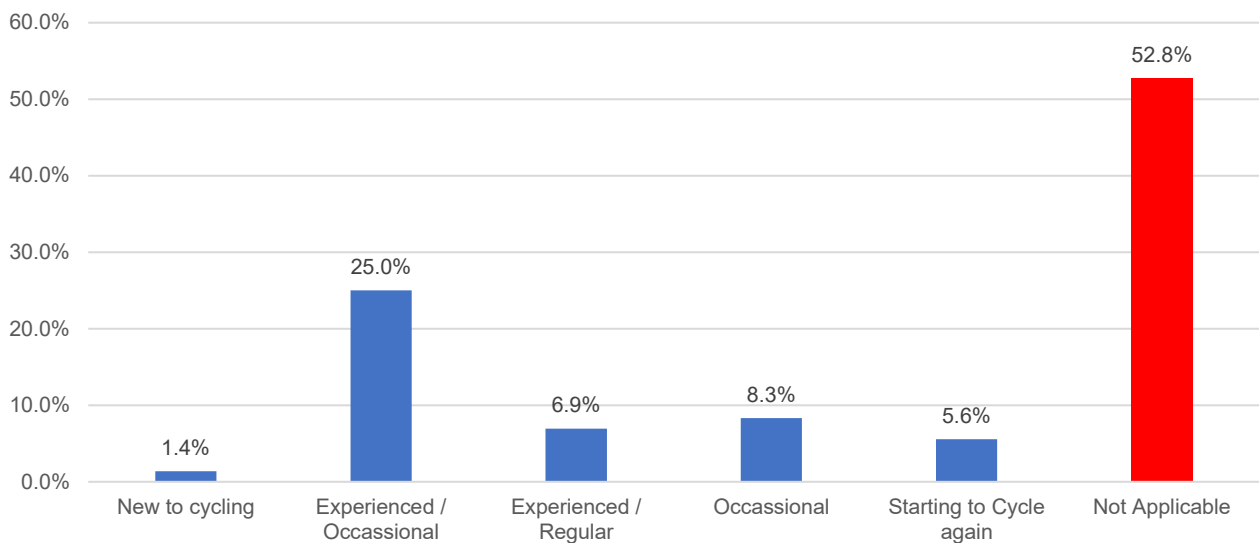
A majority state that they have encountered less difficulty using the route since the upgrade works.

Question 15A and 15B – Due to the new facilities along the route, do you agree or disagree that you intend to walk or cycle more in the next 12 months?

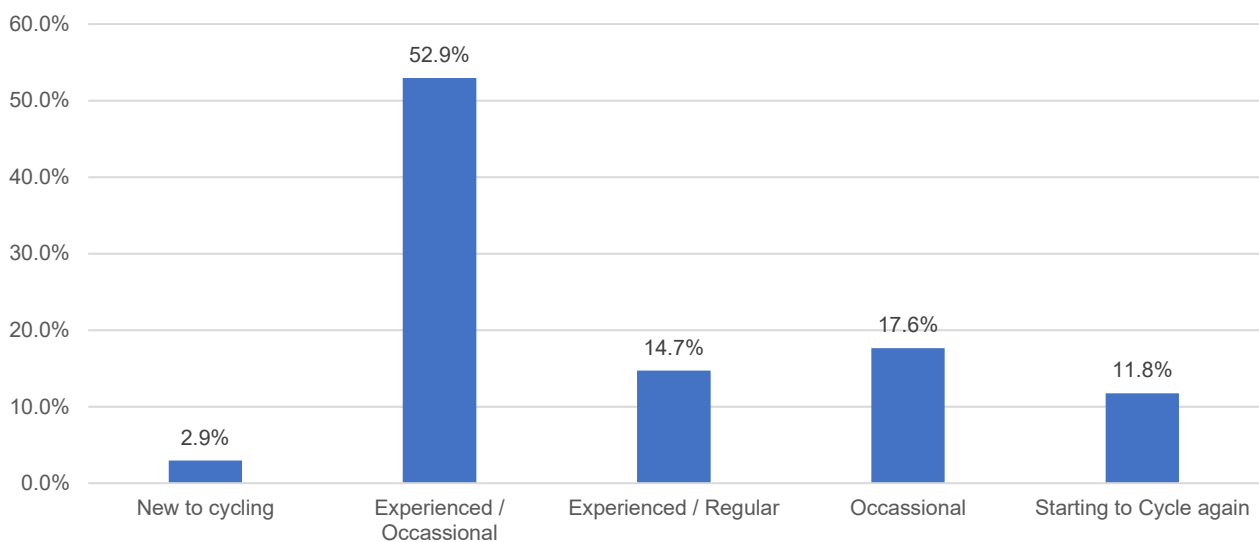


A majority of interviewees have stated that they are unlikely to walk or cycle more along this route. Some of those interviewed may already have been frequent users of the route, and therefore could not increase or decrease their usage.

Question 16 – If you cycle, how would you describe yourself?



From the above we can see that the majority of interviewees are non-cyclists. Of the cyclists, a majority consider themselves to be experienced.



When non-cyclists are removed from the analysis, we can see that a clear majority consider themselves to be experienced.

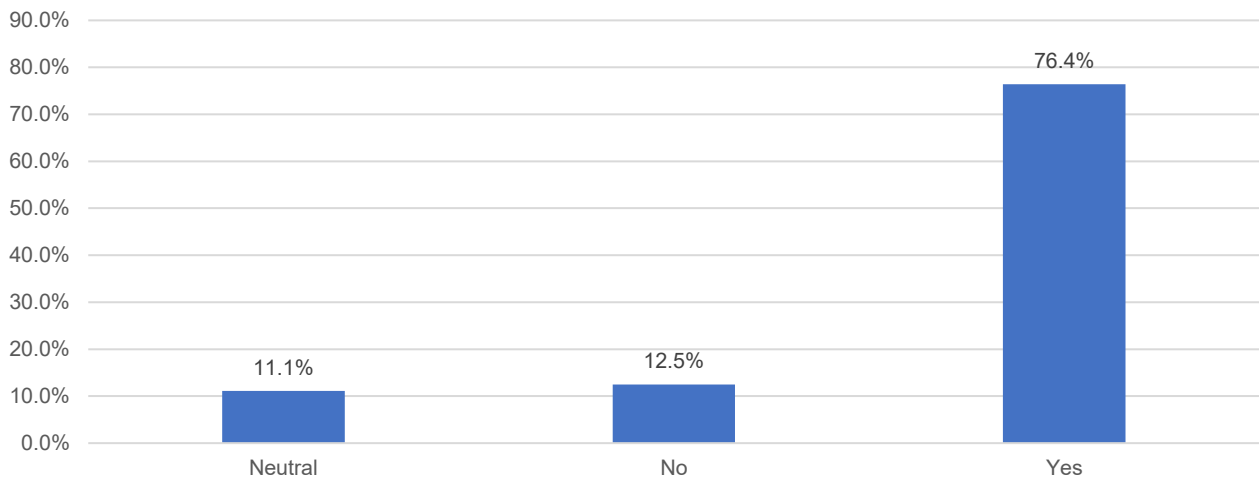
Question 17 – Are your activities limited by a health problem or disability which has lasted or is expected to last for at least 12 months?

No interviewees stated that they had any sort of disability or health issue. Had they done so, this may have affected the answers given to Question 9 as to whether or not interviewees felt the works had made the route more accessible.

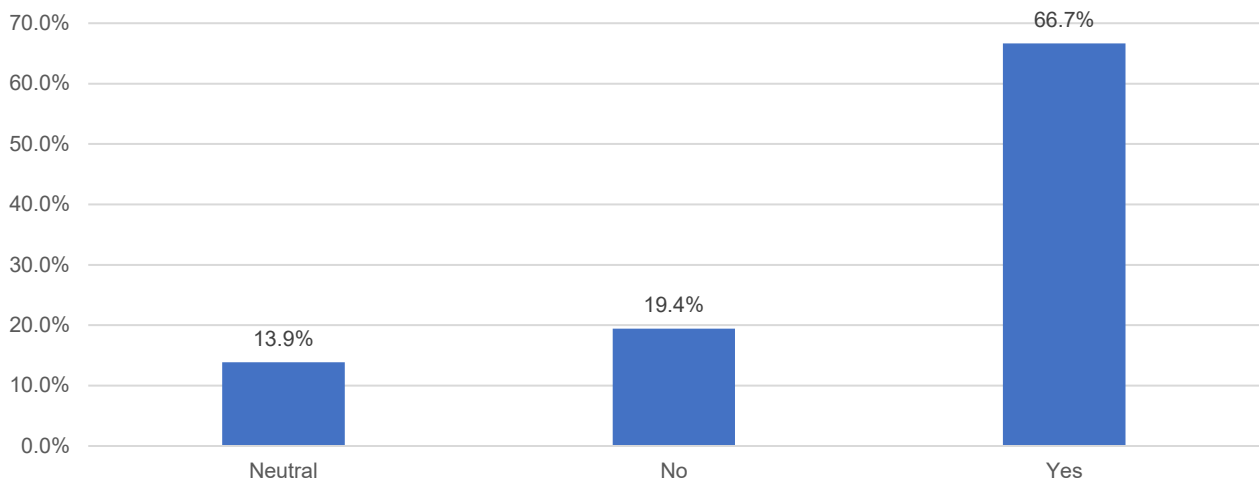
Question 18 – Do you agree or disagree with the following statements?

A different graph is provided for each option. For each option everyone stated whether or not they Agreed, Disagreed, or felt Neutral. Whilst a majority express a positive opinion for all questions, the biggest majorities appear to relate to the aesthetic / safety aspects of the improvement works.

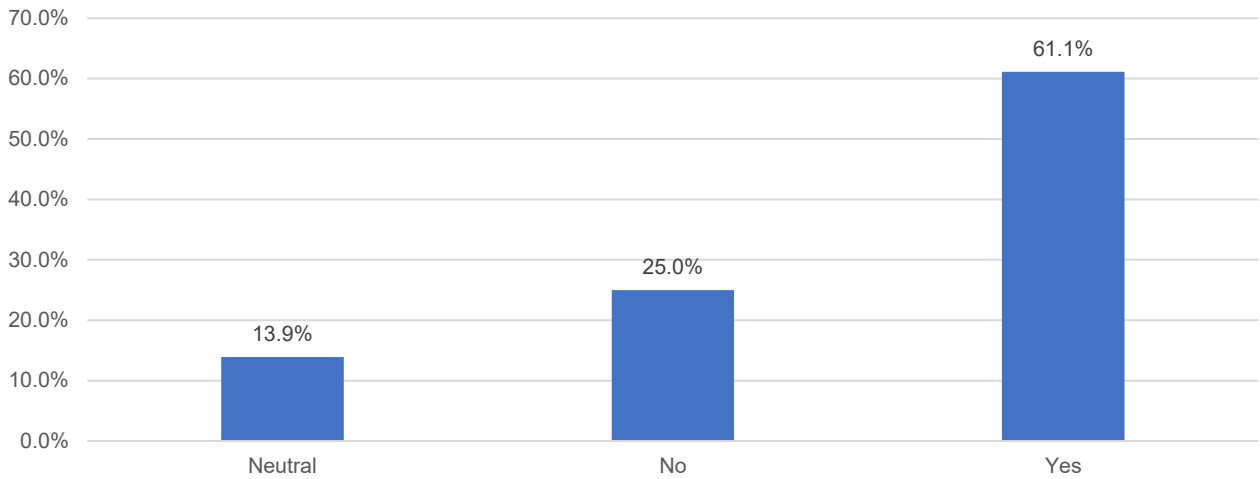
Question 18A - Street is well lit



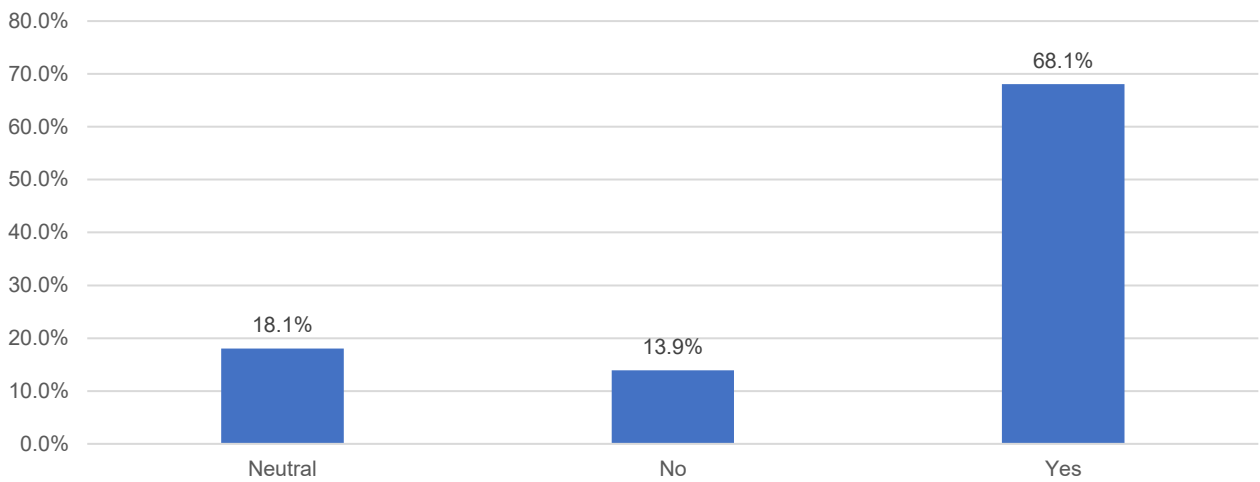
Question 18B - Street is well maintained



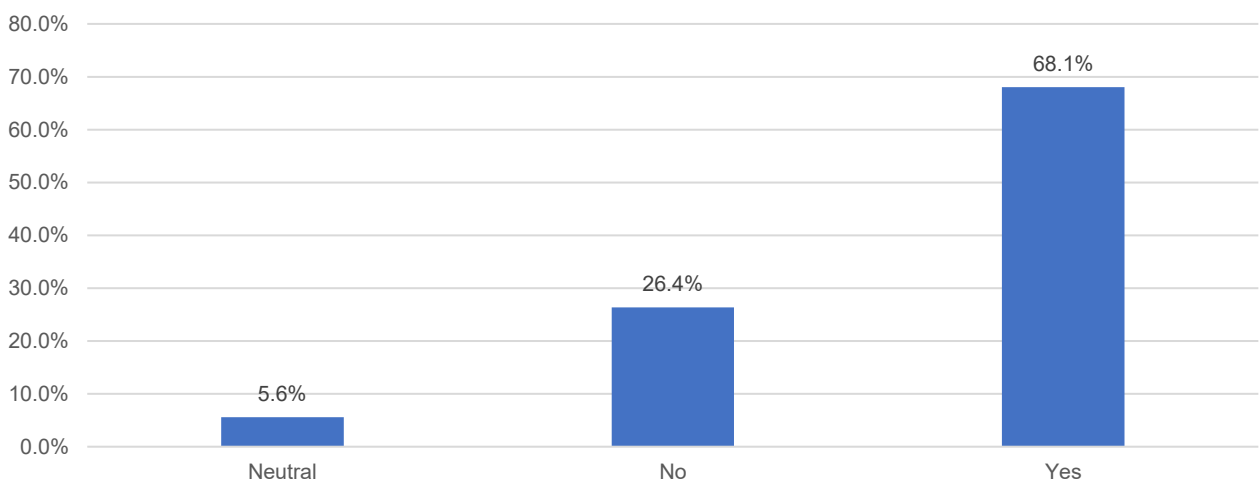
Question 18C - Street is easily accessible



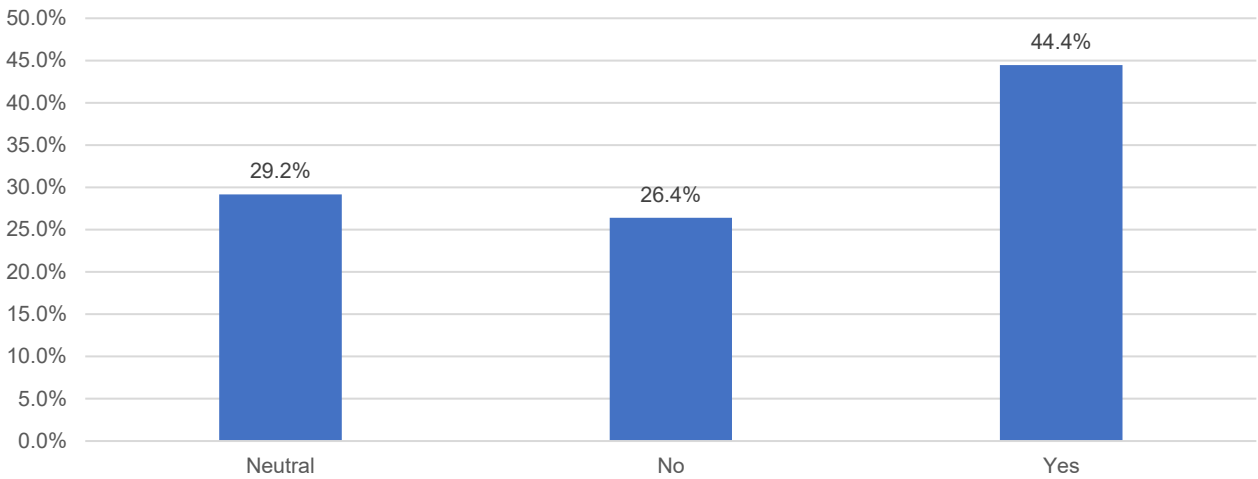
Question 18D - Street enhances the area



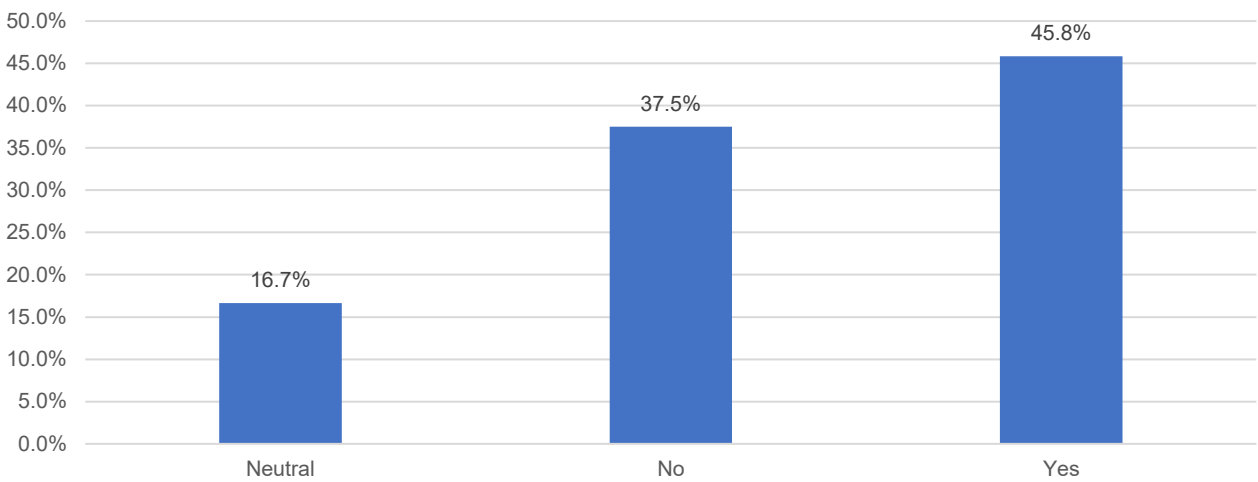
Question 18E - Street feels safe



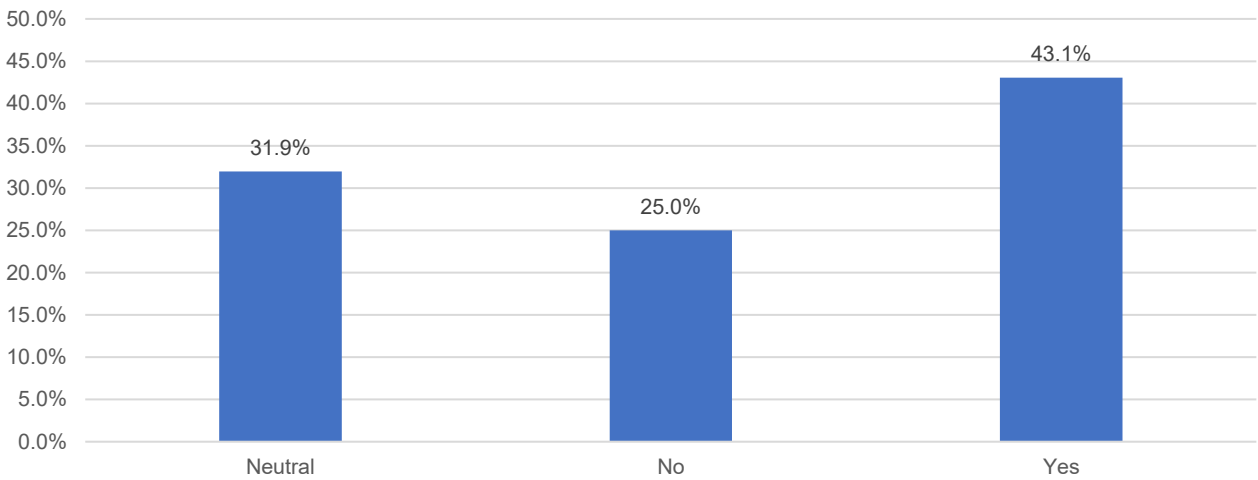
Question 18F - Street is fit for purpose



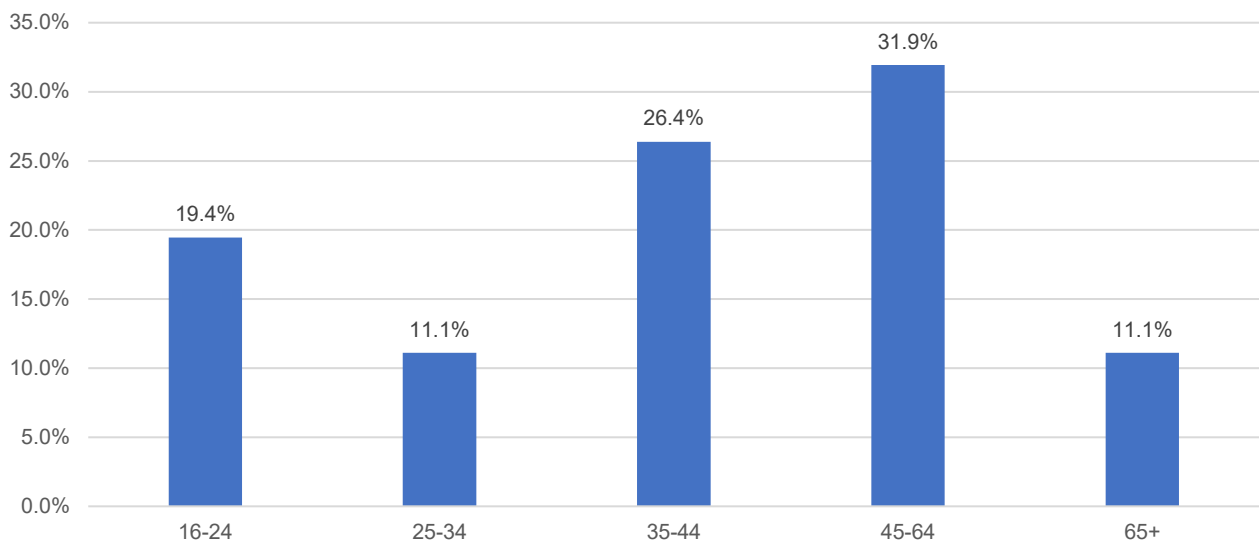
Question 18G - Street encourages me to walk or cycle more



Question 18H - Street meets needs of community



Question 19 – Age category of interviewees



The above gives a breakdown of age categories. No real conclusions can be drawn as to why interviewees fell into such categories, or why more response came from those aged over 35. But potentially a breakdown of age categories of cyclists, walkers etc may provide some useful insight?

Question 20 – Additional Comments

Only 16 of the 72 interviewees made any sort of comment. Of the 16 comments, only 3 were of a positive nature, with the rest criticising the expenditure required for the upgrade works, or criticising other infrastructure in Aberdeen City Centre.

These negative comments are at odds with the results of the surveys which indicate a positive attitude towards the upgrade works. And because the majority of the 72 interviewees chose not to comment, no assessment can be made of their personal opinion.

No
£12m could have been spent elsewhere
An utter waste of £12m. I cycle quite a lot and feel that the cycle lanes added here is totally unnecessary, hardly used at all and a wide road is a far better use of space for all.
Area looks better for these works
Cycle paths need to come to other cycle paths throughout the city
Hardly anybody uses it
I like the improvements
I like the improvements
I previously used the route without issue. So why the upgrades?
Not a good use of money
The main issue is the extremely short duration (about 5 seconds at a time) that the "green man" is on for when crossing at the bottom of College Street. This doesn't allow enough time for pedestrians to walk across the road safely, especially those with mobility issues. An increase to 10 seconds would at least give most people a good chance to complete the crossing without having to run, which in icy conditions, is clearly not a good idea.
The new junction is geared for cars, hence encouraging more car use, which is undesirable. The timing of the lights for pedestrians is inadequate, especially for those crossing diagonally.
The sequence to get across the road at Millburn is very short as the lights turn green before getting across the street which is dangerous for pedestrians.
Total waste of money, classic Aberdeen Council. This and the bus gate are totally pointless, how about filling the 30+ empty units on union Street, filling the pothole, not just patching them up. Bus gate has had a negative impact on union square, just so busses with about 4-6 people on them can get about quicker. People in cars bring money into the city, now they have to go much further so adding to pollution... not even going to mention ULEZ...
Waste or money
We don't live in a city where everyone can cycle first due to the structure, hills etc and also due to the weather for 9 months of the year. It is increasingly hard to get anywhere with the road closures living in Ferryhill and is making it less and less appealing to live in the city to the extent of thinking of moving further away. What is the benefit of living in the city if you can't use your car to get anywhere. The priorities are all wrong and are taking away from city residents. This was a waste of time and instead the new routes need to be surveyed and they make journey times from Ferryhill twice as long and I am also worried about the increased traffic in the area with there being a school and community centre so nearby.

Disability Equity Partnership

South College Street



The layout and design of the footpaths and adjoining two way cyclepath newly created on South College Street is concerning to members of DEP. In particular for those we represent who have a visual impairment or use a wheelchair or scooter to perambulate.

This document deals primarily with the crossing point at the corner of South College Street and North Esplanade/Riverside Drive beside the car park.

This site was chosen as it is a busy junction on route to and from Torry, Ferryhill, South College St businesses and the Duthie Park.



This photograph shows the width of the footpath. It measures 142cm. The standard width recommended for a footpath is 200cm. Given that half a meter from either edge is unusable space, pedestrians are left with 42cm of usable pathway.

In stark contrast, the two way cycle lane has been given 240cm width.





This image shows the clear disparity between the space afforded the cyclists as opposed to the pedestrians. Contrary to the much quoted Cycling by Design guidance, the footway has been sacrificed in favour of the cycleway.

This design is also not compliant with the hierarchy of travel, which puts pedestrians and wheelchair users firmly at the top.

It also shows the confusing layout of tactile surfaces. We see corrugated paving, leading to smooth tar, leading to blister paving, then more smooth tar before again having to contend with corrugated paving. The expanses of corrugated paving will cause difficulty and great discomfort for those using manual wheelchairs and rollators. For a manual wheelchair/rollator user this adds extra difficulty as they not only have to deal with the incline but have to push themselves over the corrugated paving. The slopes needed to make the crossing point flush with the carriageway have created three separate inclines that wheelchair and rollator users have to battle. This arrangement is both confusing for people with visual impairment and dangerous for manual wheelchair and rollator users. Other than the change of surface (the corrugated paving is oriented to prevent rumbling for the cyclist) nothing is in place to prevent conflict between pedestrians waiting to cross and cyclists looking to travel through.



To illustrate the difficulty posed, this image shows that when a pedestrian with a baby buggy was using the footway, a pedestrian travelling in the opposite direction had to step into the active cycleway as there was insufficient space for the two to pass comfortably. If this situation arises between a pedestrian with a buggy or pram (which tend to be larger and wider) and a wheelchair/mobility scooter/rollator user or visually impaired person, who has right of way, which if these travellers will have to use the active cycleway? Because of the width of the footway and the height of the kerb it will be impossible for a wheelchair user to get off, or indeed back on, the footway. There is a real danger that deaf people could step into the active cycleway in front of a cyclist coming up from behind as they won't hear them approaching. This is true of many people, not only those with significant hearing loss, who won't hear the cyclist over the noise of the traffic. Cycling by Design recommends that cycles be treated as traffic, therefore, this design causes vulnerable people to step into the flow of traffic.



The kerb between the footpath and the cycleway is between 7 and 8 cm high. Over the length of the corrugated paving, this reduces to meet the level of the designated crossing area. As mentioned previously, this could cause problems for many disabled people. Those with a visual impairment may believe that they have reached the crossing area because the tactile paving is in place, and step off the kerb, not realising that it is there. Wheelchairs are easily forced off course by uneven surfaces and camber. Even a slight convex or arched shape to the surface can cause them to veer off downhill. Not all wheelchair users have good upper body strength or indeed any core strength and these people will have great difficulty using the area.

Conclusion

DEP has not visited the entirety of South College street to know if these flaws are replicated along the piece.

The section detailed here was chosen as it is part of the route from Union Square to Duthie Park, the boating sheds (swing park) and the river side.

The area will need significant change to make it safe for people with physical disabilities, elderly people and those with sensory impairments.

Some of the issues detailed were brought to the

Attention of officers but unfortunately the work was close to completion, and had been completed and opened to the public before DEP members could present their findings.

Remedial works will be necessary to make South College Street and its junction with North Esplanade/Riverside Drive functional for everyone.

It is vital to the independence, freedom and choice of people with disabilities that this design is not replicated across the city.

Visit to South College Street

Libby Hillhouse (NESS (Northeast Sensory Services) Training and Information Officer) and Lindsey Fleming (NESS Rehabilitation for Visual Impairment Officer – Rehab Worker) visited the South College Street site to get a better understanding of the design and how someone who was visually impaired would use it as well as how the Rehab Worker would train them to navigate the environment. Rehab Workers usually train cane users to use familiar routes that are used regularly, rather than training them for any type of route that they might come across.

We also visited the Tillydrone site to get a better understanding of the road layout there.

We took some pictures and below each picture have added some observations about the particular design feature in the image. We hope this contributes to the ongoing discussions about the changing streetscape in Aberdeen.

South College Street

Image 1



Image shows the start of footway and bidirectional cycle lane looking towards Queen Elizabeth Bridge from just outside the small car park at the bottom of the pedestrian bridge. It shows the footway/bidirectional cycle lane sweeping round to the left, with the tramline tactile paving as well as painted white bicycle symbols on the left indicating the cycle lane, and the ladder tactile paving indicating the footway. While it is clearly marked on the road surface with bicycle symbols, we think having symbols representing the pedestrian footway would benefit everyone, particularly those who are partially sighted and who may not use a long cane. The street signs indicating the footway/cycle path are very high up, very small, difficult to see and make sense of.

Image 2



The image shows the sign indicating the start of the pedestrian footway on the left and cycle lane on the right, which sits just inside the pedestrian footway, on the outside of the metal wall that surrounds a small car park. The sign is blue with white icons background.

The signs indicating the footway and cycle lane are difficult to see as they are really small and very high up. In some situations, along the route, the signs are not positioned in a way that face the direction that pedestrian or cyclists would be travelling in.

We understand that part of the reason for them being so high is so that they do not present hazards, however there is little point in having signs that are not usable because they are too difficult to see for the people that they are aimed at. This is why we suggest that having the white symbols/icons on the footway as well as the cycle lane would be of benefit.

It is also clear from both images that the delineator line has insufficient colour contrast, causing difficulties in pedestrians understanding where the edge of their footway is. This could cause with navigating the space for many people who are not cane users as well as issues with tripping over the kerb edge design. We believe that a white line along the delineator line would help clarify the edge of the footway.

Image 3



The image shows the footway and cycle lane as it runs along the edge of the roundabout towards South College Street. The railway bridge is visible in the distance and the wall surrounding the small car park is to our left.

It is clear in this image as how difficult it is to identify the delineator kerb particularly when it is wet. A white line along the delineator kerb would be of benefit.

Image 4



The image shows the entrance to the side street just past the railway bridge on South College Street, when heading back into the town centre. It looks like a continuous footway, where the road has been raised to pavement level, with a ramp on either side and road markings inside the junction for cars emerging from the junction onto the main road.

We think this entrance to the side Street is problematic. Although well designed, in terms of the kerb, ramp and clear road markings, because cars are turning into it off a busy and fast road, drivers may not feel confident enough to slow down to allow pedestrians to continue across what appears to be a continuous footway. We believe the use of a continuous footway in this situation is not appropriate and refer you to the Living Streets research that was circulated recently.

Image 5



This image shows the same junction of the side road but from inside the side road looking out to the South College Street, with the Arches in the distance. The road markings for cars exiting the junction can be seen. Ladder tactile pavings or corrugated tactile paving can be seen in the foreground, one of the right hand pavement and another on the left hand pavement, several metres from the actual junction. The tactile paving on the left side is slightly closer to the junction than the tactile paving on the right hand side of the pavement.

We have some concerns about the use of this corrugated tactile paving. While it is known for identifying hazards, it is more associated with indicating steps/stairs and we think this is too far away for it to be clearly understood as a warning and what the warning is.

They also do not line up across the street, but are offset, which we feel may cause confusion. While they are not meant to be used as crossing blister paving tactiles, in reality, they may become a reference point for people trying to cross the side road in the absence of tactile paving, particularly if someone is not confident using the continuous footway or someone coming from the residential area, when they are likely to cross the side street before they reach the actual junction. We felt these were confusing.

Image 6



This image shows another blue sign with white icons indicating the start of the footway on the left and cycle lane on the right. It sits high on a grey pole, slightly offset from a wall on the left, and in line with the left side of the pedestrian footway, so pedestrians walking close to the wall would have to walk round it. The view is looking northwards up South College Street, with the Arches on the left.

This is another example of the sign that is too high for it to be useable for pedestrians and cyclists, as well as too small. It is not obvious when you are walking down the street. We wondered if the sign would be better fixed to the wall, so it wasn't obstructing the entrance to the pedestrian footway?

Image 7



The image shows the view of the side street entrance on the right looking southwards down South College Street, with the railway bridge in the distance to the left. A mix of flats can be seen on the right following the turn of road as it turns left. There are no visible signs indicating where the footway and cycle lane is, either on the ground or on roadside signs.

This image also shows the poor contrast of the delineator line.

Image 8



The image shows a junction designed for bicycles with an entrance and exit using typical road markings for junctions. In the foreground is a blue and white sign indicating that this short piece of street is a cycle lane. The sign is offset slightly from the cycle lane on a grassy area.

We felt this sign was slightly bigger and at a better height to inform people where the cycle lane was. This may be because there was more space to offset the sign, so that is unlikely to cause a hazard.

Tillydrone Image 1



This image is of the cycle/pedestrian footway infrastructure in Tillydrone, which we also visited to get a better understanding of the two areas.

The image shows the cycle lane on the left side of the Tillydrone Avenue, looking Northwards. There are a series of the blue and white signs showing the footway and cycle lane and shared spaces, with flats alongside the left-hand side of the image. The signs sit in a narrow grass verge, creating a distinct cycle lane and pedestrian footway.

This is clearly is an older street design, however, we felt that the signs indicating the footway/cycle lanes and shared spaces were better – the signs appeared to be slightly bigger and slightly lower down and were positioned in a logical line/place so you could clearly identify what they were referring to. We wondered if this had been possible because the space was wider, more open, and visually less cluttered environment than South College Street?

However, the cycle lane is on the inside (left hand side) and the footway on the outside (right hand side next to the road). This is completely not intuitive, and we saw people who naturally walked down the cycle lane, intuitively interpreting this as the footway. The overall design, with the strip of grass between the footway and cycle was good however, but again benefited from the available space.

We hope that these observations, questions, and comments are worth considering as the city goes forward in the design of the streetscape.

Libby Hillhouse
Training and Information Officer
NESS



Your Ref:
Our Ref: BM/AM/D4320
Contact: Bruce MacFarlane
Location: Marischal College
Ground Floor North

Date: <Date>

Dear Business Proprietor or Representative,

South College Street Junction Improvements Phase 1 – Adjacent Businesses Feedback Invitation

Aberdeen City Council has substantially completed construction of the South College Street Junction Improvements Project, with some minor alteration and remedial works continuing in the area over the next few weeks. The project consists of junction upgrades, road widening measures and new pedestrian & cycling facilities which will increase network capacity, improving traffic flow and increase pedestrian & cycling infrastructure and connectivity. The project also includes alterations to access arrangements and parking & loading provision. The project will support the City Centre Masterplan's infrastructure strategy for bus priority measures aimed at removing the impact of congestion on bus journey times through the city centre. It will also enable the implementation of public realm enhancements along Guild Street and Union Street, providing alternative options to accommodate the rerouting of vehicular traffic.

We are contacting you as a business proprietor or representative that may have an interest in the project. ACC has commenced a process of monitoring & evaluation of the project, to assess the early benefits and any detrimental impacts which may have occurred. If you wish to contribute to this process and have not already provided comments in the questionnaire issued recently through Citizen Space for feedback from the general public, please submit your opinions via the following email address before 12 February 2024.

scsproject@aberdeencity.gov.uk.

Please note, information collated from this consultation may be included within any future reports to Council committees. In that circumstance we will not name individual business proprietors or representatives.

Yours faithfully,

South College Street Junction Improvements Project Team
Aberdeen City Council - Roads Projects

Privacy note:

We will retain correspondence for the duration of the Monitoring & Evaluation process and a further period afterwards to allow for the analysis of feedback. We may ask for further feedback during the M & E process or on its completion. If you, or a representative of your business, wish to have their details removed from our database, please do not hesitate to contact us, using the contact details within this letter, at any time.

More information about how we use your data, your rights, and the contact details of our Data Protection Officer, are available on our website at <https://www.aberdeencity.gov.uk/your-data>. You also have the right to make a complaint to the Information Commissioner's Office (<https://ico.org.uk>). They are the body responsible for making sure organizations' like the Council handle your data lawfully.

We consider collecting feedback and public consultation to be part our public task under Article 6(1)(e) of General Data Protection Regulation, as it is in the public interest for us to consult with our citizens about proposals for the use of this space. Where we collect special category data, our legal basis for processing is Article 9(2)(g), as this is substantially in the public interest.

Address	Street	City	Postcode	Business
1 The Arches	Palmerston Road	Aberdeen	AB11 5RE	Breakout Games
3 The Arches	Palmerston Road	Aberdeen	AB11 5RE	Wreck-It room
4 The Arches	Palmerston Road	Aberdeen	AB11 5RE	The House of Botanicals
10 The Arches	Palmerston Road	Aberdeen	AB11 5RE	City of Aberdeen Distillery
11 The Arches	Palmerston Road	Aberdeen	AB11 5RE	Sweet Mumma's Kitchen
	AMS House, 59 Palmerston Rd	Aberdeen	AB11 5QJ	AMS Global Group Limited
	5 Old Ford Road	Aberdeen	AB11 5RL	Rapid Removals & Dispatch Ltd.
	7 Old Ford Road	Aberdeen	AB11 5RJ	
Pilgrim House	Old Ford Road	Aberdeen	AB11 5RL	
Freedom House	Old Ford Road	Aberdeen	AB11 5RL	
	Old Ford Road	Aberdeen	AB11 5RL	Peterhead Transport
	Old Ford Road	Aberdeen	AB11 5RL	Skateraw Fisheries
	16 North Esplanade West	Aberdeen	AB11 5RJ	Neptune E&P UK Limited
	North Esplanade West	Aberdeen	AB11 5RJ	Cadherent Ltd
Millburn Cottage	Millburn Street	Aberdeen	AB11 6SS	Town & Country Veterinary Group
15 The Arches	South College Street	Aberdeen	AB11 6JX	I.S.S. (Aberdeen) Limited
16 The Arches	South College Street	Aberdeen	AB11 6JX	Vans4u Aberdeen
17 The Arches	South College Street	Aberdeen	AB11 6JX	Tristar Lighting & Design Ltd.
18 The Arches	South College Street	Aberdeen	AB11 6JX	AKR Fitness
19 The Arches	South College Street	Aberdeen	AB11 6JX	Results Gym Aberdeen Ltd
22 The Arches	South College Street	Aberdeen	AB11 6JX	Hatchet Harrys Axe Throwing
23 The Arches	South College Street	Aberdeen	AB11 6JX	Central Plastics & Roofing Ltd
25 The Arches	South College Street	Aberdeen	AB11 6JX	Direct Flooring
	124 South College Street	Aberdeen	AB11 6LA	Papa John's



Your Ref:
Our Ref: BM/AM/D4320
Contact: Bruce MacFarlane
Location: Marischal College
Ground Floor North

Date: <<Date>>

<<Address>>
<<Street>>
<<City>>
<<Postcode>>

Dear Owner/Occupier,

South College Street Junction Improvements (Phase 1) – Local Residents Feedback Invitation 2023

Aberdeen City Council has substantially completed construction of the South College Street Junction Improvements Project, with some minor alteration and remedial works continuing in the area over the next few months. The project consists of junction upgrades, road widening measures and new pedestrian & cycling facilities which will increase network capacity, improving traffic flow and increase pedestrian & cycling infrastructure and connectivity. The project also includes alterations to access arrangements and parking & loading provision. The project will support the City Centre Masterplan's infrastructure strategy for bus priority measures aimed at removing the impact of congestion on bus journey times through the city centre. It will also enable the implementation of public realm enhancements along Guild Street and Union Street, providing alternative options to accommodate the rerouting of vehicular traffic.

We are contacting you as a local resident that may have an interest in the project. ACC has commenced a process of monitoring & evaluation of the project, to assess the early benefits and any detrimental impacts which may have occurred. An opportunity to provide feedback on the construction works and the completed project will be available through the remainder of December and will remain open until 14 January 2024.

If you wish to contribute to this process, please submit your opinions (with any additional comments) in the Project Feedback section at the following website address: -

www.aberdeencity.gov.uk/scsimprovements

Please note, information collated from this consultation may be included within any future reports to Council committees. In that circumstance we will not name individual residents.

If you have any queries, please do not hesitate to contact us via the email address, scsproject@aberdeencity.gov.uk.

Yours faithfully,

South College Street Junction Improvements Project Team
Aberdeen City Council - Roads Projects

Privacy note:

We will retain correspondence for the duration of the Monitoring & Evaluation process and a further period afterwards to allow for the analysis of feedback. We may ask for further feedback during the M & E process or on its completion. If you wish to have your details removed from our database, please do not hesitate to contact us, using the contact details within this letter, at any time.

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We consider collecting feedback and public consultation to be part our public task under Article 6(1)(e) of General Data Protection Regulation, as it is in the public interest for us to consult with our citizens about proposals for the use of this space. Where we collect special category data, our legal basis for processing is Article 9(2)(g), as this is substantially in the public interest

Address	Street	City	Postcode
Flat A	134 South College Street	Aberdeen	AB11 6LA
Flat B	134 South College Street	Aberdeen	AB11 6LA
Flat C	134 South College Street	Aberdeen	AB11 6LA
Flat D	134 South College Street	Aberdeen	AB11 6LA
Flat E	134 South College Street	Aberdeen	AB11 6LA
Flat F	134 South College Street	Aberdeen	AB11 6LA
Flat G	134 South College Street	Aberdeen	AB11 6LA
Flat H	134 South College Street	Aberdeen	AB11 6LA
Flat J	134 South College Street	Aberdeen	AB11 6LA
Flat A	136 South College Street	Aberdeen	AB11 6LA
Flat B	136 South College Street	Aberdeen	AB11 6LA
Flat C	136 South College Street	Aberdeen	AB11 6LA
Flat D	136 South College Street	Aberdeen	AB11 6LA
Flat E	136 South College Street	Aberdeen	AB11 6LA
Flat F	136 South College Street	Aberdeen	AB11 6LA
Flat G	136 South College Street	Aberdeen	AB11 6LA
Flat H	136 South College Street	Aberdeen	AB11 6LA
Flat J	136 South College Street	Aberdeen	AB11 6LA
Flat A	138 South College Street	Aberdeen	AB11 6LA
Flat B	138 South College Street	Aberdeen	AB11 6LA
Flat C	138 South College Street	Aberdeen	AB11 6LA
Flat D	138 South College Street	Aberdeen	AB11 6LA
Flat E	138 South College Street	Aberdeen	AB11 6LA
Flat F	138 South College Street	Aberdeen	AB11 6LA
Flat G	138 South College Street	Aberdeen	AB11 6LA
Flat H	138 South College Street	Aberdeen	AB11 6LA
Flat J	138 South College Street	Aberdeen	AB11 6LA
	140 South College Street	Aberdeen	AB11 6LA
	142 South College Street	Aberdeen	AB11 6LA
	144 South College Street	Aberdeen	AB11 6LA
	146 South College Street	Aberdeen	AB11 6LA
	148 South College Street	Aberdeen	AB11 6LA
	150 South College Street	Aberdeen	AB11 6LA
	152 South College Street	Aberdeen	AB11 6LA
	154 South College Street	Aberdeen	AB11 6LA
	156 South College Street	Aberdeen	AB11 6LA
	158 South College Street	Aberdeen	AB11 6LA
	160 South College Street	Aberdeen	AB11 6LA
	162 South College Street	Aberdeen	AB11 6LA
	164 South College Street	Aberdeen	AB11 6LA
	166 South College Street	Aberdeen	AB11 6LA

	168 South College Street	Aberdeen	AB11 6LA
Flat A	170 South College Street	Aberdeen	AB11 6LD
Flat B	170 South College Street	Aberdeen	AB11 6LD
Flat C	170 South College Street	Aberdeen	AB11 6LD
Flat D	170 South College Street	Aberdeen	AB11 6LD
Flat E	170 South College Street	Aberdeen	AB11 6LD
Flat F	170 South College Street	Aberdeen	AB11 6LD
Flat G	170 South College Street	Aberdeen	AB11 6LD
Flat H	170 South College Street	Aberdeen	AB11 6LD
Flat J	170 South College Street	Aberdeen	AB11 6LD
Flat K	170 South College Street	Aberdeen	AB11 6LD
Flat L	170 South College Street	Aberdeen	AB11 6LD
Flat M	170 South College Street	Aberdeen	AB11 6LD
Flat N	170 South College Street	Aberdeen	AB11 6LD
Flat A	172 South College Street	Aberdeen	AB11 6LD
Flat B	172 South College Street	Aberdeen	AB11 6LD
Flat C	172 South College Street	Aberdeen	AB11 6LD
Flat D	172 South College Street	Aberdeen	AB11 6LD
Flat E	172 South College Street	Aberdeen	AB11 6LD
Flat F	172 South College Street	Aberdeen	AB11 6LD
Flat G	172 South College Street	Aberdeen	AB11 6LD
Flat H	172 South College Street	Aberdeen	AB11 6LD
Flat J	172 South College Street	Aberdeen	AB11 6LD
Flat A	174 South College Street	Aberdeen	AB11 6LD
Flat B	174 South College Street	Aberdeen	AB11 6LD
Flat C	174 South College Street	Aberdeen	AB11 6LD
Flat D	174 South College Street	Aberdeen	AB11 6LD
Flat E	174 South College Street	Aberdeen	AB11 6LD
Flat F	174 South College Street	Aberdeen	AB11 6LD
Flat G	174 South College Street	Aberdeen	AB11 6LD
Flat H	174 South College Street	Aberdeen	AB11 6LD
Flat J	174 South College Street	Aberdeen	AB11 6LD
Flat A	176 South College Street	Aberdeen	AB11 6LD
Flat B	176 South College Street	Aberdeen	AB11 6LD
Flat C	176 South College Street	Aberdeen	AB11 6LD
Flat D	176 South College Street	Aberdeen	AB11 6LD
Flat E	176 South College Street	Aberdeen	AB11 6LD
Flat F	176 South College Street	Aberdeen	AB11 6LD
Flat G	176 South College Street	Aberdeen	AB11 6LD
Flat H	176 South College Street	Aberdeen	AB11 6LD
Flat J	176 South College Street	Aberdeen	AB11 6LD
Flat A	178 South College Street	Aberdeen	AB11 6LD

Flat B	178 South College Street	Aberdeen	AB11 6LD
Flat C	178 South College Street	Aberdeen	AB11 6LD
Flat D	178 South College Street	Aberdeen	AB11 6LD
Flat E	178 South College Street	Aberdeen	AB11 6LD
Flat F	178 South College Street	Aberdeen	AB11 6LD
Flat G	178 South College Street	Aberdeen	AB11 6LD
Flat H	178 South College Street	Aberdeen	AB11 6LD
Flat J	178 South College Street	Aberdeen	AB11 6LD
Flat A	180 South College Street	Aberdeen	AB11 6LD
Flat B	180 South College Street	Aberdeen	AB11 6LD
Flat C	180 South College Street	Aberdeen	AB11 6LD
Flat D	180 South College Street	Aberdeen	AB11 6LD
Flat E	180 South College Street	Aberdeen	AB11 6LD
Flat F	180 South College Street	Aberdeen	AB11 6LD
Flat G	180 South College Street	Aberdeen	AB11 6LD
Flat H	180 South College Street	Aberdeen	AB11 6LD
Flat J	180 South College Street	Aberdeen	AB11 6LD
Flat A	1 Bank Street	Aberdeen	AB11 7ST
Flat B	1 Bank Street	Aberdeen	AB11 7ST
Flat C	1 Bank Street	Aberdeen	AB11 7ST
1E	Bank Street	Aberdeen	AB11 7ST
	3 Bank Street	Aberdeen	AB11 7ST
Flat A	5 Bank Street	Aberdeen	AB11 7ST
Flat B	5 Bank Street	Aberdeen	AB11 7ST
Flat C	5 Bank Street	Aberdeen	AB11 7ST
Flat D	5 Bank Street	Aberdeen	AB11 7ST
Flat E	5 Bank Street	Aberdeen	AB11 7ST
Flat F	5 Bank Street	Aberdeen	AB11 7ST
Flat G	5 Bank Street	Aberdeen	AB11 7ST
Flat H	5 Bank Street	Aberdeen	AB11 7ST
Flat I	5 Bank Street	Aberdeen	AB11 7ST
	8 Bank Street	Aberdeen	AB11 7ST
	8A Bank Street	Aberdeen	AB11 7ST
	8B Bank Street	Aberdeen	AB11 7ST
	10 Bank Street	Aberdeen	AB11 7ST
	12 Bank Street	Aberdeen	AB11 7ST
	12A Bank Street	Aberdeen	AB11 7ST
1 Dee Village	Millburn Street	Aberdeen	AB11 6LG
2 Dee Village	Millburn Street	Aberdeen	AB11 6LG
3 Dee Village	Millburn Street	Aberdeen	AB11 6LG
4 Dee Village	Millburn Street	Aberdeen	AB11 6LG
5 Dee Village	Millburn Street	Aberdeen	AB11 6LG

6 Dee Village	Millburn Street	Aberdeen	AB11 6LG
7 Dee Village	Millburn Street	Aberdeen	AB11 6LG
8 Dee Village	Millburn Street	Aberdeen	AB11 6LG
9 Dee Village	Millburn Street	Aberdeen	AB11 6LG
10 Dee Village	Millburn Street	Aberdeen	AB11 6LG
11 Dee Village	Millburn Street	Aberdeen	AB11 6LG
12 Dee Village	Millburn Street	Aberdeen	AB11 6LG
14 Dee Village	Millburn Street	Aberdeen	AB11 6LG
15 Dee Village	Millburn Street	Aberdeen	AB11 6LG
16 Dee Village	Millburn Street	Aberdeen	AB11 6LG
17 Dee Village	Millburn Street	Aberdeen	AB11 6LG
18 Dee Village	Millburn Street	Aberdeen	AB11 6LG
19 Dee Village	Millburn Street	Aberdeen	AB11 6LG
20 Dee Village	Millburn Street	Aberdeen	AB11 6LG
21 Dee Village	Millburn Street	Aberdeen	AB11 6LG
22 Dee Village	Millburn Street	Aberdeen	AB11 6LG
23 Dee Village	Millburn Street	Aberdeen	AB11 6LG
24 Dee Village	Millburn Street	Aberdeen	AB11 6LG
25 Dee Village	Millburn Street	Aberdeen	AB11 6LG
26 Dee Village	Millburn Street	Aberdeen	AB11 6LG
27 Dee Village	Millburn Street	Aberdeen	AB11 6LG
28 Dee Village	Millburn Street	Aberdeen	AB11 6LG
29 Dee Village	Millburn Street	Aberdeen	AB11 6LG
30 Dee Village	Millburn Street	Aberdeen	AB11 6LG
31 Dee Village	Millburn Street	Aberdeen	AB11 6LG
32 Dee Village	Millburn Street	Aberdeen	AB11 6LG
33 Dee Village	Millburn Street	Aberdeen	AB11 6LG
34 Dee Village	Millburn Street	Aberdeen	AB11 6LG
35 Dee Village	Millburn Street	Aberdeen	AB11 6LG
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41 Dee Village	Millburn Street	Aberdeen	AB11 6LG
42 Dee Village	Millburn Street	Aberdeen	AB11 6LG
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65 Dee Village	Millburn Street	Aberdeen	AB11 6SZ
1	Portland Street	Aberdeen	AB11 6LN
3	Portland Street	Aberdeen	AB11 6LN
7	Portland Street	Aberdeen	AB11 6LN
First Floor Left	7 Portland Street	Aberdeen	AB11 6LN
First Floor Right	7 Portland Street	Aberdeen	AB11 6LN
Second Floor Left	7 Portland Street	Aberdeen	AB11 6LN
Second Floor Right	7 Portland Street	Aberdeen	AB11 6LN
Third Floor Left	7 Portland Street	Aberdeen	AB11 6LN
Third Floor Right	7 Portland Street	Aberdeen	AB11 6LN
Hayloft bar	9 Portland Street	Aberdeen	AB11 6LN
Flat 1	12 Portland Street	Aberdeen	AB11 6LL
Flat 2	12 Portland Street	Aberdeen	AB11 6LL
Flat 3	12 Portland Street	Aberdeen	AB11 6LL
Flat 4	12 Portland Street	Aberdeen	AB11 6LL
Flat 5	12 Portland Street	Aberdeen	AB11 6LL
	14 Portland Street	Aberdeen	AB11 6LL
16A	Portland Street	Aberdeen	AB11 6LL
16B	Portland Street	Aberdeen	AB11 6LL
16C	Portland Street	Aberdeen	AB11 6LL
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16F	Portland Street	Aberdeen	AB11 6LL
16G	Portland Street	Aberdeen	AB11 6LL
16H	Portland Street	Aberdeen	AB11 6LL
Basement Flat Left	18 Portland Street	Aberdeen	AB11 6LL

Basement Flat Right	18 Portland Street	Aberdeen	AB11 6LL
Ground Floor Flat Left	18 Portland Street	Aberdeen	AB11 6LL
Ground Floor Flat Right	18 Portland Street	Aberdeen	AB11 6LL
First Floor Flat Left	18 Portland Street	Aberdeen	AB11 6LL
First Floor Flat Right	18 Portland Street	Aberdeen	AB11 6LL
Attic flat left	18 Portland Street	Aberdeen	AB11 6LL
Attic flat right	18 Portland Street	Aberdeen	AB11 6LL
Ground Floor Flat	20 Portland Street	Aberdeen	AB11 6LL
First Floor Flat	20 Portland Street	Aberdeen	AB11 6LL
Second Floor Flat	20 Portland Street	Aberdeen	AB11 6LL
Flat 1	22 Portland Street	Aberdeen	AB11 6LL
Flat 2	22 Portland Street	Aberdeen	AB11 6LL
Flat 3	22 Portland Street	Aberdeen	AB11 6LL
Flat 4	22 Portland Street	Aberdeen	AB11 6LL
Flat 5	22 Portland Street	Aberdeen	AB11 6LL
Flat 6	22 Portland Street	Aberdeen	AB11 6LL
Ground Floor Flat Left	24 Portland Street	Aberdeen	AB11 6LL
Ground Floor Flat Right	24 Portland Street	Aberdeen	AB11 6LL
First Floor Flat Left	24 Portland Street	Aberdeen	AB11 6LL
First Floor Flat Right	24 Portland Street	Aberdeen	AB11 6LL
Second Floor Flat Left	24 Portland Street	Aberdeen	AB11 6LL
Second Floor Flat Right	24 Portland Street	Aberdeen	AB11 6LL
G/L	28 Portland Street	Aberdeen	AB11 6LJ
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1/R	28 Portland Street	Aberdeen	AB11 6LJ
2/L	28 Portland Street	Aberdeen	AB11 6LJ
2/R	28 Portland Street	Aberdeen	AB11 6LJ
3/L	28 Portland Street	Aberdeen	AB11 6LJ
3/R	28 Portland Street	Aberdeen	AB11 6LJ
G/L	32 Portland Street	Aberdeen	AB11 6LJ
G/R	32 Portland Street	Aberdeen	AB11 6LJ
1/L	32 Portland Street	Aberdeen	AB11 6LJ
1/R	32 Portland Street	Aberdeen	AB11 6LJ
2/L	32 Portland Street	Aberdeen	AB11 6LJ
2/R	32 Portland Street	Aberdeen	AB11 6LJ
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Ground Floor Flat Left	36 Portland Street	Aberdeen	AB11 6LJ
Ground Floor Flat Right	36 Portland Street	Aberdeen	AB11 6LJ
First Floor Flat	36 Portland Street	Aberdeen	AB11 6LJ
Second Floor Flat Left	36 Portland Street	Aberdeen	AB11 6LJ
Second Floor Flat Right	36 Portland Street	Aberdeen	AB11 6LJ
Attic flat	36 Portland Street	Aberdeen	AB11 6LJ
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	177 Portland Street	Aberdeen	AB11 6NT
	179 Portland Street	Aberdeen	AB11 6NT
	181 Portland Street	Aberdeen	AB11 6NT
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	185 Portland Street	Aberdeen	AB11 6NT
	187 Portland Street	Aberdeen	AB11 6NT
	189 Portland Street	Aberdeen	AB11 6NT
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	203 Portland Street	Aberdeen	AB11 6NT
	205 Portland Street	Aberdeen	AB11 6NT
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	211 Portland Street	Aberdeen	AB11 6NT
	213 Portland Street	Aberdeen	AB11 6NT
	215 Portland Street	Aberdeen	AB11 6NT



Your Ref:
Our Ref: BM/AM/D4320
Contact: Bruce MacFarlane
Location: Marischal College
Ground Floor North

Date: <Date>

Dear Stakeholder,

South College Street Junction Improvements Phase 1 – Stakeholder Feedback Invitation 2023

Aberdeen City Council has substantially completed construction of the South College Street Junction Improvements Project, with some minor alteration and remedial works continuing in the area over the next few months. The project consists of junction upgrades, road widening measures and new pedestrian & cycling facilities which will increase network capacity, improving traffic flow and increase pedestrian & cycling infrastructure and connectivity. The project also includes alterations to access arrangements and parking & loading provision. The project will support the City Centre Masterplan's infrastructure strategy for bus priority measures aimed at removing the impact of congestion on bus journey times through the city centre. It will also enable the implementation of public realm enhancements along Guild Street and Union Street, providing alternative options to accommodate the rerouting of vehicular traffic.

We are contacting you as a stakeholder that may have an interest in the project. ACC has commenced a process of monitoring & evaluation of the project, to assess the early benefits and any detrimental impacts which may have occurred. If you wish to contribute to this process, please submit your opinions (with any additional comments) in the Project Feedback section at the following website address: -

www.aberdeencity.gov.uk/scsimprovements

Please note, information collated from this consultation may be included within any future reports to Council committees. In that circumstance we will not name individual stakeholders.

If you have any queries, please do not hesitate to contact us via the email address, scsproject@aberdeencity.gov.uk.

Yours faithfully,

South College Street Junction Improvements Project Team
Aberdeen City Council - Roads Projects

Privacy note:

We will retain correspondence for the duration of the Monitoring & Evaluation process and a further period afterwards to allow for the analysis of feedback. We may ask for further feedback during the M & E process or on its completion. If you, or a representative of your group, wish to have their details removed from our database, please do not hesitate to contact us, using the contact details within this letter, at any time.

More information about how we use your data, your rights, and the contact details of our Data Protection Officer, are available on our website at <https://www.aberdeencity.gov.uk/your-data>. You also have the right to make a complaint to the Information Commissioner's Office (<https://ico.org.uk>). They are the body responsible for making sure organizations' like the Council handle your data lawfully.

We consider collecting feedback and public consultation to be part our public task under Article 6(1)(e) of General Data Protection Regulation, as it is in the public interest for us to consult with our citizens about proposals for the use of this space. Where we collect special category data, our legal basis for processing is Article 9(2)(g), as this is substantially in the public interest.

EMERGENCY SERVICES
Police Scotland
Scottish Fire and Rescue Service
Scottish Ambulance Service
PUBLIC TRANSPORT
Public Transport Unit
First Aberdeen Ltd
Stagecoach Bluebird
BUSINESS
Federation of Small Businesses
Road Haulage Association Ltd
Freight Transport Association
Aberdeen & Grampian Chamber of Commerce
CYCLISTS
Aberdeen Cycle Forum
Grampian Cycle Partnership:
Grampian Cyclists Touring Club
NESTRANS
TAXI
Aberdeen Taxi Centre
Rainbow City Taxis
Bon Accord Access Panel:
ACC Equalities Development Officer:
Disability Equity Partnership:
Aberdeen Civic Society
Aberdeen Inspired
POLITICAL
Council
Convener - Councillor David Cameron, the Lord Provost
Vice Convener - Councillor Steve Delaney, the Depute Provost
Finance & Resources Committee
Convener - Councillor Alex McLellan
Vice Convener - Councillor Ian Yuill

Net Zero, Environment and Transport Committee
Convener - Councillor Ian Yuill
Vice Convener - Councillor Miranda Radley
Electoral Ward No 12: Torry / Ferryhill
Christian Guy Allard - Scottish National Party
Lee Fairfull - Scottish National Party
Michael Kuszniir - Scottish Conservative and Unionist
Simon Watson - Scottish Labour
Aberdeen South MP
Stephen Flynn MP
MSP for Aberdeen Central (Constituency)
Kevin Stewart
MSPs for North East Scotland (Region)
Kevin Stewart
Maggie Chapman
Maurice Golden
Liam Kerr
Douglas Lumsden
Michael Marra
Mercedes Villalba
Tess White
MSP for Aberdeen South and North Kincardine (Constituency)
Audrey Nicoll
COMMUNITY COUNCILS
Ferryhill and Ruthrieston Community Council – Not established
City Centre Community Council
SCHOOLS
Harlaw Academy
Ferryhill Primary School
OTHER CONTACTS
Health & Transport Action Plan Programme Manager (A jointly funded post by NHS Grampian & Nestrans)
Andrew Stewart



Your Ref:
Our Ref: BM/AM/D4320
Contact: Bruce MacFarlane
Location: Marischal College
Ground Floor North

Date: <Date>

Aberdeen Cycle Forum
Grampian Cycle Partnership
Grampian Cyclists Touring Club
Disability Equity Partnership

Dear Stakeholder,

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As a representative of a stakeholder organisation we wish to invite you and other appropriate representatives from your group to a meeting to discuss the work completed on site and the feedback that you may have.

We would be obliged if you could confirm, by 19th November 2023, if you wish to meet with us and which days/dates and times may suit. We would propose to hold the meeting on site followed by a session in Marischal College, preferably during weekday hours - Monday to Friday, 10am to 4pm, due to available daylight. If this method and/or these times are not suitable, we may be able to accommodate alternatives including Microsoft Teams. If you or any other representative has any communication or other requirements for the meeting, please let us know what we can do to make you/them more comfortable.

In addition, if you or others wish to contribute to this process but are unable to attend a meeting there will be an opportunity, later in November, to submit comments (with

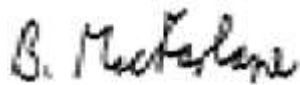
any supporting details or information) in the Project Feedback section at the following website address: -

www.aberdeencity.gov.uk/scsimprovements

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If you have any queries, please do not hesitate to contact us via the email address, scsproject@aberdeencity.gov.uk.

Yours sincerely,



B. MacFarlane
Senior Engineer
Roads Projects

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AKR Fitness

Hi,

Please see my feedback below:

Overall

Overall, my experience of this project reinforces the perception that the city council does not support small businesses.

Throughout the process, I got the impression that the council were more interested in being able to say they've consulted businesses in the area than genuinely want to hear my thoughts or have any sort of dialogue.

It felt we were run roughshod over for 7 months. And nobody really cared or listened.

Of course disruption is to be expected. And, yes, there have been some improvements to the area. But they came at a huge personal cost to me, and commercial cost to my business. And for the reasons described below, they seem to have been poorly thought through and poorly executed.

I am Aberdeen born and bred. I built a business from nothing and bootstrapped it up over a number of years. AKR improves the lives of people in Aberdeen. We employ 8 staff. We donate monthly to the charity, AberNecessities, and have won national awards for our customer service. I would have thought that businesses like mine are the ones that the city council would want to support. Sadly, my experience - reinforced throughout this project - has been the opposite.

While it's nice to be asked now for my thoughts, given my experience with the council to date, I will be hugely surprised if my feedback has any impact or if anyone from the city council takes the time to have a conversation with me about it.

Disruption

The disruption caused during the works was worse for my business than was the Covid pandemic.

Communication from the city council was terrible. No effort was made to support small, Independent, local businesses and it felt like every day there was a new problem to deal with.

The project - and road closures - ran on considerably longer than we were told. Work was restricted to daytime hours in case neighbouring residents complained about noise and as a result the project dragged on and on.

In addition to suffering commercially, there was also significant mess to external paintwork and interiors.

This caused me significant personal stress and my health suffered as a consequence.

Loading Areas

The loading areas on South College Street make no sense.

Loading-only restrictions start at 7am despite no loading ever taking place at that time over the past 8 years.

The only businesses open at 7am are gyms. Moreover, the actual parking restrictions (for regular parking spaces) start at 8am. So at 7am there's no rules in the regular parking but parking in loading zones is prohibited.

A better loading time would be 10am-4pm. This would increase the availability of parking spaces at times in which they are needed.

Additionally, there is far too much space reserved for loading-only and loading zones should be reduced in size.

Parking Spaces

There are insufficient parking spaces.

The business, Tristar, has two parking permits and their large van semi-permanently occupies one of the spaces directly outside of AKR Fitness. This further restricts parking in the area.

Perhaps businesses could have their own dedicated parking space that is within the present loading areas.

Parking permits for businesses are grossly overpriced when compared to residential permits.

Safety Concerns

The new pavements and cycle lanes are very smooth and become extremely slippery when it's frosty. This is a genuine safety concern for both pedestrians and cyclists in the area.

Drainage

The drainage in front of the arches is very poor. Rather than water being directed to the drains, it pools in front of each business where the kerb is lowered. It means businesses have a puddle outside the front door.

It would have made more sense to have a gradient so that rainwater goes down the drain.

Consultation Process

Although a "consultation" took place prior to the works being done, my impression was that it was mostly a box-ticking exercise and despite building a business in the area for 8 years, I felt had little power to influence the project in any way.

That said, I'm informed that residents of the flats on South College Street were able to change the plans for the car park opposite AKR Fitness. The plans changed from being parking spaces with some electric charging points to being a landscaped area. I was not informed of this change. The landscaped area of course means yet fewer parking spaces in the area. Moreover the city council unnecessarily blocked off these spaces for months before the project began.

Bicycle Parking / Shelter

I repeatedly heard that the project was part of a drive for "sustainable modes of transport". One minor concession I asked for was for a bike shelter in the area to support our many customers who cycle to our premises.

I was really disappointed - but unsurprised - to see this suggestion go ignored, particularly as it seemed a fit for the narrative around the project.

I appreciate that tone can get lost in email and would welcome an in-person chat as I believe we ultimately have the same goal of seeing Aberdeen thrive

██████████

██████████

AKR Fitness

Dear South College Street Junction Improvements Project Team,

In response to your letter dated 30th January 2024, I would like to make the following points regarding the completed construction of the South College Street Junction Improvements Project.

There is a bitterness from local businesses towards the Council and Projects Department for the loss of revenue which businesses in the Arches we will never recover when the road was closed for several months causing customers to go elsewhere. Customers had no access , receiving deliveries was impossible , the whole area was a mess with no vehicular access, broken telephone lines, noise and road closures around the area getting to South College Street made everything inconvenient.

There was no assistance from the Council and Councillors seem to disappear- what gave us a final kick in the teeth was when funding for any losses was rejected by the Council.

There was several roads closed at the same time along South College Street, North Esplanade , Riverside Drive, King George VI bridge all showing a lack of planning and mismanagement.

Now after the long closure nobody wants to come to this area as customers are now in the habit of going elsewhere and there is no trust towards the Council and planning of what should've been a simple road re-alignment. There are concerns for the next phase.

Today there is a cycle lane that only half the cycles use- the other half of cyclists still like to use the road holding up traffic.

Previously there was 110 parking spaces- now there is only 17. There is not enough parking spaces for employees of the Arches , no public transport for employees through South College Street there are no bus stops.

The pavement along the South College Street Arches undulates too much causing trip hazards. The undulation also causes pallets over 4ft high to topple over. The type of tar and degree of slope makes it very slippery on icy or snow conditions. There are puddles at the entrances of units where low kerbs are. Due to easy access there has been vandalism along the Arch units' buildings , when there wasn't a pavement there was no vandalism.

Do I believe this email will be read and taken seriously, nope.

Regards,



Tristar Lighting & Design Ltd.

17 South College Street

Aberdeen

AB11 6JX

After my business being as good as shut down by ACC for months because no one could get near any of the premises etc and gatemen wouldn't allow vehicle access, not ideal when the business is based on vans.

1, parking - hardly any parking spaces, there was originally meant to be more spaces between the flats and papa johns?

2, pavement cyclists using pavement passing doorways at excessive speed, accident waiting to happen.

3, loading bay is not safe it's too narrow for any driver to safely undo cargo lashings because the speed that vehicles are traveling.

4, drainage is very poor at doorways.

5, people blocking access to premises, often I can't get vehicles in or out of the premises because people park in front of the door.

6, surface of pavement - let's just say there was many you've been framed moments when it was icy, extremely slippery.

7, driving down college st people are not realising that the left lane is for left turn only, several near misses every day.

8, cyclists use the normal pavement or road, not using cycle lane.

9, stepping onto south college st pedestrians wouldn't know they are on a cycle lane

10, the new Junction onto the esplanade is an unfinished mess.

11, This whole project was a shambles from the start and all the businesses suffered, now there are bus gates the traffic flow has reduced as no one wants to go near town and just wait until the low emission zones go live, acc certainly know how to drive people away from the town.

I will stop there just now, but to sum it up the money could have been better spent elsewhere, this has done nothing for the businesses in the area and most businesses are looking to move, possibly to Aberdeenshire because people don't want to drive etc in town now.

Kind regards

██████

Thank you for this. We operate a business at no 15th The Arches and these “improvement” works have been an absolute nightmare.

We had 3 months last year of very restricted access and lost quite a few customers over this period.

We now have nowhere for staff, or our own delivery vehicles to park. There are 14 units in the arches on South College Street with no provision for staff parking. We did raise this at the planning stage but no suggestions were offered. If you look on Google Street View you have taken away almost 90 parking spaces between the Palmerston Place Junction and the railway bridge

We have a lovely new cycle lane opposite us which maybe sees a couple of bikes a day. We have almost as many cyclists and electric bikes flying down our pavement as they don't bother crossing the road for the 100 or so metres that is made for them.

We have a loading bay outside of our door, which is very narrow for delivery drivers getting in and out of their vehicles. With the road appearing to be wider the speeds of traffic coming down Soth College Street has noticeably increased since the “improvements”

Even though it is a loading bay this is not being enforced and vehicles can be parked there all day. Why are traffic wardens ignoring this side of the street? Often delivery vans and lorries are having to stop on the road and block the carriageway to get to us as the “1 hour” parking bays are full. Again, with vehicles parked there all day.

The pavement surface seems very smooth and with water running down the arch masonry it can make the pavements quite dangerous on frosty mornings. I think I have seen evidence once over the winter of a pavement gritter having come along.

The drainage in front of some of the units also seem very poor with puddles forming. Again not good on frosty mornings.

Regards

██████████

Hello [REDACTED]

Just a suggestion but Qu 11 and Qu 22 may need an additional option. Both require an answer. I believe the qu results for 11 and 22 may be skewed.

I live locally but not on site

I haven't witnessed any driver/cycle issues

Not sure if this can be altered now the survey has been issued.

Constructive criticism only, look forward to hearing the survey results

[REDACTED]

Dear [REDACTED]

I was going to respond to this consultation but Q11 was a required question which I couldn't answer therefore unable to submit answers to the other questions.

I don't live, own a business or work on or adjacent to the project roads but I have cycled along the cycle track a number of times. Do you only want opinions from people who live/work on or adjacent to these roads - if so I think you will either miss a lot of people with opinions or get incorrect answers to Q11..

[REDACTED]

[REDACTED]

I do not know if this is the correct link to add comments re the above, perhaps the comments from the public link should be more visible.

My only comment regarding the heading above is what is the targeted economic gain from these traffic changes. I can't see any financial justification regarding footfall, spending expectations etc. Surely the absolute main objective should be to make Aberdeen a richer city in economic terms. Its easy to spend money but not so easy to get value from the expenditure.

██████████
██████████

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	27 March 2024
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	South College Street Phase 2 - Options Appraisal
REPORT NUMBER	COM/24/084
DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Ken Neil
TERMS OF REFERENCE	7, 8

1. PURPOSE OF REPORT

- 1.1 This report advises Members of the outcomes of the Scottish Transport Appraisal Guidance (STAG) based appraisal of options for improvements to travel conditions at the Queen Elizabeth Bridge/North Esplanade West roundabout and the review of active travel provision on Riverside Drive, where this road passes underneath the Wellington Suspension Bridge. An outline of the findings from the technical report is provided, along with recommendations on the next steps for the preferred option that has been identified through the appraisal process.

2. RECOMMENDATIONS

That the Committee :-

- 2.1 Note the findings and outcomes of the South College Street Junction Improvements Project (Phase 2) - Option Appraisal Report (Appendix 1);
- 2.2 Agree that Option 3 Signalised Junction (All movements permitted), described in paragraph 3.11 of this report, is the preferred option and should proceed to further development work, along with the wider active travel improvements on North Esplanade West identified in section 9 of Appendix 1.
- 2.3 Instruct the Chief Officer – Strategic Place Planning to seek external funding to allow the continued development of the option agreed in 2.2, including the development of an Outline Business Case, and report the Outline Business Case to the Finance and Resources Committee once completed.
- 2.4 Note the findings of the option testing for the Riverside Drive active travel improvements (as described in paragraph 3.12 of this report) and instruct the Chief Officer – Strategic Place Planning to seek external funding to allow for the continued development of wider active travel connectivity improvements adjacent to and across the River Dee at this location and report any findings to a future meeting of this Committee.

3. CURRENT SITUATION

Background

- 3.1 The South College Street corridor is subject to an on-going series of improvements to road capacity and active travel infrastructure to facilitate the delivery of the City Centre Masterplan (CCMP). Following the adoption of the CCMP in 2015, the impact of the proposed changes on the city's road network was assessed through a traffic modelling study. This identified a number of transport network changes required to support the Masterplan's ambitions, including upgrading of the traffic capacity at the Queen Elizabeth Bridge / North Esplanade West junction. Outcomes from the study were reported to the Council's Communities, Housing and Infrastructure Committee on 08 November 2017, where Members agreed an interim scheme (Phase 1) that did not include changes to the Queen Elizabeth Bridge / North Esplanade West roundabout itself. The Phase 1 scheme was substantially complete and operational in July 2023 and a report titled on the 'South College Street Junction Improvements (Phase 1) Project Completion, Monitoring & Evaluation' is also on the Agenda for this Committee meeting. The works were funded through Transport Scotland's Bus Priority Fund and Aberdeen City Councils Capital budget. Relevant feedback and lessons learnt from the Phase 1 project will be considered and incorporated into Phase 2 as the project develops.
- 3.2 At the same Communities, Housing and Infrastructure Committee meeting in November 2017, Members approved the principle of a traffic signal junction at the current Queen Elizabeth Bridge / North Esplanade West roundabout, and instructed the then Head of Planning and Sustainable Development to take forward a review of the junction arrangement on completion of the Aberdeen Western Peripheral Route (AWPR) and subsequent development of a new roads hierarchy.

Site Location

- 3.3 The junction is a four-arm roundabout in Aberdeen city centre connecting the key routes of Queen Elizabeth Bridge (A956), North Esplanade West (A956), Riverside Drive, and South College Street – See Figure 1:

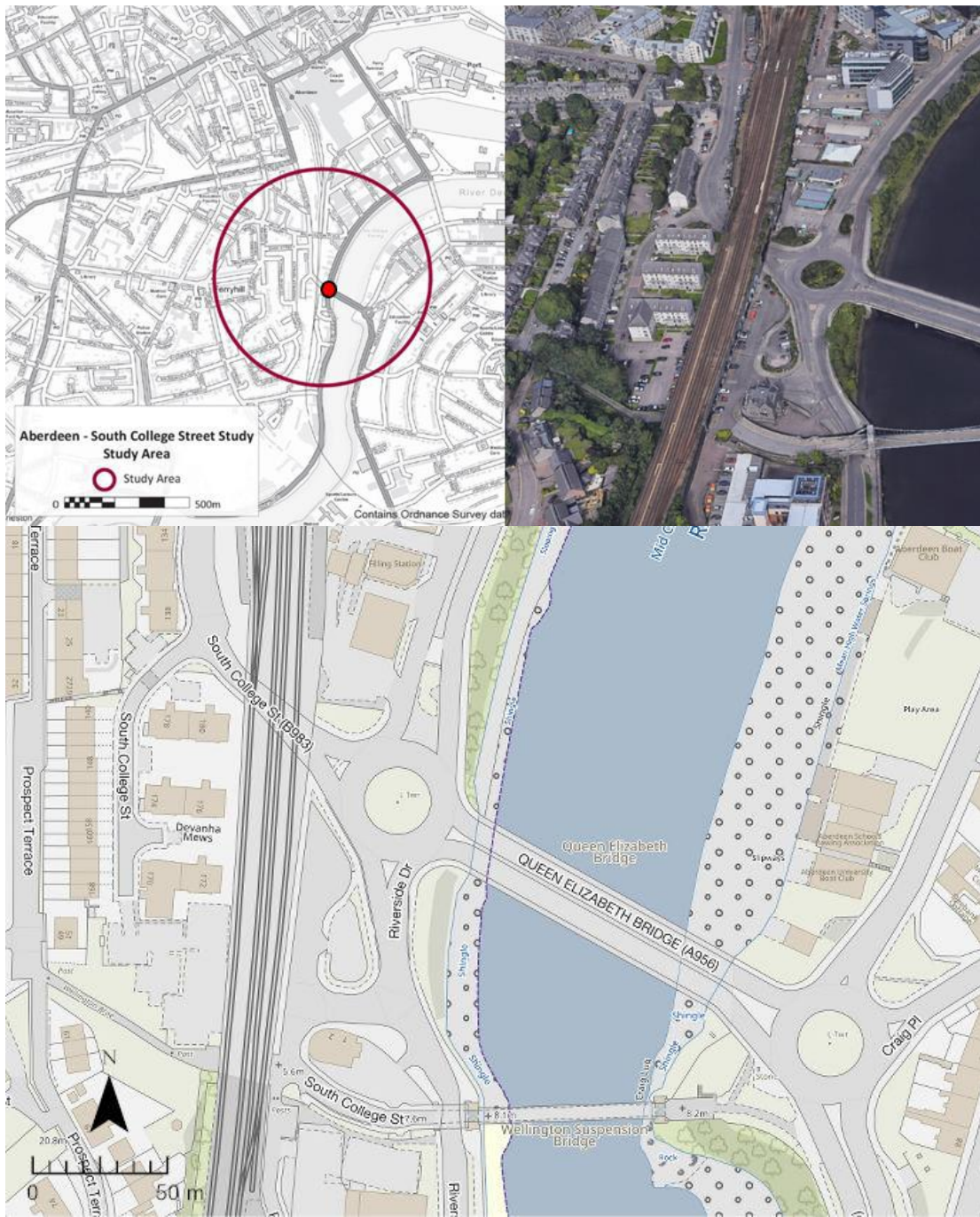


Figure 1 - Study Area

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- 3.4 Following the completion of the AWPR and the adoption of a new Roads Hierarchy in 2019, Nestrans funding was secured by Officers and utilised to commission SYSTRA consultants to undertake a proportionate STAG (Scottish Transport Appraisal Guidance) based appraisal of options for transport improvements (particularly active travel and public transport improvements) at the Queen Elizabeth Bridge / North Esplanade West roundabout. This report provides the Committee with a summary of outcomes of this options appraisal (Appendix 1).

Objective Setting

3.5 The objectives of the City Centre and Beach Masterplan have been considered within the objectives of this study in order for the junction itself to form part of the overarching transport strategy around the city centre. Utilising the identified Problems, Issues, Constraints and Opportunities, and drawing upon the relevant objectives of the City Centre and Beach Masterplan, the following Study Objectives were developed and refined during the appraisal process:

- Improve Pedestrian, Wheeling and Cycling connectivity
- Ensure safe and equitable access for all
- Maintain public transport connections
- Maintain freight connections through the junction
- Optimise the traffic network performance to facilitate the introduction of the City Centre Masterplan
- Network Resilience

Option Generation and Development

3.6 The initial stage of the option development process identified nine options to be considered for initial sifting. Details of the assessment and subsequent sifting of these options is contained within Appendix 1. The four junction design options remaining from the option generation and initial sifting process were carried forward for further development, traffic modelling and appraisal. These were:

Table 1 – Junction Design Options for Modelling & Appraisal

Option	Option Concept	Option Detail Summary
Option 1	Enhanced Roundabout (Additional Pedestrian Crossing on Queen Elizabeth Bridge)	Retention of existing roundabout with remote staggered Pedestrian crossing on Queen Elizabeth Bridge approximately 20m from the junction.
Option 2	Spiral Roundabout (Additional Toucan Crossing on Queen Elizabeth Bridge)	Re-alignment of the roundabout eastwards to allow for the implementation of a remote staggered pedestrian crossing on Queen Elizabeth Bridge.
Option 3	Signalised Junction (All Turning Movements Permitted)	All turning movements permitted. Walk-with staggered Toucan crossing on Queen Elizabeth bridge and staggered pedestrian crossing on South College Street. Retention of existing remote crossings on Riverside Drive and North Esplanade West.
Option 4	Signalised Junction (Restricted Turning Movements)	Banned Right Turn movements on North Esplanade West and Riverside Drive. Walk-with staggered Toucan crossing on Queen Elizabeth Bridge and staggered pedestrian crossing on South College Street. Retention of existing remote crossings on Riverside Drive and North Esplanade West.

Concept design drawings for each option are provided within Appendix 2, along with the key features of each option.

Option Appraisal

- 3.7 An appraisal of the four options was undertaken to understand the ability of each to deliver against the study objectives. The options were assessed in the Aberdeen City Centre Paramics traffic model to provide quantitative evidence to support their performance against the study objectives.
- 3.8 In addition to the appraisal against the study objectives, an initial qualitative appraisal has been undertaken against STAG criteria (i.e. Environment, Climate Change, Health, Safety & Wellbeing, Economy, Equality & Accessibility); Established Policy Directives and; Feasibility, Affordability, & Public Acceptability.
- 3.9 In line with STAG, the Public Acceptability element of the appraisal has been informed through a public and stakeholder engagement exercise. Public and stakeholder engagement was carried out via an online survey on Citizen Space between 19th January and 16th February 2024. Key stakeholders were notified of the consultation via email, and the survey was also publicised via the Council's social media accounts. The survey received 222 responses. Responders were primarily vehicle drivers or passengers (>70%) which generally reflects the proportion of users of the junction. The majority of vehicle drivers are concerned about additional delays to their journeys and the perception is that providing improved active travel or controlled traffic flow at the junction will be to the detriment of vehicle journeys. The responses have therefore primarily been negative toward any changes at this location with the strongest overall support for making no changes to the junction, or the minimal changes presented in Option 1. However, for those who expressed a view for a change at the junction, Option 3 marginally has the greatest level of support. A more detailed overview of the consultation exercise is provided in Appendix 1, however key comments relating to each option included:
- Option 1 - deemed to be insufficient for active travel and little different to the current operation. For that reason, drivers tended to favour this option.
 - Option 2 - spiral roundabout markings are unfamiliar to users and there is a perceived safety issue because of this.
 - Option 3 - whilst most drivers feel this design may cause delay to their journey, the design does meet the expectation of improved active travel provision.
 - Option 4 - the proposal to restrict traffic movements at the junction were heavily criticised, citing the impact to those routing to and from the Torry area.

Overall, the responders focussed on their experiences at this location and the perception of how any changes may impact them. Most drivers demonstrated concerns about a signalised option resulting in increased journey times. For those that walk or cycle, there is a perceived safety issue at present, with a disconnect for safe movement across certain arms of the junction.

- 3.10 Appendix 1 provides a detailed description of the appraisal process and how each option has been assessed and scored against the appraisal criteria and also provides a summary of the key benefits and risks for each option.
- 3.11 The appraisal scoring demonstrates that Options 3 and 4 best meet the objectives of the study, providing the optimum balance of improvements to traffic routing whilst allowing significant improvements to active travel accessibility through all legs of the junction. The main difference is that Option 3 allows for all traffic movement through the junction, while Option 4 removes the right turn movements from Riverside Drive to Queen Elizabeth bridge and North Esplanade West to South College Street. Banning these right turns does provide a small improvement to the traffic throughput for the remaining movements, but would reduce overall accessibility for some local movements, particularly to the Torry area. Therefore, due to the limited benefits of banning the right turn movements and taking into account the significant active travel benefits of the scheme and improvements to the management of traffic through the junction, it is recommended that Option 3 is progressed as the preferred option for further development. Monitoring of the operation of the scheme, when delivered, would be carried out to identify whether future modifications to the junction would be required.
- 3.12 The study also identified potential wider linkages for active travel, and the particular issue of the road narrowing on Riverside Drive going under the Wellington Suspension Bridge. A realignment of the footway and additional signing has been implemented as part of the South College Street – Phase 1 improvements, however consideration has been given through this study on how further improvements for active travel access could be made at this location. In particular, options for widening the footway and narrowing the road carriageway at this location were considered. Road narrowing would require the introduction of traffic signals (with a shuttle working operation) and include an added benefit of pedestrian and cycling crossing points at the signals.
- 3.13 Analysis of the impact of these proposal, including feedback received through the consultation survey, (discussed in Appendix 1) highlights concerns around queuing traffic from the signals tailing back through the Queen Elizabeth/South College Street junction. This could be mitigated by appropriate signal timing favouring the westbound flow; however, this would lead to a significant level of queuing in the eastbound direction. There would also be a separate issue around the reduction in height for traffic going under the Wellington suspension bridge which would occur if the footway on the south side was widened.
- 3.14 Along with the concerns about the traffic implications of this proposal, discussions with stakeholders also highlighted an issue around the wider active travel routing in this area. This identified that the focus should be on how the overall active travel linkage adjacent to the river and through to Wellington Road can be improved. It is therefore recommended that external funding is sought by the Chief Officer Strategic Place Planning to allow further development work to be carried out to identify a wider active travel solution, that considers both the specific issue on Riverside Drive but also the wider active travel linkage in the area including how routing to Wellington Road and the potential use of the

Wellington Suspension Bridge can be incorporated into an overall active travel solution for the area.

Outline Business Case Development

- 3.15 Should Members agree the recommendations then the next step would be for the Chief Officer – Strategic Place Planning to obtain funding to fund development of an Outline Business Case for the preferred option (Option 3). The Outline Business Case will gather the outputs of the STAG process and detail the case for investment by outlining the benefits, costs and key risks associated with the preferred option. The Outline Business Case would be reported to Council’s Finance and Resources Committee once completed.

4. FINANCIAL IMPLICATIONS

- 4.1 To date this project has been funded through a budget allocation from Nestrans, the Regional Transport Partnership.
- 4.2 There is currently no budget for the project to proceed with further development work, or for implementation, therefore progress will be dependent on the sourcing of continued external funding from Nestrans or any other appropriate funding sources. As per 2.3 it is also recommended that the Chief Officer – Strategic Place Planning is instructed to seek external funding to allow the continued development of the preferred option and the wider active travel linkages.
- 4.3 Should the preferred option proceed towards delivery, as well as capital costs for implementation, there will be future costs associated with maintaining any new or upgraded infrastructure. Any future development work will identify implications for the revenue budget as options are developed further and refined. To minimise the requirement for revenue response maintenance in the future it is crucial to strive for the highest standards of quality in infrastructure, which shall be a key consideration of the next stages of project delivery.

5. LEGAL IMPLICATIONS

- 5.1 There are no direct legal implications arising from the recommendations of this report. Should funding be secured to move forward then there may be a need for land acquisition, Traffic Regulation Orders, planning and other approvals and the detail of this will be developed as part of the design process. Further procurement exercises to deliver this project and its wider benefits shall also be required.

6. ENVIRONMENTAL IMPLICATIONS

- 6.1 Environmental considerations are part of the STAG criteria which has influenced the recommendations of this report in terms of the preferred option to be taken forward. There are no direct environmental implications arising from the recommendations of this report. Any subsequent design stages shall

include an Environmental Impact Assessment to inform any environmental implications of the project.

7. RISK

The assessment of risk contained within the table below is considered to be consistent with the Council's Risk Appetite Statement.

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) <small>*taking into account controls/control actions</small>	*Does Target Risk Level Match Appetite Set?
Strategic Risk	<p>Delivery of improved active travel and public transport measures supports a number of the Council's strategic priorities, particularly in terms of a sustainable economy, a sustainable transport system, the continued health and prosperity of our citizens, reductions in carbon emissions and a high-quality environment.</p> <p>Failure to deliver active travel / public transport improvements where there is evidence of their effectiveness could undermine the Council's ability to realise these aspirations.</p>	<p>Continue to work with Nestrans and other project partners to deliver the strategic objectives of this project and its wider benefits, therefore mitigating against the risk of the Council failing to deliver on its strategic sustainability priorities</p>	L	Yes

Compliance	<p>Should the project move forward towards implementation there may be a need for land acquisition, Traffic Regulation Orders, planning and other approvals and the detail of this will be developed as part of the design process.</p> <p>Further procurement exercises to deliver this project and its wider benefits shall also be required.</p>	<p>Compliance with statutory processes, procurement regulations, grant conditions (if required) and Scheme of Governance with regular progress and spend reporting to external funders and the Transportation Programme Board.</p>	L	Yes
Operational	<p>There will be costs associated with maintaining the infrastructure associated with the proposals, should these reach the implementation stage.</p>	<p>Future development work shall identify implications for the Revenue budget as the scheme is developed further and refined. To minimise the requirement for revenue response maintenance in the future it is crucial to strive for the highest standards of quality in infrastructure, which shall be a key consideration of the next stages of project delivery.</p>	L	Yes
Financial	<p>Removal or reduction in potential external funding streams for further development work and implementation.</p>	<p>Continual engagement with external funding bodies and appropriate monitoring of any funding applications.</p>	M	Yes

Reputational	Failure to deliver active travel / public transport improvements to help meet the Council's (and partners) strategic transport objectives undermines the Council's commitments to improving the transport network, achieving the PLACE outcomes set out in the LOIP (Local Outcome Improvement Plan), and supporting Scotland's Climate Change Plan commitment to reduce car kilometres by 20% by 2030.	Continue to work with Nestrans and other project partners to deliver the strategic objectives of this project and its wider benefits, therefore mitigating against the risk of the Council failing to deliver on its strategic sustainability priorities.	L	Yes
Environment / Climate	The Council's Net Zero vision and strategic infrastructure plan – energy transition: transport emissions are a significant contributor to climate emissions so increasing sustainable travel will be necessary to achieving this sector's required reduction. If active travel measures are not delivered, the Council would not provide	Continue to work with Nestrans and other project partners to deliver the strategic objectives of this project and its wider benefits, therefore mitigating against the risk of the Council failing to deliver on its strategic sustainability priorities.	L	Yes

	conditions which could encourage more sustainable travel movements which are likely to bring environmental improvements to the city and region.			
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8. OUTCOMES

<u>COUNCIL DELIVERY PLAN 2023-2024</u>	
	Impact of Report
<p style="text-align: center;">Aberdeen City Council Policy Statement</p> <p style="text-align: center;"><u>Working in Partnership for Aberdeen</u></p>	<p>The proposals within this report support the delivery of the following aspects of the policy statement: -</p> <ul style="list-style-type: none"> • Reviewing our cycle and active transport network, and work with Aberdeen Cycle Forum to deliver our shared vision of making Aberdeen a cyclist friendly city and provide covered secure cycle storage in suitable locations across Aberdeen. • Improving cycle and active transport infrastructure, including by seeking to integrate safe, physically segregated cycle lanes in new road building projects and taking steps to ensure any proposal for resurfacing or other long-term investments consider options to improve cycle and active transport infrastructure.
<u>Local Outcome Improvement Plan</u>	
<p>Prosperous Economy Stretch Outcomes</p> <p><i>1. No one will suffer due to poverty by 2026.</i></p> <p><i>2. 400 unemployed Aberdeen City residents supported into Fair Work by 2026.</i></p> <p><i>3. 500 Aberdeen City residents upskilled/ reskilled to enable them to move into, within and between</i></p>	<p>The proposals within this report support the delivery of LOIP Stretch Outcomes 1 to 3 as a good transport network and infrastructure provision means anyone regardless of their social status/economic means can choose a sustainable mode of travel for commuting.</p> <p>A reliable transport network supports economic growth and movement both locally and otherwise and affords the public the opportunity to choose a sustainable mode of travel to and from their workplaces.</p>

<i>economic opportunities as they arise by 2026.</i>	
<p>Prosperous People Stretch Outcomes</p> <p><i>11. Healthy life expectancy is five years longer by 2026</i></p>	<p>The proposals within this report support the delivery of LOIP Stretch Outcome 11. Active travel is known to improve a number of health conditions, potentially increasing life expectancy. Increased use of active travel produces less local emissions helping to combat the environmental risk to public health caused by poor air quality.</p>
<p>Prosperous Place Stretch Outcomes</p> <p><i>13. Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate.</i></p> <p><i>14. Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026.</i></p>	<p>The proposals within this report support the delivery of LOIP Stretch Outcomes 13 and 14. Private vehicles are a significant contributor to carbon emissions so increasing sustainable travel opportunities will be necessary to help encourage greater levels of walking and cycling and achieving this sector's required emissions reduction.</p>
<p>Regional and City Strategies</p>	<p>The proposals within this report support:</p> <ul style="list-style-type: none"> • The Local, Regional and National Transport Strategies, all of which aim to deliver fewer miles travelled by private car and a cleaner transport system which results in fewer emissions; • The City Centre and Beach Masterplan • The Net Zero Vision for Aberdeen, the Net Zero Aberdeen Routemap, the Air Quality Action Plan, and the Low Emission Zone (LEZ) by looking to improve opportunities for travel by low/zero emission forms of transport.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	New Integrated Impact Assessment has been completed
Data Protection Impact Assessment	Not required
Other	N/A

10. BACKGROUND PAPERS

- 10.1 South College Street - Corridor Improvement - CHI/17/020 (08/11/17)
<https://committees.aberdeencity.gov.uk/documents/s75668/CHI.17.020%20South%20College%20Street%20-%20Corridor%20Improvement.pdf>
- 10.2 South College Street Junction Improvements (Phase 1) - Project Completion, Monitoring & Evaluation - RES/24/099 (27/03/24)

11. APPENDICES

- 11.1 Appendix 1 - South College Street Junction Improvements Project (Phase 2) - Option Appraisal Report
- 11.2 Appendix 2 - Option Concept Designs

12. REPORT AUTHOR CONTACT DETAILS

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SOUTH COLLEGE STREET JUNCTION IMPROVEMENTS PROJECT (PHASE 2)

OPTION APPRAISAL REPORT



SYSTRA

SOUTH COLLEGE STREET JUNCTION IMPROVEMENTS PROJECT (PHASE 2)

OPTION APPRAISAL REPORT

IDENTIFICATION TABLE

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APPROVAL

Version	Name		Position	Date	Modifications
1	Author	Callum Guild	Associate Director	04/05/2023	
	Checked by	David Murtagh	Associate	05/05/2023	
	Approved by	Malcolm Neil	Director	05/05/2023	
2	Author	Callum Guild	Associate Director	08/08/2023	Chapter 9,10 & 11 added
	Checked by	David Murtagh	Associate	08/08/2023	
	Approved by	Malcolm Neil	Director	08/08/2023	
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	Checked by	David Murtagh	Associate	07/03/2024	
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1. INTRODUCTION

1.1 Background

- 1.1.1 SYSTRA Ltd (SYSTRA) was commissioned by Aberdeen City Council (ACC) to undertake a proportionate STAG (Scottish Transport Appraisal Guidance) appraisal of options for a transport improvement (particularly active travel and public transport improvements) at the Queen Elizabeth Bridge/North Esplanade West roundabout.
- 1.1.2 The South College Street corridor is subject to an on-going series of improvements to road capacity and active travel modes to facilitate the introduction of the City Centre Masterplan. Outcomes from the City Centre Masterplan (CCMP) study were initially reported to Aberdeen City Council - Communities, Housing and Infrastructure Committee on 8 November 2017. Members recommended the approval of an interim South College Street scheme (Phase 1) that did not include changes to the Queen Elizabeth Bridge/North Esplanade West roundabout. Members did however approve the principle of a traffic signal junction at this location and instructed the then Head of Planning and Sustainable Development to take forward a review of the junction arrangement on completion of the AWPR and subsequent to the development of a new roads hierarchy. With both the AWPR and road hierarchy now complete, this commission will progress Phase 2 of the South College Street Scheme and focus on improvements to the Queen Elizabeth Bridge/North Esplanade West roundabout.
- 1.1.3 ACC has requested the development of a costed option for an effective, feasible, and deliverable intervention that has demonstrable benefits for all modes that the local authorities and partners can develop into a plan for design and implementation.
- 1.1.4 This report details the assessment process undertaken through to the development of a preferred option for the junction.

1.2 Methodology for Assessment

- 1.2.1 The appraisal is an objective-led study based on Scottish Transport Appraisal Guidance (STAG) principles. It is important to note that this is not a full STAG in itself. The assessment process follows these steps:
- Identify baseline data and existing problems and opportunities
 - Collate Do-Minimum information – e.g. junction flow, future infrastructure
 - Review Problems ,Opportunities, Issues and Constraints
 - Set objectives
 - High-level sifting
 - Option Development, Modelling & Appraisal
 - Consultation
 - Final Option

2. REVIEW OF EXISTING CONDITIONS

2.1 Introduction

2.1.1 The junction is a four-arm roundabout in Aberdeen city centre connecting the key routes of Queen Elizabeth Bridge (A956), North Esplanade West (A956), Riverside Drive, and South College Street – See Figure 1.



Figure 1. Study Area

2.1.2 The junction is a key location in the updated Aberdeen Roads Hierarchy (2019):

- Primary route function on QE Bridge (from A956 Wellington Road) and North Esplanade West and key harbour freight route
- Secondary route function on South College Street and Riverside Drive
- All routes through the junction provide access to and from the city centre
- The future operation of the junction is also critical to facilitating traffic around the network that has been displaced from the core area of the city centre, including from the City Centre Masterplan traffic restriction proposals.

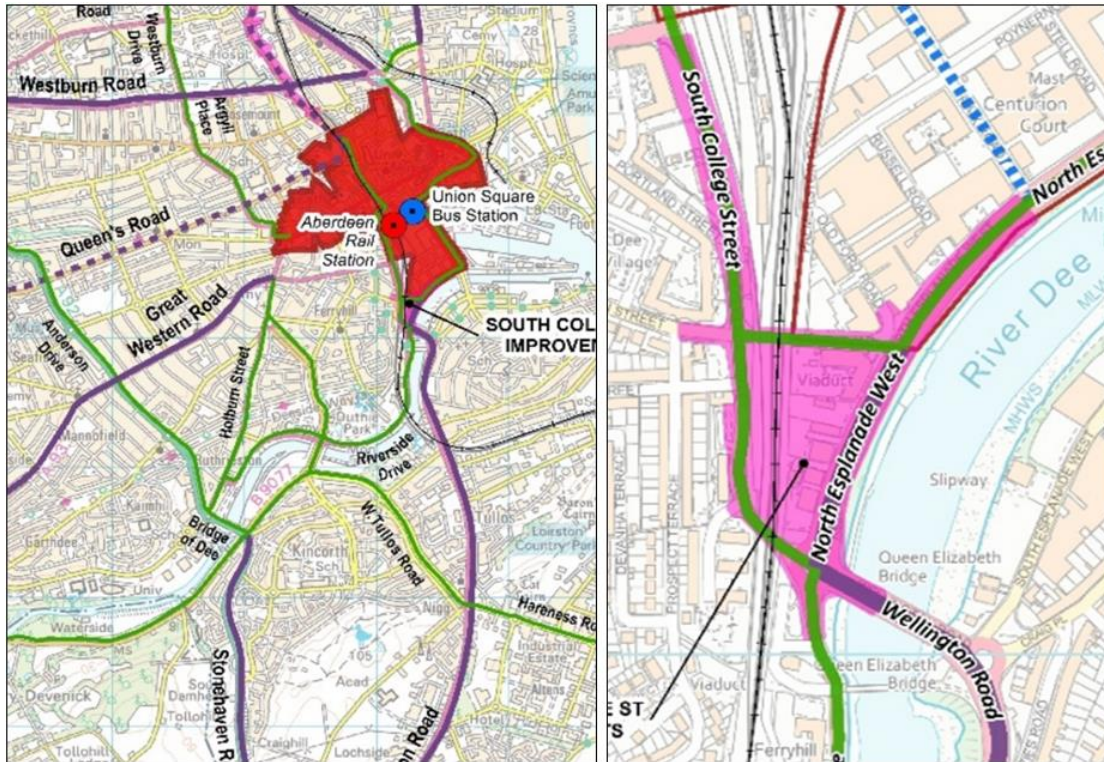


Figure 2. Updated Aberdeen Roads Hierarchy

- 2.1.3 To undertake the option development process, it is important to firstly examine the existing situation and how all users currently utilise the junction. However, at present (March 2023), the Phase 1 improvements are still under construction and are due to open by Summer 2023.
- 2.1.4 Phase 1 of the improvements include changes to South College Street, Riverside Drive, Palmerston Place and North Esplanade west. They do not include changes to the roundabout itself at Riverside Drive / QE Bridge.
- 2.1.5 This phase 2 study will therefore take cognisance of the works that are almost complete as part of the baseline network review. The Phase 1 works are detailed in the following section.

2.2 South College Street – Phase 1 – Committed Infrastructure

- 2.2.1 The impact of the proposed changes within the city centre area as part of the City Centre Masterplan (CCMP) have previously been assessed through traffic modelling. This identified a number of transport network changes required to support the Masterplan, including upgrading of the traffic capacity at the South College Street / North Esplanade West junction.
- 2.2.2 To provide additional capacity, the roundabout at the junction itself was not amended, but a new link road was designed between South College Street and North Esplanade West utilising the existing Palmerston Place – (See Figure 3), thus creating an alternative route between these two corridors that didn't impact on the roundabout itself.
- 2.2.3 As detailed in Figure 3 and Figure 4, the Phase 1 project consists of several key elements, including:
 - An additional traffic lane along South College Street, between Bank Street and Wellington Place
 - An additional traffic lane on Palmerston Place

- A new traffic signal controlled junction at the intersection of Palmerston Place / North Esplanade West
- The alteration of the existing traffic signal-controlled junctions at the South College Street/ Wellington Place junction and South College Street/ Milburn Street/ Palmerston Place junction adding additional approach lanes and improving operational coordination
- New and altered walking and cycling infrastructure along South College Street and Palmerston Place
- Reconfigured parking and loading areas on South College Street between Milburn Street and Riverside Drive

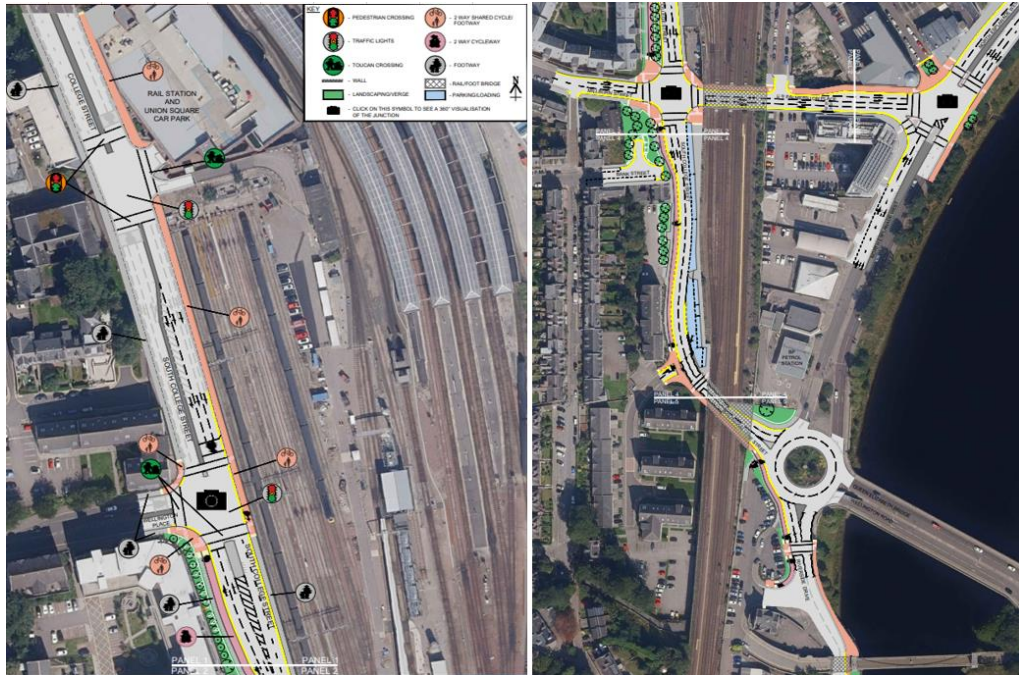


Figure 3. South College Street – Phase 1 Design

- 2.2.4 The Phase 1 cycle & pedestrian provisions include a mixture of segregated and shared footway provisions alternating on the east and west side of South College Street and also on the north side of Palmerston Place to link with the new signalised junction on North Esplanade West.
- 2.2.5 Segregated cycle provisions are also provided on the west side of Riverside Drive, north of the Car Park, to allow connectivity with the Wellington Suspension Bridge– see Figure 4. A shared Cycle and pedestrian path is also provided on the east side of Riverside Drive, from the Toucan crossing south along the river side.



Figure 4. South College Street – Phase 1 Design

2.3 Walking and Wheeling

- 2.3.1 The current walking and wheeling experience at the junction is influenced by its size, geometry and crossing opportunities.
- 2.3.2 There are footway provisions on all arms of the junction with formal signalled remote crossings on Riverside Drive (single crossing) and North Esplanade West (staggered crossing with central reserve).
- 2.3.3 There are uncontrolled crossing points (including drop kerbs and tactile paving) on QE Bridge and South College Street, just offset from the main junction – See Figure 5. These uncontrolled crossing points have narrow central reserves, which are below minimum standards for a refuge island (<2m wide). Traffic flows are high at these locations and there is likely to be pedestrians who do not feel safe to cross at these locations.



Figure 5. Uncontrolled Crossing Locations (Source: © 2023 Google)

- 2.3.4 There are pedestrian guard railings on the west side of Riverside Drive to guide pedestrians to cross South College Street at the uncontrolled crossing point. Whilst this was historically for pedestrian safety, their use does not align with the current design approach to pedestrian movement and they could be perceived as frustrating or not conducive to a welcoming pedestrian area. They also force pedestrians around the junction rather than through it but are designed to safely guide pedestrians to the appropriate crossing points.
- 2.3.5 There is also a formal signalised remote crossing on South College Street approximately 55m from the junction.
- 2.3.6 The Phase 1 improvements do not provide any additional crossing provisions at the junction. The footway on the west side of Riverside Drive and through to South College Street is to be

widened as part of the works. This includes the footway under the railway bridge on South College Street. These footway widened locations are to accommodate both pedestrians and cyclists sharing the available space (as detailed in Figure 4). South of the Rail Bridge, pedestrians and cyclists will be segregated.

- 2.3.7 Pedestrian and cycle shared space will also be included in the Phase 1 works on the east side of Riverside Drive up to the pedestrian crossing.

2.4 Cycling

- 2.4.1 Prior to the Phase 1 junction improvements, there were no segregated cycle provisions through the junction. A cyclist wishing to travel through the junction would have to interact with general vehicular traffic or dismount and utilise the remote crossings. A busy roundabout with high traffic volumes and multiple lanes and arms is unlikely to be suitable for most cycle abilities and even experienced cyclists may choose alternative routes to avoid such a junction. ACC’s Cycle Map highlights “care needed” at the junction.
- 2.4.2 Shared use pedestrian and cycle paths are available along the riverside on North Esplanade West and Riverside Drive, however, cyclists are required to dismount on North Esplanade West on approach to the QE Bridge, due to a narrowing of the footway (See Figure 6).
- 2.4.3 Similarly, cyclists and pedestrians require to take care when routing under the Wellington Suspension Bridge, due to the narrow footways (Approx. 1-1.5m) – See Figure 7.

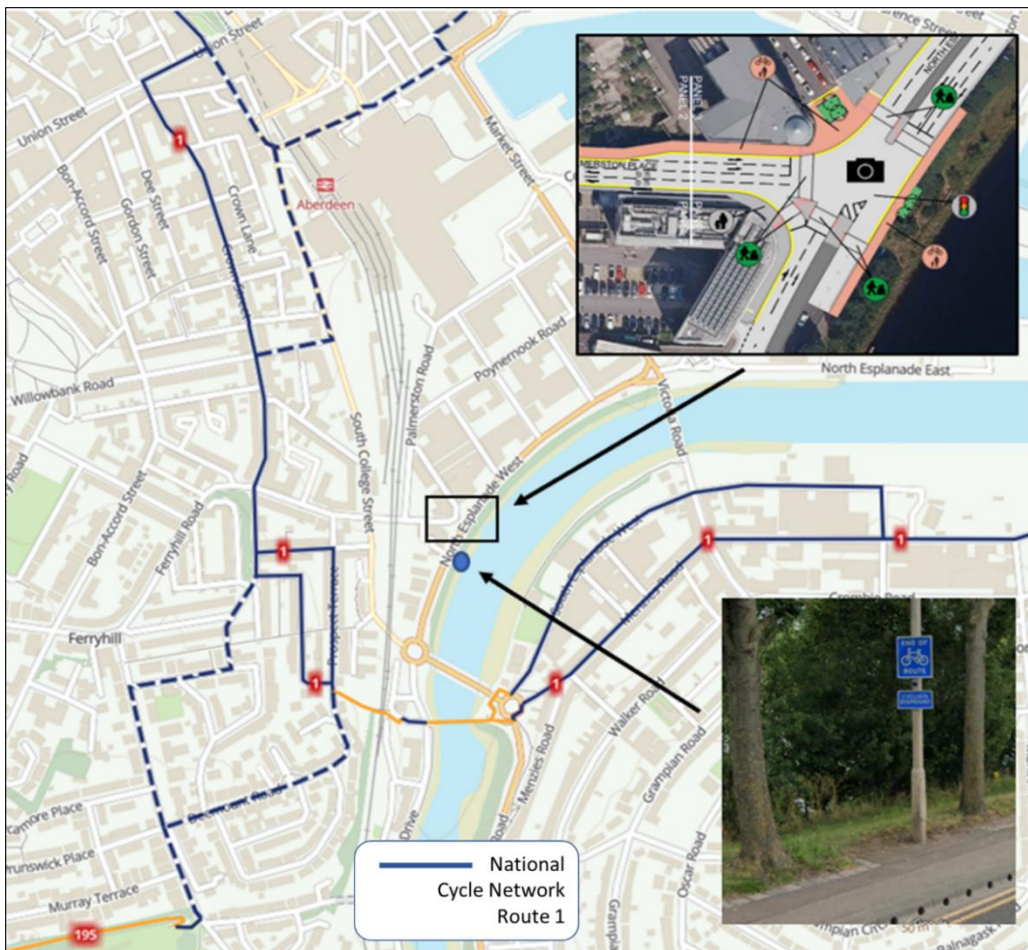


Figure 6. Disconnection for Cyclists on North Esplanade West



Figure 7. Narrow Footways Under Wellington Suspension Bridge (Source: © 2023 Google)

2.5 Public Transport

- 2.5.1 Currently there are no First Bus services that route through the Riverside Drive/South College Street/QE Bridge Roundabout. Citylink buses routing to and from the Bus Station do traverse the roundabout routing between South College Street and Wellington Road.
- 2.5.2 Future public transport routes through the junction may be required, including the proposed Aberdeen Rapid Transit (ART). The proposed ART connection to an interchange at Portlethen will either route via this junction or through Holburn Street and either King George VI Bridge or the Bridge of Dee. Detailed ART routing proposals have not been developed at the time of this report.

2.6 General Traffic

- 2.6.1 The junction is a four-arm roundabout in Aberdeen City Centre, connecting the key freight routes of A956 Wellington Road (via Queen Elizabeth II Bridge) with A956 North Esplanade West, and also the secondary routes of South College Street and Riverside Drive.
- 2.6.2 There is no signal control on any arm, but as noted above, two of the four arms have formal crossing points at the junction with a third formal crossing over 50m away from the junction.
- 2.6.3 Observed traffic survey data from 2019 is summarised in Table 1. The traffic data shows that there are high flows on all arms with QE Bridge and North Esplanade West carrying the highest traffic movements.

Table 1. 2019 Observed Traffic Survey Flows

12 Hr Directional Flows (07:00-19:00)					
From:	To:				
	QEII Bridge	N.E.W	South College St	Riverside Dr.	Total From:
QEII Bridge	9	4830	4471	755	10065
N.E.W	4900	310	516	3970	9696
South College St	3660	751	37	1600	6048
Riverside Dr.	887	3824	1684	3	6398
Total To:	9456	9715	6708	6328	32207

2.6.4 By 2022, Automatic Traffic Count (ATC) data shows that the traffic demand on Wellington Road is 20% lower than in 2019, due to the impact of COVID-19 on travel behaviour. The opening of the Palmerston Road link between South College Street and North Esplanade West will further change the traffic demands at the roundabout. Detail of the predicted changes to the junction traffic demands through traffic modelling are detailed in Chapter 5.

2.6.5 As noted, the A956 Wellington Road (via Queen Elizabeth II Bridge) and A956 North Esplanade West corridor serves as the signposted freight route through the city centre, as detailed in the Aberdeen Freight Map and shown in Figure 8, and provides access to and from Aberdeen Harbour.

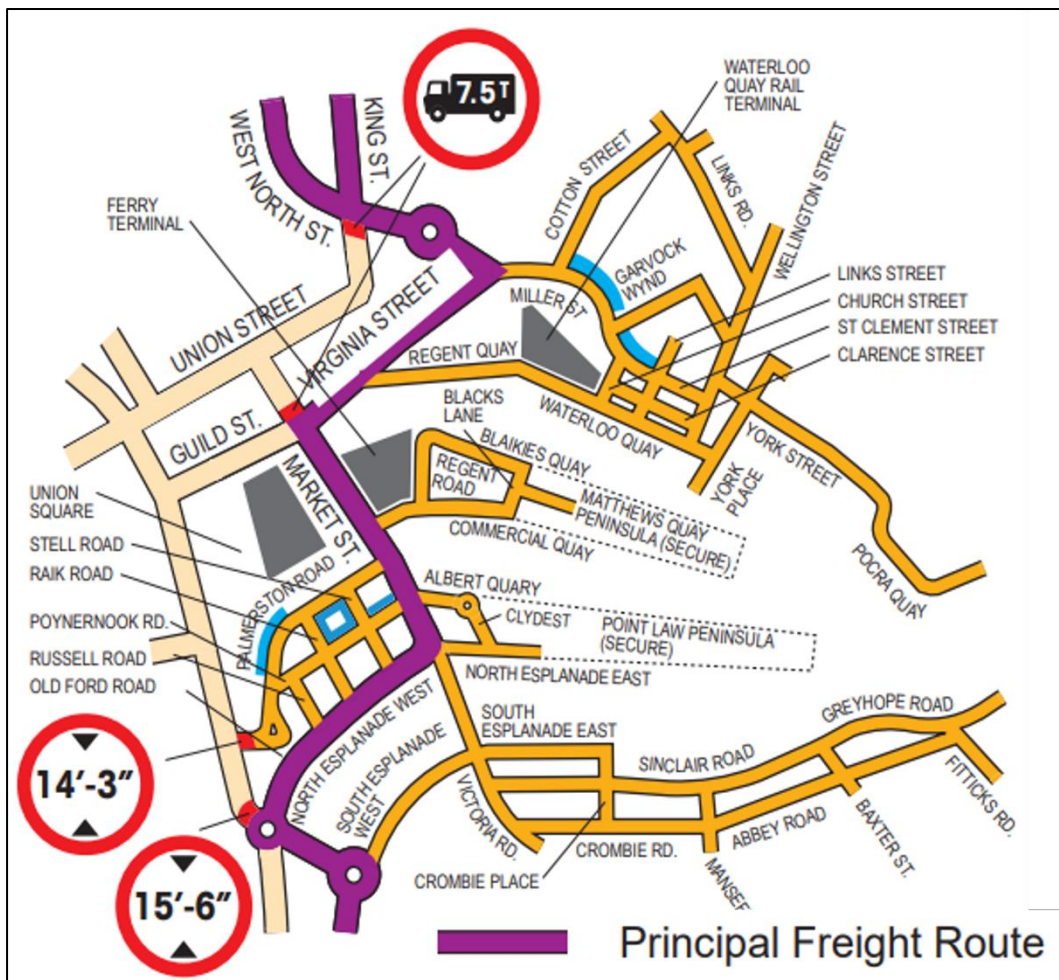


Figure 8. Aberdeen City Centre Freight Route

3. PROBLEMS, OPPORTUNITIES, ISSUES & CONSTRAINTS

3.1 Introduction

3.1.1 To inform the objective setting and option generation, the review of existing conditions has highlighted the following problems, opportunities, issues, and constraints

3.2 Problems

1. Cycle Route Disconnection

- 3.2.1 For cyclists, offline or segregated routes are available connecting Wellington Road (via Wellington Suspension Bridge) to Riverside Drive and South College Street. The enhanced cycle provisions on Riverside Drive and South College Street are included within Phase 1 of the South College Street improvements (See Figure 4)
- 3.2.2 There is a disconnection for cyclists from the shared footway along North Esplanade West. The cycle route along the south footway on North Esplanade West ends just south of the new junction connecting with Palmerston Place.
- 3.2.3 The lack of any formal cycle crossing provisions on South College Street or QE Bridge creates a disconnect for cyclists between North Esplanade West and all other arms of the junction – See Figure 9.
- 3.2.4 There are also no formal cycle crossing points at the southern junction of QE Bridge (with South Esplanade West & Wellington Road) to allow connection to the Wellington Suspension Bridge.

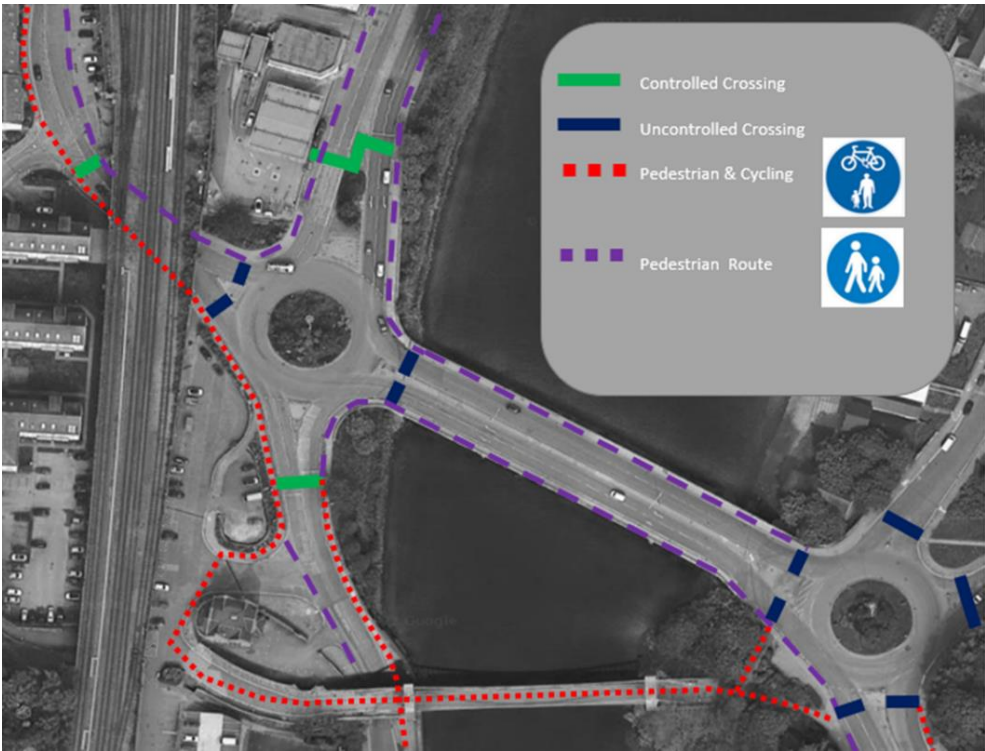


Figure 9. Cycle Route Disconnection

2. Lack of Controlled Crossing Provision for Pedestrians

- 3.2.5 The uncontrolled pedestrian crossing points on South College Street and QE Bridge are a potential safety issue given the high traffic volumes on all arms of the junction. The central reserve at each of these locations is very narrow and potentially unsuitable for those with prams/pushchairs or wheelchairs.
- 3.2.6 Whilst the Wellington suspension Bridge provides a separate pedestrian and cycle route over the River Dee, there are no controlled pedestrian crossing provisions on the south side of the River for safe access to the bridge from South Esplanade West, Craig Place, or the east side of Wellington Road.

3. High traffic demand on approach to the roundabout

- 3.2.7 All four arms of the junction carry a primary or secondary route function to and from the city centre area. Prior to COVID-19, high queueing and congestion was observed at this junction through the AM and PM peak hours.

4. No clear option for PT priority measures

- 3.2.8 The current roundabout design does not allow for future controlled bus priority measures. Physical constraints prevent consideration of additional bus lanes on approach to the junction. This may be problematic if considering an ART route through the junction.

3.3 Opportunities

1. Connection with Wellington Road Corridor

- 3.3.1 The Wellington Road corridor study includes proposals to enhance the northbound bus lane on Wellington Road and also to provide a segregated cycleway through the corridor – See Figure 10.



Figure 10. Wellington Road Corridor Study Proposals

3.3.2 Improvements to the South College Street / Riverside Drive junction will enhance the Wellington Road corridor study proposals by:

- Potentially providing controlled egress for public transport
- Provide safe pedestrian and cycle crossing facilities on all approaches
- Enhance and highlight the Wellington Suspension Bridge as a connected, safe and suitable crossing for pedestrians and cyclists.

3.4 Issues

1. Delivery of a junction design that benefits both active travel and general traffic

3.4.1 The study brief requires a junction design that shows ‘demonstrable benefits for all modes’. Any consideration of active travel improvements at the junction will generally impact on the capacity of the junction for general traffic. For example, a standard signalised junction will have approximately 20% less capacity than a roundabout.

3.4.2 The junction design will therefore require to consider active travel benefits whilst minimising the impact to the overall junction capacity.

2. Unclear longer term objectives for Public Transport

3.4.3 The longer term requirements for public transport through the junction are not explicitly clear. An ART route may potentially be required but alternative corridors are also under consideration.

3. Wider implications of turning movement restrictions

- 3.4.4 Any consideration to ban turning movements at the junction are likely to have implications on the wider corridor. The traffic modelling suite utilised for the assessment has very good network coverage on the north side of the River Dee, but is limited on the south side

3.5 Constraints

- 3.5.1 Due to the close proximity of the roundabout to the Railway line bridges and the QE Bridge there are numerous physical constraints around the study area.
- 3.5.2 Figure 11 shows road width constraints on South College Street and QE Bridge. The footway under the railway bridge on South College Street is currently being widened leaving a road width less than the 7.5m.
- 3.5.3 The QE Bridge itself is constructed from 2 separate beams with 7.5 m road widths in each direction. The central section of the bridge carries service cables etc and cannot be utilised for general traffic.
- 3.5.4 The footways on QE Bridge are 2m wide with a central refuse of 1m wide at the uncontrolled crossing point.
- 3.5.5 As shown in Figure 7, the road carriageway and footways under the Wellington Suspension Bridge are narrow, with the carriageway reduced to 5.5m wide, and the footways approximately 1m wide on the east side and 2m wide on the west.



Figure 11. Physical Width Constraints within the study area

- 3.5.6 Figure 12 highlights the vertical constraints within the study area with height restrictions on Palmerston Place, South College Street and Riverside Drive. The 13'3" height restriction on Riverside Drive therefore requires HGV's to be banned from this route.

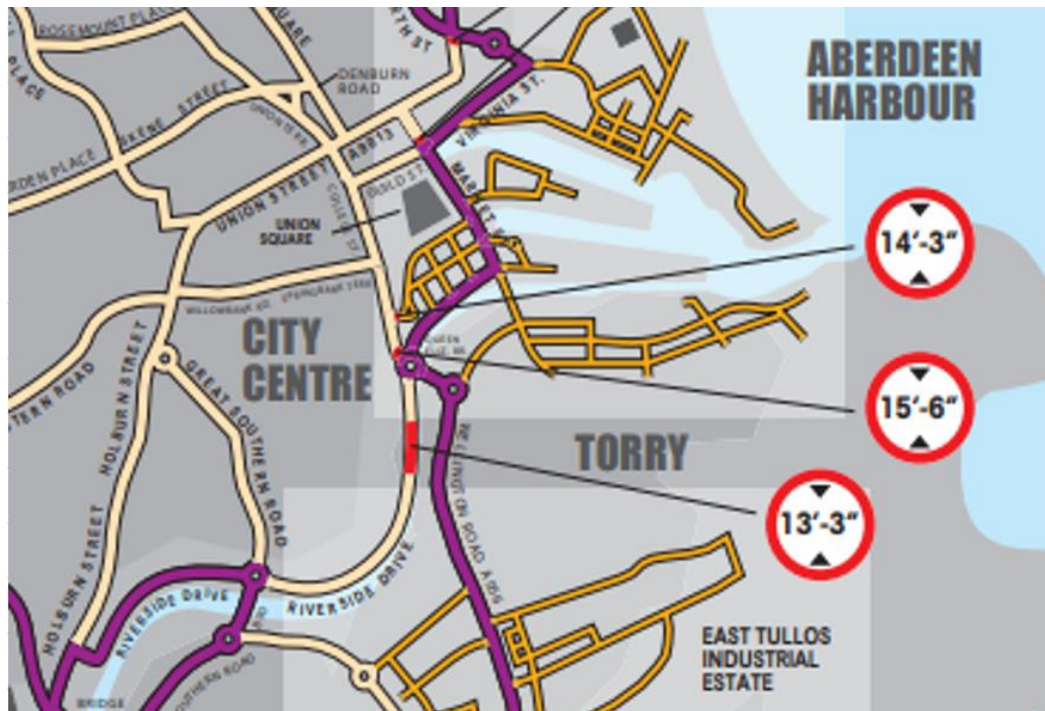


Figure 12. Physical Height Constraints within the Study Area

3.5.7 Figure 13 shows the location of the northern QE Bridge Deck, wing wall and parapet. Any requirement for a junction design option to widen or amend the road width such that the wing walls or parapet would require to be amended would incur significant construction costs.

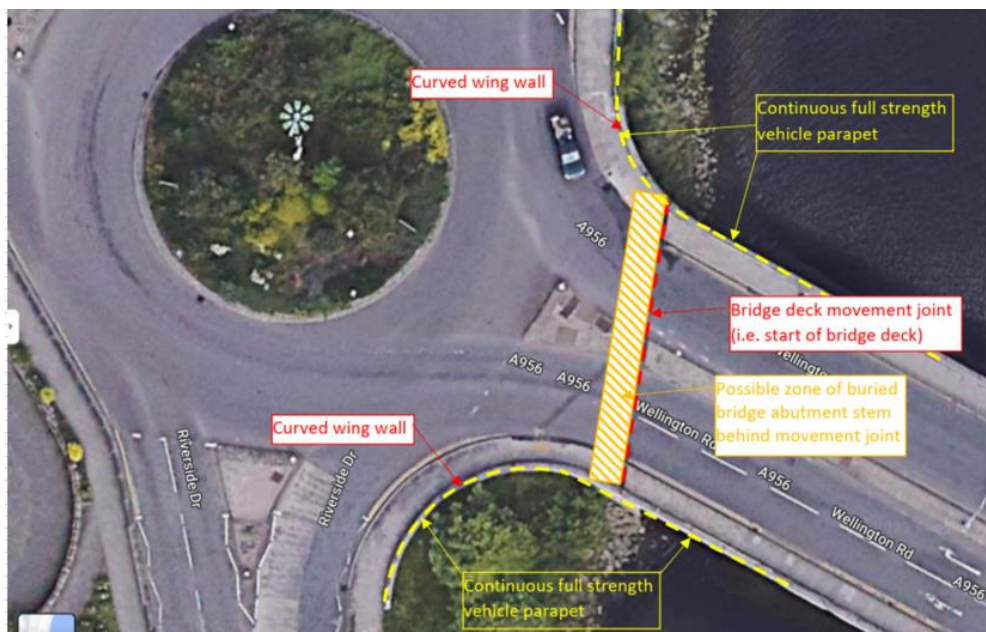


Figure 13. QE Bridge Constraints (Source Google Maps 2022)

3.5.8 The financial implications to overcome these physical constraints, including any revisions to bridge abutments etc, are anticipated to be significant and have not been considered as viable within the junction design optioneering.

3.6 Problems, Opportunities, Issues, Constraints Summary

3.6.1 A summary of the above noted problems, opportunities, issues and constraints is provided in Table 2.

Table 2. Problems, Opportunities, Issues & Constraints Summary

Problems	Opportunities	Issues	Constraints
<p>Safety Issue - Uncontrolled Pedestrian and cycle crossing on</p> <ul style="list-style-type: none"> • QEII Bridge and South College Street 	<p>Connection with Wellington Road Corridor study to provide controlled egress for public transport</p> <ul style="list-style-type: none"> • 	<p>Delivery of a junction design</p> <ul style="list-style-type: none"> • that benefits both active travel and general traffic 	<p>Physical - Bridge abutment restrictions on South College Street under the railway bridge - only 2 lanes feasible</p> <ul style="list-style-type: none"> •
<p>Disconnect for cyclists to/from North Esplanade West</p> <ul style="list-style-type: none"> • 	<p>Connection with Wellington Rd Corridor study to provide a connected cycle network from Wellington Road through to College Street and the city centre or to other routes through North Esplanade West and Riverside Drive</p> <ul style="list-style-type: none"> • 	<p>Unknown requirement for public transport - Would an ART be able to route through South College Street through the study roundabout? . What level of PT provision is therefore required?</p> <ul style="list-style-type: none"> • 	<p>Physical - Bridge Deck - 2 separate beams make up the construct of the Bridge - no opportunity to run additional lanes without significant costs</p> <ul style="list-style-type: none"> •
<p>High traffic demand on all four arms. Primary / Secondary Hierarchy route function</p> <ul style="list-style-type: none"> • 	<p>Controlled pedestrian and cycle crossing on all arms of the junction will facilitate safer crossing connections for walking and cycle routes around the junction</p> <ul style="list-style-type: none"> • 	<p>Any requirement to ban turning movements will have implications at other locations - particularly if restrictions affect River crossing traffic</p> <ul style="list-style-type: none"> • 	<p>Bridge Height restrictions on</p> <ul style="list-style-type: none"> • Riverside Drive, South College Street and Palmerston Place
<p>Current junction design does not allow for any future controlled bus priority measures</p> <ul style="list-style-type: none"> • 	<p>Opportunity to highlight the Wellington Suspension Bridge as a safe and suitable river crossing for pedestrians and cyclists</p> <ul style="list-style-type: none"> • 	<p>Consideration of measures at the South Esplanade West / Wellington Road roundabout to provide a wider active travel connection is outwith the scope of this study</p> <ul style="list-style-type: none"> • 	<p>Cost - any requirement to widen the QEII Bridge or the abutments of the Railway Bridge would have significant cost implications</p> <ul style="list-style-type: none"> •

4. OBJECTIVES

4.1 Introduction

- 4.1.1 The STAG-based assessment of the junction proposals require to be considered against a SMART set of objectives (specific, measurable, achievable, relevant and time-bound). The objectives were developed to address the requirements for the design to include 'benefits for all' but taking cognisance of the (NTS National Transport Strategy 2020) travel mode hierarchy as detailed in Figure 14.



Figure 14. Prioritising Sustainable Transport (NTS)

- 4.1.2 Whilst the South College Street junction study area falls slightly out-with the City Centre and Beach Masterplan boundaries, the objectives for these Masterplans must be considered within the objectives of this study in order for the junction itself to form part of the overarching transport strategy around the city centre.
- 4.1.3 The City Centre and Beach Masterplans set out a number of SMART (Specific Measurable Achievable Relevant Timely) objectives, and those considered relevant to this commission are:
- Increase ease of walking and cycling around Aberdeen
 - Reduction in car journeys in the centre
 - Creation of new public realm space leading to increased satisfaction with the city centre
 - Reduction in city centre congestion
 - Reduction in car journeys at the Beachfront
- 4.1.4 An initial set of draft objectives were circulated to ACC with feedback sought to further shape and agree on a final set of SMART objectives to be used in the appraisal.
- 4.1.5 The approved draft objectives were refined during the appraisal process for variations to the measure and method of analysis. This refinement is in line with the STAG principle of 'SMARTening' the study objectives through the appraisal process.

4.1.6 The STAG objective are provided in Table 3. Table 3 also provides the measure of option performance and the proposed method of analysis during the options appraisal.

Table 3. Study Objectives

Objective	Ref.	Measure	Method of Analysis
Improve Pedestrian, Wheeling, and cycling connectivity	1.1	Reduce Walk distances and travel time through the junction	A-B distance/time comparisons (Existing vs Option)
	1.2	Improve Cycle connections and travel time through the junction	A-B distance/time comparisons (Existing vs Option)
Ensure safe and equitable access for all	2	Increase controlled crossing points for all users	Comparison against existing provision
Maintain public transport connections	3.1	Futureproof designs to allow for potential PT priority measures	Assessment of Potential bus priority options
	3.2	Assessment of bus journey times through the junction	Existing vs Option (traffic model analysis)
Maintain freight connections through the junction	4.1	Assessment of key freight movements to and from the Harbour area	Assessment of HGV traverse through the junction
	4.2	Assessment of HGV journey times	Assessment of existing vs required provision. Existing vs Option (traffic model analysis)
Optimise the traffic network performance to facilitate the introduction of the City Centre Masterplan	5.1	Assessment of journey times	Existing vs Option (traffic model analysis)
	5.2	Assessment of queue lengths	Existing vs Option (traffic model analysis)
Network Resilience	6	Ability to cater for incidents, emergency vehicles	Review of Junction Design

5. TRAFFIC MODEL DEVELOPMENT

5.1 Introduction

- 5.1.1 In line with STAG, the Option Generation and Development processes requires a Do Minimum (or Reference Case) for assessment to be developed.
- 5.1.2 STAG states that options generated must be appraised against a Reference Case option that includes transport improvement commitments that have policy and funding approval. In addition, as yet uncommitted transport schemes and/or development profiles can be included as a baseline for option comparison.
- 5.1.3 Therefore, as part of the assessment of potential options at the junction, a Reference Case scenario was defined and is the baseline against which options are appraised. The first step in defining the Reference Case was to create appropriate forecast traffic models.

5.2 Traffic Model Network Development

- 5.2.1 The traffic modelling for this commission has been undertaken using the Aberdeen City Centre Paramics 2019 microsimulation model (ACCPM19) as a starting point. This has been supported by the strategic ASAM19 model, which incorporates the strategic impact of the future wider developments, infrastructure and policy. Using both the ACCPM19 and ASAM19 models, a 2025 future year scenario has been developed from which the Reference Case for assessment is defined.
- 5.2.2 The network description for the ACCPM19 is shown in Figure 15



Figure 15. ACCPM19 Model Network Description

5.2.3 ASAM19 was utilised to assign background growth to the forecast year 2025 and incorporates the influence of future strategic infrastructure and development changes. The ASAM19 2025 future year scenario includes:

- Aberdeen City Centre Masterplan – Key City Centre Restrictions
- Aberdeen City Centre Low Emission Zone
- Bus Partnership Fund Studies:
 - Bus Alliance Priority Corridors:
 - A944 Westhill to Aberdeen City Centre
 - Ellon to Garthdee via Aberdeen City Centre
 - Inverurie to Aberdeen City Centre
 - Stonehaven to Aberdeen City Centre
 - Aberdeen Rapid Transit
- Bridge of Don to City Centre Active Travel Study
- Wellington Road Multi Modal Transport Study
- The updated Aberdeen Roads Hierarchy (currently included in the CCMP modelling)

5.2.4 These schemes were included in ASAM19 through the same methodology derived for the initial Beach Development Framework ASAM14 testing as agreed with ACC in April 2022. Full details of how each scheme has been represented is provided in the report *Aberdeen Beach Development Framework, Transport Element (SYSTRA Ref. GB01T22A27/3, April 2022)*.

5.2.5 The 2025 Reference Case Paramics model includes the following infrastructure:

- South College Street – Phase 1 (currently under construction)
- Low Emission Zone (LEZ) - live now but fully enforced in 2024
- Berryden Corridor Improvements – Due to open 2024/2025
- City Centre Masterplan: ETRO-2 - Due to open in Summer 2023, including:
 - General traffic restrictions through Bridge St, Guild St, Market St
 - General traffic restriction from Union Terrace to Rosemount Viaduct
- Union Street Central – Streetscape measures – assume no change to the model network for the purposes of this model scenario

5.3 Traffic Demand Development

5.3.1 ASAM19 has been developed with two future scenarios, summarised as follows:

- “With Policy” – Reflects the 2030 target for reducing vehicle car kilometres by 20%
- “Without Policy” – Only included some post Covid-19 travel behaviour changes

5.3.2 More information on the application of the ‘with’ and ‘without’ policy future scenarios for development and infrastructure assessment is detailed in the Information Note: *‘Addressing Uncertainty in Traffic Model Assessments – Aberdeen Case Study’ (Ref: GB01T21D88/0423, April 2023)*

5.3.3 ASAM19 has developed forecasts for 2025 through to 2045 and the forecast changes to Road Trips from the ASAM19 Base (2019) for both with and without policy are shown in Figure 16.

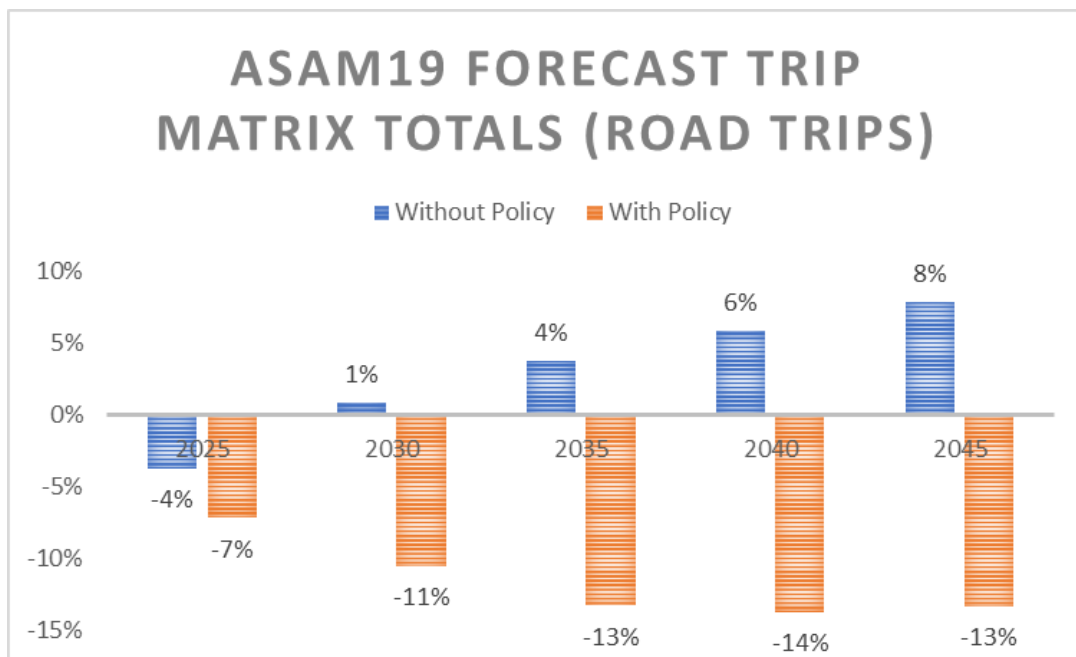


Figure 16. ASAM19 Forecast Summary

- 5.3.4 Figure 16 shows that in 2025, road trips are forecast to reduce in both the “with policy” (7% reduction) and “without policy” (4% reduction) scenarios.
- 5.3.5 ASAM19 2025 cordon matrices were applied to the ACCPM19 to create a 2025 Do-Minimum Paramics traffic model in which local junction improvement options for the South College Street junction could be modelled and assessed.
- 5.3.6 Table 4 summarises the subsequent trip matrix changes from the global ASAM through the ASAM cordon area (to the boundary of the ACCPM19), to the City Centre Paramics Model ACCPM19.

Table 4. ASAM / Paramics Model Trip Matrix Correlation

Scenario	Difference to 2019 Base			
	AM	IP	PM	TOTAL
ASAM Global With Policy	-10%	-3%	-8%	-7%
ASAM Global Without Policy	-5%	-1%	-4%	-4%
ASAM Cordon with Policy	-10%	-4%	-8%	-8%
ASAM Cordon without Policy	-6%	-2%	-5%	-5%
Paramics Model - With Policy	-13%	-1%	-9%	-6%
Paramics Model - Without Policy	-6%	2%	-5%	-2%

- 5.3.7 The above table shows that the overall traffic demand changes in the ACCPM19 are reflective of the predicted traffic demand changes in the ASAM network.

Comparison with Observed Data

- 5.3.8 Due to the ongoing construction works for Phase 1 at the time of this study, new traffic surveys were not possible. However, analysis of Automatic Traffic Count (ATC) data for Wellington Road was undertaken to provide an indication of the changes to traffic demand through this corridor following the COVID-19 pandemic.

5.3.9 Figure 17 shows that there was approximately 20% reduction in traffic routing northbound and southbound through Wellington Road between 2019 and 2022.

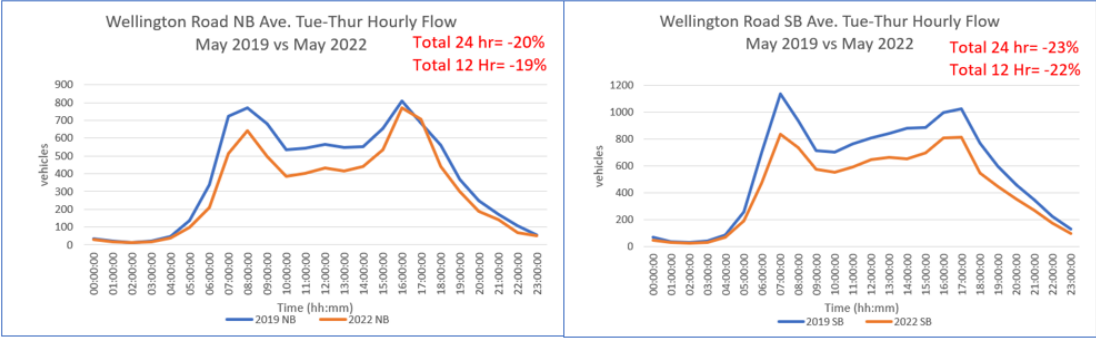


Figure 17. Wellington Road ATC data

5.3.10 Analysis of the 2025 ‘with’ and ‘without’ policy microsimulation model scenarios showed that the 2025 ‘with policy’ model network had very similar traffic demand changes on Wellington Road since 2019 compared to the 2022 observed data – See Table 5.

Table 5. Observed Vs Model Traffic Demand Comparison – Wellington Rd

Scenario	NB	SB	Two-Way
ATC Diff 2019- 2022	-19%	-22%	-21%
Ref Case 2025 (WP)	-23.5%	-16.9%	-20.1%
Ref Case 2025 (WOP)	-20.2%	-15.0%	-17.5%

5.3.11 Table 5 therefore suggests that the 2025 Reference Case Models are relatively aligned with the significant traffic demand changes that have occurred since 2019. In fact, the ‘with policy’ scenario is very closely aligned with the 2022 model network traffic patterns.

5.3.12 This comparison was also undertaken in a parallel study relating to the A956 / Beach Boulevard junction. Traffic survey data collated in 2022 correlated closely to the 2025 with policy scenario.

5.3.13 It was therefore decided that, for both studies, the 2025 with-policy scenario would form the key model testing scenario from which to undertake the appraisal of junction improvement options.

5.3.14 Further model analysis of both the ‘with’ and ‘without’ policy scenarios, actually showed very little difference in traffic flow, queue levels, and journey times through the study junction, therefore:

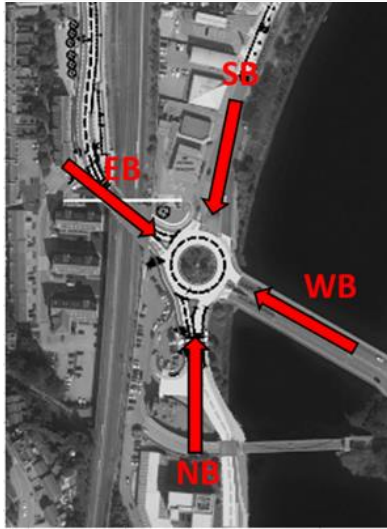
All options that progress to modelling will be assessed under the “With Policy” scenario, with cognisance taken of both with and without policy scenario during the final assessment.

5.4 South College Street Junction Demand

5.4.1 Following the development of the 2025 Reference Case scenario, analysis of the predicted traffic demand changes at the South College Street junction is summarised in Table 6.

Table 6. South College Street Junction – Modelled Traffic Demand Changes 2019-2025

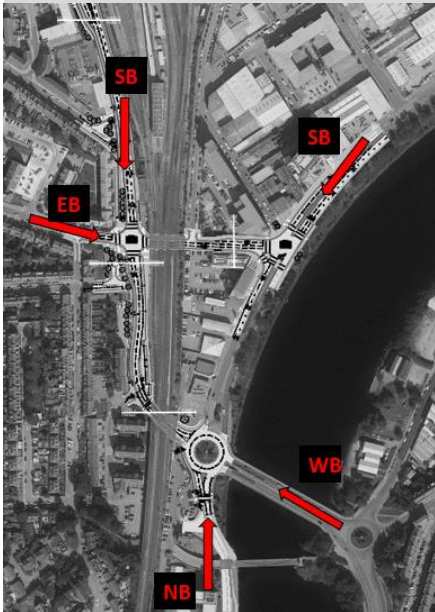
Scenario	12 Hr Directional Flows (07:00-19:00)					% Diff	Comment
	NB	SB	EB	WB	Total		
Obs 2019	6398	9517	6047	10066	32028	-	
Base 2019	6868	10044	5403	9689	32004	-0.1%	
Ref Case 2022 (WP)	7068	9371	5130	7897	29466	-7.9%	Including Impact of COVID, Central Union St & Schoolhill Restrictions
Ref Case 2025 (WP)	7801	7749	4418	7999	27967	-12.6%	Additional Traffic demand from CCMP, but inclusion of Palmerston Link Road
Ref Case 2025 (WOP)	7879	7976	4547	8305	28707	-10.3%	Similar to WP scenario



- 5.4.2 The Ref Case 2022(WP) network scenario includes the same trip matrices as the Ref Case 2025(WP). The difference between them being the physical infrastructure changes related to the City Centre Masterplan traffic restrictions (anticipated to open in 2023) and also the inclusion of the South College Street Phase 1 measures including the Palmerston Road link road (anticipated to open in Summer 2023), .
- 5.4.3 The Ref Case 2022 shows an 8% reduction in traffic demand (over 12 hrs) from the 2019 baseline, primarily due to the impact of COVID-19. Between 2022 and 2025 the further physical network changes detailed above have conflicting impacts on the traffic demand at the junction.
- 5.4.4 The City Centre Masterplan includes traffic restrictions through Union Street, Schoolhill and Guild Street. These restrictions on the east-west corridors through the city centre are anticipated to displace traffic out-with the core city centre area and result in additional traffic demand through the South College Street junction.
- 5.4.5 The South College Street Phase 1 measures, specifically the Palmerston Place link road, is designed to accommodate a proportion of the traffic displaced from the city centre.
- 5.4.6 The junction traffic demand figures presented in Table 6 therefore do not provide the full impact of the changes at wider South College Street 'triangle' of junctions. If the traffic demand assessment is considered wider, and inclusive of the Palmerston Place link road, there is a clearer understanding of the traffic demand changes in 2025. This is shown in Table 7.

Table 7. South College Street Area – Modelled Traffic Demand Changes 2019-2025

Scenario	12 Hr Directional Flows (07:00-19:00)					Total	% Diff
	Sth College St SB	N.E.W SB	QEII Bridge WB	Riverside Dr NB	Milburn St EB		
Base 2019 (v25)	5221	10056	9689	6868	2189	34023	-
Ref Case 2025 (WP)	5771	12938	8025	7776	3123	37633	11%
Ref Case 2025 (WOP)	5909	13381	8320	7890	3190	38690	14%



- 5.4.7 Table 7 shows the traffic flows assessment through the wider ‘triangle’ of junctions (including the junctions at either end of Palmerston Road). The model flow data suggests that there is at least a 10% increase in traffic demand through the area compared to the 2019 baseline. This can be attributed primarily to the impact of the city centre masterplan road restrictions, but also to a lesser extent the Low Emission Zone.
- 5.4.8 The impact of the Palmerston Place link road is therefore significant as the increase in traffic demand through this area does not result in an increase at the South College Street roundabout itself. Instead there is a net reduction in demand as detailed in Table 6.
- 5.4.9 The Palmerston Place link road therefore performs the function it was designed for, which is to remove some of the additional traffic demand from the QE Bridge roundabout itself. The impact of the Palmerston Place link road is shown in Table 8, which details the traffic flow levels through the Palmerston Place link road compared to the overall wider junction traffic demand identified in Table 7.

Table 8. Palmerston Road Traffic Flows – 2025 Ref Case

Scenario	Palmerston Rd		Total	% of Wider Junction
	EB	WB		
Ref Case 2025 (WP)	1849	6510	8359	22%
Ref Case 2025 (WOP)	1898	6674	8572	22%

- 5.4.10 For the development of South College Street / Riverside Drive junction design options, it is therefore important to note that the overall traffic demand levels in 2025 are anticipated to be approximately 10% lower than the 2019 baseline levels.

6. OPTION GENERATION AND INITIAL SIFTING

6.1 Introduction

- 6.1.1 The purpose of the option generation, initial appraisal, and sifting process is to derive a 'Long List' of options that could satisfy the study's objectives, alleviate the identified problems and address the outlined opportunities. The options should then be subject to a further appraisal process as part of the 'Option Development' (Chapter 8) to better align with the objectives.
- 6.1.2 In line with STAG, the options for this 'Long List' were generated through a number of methods, including:
 - Consideration of previous studies – various traffic modelling studies dating back to 2017
 - Consideration of existing conditions (problems and opportunities)
 - Analysis of the existing transport network and committed measures
 - Current design standards and guidelines
 - Professional judgement flowing from a structured decision making process by the study team.
- 6.1.3 The problems and opportunities review identified that there are physical constraints around the junction that limit the opportunity to create additional junction capacity to offset the active travel improvement requirements.
- 6.1.4 At an early stage of option development, it was considered critical to consider the potential impact on the junction capacity for any option developed. A desktop assessment of each option was undertaken to assess the potential junction capacity (using traffic signal design first principles). This review helped to sift out options at an early stage.
- 6.1.5 From previous studies, it was found that a key methodology to improve the junction capacity whilst improving active travel provisions at the junction was to simplify signal phasing. This requires the removal or banning of certain traffic movements through the junction. Key traffic movements relating to the freight route however, would require to remain.
- 6.1.6 Although the 2017 Committee Members approved the principle of a traffic signal junction at this location, ACC requested that SYSTRA also consider the retention or re-design of a roundabout operation at this location.
- 6.1.7 For the development of active travel improvements, the key design changes required at the junction have been identified and detailed in Chapter 4. This commission does not develop options to detailed design but it is important that cognisance is taken of relevant design policy and guidance such as Cycling by Design, Roads for All and Designing Streets from the Option Generation stage right through to identification of the final preferred option.

6.2 Option Generation & Sifting

- 6.2.1 Development of options based upon the above, and combining them with further options utilising the methods outlined in STAG, identified 9 options to be considered for initial sifting.
- 6.2.2 For each option, an approximate sketch was made (See Appendix A) and key pedestrian, wheeling, cycling and vehicular movements identified. Each option was then scored against the identified study objectives on a simple positive (+), neutral(/) and negative(-) scale.

- 6.2.3 Scenario Test 1a and 1b considered the potential for an all-round signalled controlled crossing. Scenario 1a allowed all traffic movements and an all round pedestrian crossing phase, whilst 1b included a banned right turn on the Riverside Drive and North Esplanade West approaches to the junction.
- 6.2.4 Scenario 2 also considered a signalised junction, but each arm operating on a walk-with operation to remove the requirement for an all-round pedestrian crossing phase.
- 6.2.5 Scenario 3 considered a hybrid of walk-with crossings on some arms of the junction, with remote crossings on the others. Three variations of this approach were considered (3a, 3b, and 3c)
 - Scenario 3a includes walk-with crossings on 3 arms of the junction with a remote crossing on North Esplanade West.
 - Scenario 3b has the same crossing provisions but includes the banned right turns on Riverside Drive and North Esplanade West
 - Scenario 3c includes a walk-with crossing on QE Bridge with all other arms of the junction operating with remote pedestrian crossings.
- 6.2.6 Scenario 4 considered the retention of a roundabout in some form.
 - Scenario 4a includes the retention of the existing roundabout with the inclusion of a remote pedestrian crossing on QE Bridge, back from the junction itself.
 - Scenario 4b includes the realignment of the roundabout eastward to allow a Toucan crossing to be located across QE Bridge without the requirement to widen the bridge abutments.
 - Scenario 4b includes the further re-alignment of the roundabout to the east to facilitate a Toucan crossing on QE Bridge. In order to accommodate the roundabout within the available space, a spiral operation for the roundabout was considered.

Table 9 details the option scenarios assessed initially at a high level against the study objectives on a simple positive (+), neutral(/) and negative(-) scale.

Table 9. Option Long List and initial Sifting Outcome

General Concept	Scenario	Pedestrian Provision	Signal Detail	Additional Detail	Objectives					Progress
					1	2	3	4	5	
South College Street Phase 1:	Ref Case (2025)	2 Remote controlled crossings	Priority Roundabout Retained	-						
Junction Signalisation All round Ped Crossing	1a	All-round controlled crossing	5 stage signals	All movements permitted	+	+	+	+	+	Yes
	1b	All-round controlled crossing	4 stage signals	Banned R/T on Riverside Dr & N.E.W.	+	+	+	+	+	Yes
Junction Signalisation - Walk with crossing	2	Walk-with crossing required for each arm	4 stage signals	All movements permitted	+	+	+	+	+	Yes
Junction Signalisation - Walk with crossing Selected Remote Peds	3a	Walk-with crossing required for 3 arms (remote on N.E.W.)	4 stage signals	All movements permitted	+	+	+	+	+	Yes
	3b	Walk-with crossing required for 3 arms (remote on N.E.W.)	3 stage signals	Banned R/T on Riverside Dr & N.E.W.	+	+	+	+	+	Yes
	3c	Walk-with crossing required for 1 arms (QEII Bridge) All others remote peds	4 stage signals	All movements permitted	+	+	+	+	+	Yes
Retain Roundabout	4a	Additional Remote Ped crossing on QEII Bridge (peds only)	-	Crossing at least 20m from junction	+	+	/	+	+	Yes
	4b	Additional Remote Ped crossing on QEII Bridge (Toucan)	-	Crossing min Distance from Junction	+	+	/	+	+	Yes
	4c	As per Test 4b but with revised roundabout location	-	Riverside Drive lane allocation change required	+	+	/	+	+	Yes

- 6.2.7 From the above tables, all options were considered to have met the initial study objectives at a high-level consideration. Only the roundabout options (4a, 4b & 4c) were considered to not be able to provide additional benefits for public transport connections. This however, did not rule them out from further appraisal as they could at least maintain the current level of provision.
- 6.2.8 The next stage of sifting was to consider the impact that junction scenarios would have on the operational capacity of the junction. This would identify if the options were feasible for further consideration.
- 6.2.9 Utilising modelled flows from the 2025 Reference Case model, AM (08:00-09:00) and PM (17:00-18:00) peak hour turning movement counts were derived for the junction. From these, initial traffic signal stage diagrams and phase (movement) timings were derived for each signalised junction.
- 6.2.10 The outcomes from operational capacity and design feasibility assessment of the 6 signalised junction options is shown in Table 10.
- 6.2.11 As part of the feasibility assessment, the geometric requirements for the roundabout options were assessed at a high level and a review of the potential requirements for these options on QE Bridge were discussed with SYSTRA bridge engineers.

Table 10. Initial Feasibility Assessment

General Concept	Scenario	Pedestrian Provision	Feasibility	Junction Capacity		Taken Forward for detailed modelling
				AM Pk	PM Pk	
Junction Signalisation All round Ped Crossing	1a	All-round controlled crossing	+	100%	120%	x
	1b	All-round controlled crossing	+	95%	111%	x
Junction Signalisation - Walk with crossing	2	Walk-with crossing required for each arm	+	123%	136%	x
Junction Signalisation - Walk with crossing Selected Remote Peds	3a	Walk-with crossing required for 3 arms (remote on N.E.W.)	+	111%	113%	x
	3b	Walk-with crossing required for 3 arms (remote on N.E.W.)	+	100%	102%	✓
	3c	Walk-with crossing required for 1 arms (QEII Bridge) All others remote peds	+	85%	103%	✓
Retain Roundabout	4a	Additional Remote Ped crossing on QEII Bridge (peds only)	+	-	-	✓
	4b	Additional Remote Ped crossing on QEII Bridge (Toucan)	/	-	-	x
	4c	As per Test 4b but with revised roundabout location	+	-	-	✓

6.2.12 Table 10 shows that many of the signalised junction option scenarios were predicted to be significantly over capacity at modelled peak hour anticipated traffic volumes. Only Scenario 3b and 3c showed potential to be able to accommodate the predicted traffic demand whilst providing additional pedestrian and cycle crossing facilities at the junction.

6.2.13 Following discussion with the ACC study team, the agreed outcome from this initial feasibility assessment was that Options 3b and 3c should be taken forward to modelling and appraisal.

6.2.14 In addition, the ACC study team identified that Option 4c would be more likely to be able to be accommodated within the junction geometry compared to Option 4b. Therefore Option 4a and 4c should also be taken forward to detailed appraisal.

Protected Controlled Junction Layout

6.2.15 Cycling by Design (2021) promotes the concept of protected junctions for pedestrians and cyclists, similar to that detailed in Figure 18. There are variations on the design considered within Cycling by Design, including full signal controlled layouts, Zebra crossings of the cycle track, and CYCLOPS layouts. Within each of these scenarios pedestrian and cycle crossing facilities are included within the junction through either an all round pedestrian & cycle phase or a walk-with phase.

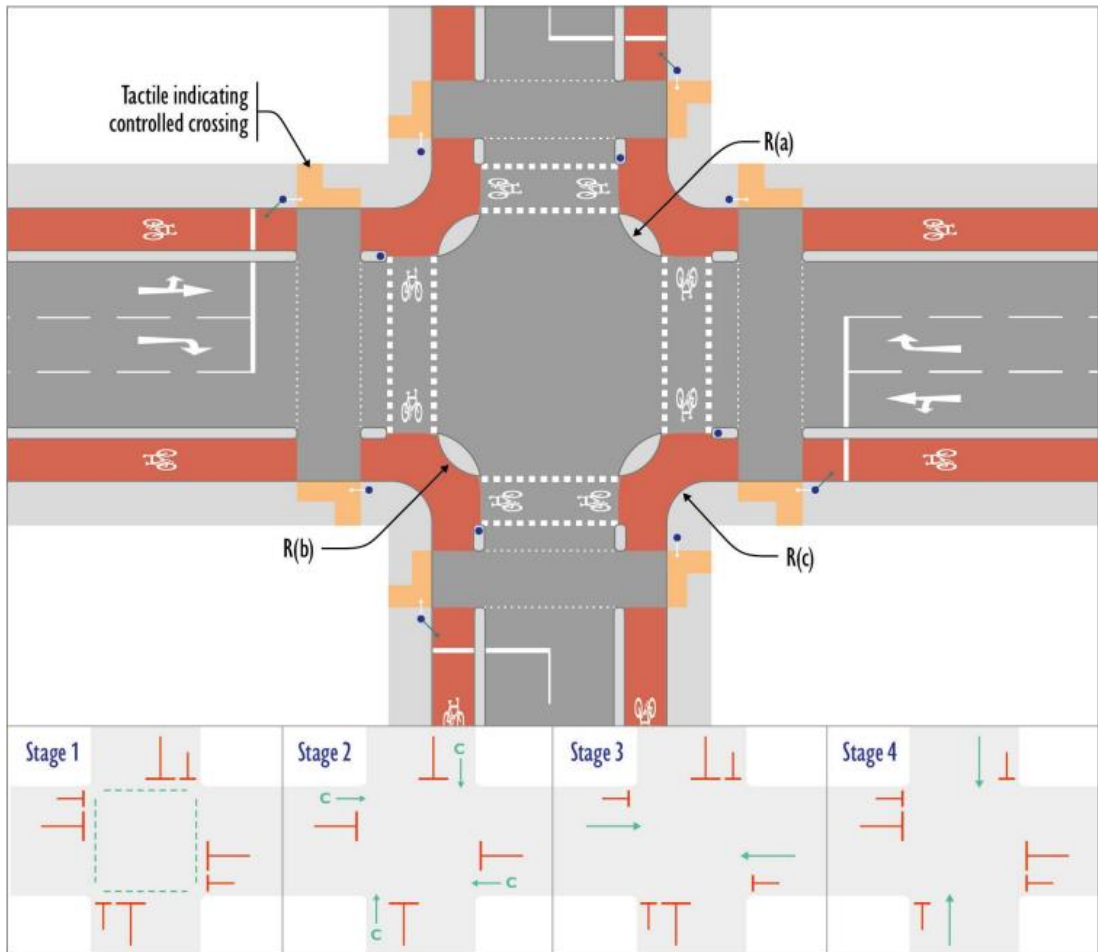


Figure 18. Example of a Protected Junction (Cycling by Design 2021)

6.2.16 From the model testing detailed in Table 10, Scenarios 1 and 2 represent the operation of a standard protected controlled junction. These model tests showed that the junction was over capacity when all pedestrian and cycle movements were permitted at the junction. A junction design solution would therefore need to deviate from those explicitly detailed in Cycling by Design.

7. OPTION DEVELOPMENT

7.1 Introduction

- 7.1.1 The four junction design options remaining from the option generation and initial sifting process were carried forward for further development, traffic modelling and appraisal.
- 7.1.2 The first step in this stage of the assessment was to further develop the option designs using AutoCAD design software to allow for an initial high level engineering design review. Through the traffic modelling process, an iterative review and amendment of the design detail was then undertaken.
- 7.1.3 The four options were renumbered to simplify the remainder of the appraisal process, as set out in Table 11. The concept design drawings are shown in the following section with further detail on each option provided.

7.2 Options Progressed to Modelling & Appraisal

Table 11. Junction Design Options for Modelling & Appraisal

Option	Option Concept	Option Detail Summary
Option 1	Roundabout	Retention of existing roundabout with remote staggered Pedestrian crossing on QEII Bridge approximately 20m from the junction
Option 2	Roundabout	Re-alignment of the roundabout eastwards to allow for the implementation of a remote staggered pedestrian crossing on QEII Bridge.
Option 3	Signalised junction	All turning movements permitted. Walk-with staggered Toucan crossing on QEII Bridge and staggered pedestrian crossing on South College Street. Retention of existing remote crossings on Riverside Drive and North Esplanade West
Option 4	Signalised junction	Banned Right Turn movements on North Esplanade West and Riverside Drive. Walk-with staggered Toucan crossing on QEII Bridge and staggered pedestrian crossing on South College Street. Retention of existing remote crossings on Riverside Drive and North Esplanade West

Option 1

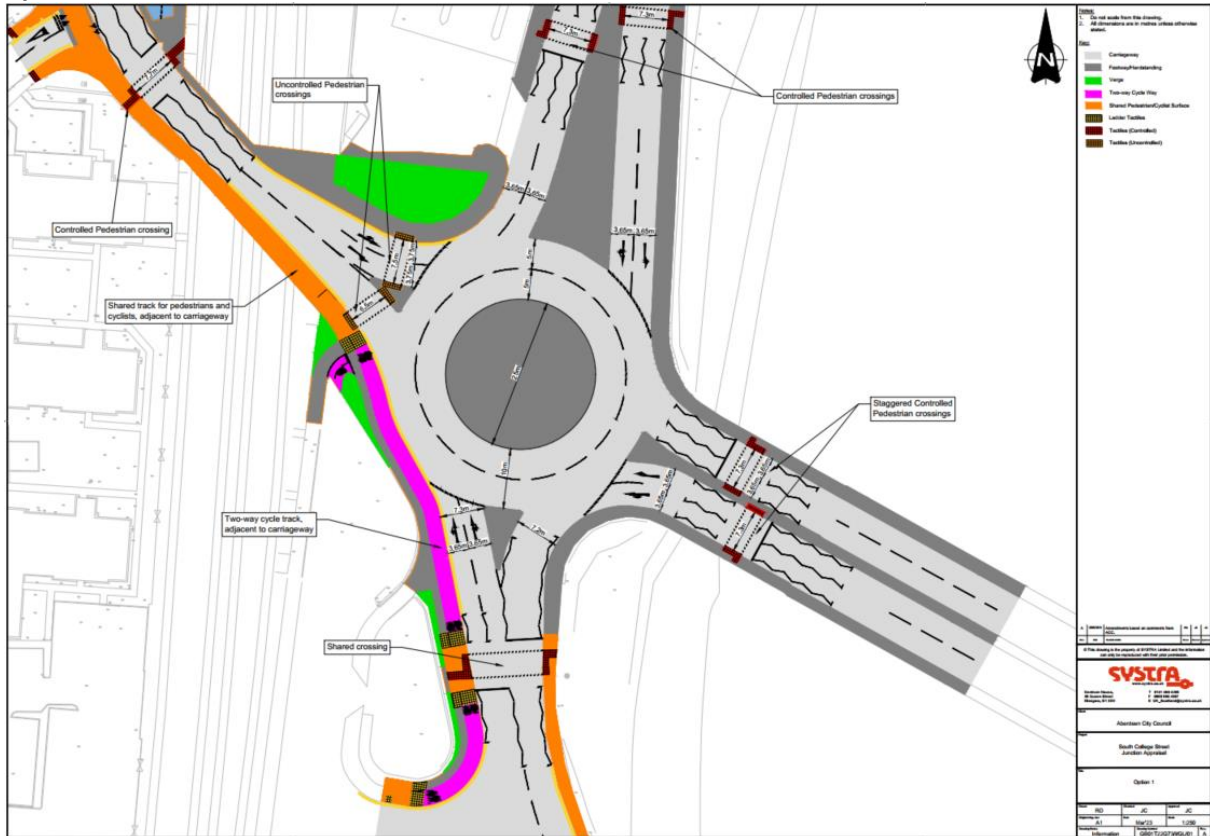


Figure 19. Option 1 Concept Design

- Low Cost Option
- Remote crossing on QE Bridge for pedestrians. Cyclists requiring to access North Esplanade West would require to either dismount or route via South College Street and Palmerston Place (See Figure 20 below).
- The remote crossings on Riverside Drive and North Esplanade West would remain
- The uncontrolled crossing at the south end of South College Street would either remain (or barriers put in place to prevent crossing at this location)



Figure 20. Option 1 Cycle Path Routing

Option 2

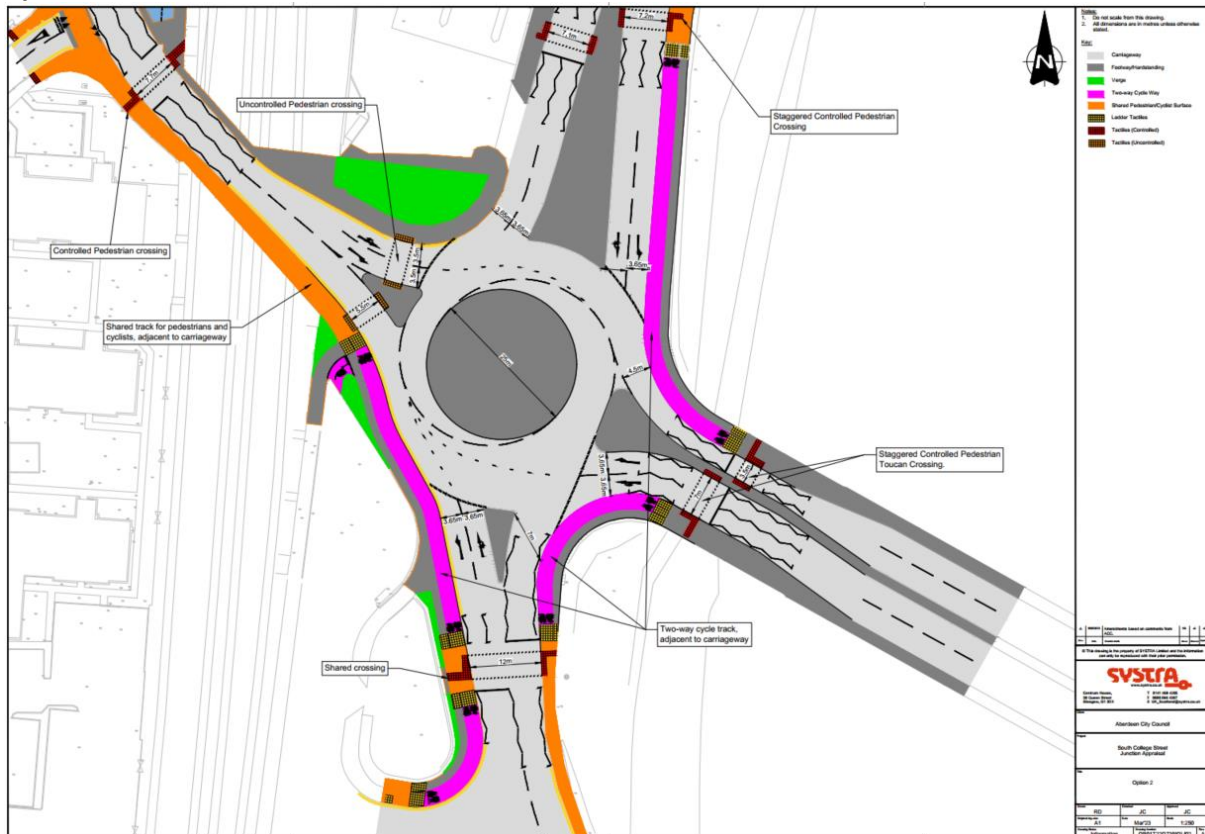


Figure 21. Option 2 Concept Design

- Re-alignment of roundabout to accommodate a remote Toucan crossing at the junction with QE Bridge to avoid engineering requirements to amend the bridge abutments.
- The remote crossings on Riverside Drive and North Esplanade West would remain
- The uncontrolled crossing at the south end of South College Street would either remain (or barriers put in place to prevent crossing at this location)
- A spiral roundabout design would require only 1 circulating lane on the east and west side of the roundabout. This would help facilitate the proposed Toucan crossing at QE Bridge.
- The Southbound movement across the Bridge would only be delivered in 1 lane initially before widening to two lanes across the Bridge. The current roundabout operation also only delivers traffic to the Bridge SB from 1 lane from all directions.

Option 3

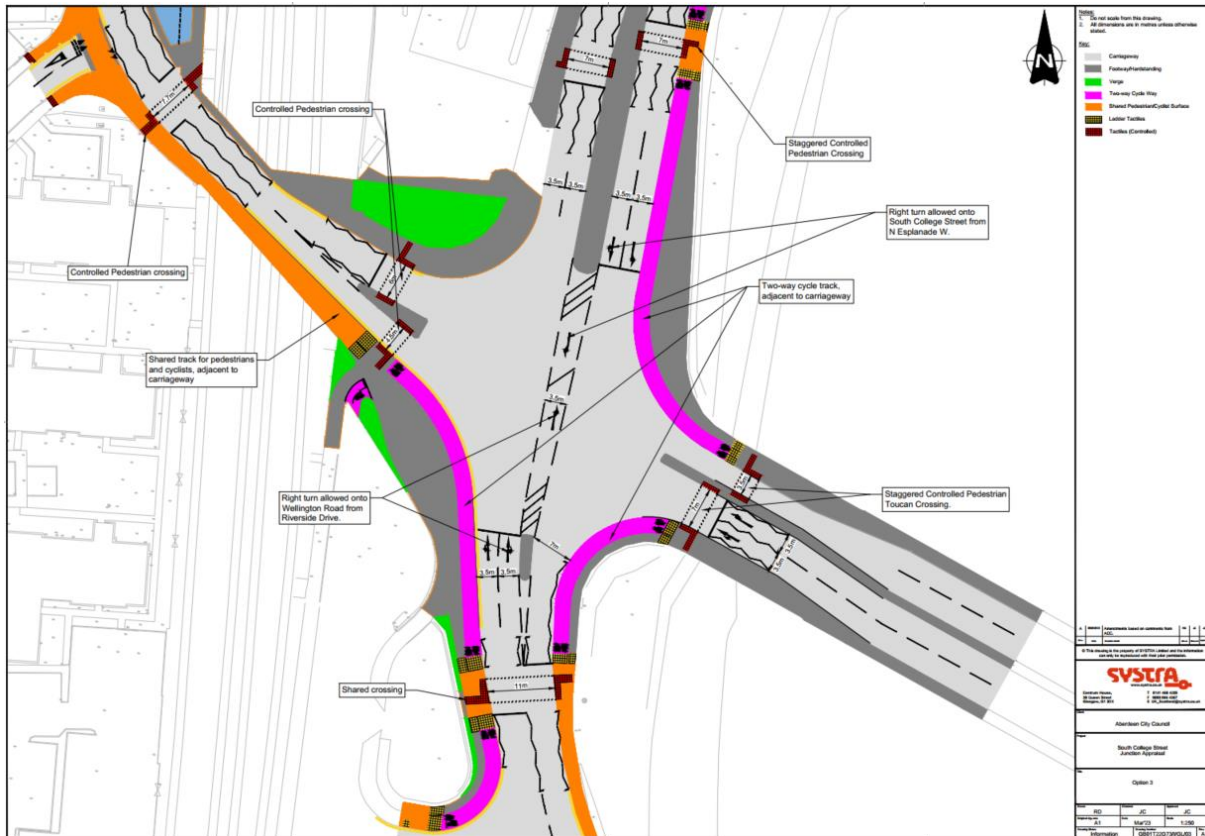


Figure 22. Option 3 Concept Design

- Signalised junction with all turning movements permitted
- Walk-with staggered Toucan crossing on QE Bridge
- Walk-with staggered Pedestrian Crossing on South College Street (could potentially be upgraded to a Toucan Crossing)
- The remote crossings on Riverside Drive and North Esplanade West would remain
- The proposed signal phasing and walk-with operation is provided in Figure 23.

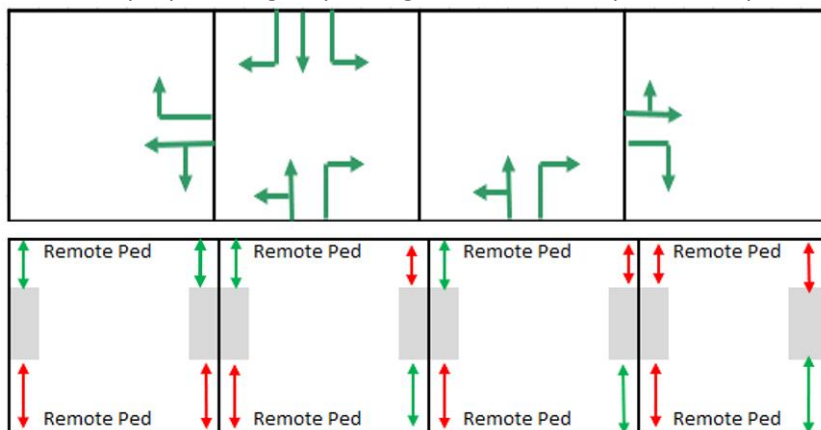


Figure 23. Option 3 – Proposed Signal Phasing & walk-with pedestrian crossing operation

Option 4

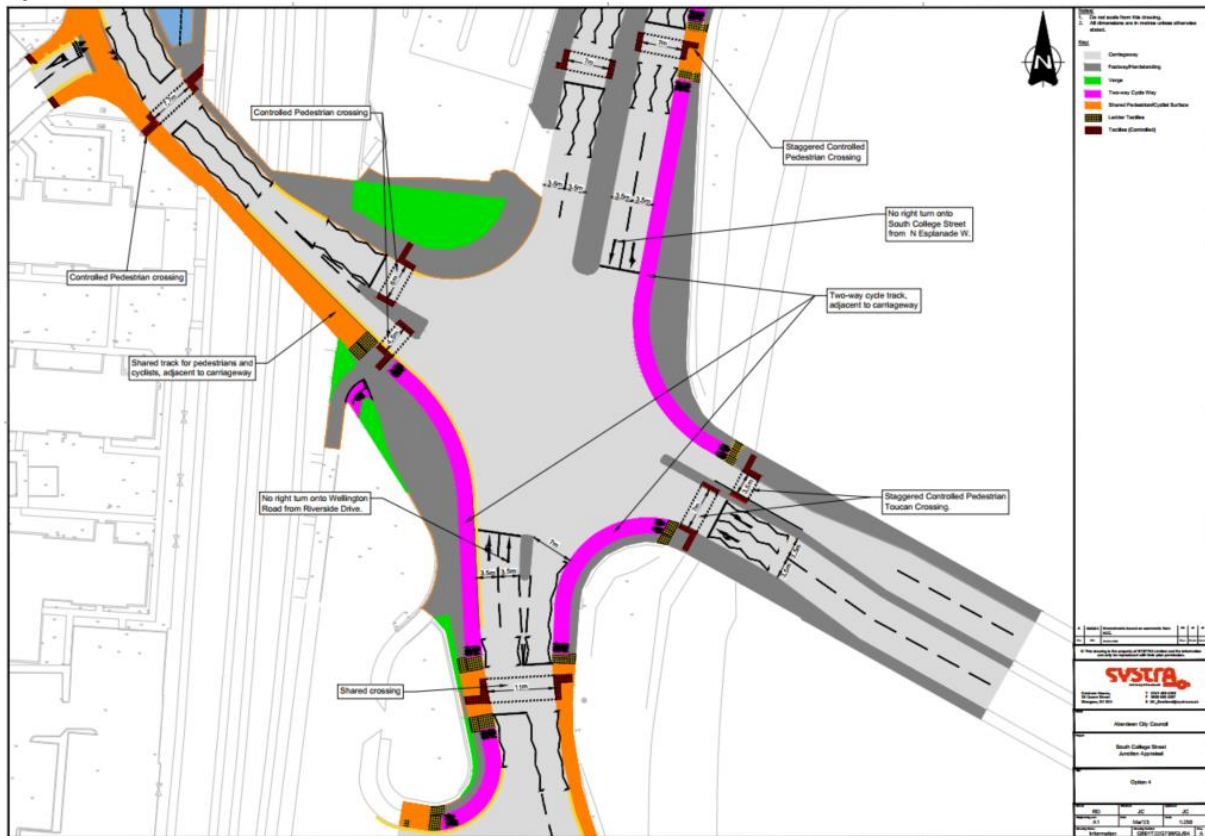


Figure 24. Option 4 Concept Design

- Signalised junction with banned right turn movement on North Esplanade West and Riverside Drive
- Walk-with Staggered Toucan crossing on QE Bridge
- Walk-with staggered Pedestrian Crossing on South College Street (could potentially be upgraded to a Toucan Crossing)
- The remote crossings on Riverside Drive and North Esplanade West would remain
- The proposed signal phasing and walk-with operation is provided in Figure 25.

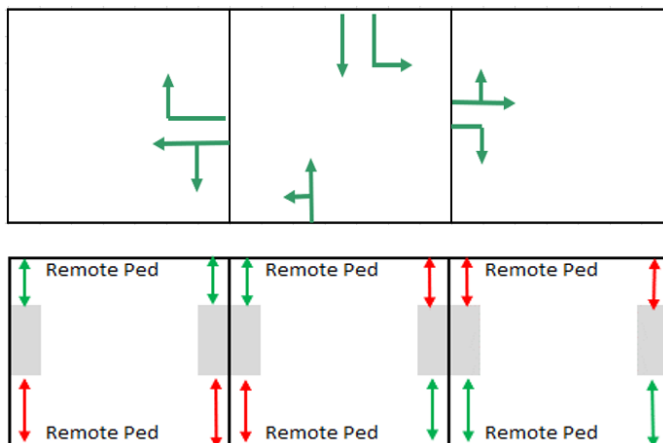


Figure 25. Option 4 – Proposed Signal Phasing & walk-with pedestrian crossing operation

7.3 Access Implications

7.3.1 For junction design Options 1-3, all traffic movements at the junction are permitted for all vehicle types. For Option 4, the banned right turns on Riverside Drive and North Esplanade West have routing implications for both general traffic and high sided vehicles.

Banned Right Turn on Riverside Drive

7.3.2 Figure 26 shows that traffic routing to Torry from the Riverside Drive area would require to route over King George VI Bridge and route to the Torry area via West Tullos Road, Abbotswell Road and Wellington Road. A controlled right turn facility is available at the Balnagask Road / Wellington Road signalised junction.

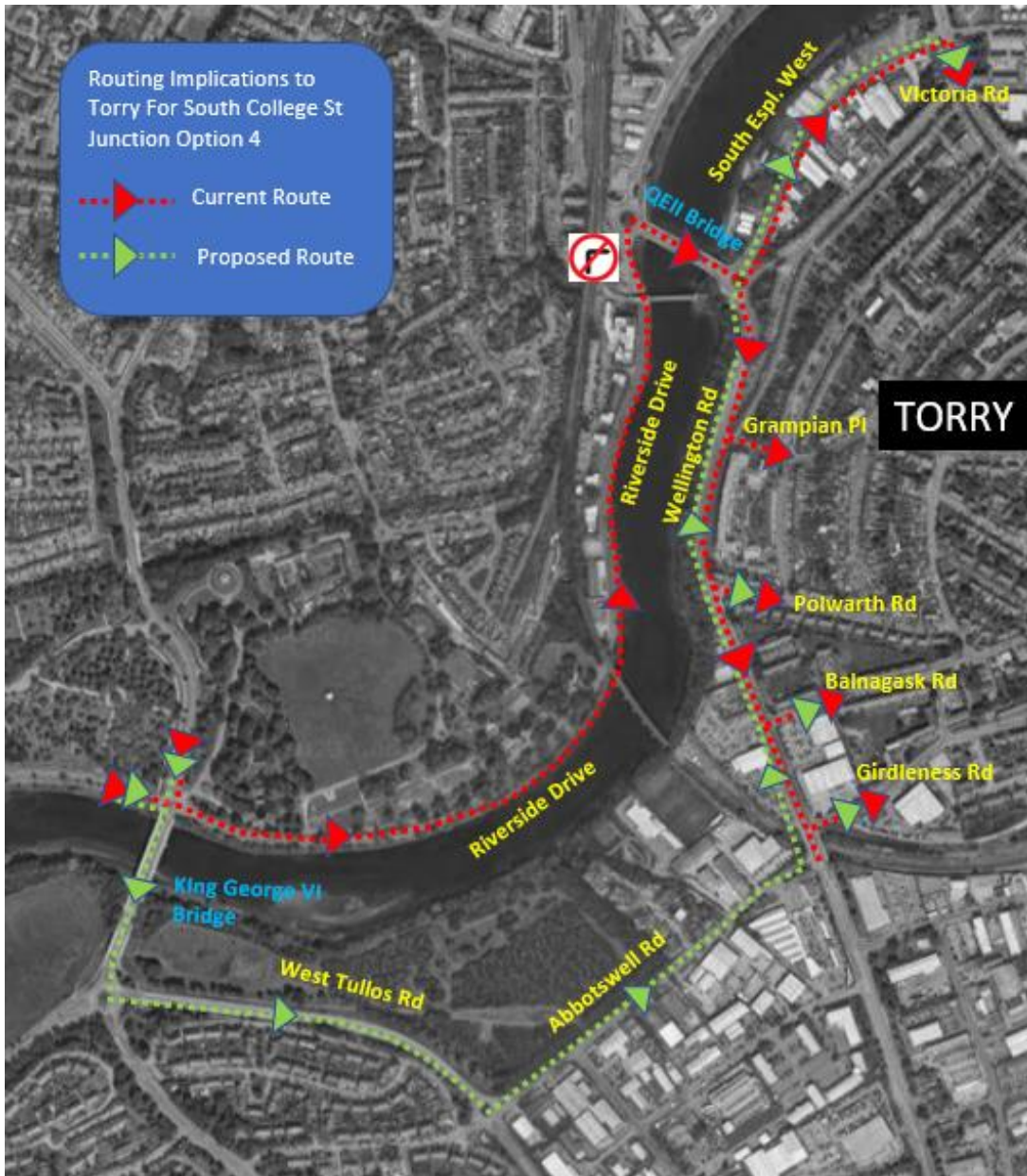


Figure 26. Implications of Right Turn Ban on Riverside Drive to QE Bridge for Access to Torry Area

Banned Right Turn on North Esplanade West

- 7.3.3 The right turn ban on North Esplanade West to South College Street will require general traffic to simply turn right at the new Palmerston Link Road (Part of the Phase 1 works – See Figure 27).
- 7.3.4 There is an implication to this for HGV routing. The railway bridge height restriction on Palmerston Place is 14'3". The railway bridge height restriction on South College Street is 15'6" (See Figure 12 in Section 3.5). This means that for HGV's that were previously below 15'6" high and turned right from North Esplanade West to South College Street, the restrictions in place now means that only vehicles under 14'3" would be able to make this manoeuvre.
- 7.3.5 It is worth noting that the average HGV height is 14'7" (according to HSE) and a standard flat bed lorry with a standard shipping container is 13'8" high, so this would be able to route via Palmerston Place.
- 7.3.6 A review of traffic survey data from 2019 showed that, for southbound HGVs on North Esplanade West approaching the Roundabout with South College Street, in a 12 hour period 872 vehicles routed over QE Bridge, 121 vehicles routed to Riverside Drive and 25 vehicles turned right to South College Street.
- 7.3.7 It is therefore suggested that the right turn ban proposed on North Esplanade West in Option 4 should have little impact to the service vehicle routing around the city centre area. Any vehicle potentially affected would require to access South College Street from a different direction.

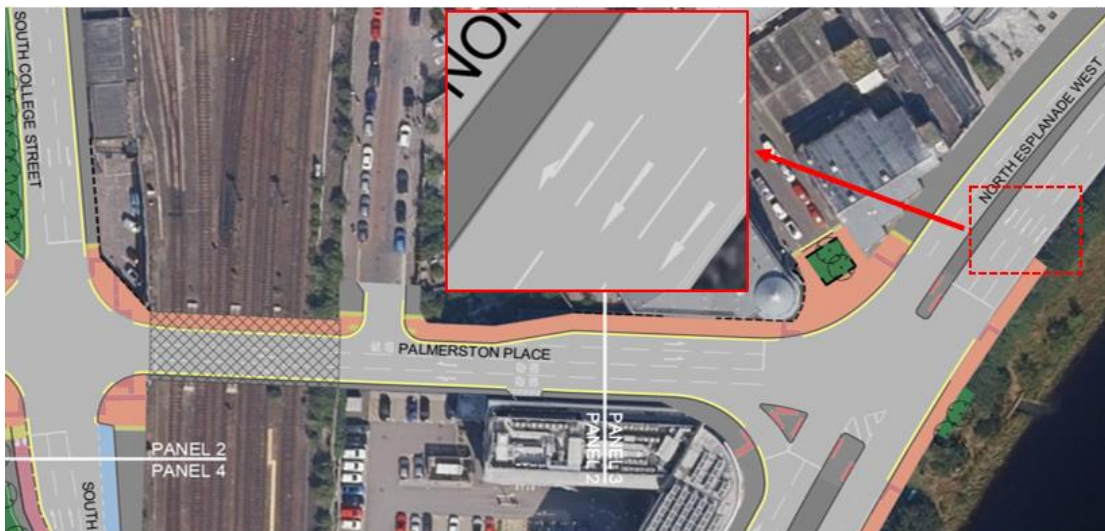


Figure 27. Alternative Right Turn Provisions on North Esplanade West

8. OPTION APPRAISAL

8.1 Introduction

- 8.1.1 The Option Generation and Development process (Chapters 6) identified four junction options for appraisal and detailed in Chapter 7.
- 8.1.2 This chapter details the performance of the four options against:
 - Study Objectives
 - STAG criteria (Environment; Climate Change; Health, Safety & Wellbeing, Economy, Equality & Accessibility)
 - Established Policy Directives
- 8.1.3 An appraisal of the 4 options against the study objectives was undertaken to understand the ability of each to deliver for the study objectives. Five objectives for the study were agreed with ACC at the beginning of this commission.
- 8.1.4 These five objectives guided the option generation and development and while the objectives have remained fixed throughout the entire appraisal process, their measure and method of analysis has been adjusted, in line with the STAG principle of ‘SMARTening’ study objectives as the appraisal progresses.
- 8.1.5 The updated measure and method of analysis guiding the appraisal of option performance against the study objectives is set out in Table 12.

Table 12. Study Objectives & Updated method of Analysis

Objective	Ref.	Measure	Method of Analysis
Improve Pedestrian, Wheeling, and cycling connectivity	1.1	Reduce Walk distances and travel time through the junction	A-B distance/time comparisons (Existing vs Option)
	1.2	Improve Cycle connections and travel time through the junction	A-B distance/time comparisons (Existing vs Option)
Ensure safe and equitable access for all	2	Increase controlled crossing points for all users	Comparison against existing provision
Maintain public transport connections	3.1	Futureproof designs to allow for potential PT priority measures	Assessment of Potential bus priority options
	3.2	Assessment of bus journey times through the junction	Existing vs Option (traffic model analysis)
Maintain freight connections through the junction	4.1	Assessment of key freight movements to and from the Harbour area	Assessment of HGV traverse through the junction
	4.2	Assessment of HGV journey times	Assessment of existing vs required provision. Existing vs Option (traffic model analysis)
Optimise the traffic network performance to facilitate the introduction of the City Centre Masterplan	5.1	Assessment of journey times	Existing vs Option (traffic model analysis)
	5.2	Assessment of queue lengths	Existing vs Option (traffic model analysis)
Network Resilience	6	Ability to cater for incidents, emergency vehicles	Review of Junction Design
Appraisal Against STAG Criteria (Part 1)	7	Design feasibility & risk	
	8	Anticipated stakeholder response	
	9	Estimated construction costs - TBD	
Appraisal Against STAG Criteria (Part 2)	10	Environment	
	11	Health, Safety & Wellbeing	
	12	Economy	
Appraisal Against ACC Criteria	13	Equality & Accessibility	
	14	Established Policy Directives	

- 8.1.6 In addition to the appraisal against the study objectives, an initial qualitative appraisal has been undertaken against STAG criteria Part 1 and 2, and established policy directives.
- 8.1.7 In line with STAG, the appraisal of options is undertaken using a seven-point assessment scale, as set out in Table 13.

Table 13. STAG 7-Point Scale

STAG 7-Point Scale	
✓✓✓	Option has major positive impact
✓✓	Option has moderate positive impact
✓	Option has minor positive impact
-	Option has neutral or no impact
✗	Option has minor negative impact
✗✗	Option has moderate negative impact
✗✗✗	Option has major negative impact

8.2 Option Modelling Assessment

- 8.2.1 The four options presented in Chapter 7 were assessed in the Aberdeen City Centre Paramics traffic model in order to provide quantitative evidence to support their performance against the study objectives.
- 8.2.2 Utilising the 2025 Reference Case model defined in Chapter 5, the four options were coded into variants of the model. To inform the assessment of option performance, the four models were assessed and compared to the 2025 Reference Case for:
 - Bus journey times through the junction to Guild Street
 - HGV journey times through the junction too the Harbour
 - General traffic journey times on all approach routes through the junction
 - Queue length assessment
 - Traffic flows through the junction

- 8.2.3 The assessment of bus journey times through the junction to and from Guild Street is detailed in Section 8.3.21.
- 8.2.4 The assessment of HGV journey times through the junction to the harbour is detailed in Section 8.3.27
- 8.2.5 General traffic journey times on all approach routes through the junction is summarised in Section 8.3.32. The relative journey time graphs are provided in Appendix B
- 8.2.6 Traffic queue lengths for all approach routes through the junction is summarised in Section 8.3.36. The relative queue length graphs are also provided in Appendix B.

Modelled Junction Option Traffic Capacity

- 8.2.7 The volume of traffic that routes through the junction does not form part of the options appraisal requirements, however, it is considered relevant to provide this model data to understand the junction capacity performance of each junction design option.
- 8.2.8 1 provides the 12 hour (07:00-19:00) traffic flows through the junction per arm for the four junction design options.

Table 14. Model Traffic Flows through the Junction

Traffic Flow by Arm	Approach to Junction	12 Hour Model Traffic Flows (Veh) - 07:00-19:00								
		2025 Ref Case	Option 1		Option 2		Option 3		Option 4	
		Value	Value	Diff to Ref	Value	Diff to Ref	Value	Diff to Ref	Value	Diff to Ref
North Esplanade W	SB	7784	7718	-67	7642	-143	6765	-1019	7406	-378
Riverside Dr	NB	7790	7830	40	7784	-6	7288	-502	5933	-1856
QELi Bridge	WB	8003	7946	-57	7993	-11	7399	-604	7530	-474
Sth College St	EB	4402	4400	-2	4511	109	4283	-119	5194	792
Junction Total Flow		27980	27893	-87	27929	-51	25735	-2244	26063	-1916
% Diff to Ref Case				-0.3%		0%		-8%		-7%

- 8.2.9 It should be noted that standard signalised junctions have approximately 20% less traffic capacity than a standard roundabout. 1 shows that the traffic demand efficiency is improved from this standard in the signal junction Options 3 and 4, due to the optimisation of the signal phasing, timings, and removal of some crossing provisions from the junction.
- 8.2.10 For Option 1 and 2, the junction capacity is very similar to the Reference Case, suggesting that neither of these scenarios are likely to result in additional delays at the junction.
- 8.2.11 For Option 4, there is a noted increase in traffic routing southbound on South College Street compared to all other scenarios (5194 vehicles). This may be due to the banned right turn on Riverside Drive resulting in vehicles diverting through the Ferryhill area.
- 8.2.12 Further model analysis shows that in this scenario, the traffic flows on Milburn Street and Ferryhill Road eastbound are higher by 20-30%. Some traffic management mitigation may be required through these areas if Option 4 was taken forward. This potential issue is noted in the ‘Benefits and Risks’ of each junction scenario detailed in Section 8.7.

8.3 Appraisal Against Objectives

Objective 1: Improve pedestrian, wheeling and cycling connectivity

8.3.1 As set out in the option concept drawings, all proposed options will provide improved pedestrian, wheeling, and cycling crossings through the junction. In order to quantify such benefits, 2 sub-criteria (1. Walking, 2.Cycling) have been defined with the resultant performance of each option set out below. Within each travel mode, the travel distance and wait time criteria have been considered separately

1.1: Reduce walk distances and travel time through the junction

8.3.2 To assess the performance of each option against the objective measure, total walk distance was calculated for each option and for the existing junction based on the locations (A-J) shown in Figure 28. These walk distances were calculated based upon pedestrians crossing at controlled crossings points only.

8.3.3 Table 15 provides a summary of the total walk distance combined between all the points detailed in Figure 28.

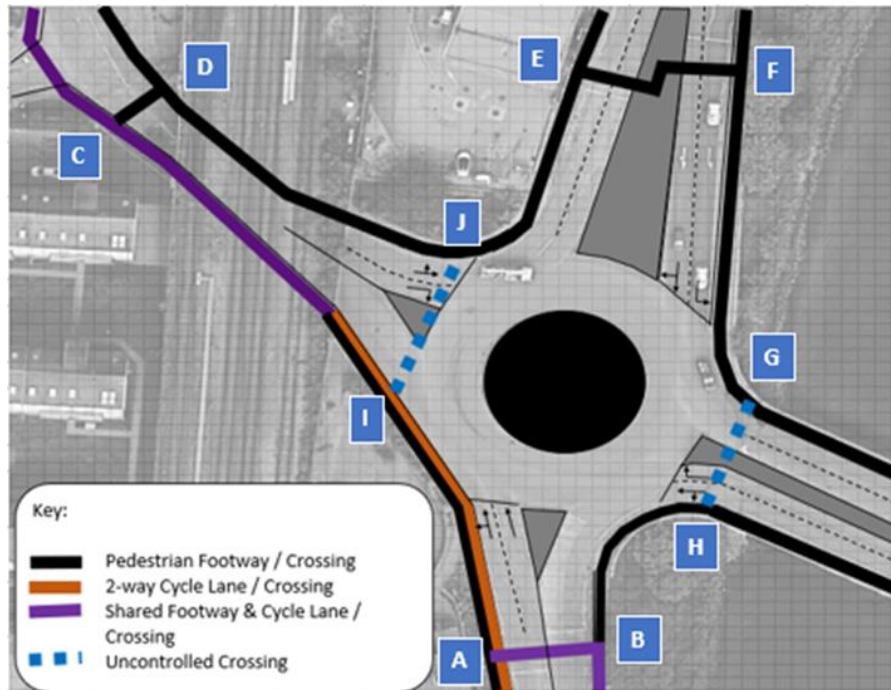


Figure 28. Walk Distance Locations (Reference Case)

Table 15. Total Walk Distance through controlled crossings

Metric	Ref Case	Option 1	Option 2	Option 3	Option 4
Total Walk Distance (m)	4046	3053	2803	2750	2714
Diff to Ref Case		-993	-1243	-1296	-1332
% Diff to Ref Case		-25%	-31%	-32%	-33%
Appraisal		✓✓	✓✓✓	✓✓✓	✓✓✓

8.3.4 All options show a significant improvement on the Ref Case scenario, primarily due to the new crossing on QE Bridge in all options. Options 2, 3, and 4 were relatively similar but Option 1 had a slightly higher total walk distance due to the location of the crossing on QE Bridge.

8.3.5 Although an uncontrolled crossing was included on South College Street in Option 1 and 2, the provision of alternative crossing locations resulted in this not being a major factor in the overall walk-distance calculations.

8.3.6 For the travel time consideration, it is not possible to consider the crossing delay time for each route as there are options available to pedestrians to cross at an uncontrolled crossing or potentially walk further to a controlled crossing. The wait time calculation for pedestrians was therefore based upon the number and type of crossing provision within each option.

8.3.7 To enable a quantitative assessment of the wait time within each option, the following average wait time assumptions were derived for each crossing type:

- Remote Pedestrian Crossing = 30 seconds (observed wait time)
- Crossing with the signal phasing = 50 seconds (average of between 0 and 100 seconds on a 120 second cycle)
- Uncontrolled crossing = 120 seconds (general assumption, consistent for each scenario and location)

8.3.8 Table 16 provides a summary of the pedestrian wait time assessment. Table 17 provides the resultant pedestrian walk distance and travel time appraisal score.

Table 16. Pedestrian Wait Time Appraisal

Option	No. of Crossing Provisions			Total Wait Time	Appraisal
	Remote Peds	Within Junction Cycle	Uncontrolled		
Ref Case	3	0	2	330	-
Option 1	4	0	1	240	✓
Option 2	4	0	1	240	✓
Option 3	3	2	0	190	✓✓
Option 4	3	2	0	190	✓✓

Table 17. Resultant Pedestrian Walk Distance & Time Appraisal (Objective 1.1)

Option	Distance	Time	Appraisal
Option 1	✓✓	✓	✓
Option 2	✓✓✓	✓	✓✓
Option 3	✓✓✓	✓✓	✓✓✓
Option 4	✓✓✓	✓✓	✓✓✓

1.2: Improve Cycle connections and travel time through the junction

8.3.9 To assess the performance of each option against the cycle objective measure, the total cycle distance was calculated for each option and for the existing junction based upon the 4 approach locations detailed in Figure 29.

8.3.10 The figure on the left shows the segregated cycle route for the Reference Case and for Option 1, whilst the figure on the right shows the segregated cycle route for Options 2, 3 and 4 (due to the proposed Toucan crossing on QE Bridge).

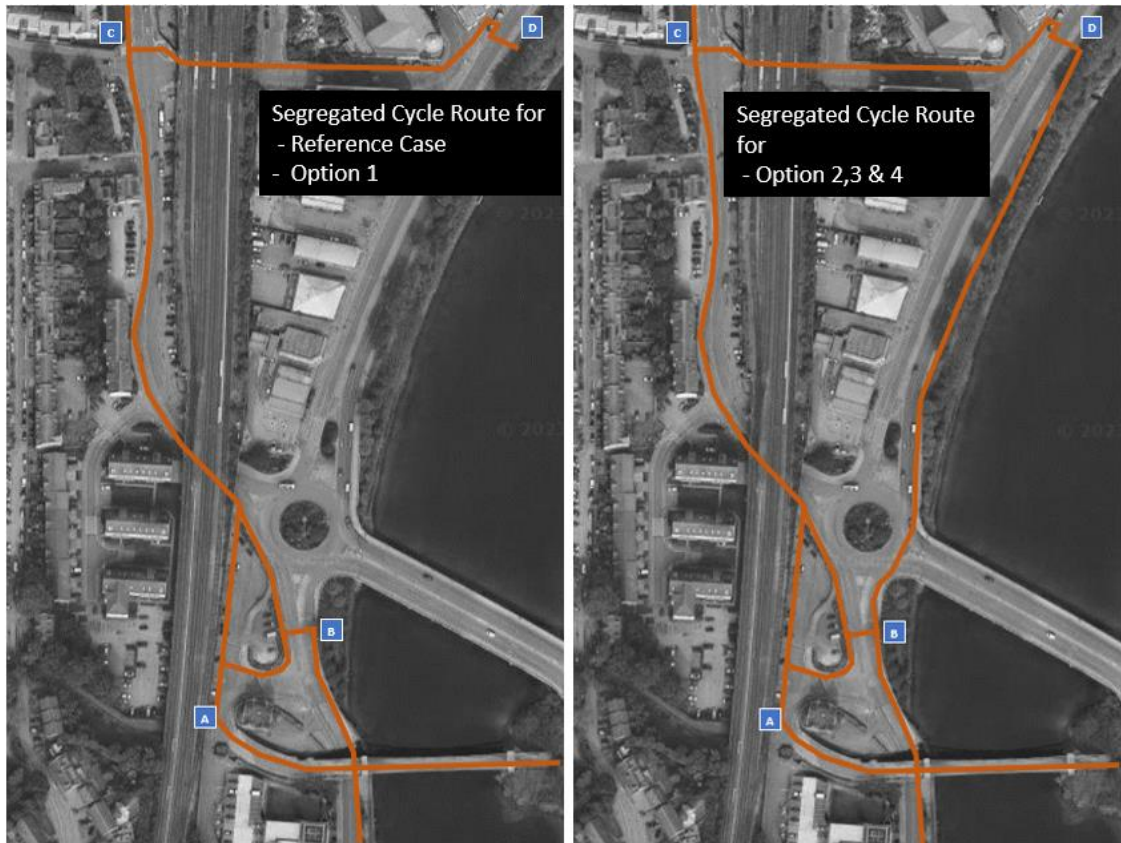


Figure 29. Cycle Distance locations and Routes

8.3.11 Table 18 provides a summary of the cycle distances calculated between the four locations detailed in the above figures.

Table 18. Cycle Distances (Using segregated cycle paths)

Ref.	Movement	Approx. Cycle Distance using cycle lanes (m)				
		Ref Case	Option 1	Option 2	Option 3	Option 4
1	A-B	97	97	97	97	97
2	A-C	350	350	350	350	350
3	A-D	550	550	387	387	387
4	B-C	318	318	318	318	318
5	B-D	518	518	305	305	290
6	C-D	200	200	200	200	200
Total		2033	2033	1657	1657	1642
Diff to Ref Case			0	-376	-376	-391
Appraisal			-	✓✓	✓✓	✓✓

8.3.12 For the cycle travel time consideration, the junction wait time calculation was also considered appropriate to provide a quantitative comparison for travel time between the junction options.

8.3.13 Table 19 provides the number and type of crossing between each of the four locations identified. The wait time assumptions utilised for the pedestrian delay time is then applied to the route to derive a total delay figure for each option.

Table 19. Cyclists Wait Time Appraisal

Option	Movement	Number of Crossings Required									
		Ref Case		Option 1		Option 2		Option 3		Option 4	
		Remote	Signal	Remote	Signal	Remote	Signal	Remote	Signal	Remote	Signal
1	A-B	1		1		1		1		1	
2	A-C		1		1		1		1		1
3	A-D	2	2	2	2	1	2	1	2	1	2
4	B-C	1	2	1	2	1	2	1	2	1	2
5	B-D	3	2	3	2		2		2		2
6	C-D	2	1	2	1	2	1	2	1	2	1
Ave Wait Time		30	50	30	50	30	50	30	50	30	50
Sub Total		270	400	270	400	150	400	150	400	150	400
Option Total		670		670		550		550		550	
Appraisal					-		✓		✓		✓

8.3.14 Table 20 provides the resultant cycle travel distance and travel time appraisal score.

Table 20. Resultant Pedestrian Walk Distance & Time Appraisal (Objective 1.2)

Option	Distances Appraisal	Time Appraisal	Overall Appraisal
Option 1	-	-	-
Option 2	✓✓	✓	✓✓
Option 3	✓✓	✓	✓✓
Option 4	✓✓	✓	✓✓

Objective 2: Ensure safe and equitable access for all

8.3.15 Controlled crossing points provide a much safer crossing experience compared to an uncontrolled crossing for all users. People with physical, visual, or hearing impairments particularly require controlled pedestrian crossings to safely traverse a junction. At-junction crossings are more appealing than remote crossing locations at remote crossings often mean users must walk longer distances to cross safely. This may result in some users not utilising a crossing and attempting to cross out-with the protection of the crossing. As noted above, longer walk distances can be problematic to some users, for example those with mobility issues.

8.3.16 A comparative assessment was undertaken for the number of controlled and uncontrolled crossings provided within each scenario. The number of controlled crossings that were remotely located or were within the junction signal phasing was also identified.

8.3.17 Table 21 provides a summary of the crossing provisions for each Option. A scoring mechanism was developed that scored the crossing provisions as follows:

- Within signal junction - positive (+2)
- Remote crossing - positive (+1)
- Uncontrolled crossing - negative (-1)

Table 21. Controlled Crossing Provisions Review

Scenario	Controlled Crossing Points	No. At Junction	No. Remote	Uncontrolled Crossing Points	Calculated Score	Appraisal
Ref Case	3	0	3	2	1	-
Option 1	4	0	4	1	3	✓
Option 2	4	1	3	1	4	✓✓
Option 3	5	2	3	0	7	✓✓✓
Option 4	5	2	3	0	7	✓✓✓

Objective 3: Maintain Public Transport Connections

3.1: Futureproof designs to allow for potential PT priority requirements

- 8.3.18 Whist few bus services route through the South College Street junction at present, consideration must be given to futureproofing the junction for potential new bus priority measures. The Aberdeen Rapid Transit (ART) route may utilise this junction to connect the city centre to a new transport interchange at Portlethen.
- 8.3.19 An uncontrolled junction design does not easily enable bus priority measures to be incorporated at a later date, whereas a signal controlled junction can be amended to manage the traffic demand to prioritise a bus route corridor or to enable dynamic operation of the signal timings by utilising bus transponders to active a hurry call at the junction.
- 8.3.20 Table 22 summarises the potential for each of the junction design options to cater for future public transport priority changes.

Table 22. Assessment of Potential Bus Priority Options

Scenario	Junction Design	Comment	Appraisal
Option 1	Roundabout	Little scope to provide bus priority on approach to an uncontrolled roundabout. All approach lanes utilised for specific movement purpose. Only option would be bus lanes on approach arms which ended before the junction, significantly impacting on the corridor capacity	✘
Option 2	Roundabout	Little scope to provide bus priority on approach to an uncontrolled roundabout. All approach lanes utilised for specific movement purpose. Only option would be bus lanes on approach arms which ended before the junction, significantly impacting on the corridor capacity	✘
Option 3	Signalised Junction	Whilst all approach lanes are required for specific traffic movements, a signalised junction allows controlled egress per arm - e.g. Bus transponders can be utilised for a hurry call at the junction.	✓
Option 4	Signalised Junction	Whilst all approach lanes are required for specific traffic movements, a signalised junction allows controlled egress per arm - E.G. bus Transponders can be utilised for a hurry call at the junction.	✓

3.2: Assessment of bus journey times through the junction

8.3.21 Bus journey time data was extracted from the traffic model for routes set up between Wellington Road and Guild Street (Bus Station) – See Figure 30. As per current bus route operation, Citylink buses route to the station either via South College Street or Market Street. The bus journey time was averaged over a 12 hour period (7am-7pm).

8.3.22 The modelled average bus journey times are detailed in Table 23, along with the appraisal outcome.

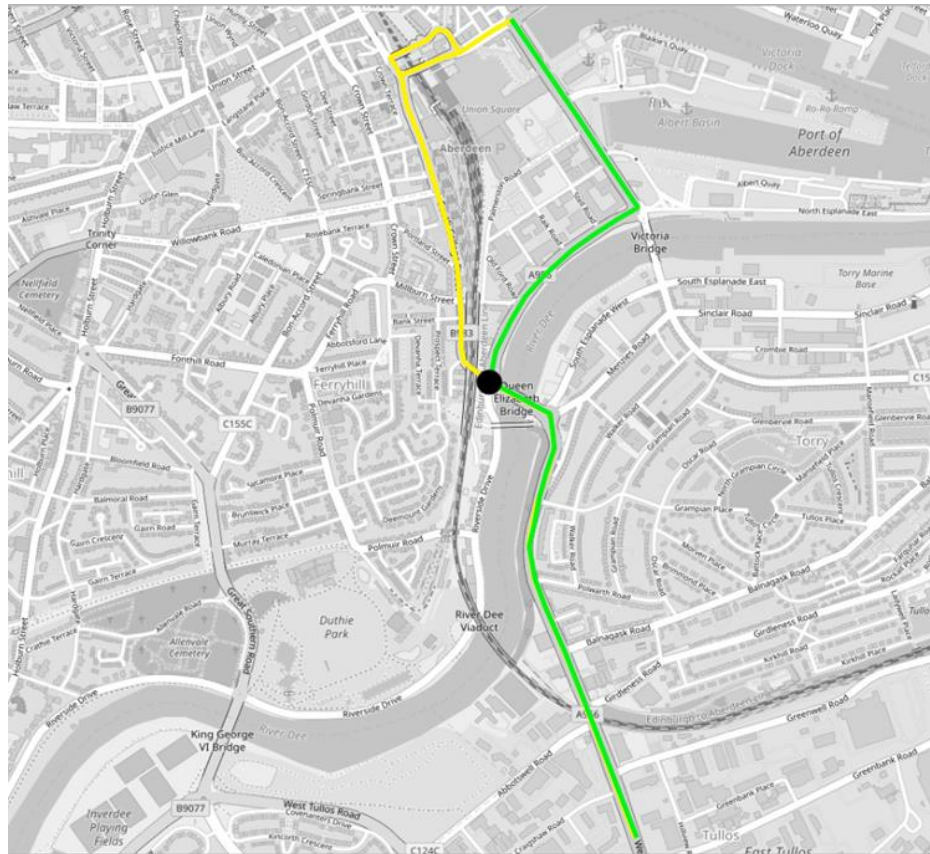


Figure 30. Modelled Bus Routes

Table 23. Average Bus Journey Times

Route	Average Journey Time (Seconds) 07:00-19:00											
	2019 Base		2025 Ref Case WP		Option 1		Option 2		Option 3		Option 4	
	Value	Value	-	Value	Diff to Ref	Value	Diff to Ref	Value	Diff to Ref	Value	Diff to Ref	
Wellington Rd to Market St/Guild St Via North Esplanade W	355	290		293	3	291	1	324	34	315	26	
Wellington Rd to Market St/Guild St Via South College St	483	388		393	5	395	6	420	31	422	33	
Market St/Guild to Wellington Rd St Via North Esplanade W	252	258		265	7	268	10	318	60	286	28	
Market St/Guild to Wellington Rd St Via South College St	319	359		362	3	356	-3	423	64	383	24	
Average	352	324	-	328		327		371		351		
Diff to 2025 Ref Case			-		4		3		47		27	
Diff to 2019 Base			-28		-24		-25		19		-1	
Appraisal					-		-		x		x	

8.3.23 The table shows that, as expected, the journey times for Option 1 and 2 are hardly impacted by the junction designs. The additional delay to the journey times can be applicable to the addition of remote crossings on QE Bridge.

8.3.24 For Options 3 and 4, there is a low level of additional delay due to the natural additional delay associated with a traffic signalised junction. The average delays of 47 seconds for Option 3 and 27 seconds for Option 4 are lower than the average delay anticipated within the 120 second cycle due to the optimisation of the signal phasing. Option 4 has marginally less delay than Option 3 due to the three phase signalised junction design.

8.3.25 Overall, the small delays to buses routing to and from the city centre in Option 3 and 4 are potentially offset by the opportunities that the signalised junction designs have to control bus egress if necessary and enable futureproofing of the junction for bus priority measures.

Objective 4: Maintain Freight Connections

4.1: Assessment of Key Freight Movements to and from the Harbour Area

8.3.26 As detailed in Figure 8, the A956 Wellington Road (via Queen Elizabeth II Bridge) and A956 North Esplanade West corridor serves as the signposted freight route through the city centre to and from Aberdeen Harbour. The junction design therefore needs to maintain the freight connections through this junction.

Table 24 provides a review of each option in reference to the freight movement requirements.

Table 24. Review of Key Freight Movements through the Junction

Scenario	Junction Design	Comment	Appraisal
Option 1	All movements permitted	Single lane movement around roundabout. Potential lane encroachment for longer vehicles	-
Option 2	All movements permitted	Single lane movement around roundabout. Potential lane encroachment for longer vehicles	-
Option 3	All movements permitted	Single lane movement through signal controlled junction	✓
Option 4	All movements permitted	Single lane movement through signal controlled junction	✓

4.2: Assessment of HGV Routes

- 8.3.27 Any increase to the distance that HGV drivers are required to route to reach the harbour area would be detrimental to the objective to maintain freight connections. In each option, freight traffic will still be accommodated through the South College Street junction and thus, no changes to the HGV travel distance is anticipated.
- 8.3.28 The trip distance is more critical to freight operators than travel time, however, HGV journey time data was also considered.
- 8.3.29 The HGV journey time data was extracted from the traffic model for routes set up between Wellington Road and Commercial Quay (Harbour) – See Figure 30. The HGV journey time was averaged over a 12 hour period (7am-7pm) and is summarised in Table 25.
- 8.3.30 As per the Bus Journey Time analysis, the signalised junction Options 3 and 4 incur a slight delay due to the natural delays associated with a traffic signalised junction.

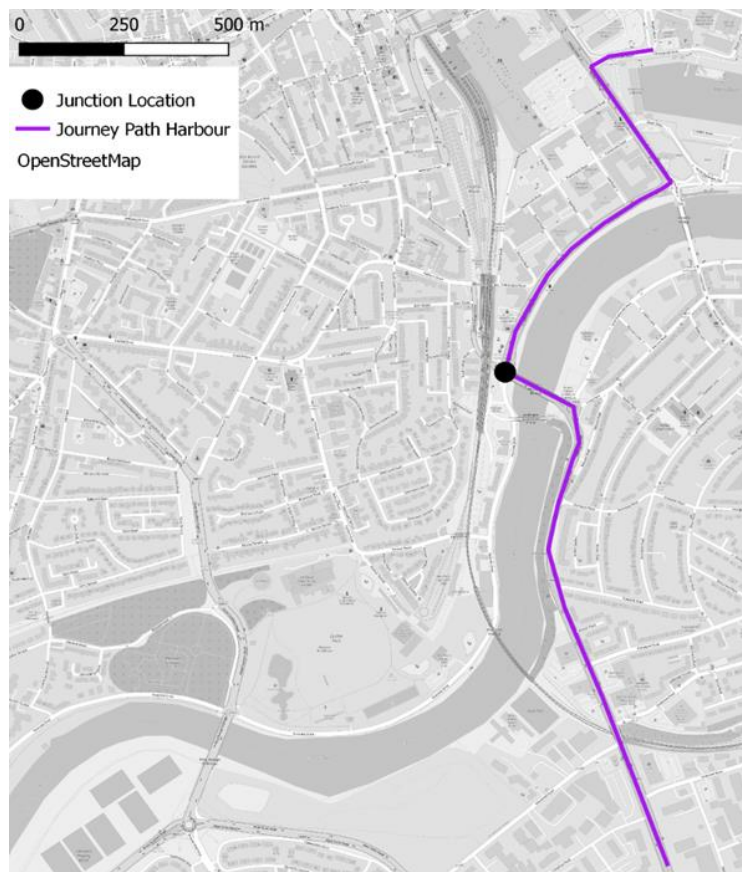


Figure 31. Freight Route Journey Time Assessment

Table 25. Modelled HGV Journey Times

Route	Average Journey Time (Seconds) 07:00-19:00											
	2019 Base		2025 Ref Case		Option 1		Option 2		Option 3		Option 4	
	Value	Value	-	Value	Diff to Ref	Value	Diff to Ref	Value	Diff to Ref	Value	Diff to Ref	
Wellington Rd to Harbour Via North Esplanade W	305	268	-	271	3	270	2	303	35	294	26	
Harbour to Wellington Rd Via North Esplanade W	289	318	-	330	12	329	11	382	64	345	27	
Average	297	293	-	301	8	300	7	343	50	320	27	
Diff to 2019 Base			-4		4		3		46		23	

8.3.31 Table 25 shows that whilst the average journey time is slightly longer in Option 3 and 4, the distance travelled to the Harbour area is exactly the same. It is therefore considered that none of the four options would have a detrimental impact on the freight routes through this part of the network.

Table 26. HGV Routing Appraisal

Option	HGV Distance Appraisal	HGV Journey Time Appraisal	Overall Appraisal
Option 1	-	-	-
Option 2	-	-	-
Option 3	-	✘	-
Option 4	-	✘	-

Objective 5: Optimise the Traffic Network performance to facilitate the impact of the City Centre Masterplan

5.1: Assessment of General Traffic Journey Times

8.3.32 General traffic journey times were collated within the model for the four key routes on approach to the junction as detailed in Figure 32. To be explicitly clear, the four journey routes identified end at the point of crossing the study junction stop line.

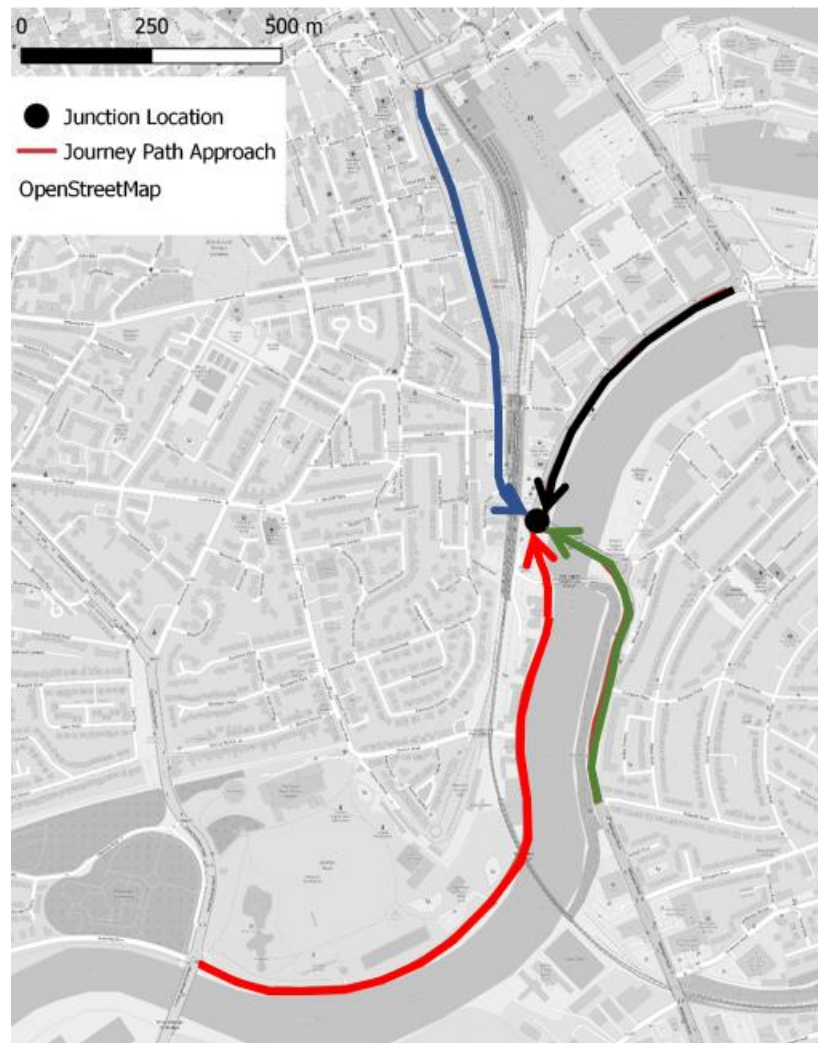


Figure 32. General Traffic Journey Time Routes

8.3.33 Table 27 presents the 12 hour average journey times (07:00-19:00) through the four approach routes for each of the junction options.

Table 27. General Traffic Journey Times

Route	Average Journey time 0700-1900 (Seconds)											
	2019 Base		2025 Ref Case		Option 1		Option 2		Option 3		Option 4	
	Value	Value	-	Value	Diff to Ref	Value	Diff to Ref	Value	Diff to Ref	Value	Diff to Ref	
North Esplanade West	66	79	-	80	1	83	5	133	54	101	22	
Riverside Drive	109	102	-	101	-1	103	1	152	50	149	47	
QEII Bridge	89	57	-	60	4	57	0	95	39	91	34	
South College St	151	164	-	161	-3	158	-6	226	62	190	26	
Average	104	100		101		100		151		132		
Diff to 2025 Ref Case			-		0		0		51		32	
Diff to 2019 Base			-3		-3		-3		48		29	
Appraisal					-		-		*		-	

8.3.34 As detailed in the bus and HGV journey time assessments, the signalised junctions of Option 3 and 4 incur an additional delay applicable to the natural delays associated with signalling a junction. Option 4 has less delay than Option 3 due to the lower three stage junction signal configuration. Both Option 3 and 4 include optimisation of the signals to maximise the capacity of the junction.

8.3.35 Option 1 and 2 essentially retain the roundabout configuration and as such, additional delays are minimal.

5.2: Assessment of Queue Lengths

8.3.36 Vehicle queue lengths on approach to the junction were also extracted from the model for the four approach routes detailed in Figure 32.

8.3.37 It is firstly worth noting the similar queue levels between the 2025 Ref Case and the 2019 Baseline except on QE Bridge. As noted from the 2022 ATC data, traffic demand through Wellington Road is 20% lower than in 2019, therefore queue levels are lower. The queue graphs shown in Appendix B highlights the differences since 2019.

8.3.38 Table 28 presents the average number of vehicles in a queue for each of the four approach arms to the junction.

Table 28. Average No. Vehicles in a Queue

Approach Arm	Average Number of Vehicles in a Queue 0700-1900 (Veh)											
	2019 Base		2025 Ref Case WP		Option 1		Option 2		Option 3		Option 4	
	Value	Value	-	Value	Diff to Ref	Value	Diff to Ref	Value	Diff to Ref	Value	Diff to Ref	
North Esplanade West	8.7	19.5	-	19.8	0.3	20.2	0.8	25.4	6.0	22.7	3.2	
Riverside Drive	4.5	4.3	-	4.3	0.0	4.6	0.2	12.7	8.4	8.8	4.5	
QEII Bridge	19.7	11.2	-	10.7	-0.5	9.8	-1.4	16.9	5.7	15.9	4.7	
South College St	13.7	17.2	-	16.6	-0.6	16.5	-0.7	20.6	3.4	16.4	-0.9	
Appraisal					-		-		*		-	

8.3.39 The model average queue length results follow a similar trend to the average journey time results as anticipated. There is slightly higher queueing in Option 3 and 4 due to the natural delays associated with a traffic signal junction.

- 8.3.40 In all options, the traffic generally clears within the applicable signal phase green time (except during the PM peak, where queuing increases in all scenarios – see Appendix B).
- 8.3.41 Only Option 3 displays a slight change in the queuing profile compared to the other junction options (See Appendix B – Queuing on QE Bridge Arm). The higher peak in the graph suggests that the four stage signal junction may add slightly more delay than just the natural lost time at a signalised junction. The appraisal scoring reflects this difference in Option 3.

Objective 6: Network Resilience

8.3.42 The measure of network resilience has been considered in three areas: public transport resilience; general traffic resilience; and emergency vehicle access. The junction design options have been assessed against these three criteria as detailed in Table 29.

Table 29. Network Resilience

Objective	Measure	Measure	Method of Analysis	Option			
				1	2	3	4
6. Optimise Network Resilience	6A	Public transport resilience	Public transport resilience	-	-	✓	✓
	6B	General traffic resilience (e.g. accommodate incident in traffic network)	General traffic resilience	-	-	✓✓	✓✓
	6C	Provide emergency vehicle access in all directions	Provide emergency vehicle access in all directions	✓	✓	✓	✗
Appraisal				-	-	✓✓	✓

- 8.3.43 As previously noted, the signalised junction Options 3 and 4 allow for a hurry call for Buses if required. This may be part of the ART operation mechanism. The roundabout Option 1 and 2 do not provide the junction control required to fast-track buses through the junction.
- 8.3.44 Similarly, for road network incidents, extended signal green time can be applied to the junction in Option 3 and 4 to flush out long queues or re-routed traffic generated by a network incident.
- 8.3.45 Option 4 includes a banned turn from North Esplanade West to South College Street. This is not essential for emergency vehicles as they can utilise the Palmerston Place Link Road. Note that the Palmerston Place link road has a height restriction of 14'3" and the regulations for Fire Tender access is a minimum headroom of 3.7m (12'1.6"). Therefore the Palmerston Link road is suitable for all emergency vehicles.
- 8.3.46 In Option 4, the banned right turn from Riverside Drive to QE Bridge may cause emergency vehicles some delay in making this emergency manoeuvre as the signal lights would not be set up to provide a gap in the traffic. This may be over come through careful signal design.

8.4 Appraisal Against STAG Criteria

- 8.4.1 The identification of suitable options for an effective, feasible, and deliverable intervention that has demonstrable benefits for all modes is an objective-led assessment following STAG principles.
- 8.4.2 A high-level qualitative appraisal against the recognised STAG criteria is undertaken at this stage to highlight any potential conflicts or red-flags with the criteria which may require

further investigation or rule out a particular option. A summary of the option appraisal against STAG criteria is provided in the following sections for the following measures:

- Environment
- Health, Safety & Wellbeing
- Economy
- Equality & Accessibility

Environment

Table 30. STAG Criteria - Environment

STAG Criteria	Appraisal Summary	Appraisal			
		Op1	Op2	Op3	Op4
Environment	<p>Scheme demonstrates a positive effect on biodiversity. Opportunity for enhanced green spaces along verge spaces, enhanced footways, central reservation, roundabout island etc to make the scheme greener, more visually appealing and reduce its impact on the natural environment.</p> <p>Construction will take place in an already built-up urban area so there will be neutral impacts on land use, biodiversity, habitats, geology and soil. Engineering works will cause some temporary disruption during construction. All required works will be at a highly localised level. Strategically, alternative Bridges across the Dee could be utilised during the works. The new link road through Palmerston Place would also facilitate alternative routing during construction.</p> <p>There is scope to encourage modal shift around the city via the prioritisation of active and sustainable modes of transport, which will further contribute to emissions reductions.</p> <p>The addition of traffic signals increase vehicle dwelling time, which results in higher emissions. The impacts of this will be mitigated to an extent by the implementation of the LEZ</p>	-	✓	✓	✓

Health, Safety & Wellbeing

Table 31. STAG Criteria – Health, Safety & Wellbeing

STAG Criteria	Appraisal Summary	Appraisal			
		Op1	Op2	Op3	Op4
Health, Safety & Wellbeing	<p>The implementation of improved crossing facilities (included increased crossing frequency and reduced walk distances) and segregated cycle facilities should reduce the potential for accidents at the junction, making it a safer space for pedestrians and cyclists.</p> <p>Some current crossing locations and pavement provision can be perceived as being unsafe and improved crossings through the junction should improve safety. Option 1 still includes an uncontrolled crossing at the southern end of South College Street</p> <p>There is scope to encourage modal shift around the city via the prioritisation of active and sustainable modes of transport, which may improve the health outcomes of users.</p>	✓	✓✓	✓✓	✓✓

Economy

Table 32. STAG Criteria - Economy

STAG Criteria	Appraisal Summary	Appraisal			
		Op1	Op2	Op3	Op4
Economy	Access and egress for freight between the harbour and Wellington Road (Designated Freight Route) is maintained in all options.				
	Access to and from the city centre area for general traffic, service vehicles, and delivery vehicles from Aberdeen South is maintained in all options	✓	✓	✓	✓
	Improvements to active travel measures may encourage more leisure trips into the area				

Equality & Acceptability

Table 33. STAG Criteria – Equality & Acceptability

STAG Criteria	Appraisal Summary	Appraisal			
		Op1	Op2	Op3	Op4
Equality & Accessibility	Additional cycle provisions will enhance the Phase 1 proposals to provide a connected off-road cycle network on all arms of the junction (except for Option 1).				
	The additional crossing on QEII Bridge and South College Street allows pedestrians to traverse the junction in all directions under a controlled crossing arrangement. (Option 1- uncontrolled on South College Street)	✓	✓✓	✓✓	✓✓

8.5 Appraisal Against Policy Directives , Feasibility, Affordability & Public Acceptability

8.5.1 In additional to appraisal against Objectives and STAG Criteria, STAG includes the appraisal of options against Established Policy Objectives, feasibility, affordability and public acceptability.

Policy Directives

8.5.2 STAG embraces Scottish Government policy across a range of areas. As part of the options appraisal, an assessment on how options perform against current local and national policy objectives should be undertaken. For this commission, a review of ACC adopted policy concluded all 4 options will **positively align** with **established policy objectives** for the following:

- Local Outcome Improvement Plan
- Regional Economic Strategy
- Strategic and Local Development Plan
- National, Regional and Local Transport Strategy
- Sustainable Urban Mobility Plan
- Roads Hierarchy
- Net Zero Vision and Route map for Aberdeen
- Mobility Strategy

8.5.3 A summary of the assessment against established policy directives is provided in **Appendix C.**

Option Feasibility

Table 34. Feasibility of Design

Option	Feasibility of Design	Design Risk	Appraisal
Option 1	<p>1. Limited impact on the existing network with only the requirement for a remote pedestrian crossing on QEII Bridge.</p> <p>2. Foundations for signal poles and power connection feasible (given existing street lighting across the bridge).</p> <p>3. Replacement of drainage kerbs and amendments to drainage system on QEII bridge to install pedestrian crossing required.</p> <p>4. Concerns over if there is enough space available in the central reserve on QEII Bridge for pedestrians to wait safely before completing the second crossing. The same could be the case for the uncontrolled crossings on South College Street.</p>	Low Risk	-
Option 2	<p>Potentially feasible, but will require detailed design to fully assess whether:</p> <p>1. The displacement of the roundabout circulating carriageway provides enough capacity to allow for 2-way cycle lane approaches to the QEII Bridge arm of the junction and a Toucan Crossing, without impacting on the bridge abutments</p> <p>2. The spiral roundabout design allows sufficient swept paths to facilitate large HGV routing through the freight route</p> <p>3. The realignment of the roundabout and carriageway construction required may impact utilities and therefore diversionary/protectionary works would be required. Other areas that may impact utilities include the widened footways onto the Queen Elizabeth bridge and the amended traffic islands on all approaches.</p> <p>4. If there is enough space available in the central reserve on QEII Bridge for pedestrians to wait safely before completing the second crossing. The same could be the case for the uncontrolled crossings on South College Street.</p>	Medium Risk	✘
Option 3	<p>Potentially feasible, but will require detailed design to fully assess whether:</p> <p>1. The signalised junction layout provides enough capacity to allow for cycle lane approaches to the QEII Bridge arm of the junction and a Toucan Crossing, without impacting on the bridge abutments.</p> <p>2. The carriageway construction replacing the existing roundabout may impact utilities and therefore diversionary/protectionary works would be required. Other areas that may impact utilities include the widened footways onto the Queen Elizabeth bridge. The amended traffic islands on all approaches and the footway widening on the western side of the existing roundabout.</p> <p>3. If there is enough space available in the central reserve on QEII Bridge for pedestrians to wait safely before completing the second crossing. The same could be the case for the uncontrolled crossings on South College Street.</p>	Medium Risk	✘
Option 4	<p>Potentially feasible, but will require detailed design to fully assess whether:</p> <p>1. The signalised junction layout provides enough capacity to allow for cycle lane approaches to the QEII Bridge arm of the junction and a Toucan Crossing, without impacting on the bridge abutments</p> <p>2. The impact of the banned right turn from Riverside Drive does not significantly adversely impact the junction operation at Riverside Drive / King George VI roundabout or encourage more traffic through the Ferryhill area.</p> <p>3. The carriageway construction replacing the existing roundabout may impact utilities and therefore diversionary/protectionary works would be required. Other areas that may impact utilities include the widened footways onto the Queen Elizabeth bridge. The amended traffic islands on all approaches and the footway widening on the western side of the existing roundabout.</p> <p>4. If there is enough space available in the central reserve on QEII Bridge for pedestrians to wait safely before completing the second crossing. The same could be the case for the uncontrolled crossings on South College Street.</p>	Medium Risk	✘

Public Acceptability

Table 35. Public Acceptability

Option	Appraisal	Comments
1	-	Option does not provide any additional benefits to cyclists. Unlikely to be acceptable to Cycle Groups. Option considers a remote crossing on QEII Bridge. Disability groups are unlikely to accept this option
2	✓	Option is considered broadly acceptable to all user groups. There may be some issues for disability groups for the retention of an uncontrolled crossing on South College Street
3	✓✓	Option is considered broadly acceptable to all user groups.
4	✓	Option is considered broadly acceptable to all user groups. There may be some issues for commuters with the banned right turn from Riverside Drive to QEII Bridge, but general traffic restrictions are lower priority within the sustainable hierarchy structure

8.5.4 Note: - Chapter 12 details a subsequent public consultation exercise and update to the appraisal outcome.

Affordability

Table 36. Construction Cost Estimates

Option	Cost Estimate	44% Contingency	Total	Appraisal
1	£287,000	£126,000	£413,000	✓✓✓
2	£690,000	£304,000	£994,000	✓✓
3	£1,357,000	£597,000	£1,954,000	✓
4	£1,357,000	£597,000	£1,954,000	✓

8.5.5 Note: these high level construction cost estimates are for construction costs only, and have been estimated using a combination of industry standard guidance (SPON'S Civil Engineering and Highway Works) and projects of similar scale. A 44% optimism bias uplift has been applied due to the project only being at the concept design stage.

8.6 Summary of Option Appraisal

8.6.1 The Option Generation and Development process (Chapters 6) identified four junction options for appraisal and are detailed in Chapter 7.

8.6.2 The options have been appraised against:

- Study Objectives
- STAG criteria (Environment; Climate Change; Health, Safety & Wellbeing, Economy, Equality & Accessibility)
- Established Policy Directives

○ Feasibility, Affordability, and Public Acceptability

8.6.3 Table 37 summarises the appraisal of the four proposed junction improvement options at the South College Street / Riverside Drive / QE Bridge Roundabout.

Table 37. Options Appraisal Summary

Mode	STAG Criteria	Detail	Ranking			
			Option 1	Option 2	Option 3	Option 4
Appraisal Against Study Objectives						
Active Travel	1.1	Reduce walk distance & travel time	✓	✓✓	✓✓✓	✓✓✓
	1.2	Reduce cycle distance & travel time	-	✓✓	✓✓	✓✓
	2	Increase controlled crossing points	✓	✓✓	✓✓✓	✓✓✓
Public Transport	3.1	Futureproof for future PT routes	✗	✗	✓	✓
	3.2	Bus journey times	-	-	✗	✗
General Traffic	4.1	HGV access through the junction	-	-	✓	✓
	4.2	HGV journey routes	-	-	-	-
	5.1	General Traffic Journey Times	-	-	✗	-
	5.2	General Traffic Queue Lengths	-	-	✗	-
Network Resilience	6	Resilience for PT, General Traffic and Emergency vehicles	-	-	✓✓	✓
Appraisal Against STAG Criteria						
Environment	7	Biodiversity, Construction impact, mode shift, air quality	-	✓	✓	✓
Health, Safety & Wellbeing	8	Pedestrian & cycle provisions	✓	✓✓	✓✓	✓✓
Economy	9	Ease of access to the city centre - freight / retail / mode	-	✓	✓	✓
Equality & Accessibility	10	Safe accessibility for all users	✓	✓✓	✓✓	✓✓
Additional Criteria						
Established Policy Directives	11	Alignment with local and national policy objectives	-	✓✓	✓✓	✓✓
Design Risk	12	Design feasibility & risk- TBD	Low	Med	Med	Med
Public Acceptability	13	Anticipated stakeholder response	-	✓	✓✓	✓
Affordability	14	Estimated construction costs	<£500k	<£1m	<£2m	<£2m

8.7 Benefits & Risks Of Options

8.7.1 A summary of the benefits and risks for each option is detailed in the following tables.

Table 38. Option 1 Benefits & Risks

Option	Benefits	Risks
Option 1	- Provides the key missing crossing location for pedestrians (QEII Bridge)	- Does not provide any enhancement to the cycle network
	- Utilises the enhanced cycle network included within the Phase 1 design	- Pedestrians seeking to cross QEII Bridge require to traverse away from the junction (limited footway width on QEII Bridge)
	- Little impact on general traffic queueing or journey times (retains optimum capacity of a roundabout)	- Uncontrolled crossing to remain on South College Street (pedestrian safety issue) Alternative is to include barrier control to restrict this crossing point (which creates new pedestrian safety issues)
	- Provides emergency vehicle access in all directions	- Little scope to provide future bus priority
	- Minimal construction Intervention (Low cost and construction impact)	- Freight movements to the Harbour unaffected - not necessarily a positive, as longer HGVs required to navigate round a relatively small roundabout
	- Low risk to feasibility for construction	- Does not enhance control of the junction performance to flush through extended queues on a particular arm (for network resilience) - Unlikely to gain much public acceptability due to limited additional active travel provisions - Does not follow the latest policy objectives to prioritise active travel over vehicular movement

Table 39. Option 2 Benefits & Risks

Option	Benefits	Risks
Option 2	- Provides the key missing crossing location for pedestrians (QEII Bridge)	- Potential detailed design risks to fit a spiral roundabout in with a Toucan crossing across the face of QEII Bridge
	- Provides key cycle connection to North Esplanade West at the junction (via Toucan crossing at QEII Bridge)	- Uncontrolled crossing to remain on South College Street (pedestrian safety issue) Alternative is to include barrier control to restrict this crossing point (which creates new pedestrian safety issues)
	- Little impact on general traffic queueing or journey times (retains high capacity of a roundabout)	- Little scope to provide future bus priority
	- Provides emergency vehicle access in all directions	- Freight movements to the Harbour unaffected - not necessarily a positive, as longer HGVs required to navigate round a relatively small roundabout
	- Performs generally well against the latest policy objectives to prioritise active travel over vehicular movements	- Does not enhance control of the junction performance to flush through extended queues on a particular arm (for network resilience) - Potential limited public acceptability due to retention of uncontrolled crossing - Unfamiliarity for Aberdeen Drivers of a spiral roundabout design - driver safety risks

Table 40. Option 3 Benefits & Risks

Option	Benefits	Risks
Option 3	<ul style="list-style-type: none"> - Provides the key missing crossing location for pedestrians (QEII Bridge) 	<ul style="list-style-type: none"> - Some impact to general traffic queueing / journey times due to natural delays incurred within a signalised junction design. Potential delays minimalised due to a combination of walk-with and remote pedestrian crossings at the junction. Higher delays than Option 4, due to a 4 stage signalised junction
	<ul style="list-style-type: none"> - Provides key cycle connection to North Esplanade West at the junction (via Toucan crossing at QEII Bridge) 	<ul style="list-style-type: none"> - Some detailed design risks to fit Toucan across the face of QEII Bridge.
	<ul style="list-style-type: none"> - No uncontrolled crossing points proposed 	<ul style="list-style-type: none"> - Signalised junction may create platooning effect of vehicles routing SB on
	<ul style="list-style-type: none"> - Scope to provide future bus priority via hurry call / transponder opportunities 	
	<ul style="list-style-type: none"> - Provides emergency vehicle access in all directions 	
	<ul style="list-style-type: none"> - Network Resilience - Allows control of the junction to flush through any extended queues on a particular arm that may occur at peak times/during network incident 	
	<ul style="list-style-type: none"> - Freight movements to the Harbour potential easier due to the removal of the roundabout to allow for wider swept paths (particularly from QEII Bridge to North Esplanade West) 	
	<ul style="list-style-type: none"> - Performs generally well against the latest policy objectives to prioritise active travel over vehicular movements 	
	<ul style="list-style-type: none"> - Signalised junction could potentially provide additional road space for enhanced biodiversity 	
<ul style="list-style-type: none"> - Option is considered broadly acceptable to all user groups 		

Table 41. Option 4 Benefits & Risks

Option	Benefits	Risks
Option 4	<ul style="list-style-type: none"> - Provides the key missing crossing location for pedestrians (QEII Bridge) 	<ul style="list-style-type: none"> - Some impact to general traffic queueing / journey times due to natural delays incurred within a signalised junction design. Potential delays minimalised due to a combination of walk-with and remote pedestrian crossings at the junction. Lower delays than Option 3, due to a 3 stage signalised junction
	<ul style="list-style-type: none"> - Provides key cycle connection to North Esplanade West at the junction (via Toucan crossing at QEII Bridge) 	<ul style="list-style-type: none"> - Potential for rat-running vehicles to route through Ferryhill to avoid the banned right turn from Riverside Drive
	<ul style="list-style-type: none"> - No uncontrolled crossing points proposed 	<ul style="list-style-type: none"> - Some detailed design risks to fit Toucan across the face of QEII Bridge.
	<ul style="list-style-type: none"> - Scope to provide future bus priority via hurry call / transponder opportunities 	<ul style="list-style-type: none"> - Emergency vehicle may incur a delay in routing from Riverside Drive to Anderson Drive / Torry area
	<ul style="list-style-type: none"> - Network Resilience - Allows control of the junction to flush through any extended queues on a particular arm that may occur at peak times/during network incident 	<ul style="list-style-type: none"> - There may be some acceptability issues for commuters with the banned right turn from Riverside Drive to QEII Bridge
	<ul style="list-style-type: none"> - Freight movements to the Harbour potential easier due to the removal of the roundabout to allow for wider swept paths (particularly from QEII Bridge to North Esplanade West) 	
	<ul style="list-style-type: none"> - Performs generally well against the latest policy objectives to prioritise active travel over vehicular movements 	
	<ul style="list-style-type: none"> - Signalised junction could potentially provide additional road space for enhanced biodiversity 	
<ul style="list-style-type: none"> - Option is considered broadly acceptable to all user groups 		

9. FURTHER DESIGN REFINEMENT:

ACTIVE TRAVEL PROVISIONS ON NORTH ESPLANADE WEST

9.1 General

- 9.1.1 Following the outcomes from the option appraisal process detailed in Chapter 8, ACC advised that Options 3 and 4 (signalised junction options) should be taken forward for further refinement.
- 9.1.2 ACC requested that both design options consider additional active travel provision to and through the western footway of North Esplanade West (between South College Street and Palmerston Road). This includes Toucan crossing provisions across the southern end of South College Street – See Figure 33.



Figure 33. Location of Additional Active Travel Access Requirements

- 9.1.3 The cycle route along the Riverside of North Esplanade West would be considered the main cycle and pedestrian routing path with the western footway provided for access into the Business quarter and through to Union Square.
- 9.1.4 Following a review of the carriageway and footway widths, the high level engineering designs for Option 3 and Option 4 were amended to include a shared footway for pedestrians and cyclists along the length of the western footway of North Esplanade West between South College Street and Palmerston Place. This can be seen in the updated drawings for Option 3 and 4 in Figure 34 and Figure 35 respectively

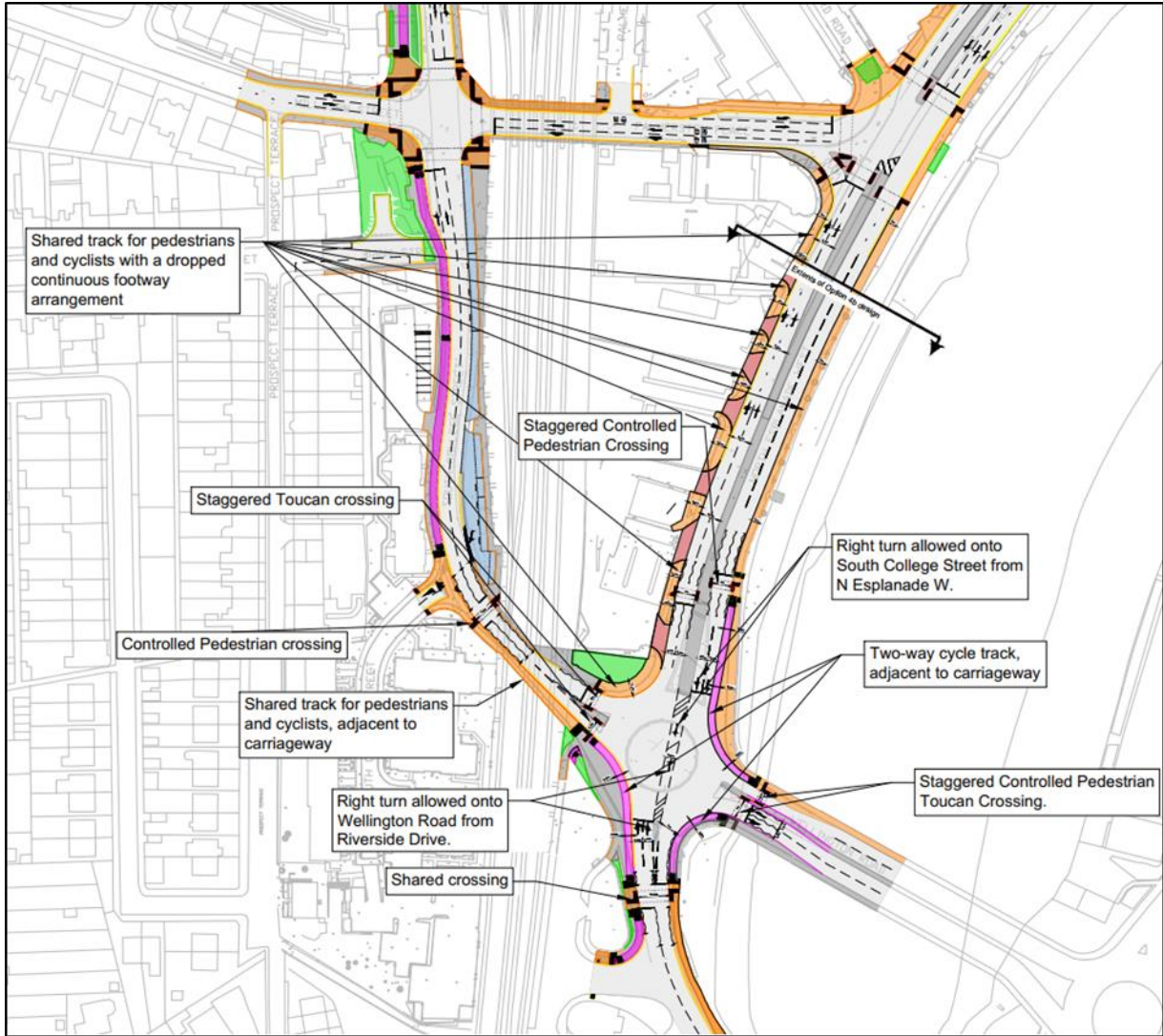


Figure 34. Updated Option 3

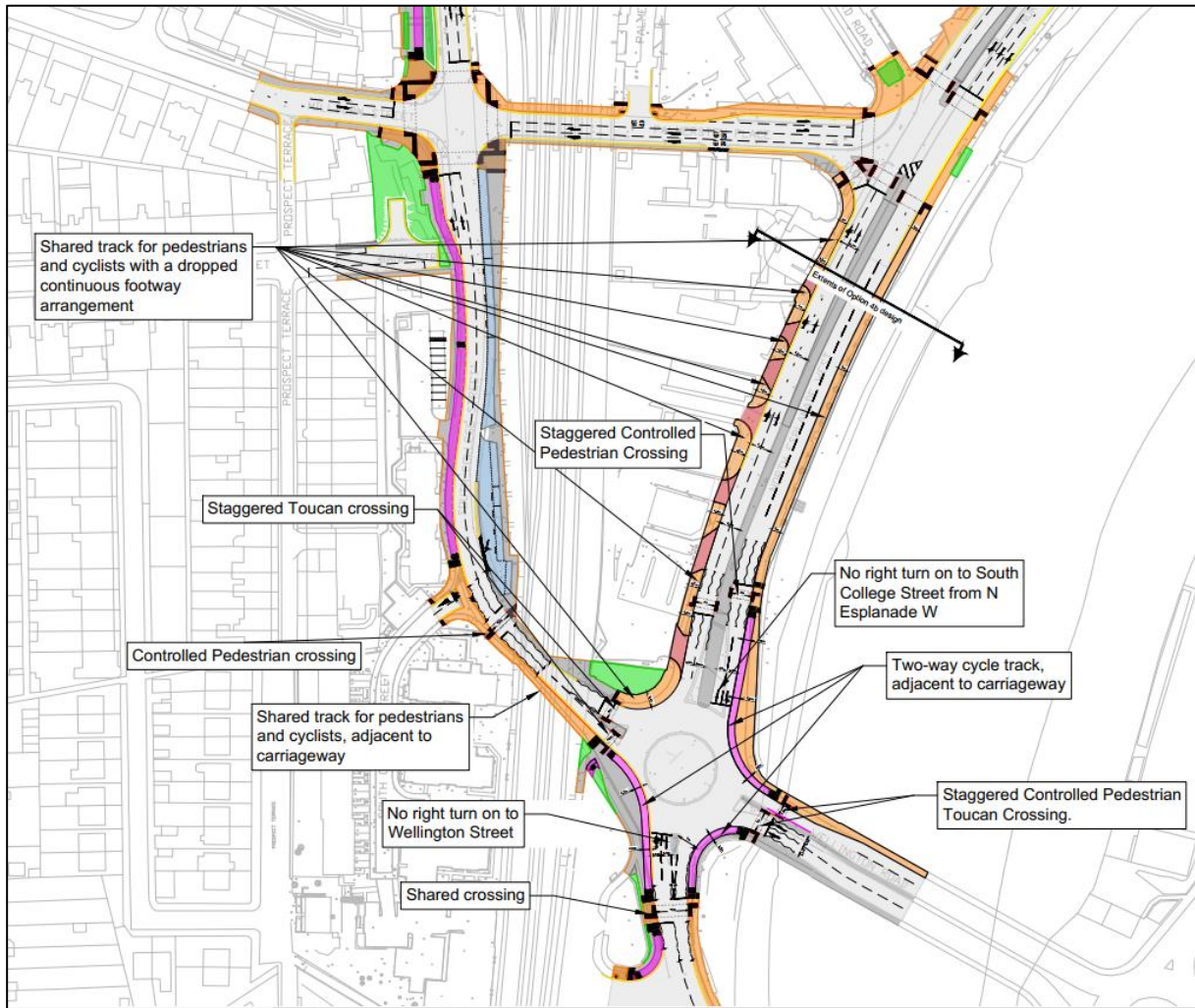


Figure 35. Updated Option 4

- 9.1.5 The footway provisions on the west side of North Esplanade West will vary in width from a minimum of 2.5m (in line with Cycling by Design 2021) to 3.5m locally where this can be achieved.
- 9.1.6 The footway/track itself includes a series of drop kerbs for each of the accesses along this section of the corridor. The shared pedestrian / cycle footway will be continuous across the accesses with a dropped kerb arrangement (driveway style access) to enable continuous movement for cyclists and priority for active travel along the track.
- 9.1.7 These figures have been developed to a high level concept design stage. A final option will be subject to full and detailed design standards.
- 9.1.8 The impact of the additional active travel considerations for Option 3 and Option 4 enhances walking and cycling provisions through the area by facilitating:
- Walking and cycling provisions along both sides of North Esplanade West between QE Bridge and Palmerston Place
 - Active travel routing along the Riverside
 - Active travel access to properties along the west of North Esplanade (business quarter) and through to Union Square

- Controlled crossing provisions on all arms of the QE Bridge / South College Street Junction
- Controlled crossing provisions on all arms of the Palmerston Place / North Esplanade West junction.

10. SENSITIVITY TESTING – SOUTHERN QUEEN ELIZABETH BRIDGE JUNCTION

10.1 Introduction

- 10.1.1 The relatively close proximity (140m) of the two junctions at either end of QE Bridge was highlighted as a potential traffic progression issue by ACC. Traffic progression across the Bridge could potentially be hindered if one junction operates under signal control whilst the other remained as a priority roundabout – See Figure 36.
- 10.1.2 For this reason, ACC requested that SYSTRA undertake a sensitivity test for the potential signalisation of the QE Bridge/Wellington Rd/Craig Pl junction (Southern QE Bridge junction) to assess if this provided any benefit to traffic progression across QE Bridge.

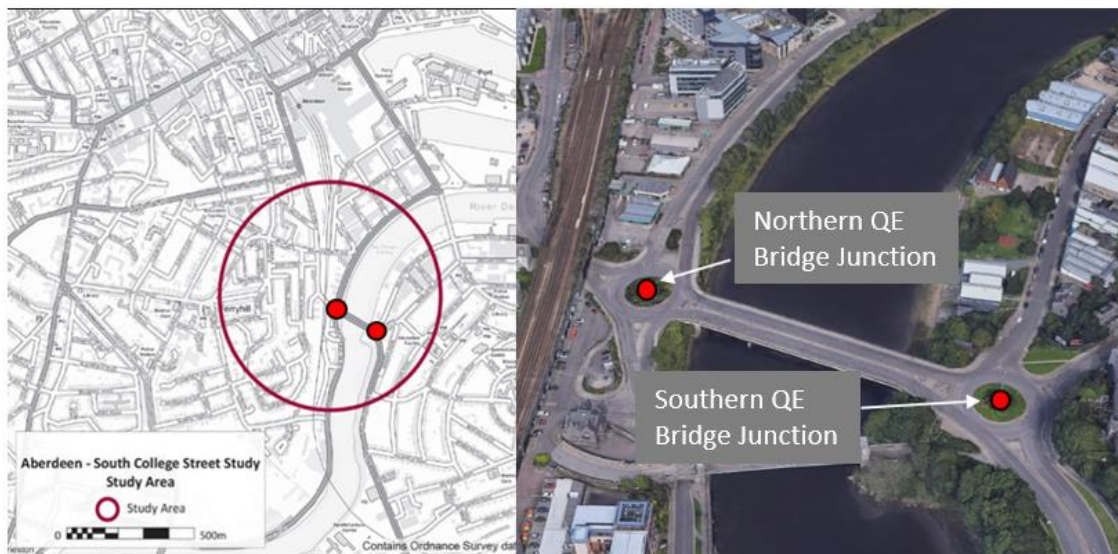


Figure 36. Wider Study Area

- 10.1.3 It is important to note that ACC are fully aware of the need to also review active travel connections around the Southern QE Bridge roundabout and at the southern end of the Wellington Suspension Bridge. However, improvements for active travel around these junctions could potentially be considered remotely from the roundabout itself. It was therefore considered important to ACC to understand if the signalisation of the southern roundabout provided any other transport benefits to the network beyond active travel, especially considering the significant costs associated with full signalisation of this junction.
- 10.1.4 ACC were keen to stress that a signalised design for the southern junction should only be considered at a high level at this point. If traffic modelling suggests a significant benefit to traffic progression and operation across QE Bridge, then designs could progress towards a more detailed consideration for all modes, as per Option 3 and 4 for the northern junction.

10.2 Southern QE Bridge Junction Design

- 10.2.1 A concept design for the signalised Southern QE Bridge junction was developed by reviewing the geometry of the available area together with the lane requirements derived from traffic demand turning flows extracted from the traffic model. A high level concept junction design is shown in Figure 37. This layout was applied in the traffic modelling.

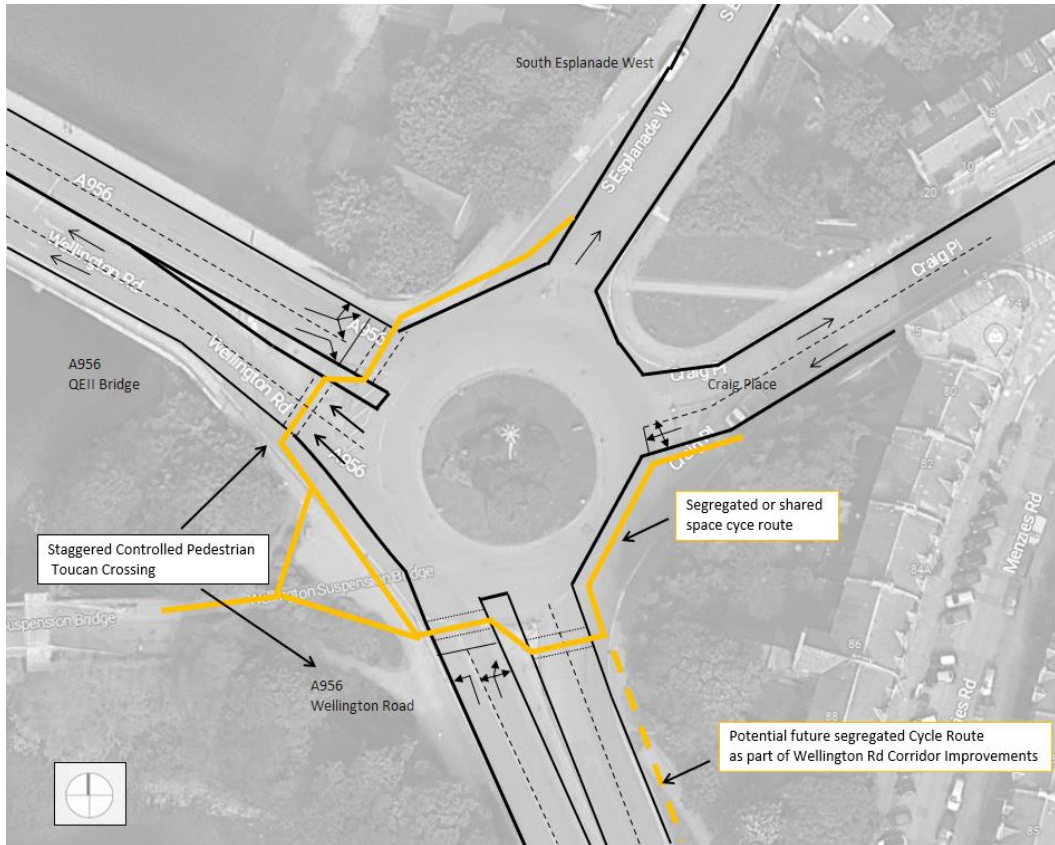


Figure 37. Southern QE Bridge - High Level Concept Junction Design

10.2.2 The signal phasing used in the concept design is shown in Figure 38.

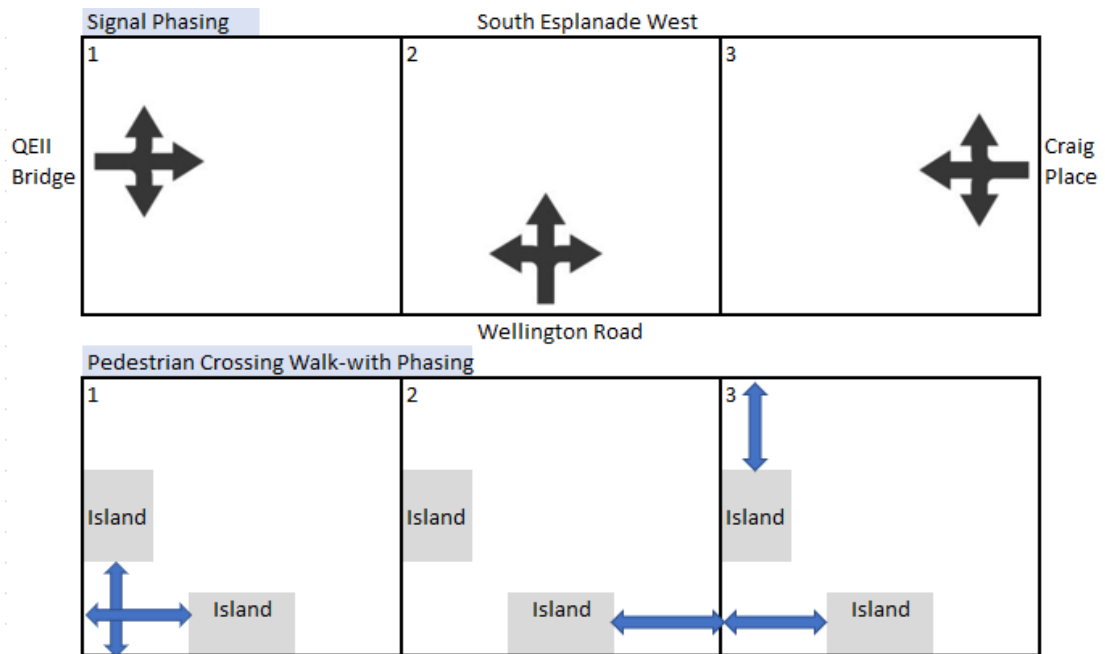


Figure 38. Southern QE Bridge Concept Junction Phases

10.2.3 The signal phasing allows for an efficient walk-with pedestrian crossing, with controlled crossing provided on QE Bridge and Wellington Road. It is assumed that the low traffic

volumes on Craig Place and South Esplanade West negate the requirement for an at-junction controlled crossing. A remote crossing could be considered on these arms through a more detailed junction design exercise.

10.2.4 The signal timings used for the concept junction design were determined based on peak hourly traffic flows for the AM, Interpeak, and PM periods for Option 3 and Option 4.

10.2.5 The signal timings were offset to prioritise the predominant movement over the QE Bridge in each peak. This was undertaken to minimise queuing on the bridge.

10.3 Traffic Model Outputs

10.3.1 To incorporate the proposal at the Southern QE junction, the following new model scenarios are as follows:

- Option 3B –Northern QE Bridge (as per Option 3) and Southern QE Bridge Signalised as above.
- Option 4B –Northern QE Bridge (as per Option 4) and Southern QE Bridge Signalised

10.3.2 To allow for model comparisons of the above proposals, 5 scenarios are detailed in the following model assessment, as summarised in Table 42.

Table 42. Model Testing Scenarios

Infrastructure	Test Scenarios				
	Ref Case	Option 3	Option 3B	Option 4	Option 4B
South College Street Phase A works	✓	✓	✓	✓	✓
Signalisation of Northern QEII Bridge Junction: All turning movements allowed		✓	✓		
Signalisation of Northern QEII Bridge Junction: Banned R/T on North Esplanade West and Riverside Drive				✓	✓
Signalisation of Southern QEII Bridge Junction			✓		✓

10.3.3 To assess the operation of the Southern QE Junction, modelled queue length comparisons were undertaken for each scenario on each approach arm, as shown in Figure 39. To be explicitly clear, the three modelled queue routes end at the point of crossing the Southern QE Bridge junction stop line.

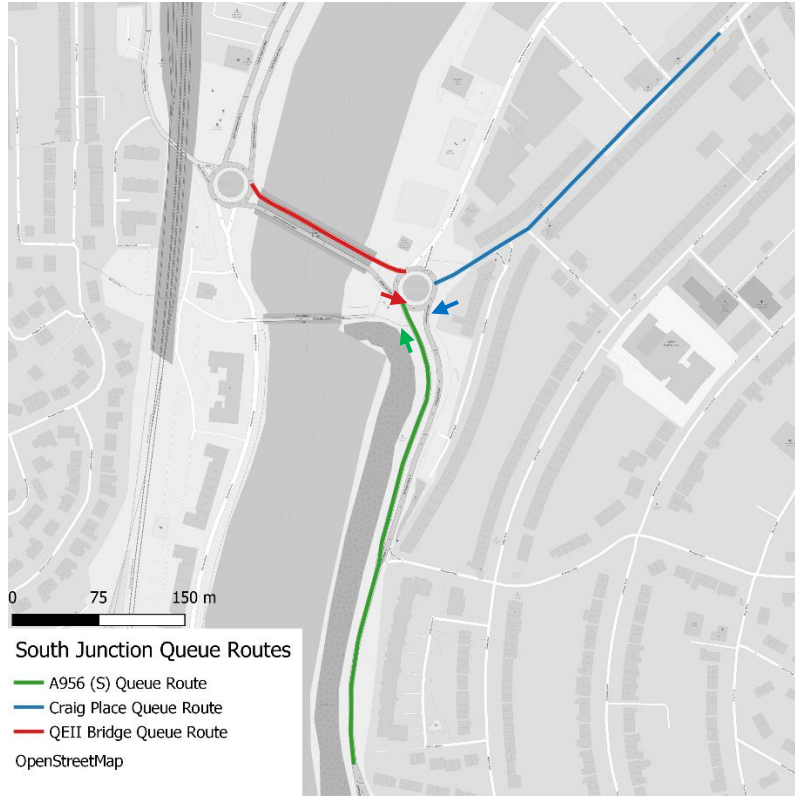


Figure 39. Queue Routes on Approach to the South Junction

10.3.4 Figure 40 presents the average modelled queue length (m) on QE Bridge on approach to the southern QE Bridge junction. The 'Bridge Extent' dotted line represents the length of the QE Bridge itself from the junction stop line.

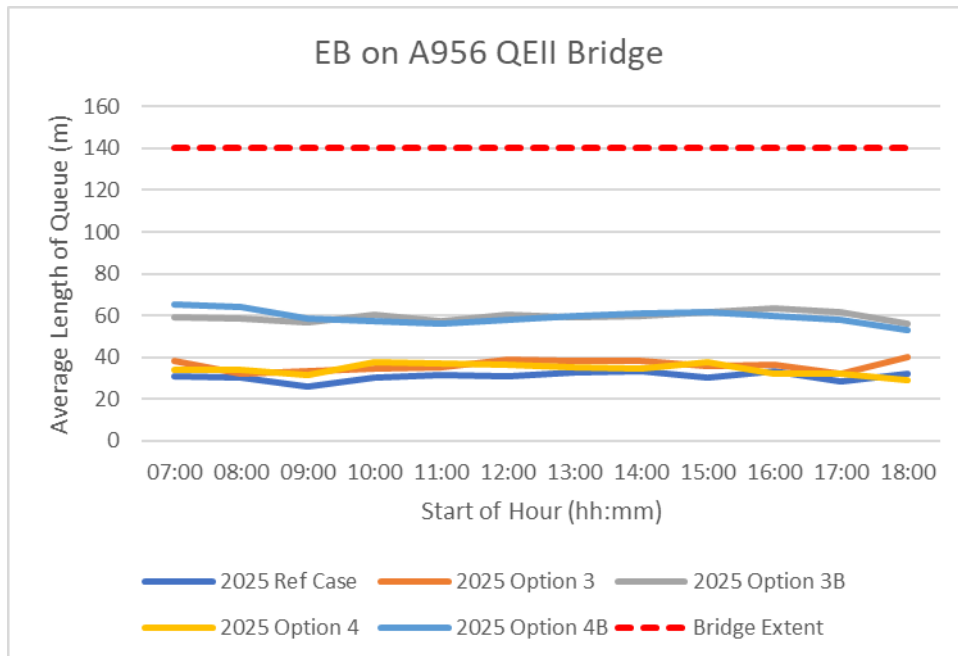


Figure 40. Average Queue Length (m) EB on A956 QE Bridge(Southern Junction)

10.3.5 For eastbound traffic on QE Bridge, the signalised options 3B and 4B (with both QE Bridge junctions signalised) have a very similar queueing profile as the Options 3 and 4, but with a

higher average level of queuing. This additional queuing is primarily due to the natural delays associated with a traffic signal junction (e.g. intergreen period).

10.3.6 The level of eastbound queuing suggested by the modelling is clearly within the Bridge extent. Therefore, the signalisation of the southern QE Bridge roundabout does not appear to offer any significant benefit to traffic progression in this direction, nor does it require to.

10.3.7 Figure 41 presents the average modelled northbound queue length on the A956 Wellington Road approach to the southern QE Bridge junction.

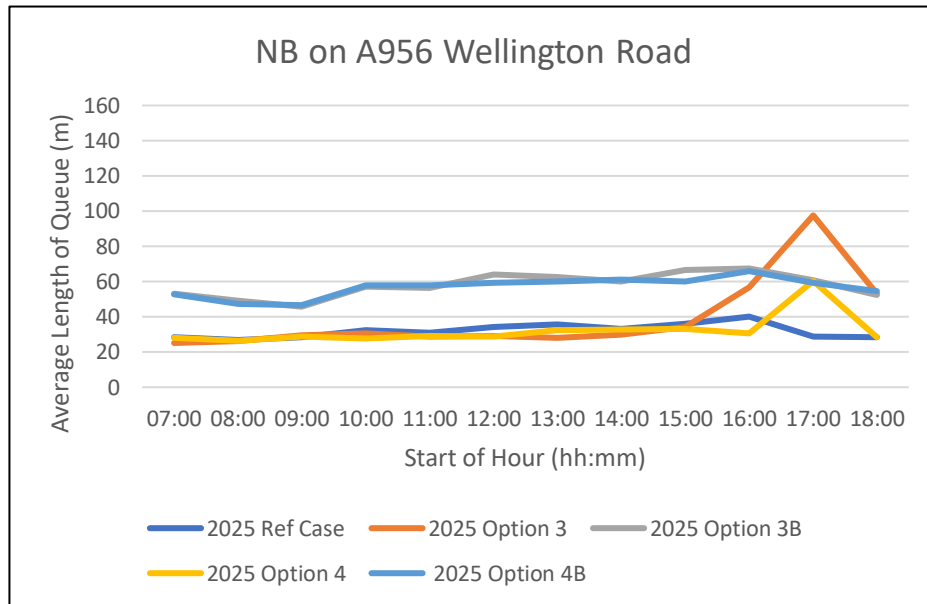


Figure 41. Average Queue Length (m) EB on A956 Wellington Road

10.3.8 For Options 3 and 4, there is a peak in queuing in the PM period between 4pm and 6pm. This is actually a northbound queue at the northern QE Bridge junction, propagating back across the bridge and through the southern junction.

10.3.9 With the signalisation of the southern QE Bridge roundabout, this queue peak does not occur. The junction signalisation enables a flatter, more consistent queue profile, albeit at a higher level in Options 3B and 4B compared to Options 3 and 4. In general, whilst the northbound queue peak is flattened with the signalisation of the Southern QE Bridge Roundabout, the overall queuing throughout the model period on Wellington Road is approximately 50% higher in Option 3B compared to Option 3 and 75% higher in Option 4B compared to Option 4.

10.3.10 These results suggest that the signalisation of the Southern QE Bridge junction has a more significant detrimental impact on overall queuing on Wellington Road compared to the benefit of more consistent queue levels throughout the day.

10.3.11 Figure 42 presents the average modelled length of the queue on Craig Place on approach to the southern QE Bridge junction.

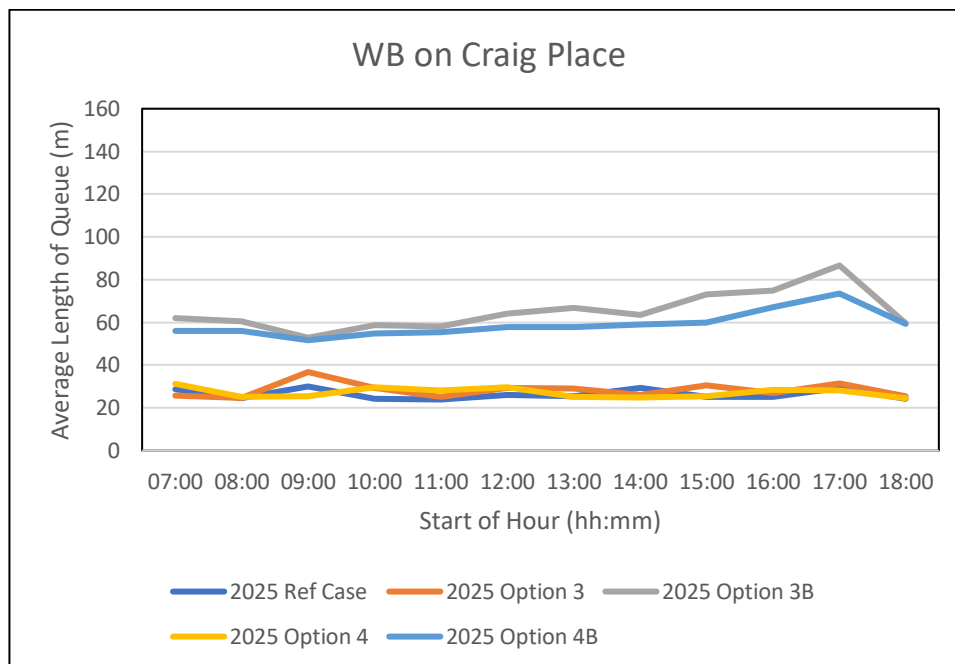


Figure 42. Average Queue Length (m) EB on Craig Place

The results suggest a similar queue pattern to the QE bridge eastbound queue, with a higher average level of queuing due to the natural delays associated with a traffic signal junction in the ‘B’ options.

10.4 Summary

- 10.4.1 The modelling suggests that, whilst the signalisation of the southern QE Bridge junction provides more control over egress through the junction, the positive impact to overall progression of traffic across the Bridge is minimal. The northern QE Bridge junction is the predominant junction that dictates the level of traffic throughput across the bridge (due to the high traffic demand from all four approach arms).
- 10.4.2 The signalisation of the southern QE bridge junction reduces the peak queuing in the PM peak period on Wellington Road, but the overall queuing on all arms of the junction is higher than with the roundabout, due to the natural delays that occur through traffic signalisation (e.g. intergreen periods). This is despite a highly efficient 3-stage signal phasing provision with walk-with pedestrian crossing provisions.
- 10.4.3 There would be significant benefits to active travel provisions if the Southern QE Bridge junction was signalised, and should be accounted for in any wider appraisal of the junction (outside the scope of this sensitivity testing). The current uncontrolled crossing provisions are insufficient for pedestrians and also for cyclists routing between Wellington Road, South Esplanade West (National Route 1) and across the Wellington suspension Bridge.

10.5 Alternative Options

- 10.5.1 It is worth reiterating that the Wellington Road Corridor Improvement proposals (See Section 3.3) include enhanced northbound bus route provisions and a segregated cycleway on the east side of the carriageway. These proposals stop short of the Southern QE Bridge junction itself.
- 10.5.2 There may therefore be alternative considerations for active travel improvements at this location without the need for full signalisation of the junction. For example, a bus gate on

Wellington Road on approach to the Southern QE Bridge junction, would allow bus priority over the northbound general traffic queue. This bus gate could include traffic signals that also allow a pedestrian crossing phase (toucan crossing). This would therefore allow the cycle lane on Wellington Road to connect with the Wellington Suspension Bridge. Widened footways along the east side of the junction would allow cycle connection between Wellington Road and South Esplanade West (with consideration for remote Toucan crossings)

- 10.5.3 Considering the potential cost to signalise the Southern QE Bridge junction, SYSTRA would therefore recommend that alternative active travel improvement measures are investigated further to ensure that measures considered at this location provide the most efficient and cost effective solution.

11. RIVERSIDE DRIVE - ACTIVE TRAVEL IMPROVEMENT OPTIONS

11.1 Introduction

11.1.1 As detailed in Section 2.4, adjacent to the QE Bridge Northern junction is a road narrowing section under the Wellington Suspension Bridge on Riverside Drive . The footway on the east side of the Bridge is currently 1.9m wide and 1.1m wide on the west side – See Figure 43.



Figure 43. Road & Footway narrowing Under Wellington Suspension Bridge

- 11.1.2 A shared pedestrian and cycle route is currently provided on Riverside Drive south of the Suspension Bridge and parallel to the River Dee.
- 11.1.3 The South College Street Phase 1 improvements include some minor measures to improve active travel through this narrowing section of Riverside Drive. This includes a re-alignment of the northbound approach shared walking & cycle lane on the east side of Riverside Drive- See Figure 45.
- 11.1.4 This path re-alignment allows for greater visibility for pedestrians and cyclists on approach to the narrowed footway to enable the footway to operate as single file through the archway, through a courtesy give-way operation. To further clarify this proposed operation, a sign has been erected on the north-east side of the footway to advise cyclists and pedestrians of the proposed routing operation - See Figure 44.

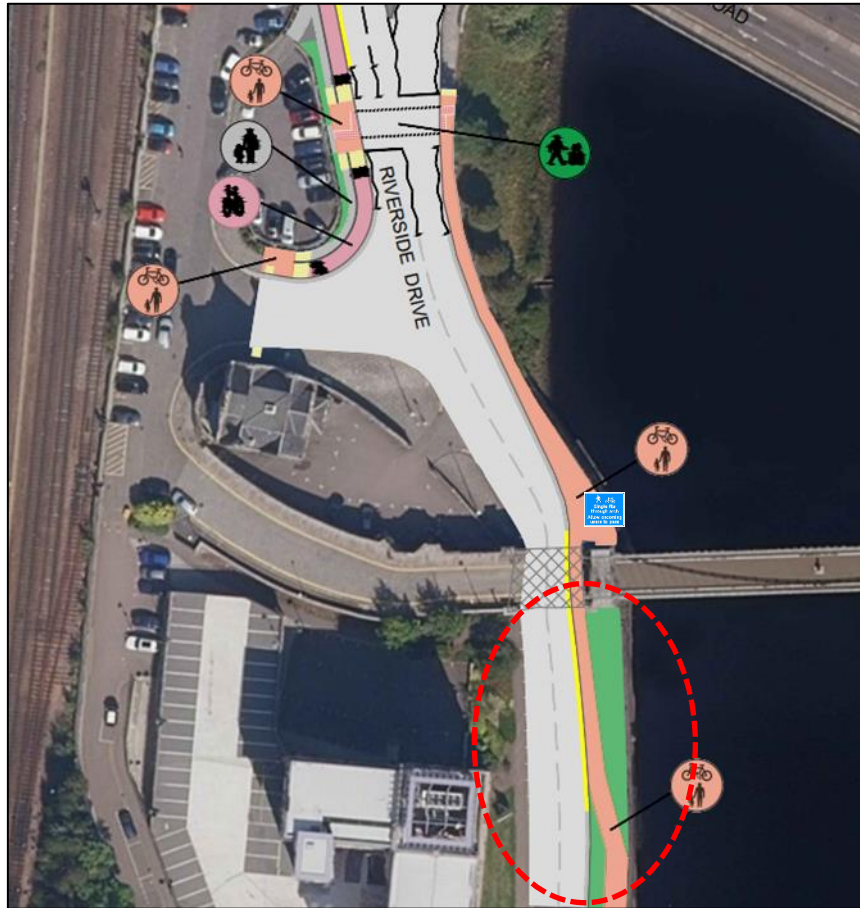


Figure 44. Phase 1 Works – Footway Re-alignment



Figure 45. New Advisory Signage on southbound approach to Wellington Suspension Bridge

11.2 Further Active Travel Improvement Considerations

11.2.1 ACC requested that SYSTRA review the measures for walking and cycling through this section of Riverside Drive, including the additional measures implemented as part of the South College Street Phase 1 works noted above, and consider if any further measures to improve active travel could be developed. In particular, ACC highlighted the following issues:

- The footways under the Wellington Road Suspension Bridge are below standard (minimum 3m in 'Cycling by Design') for two-way cycling (1.9m on east side, 1.1m on west side), hence the need to warn users to allow for oncoming pedestrians or cyclists.

- The footway on the east side of Riverside Drive, between the Suspension Bridge and QE Bridge is also below standard width for two way cycling plus pedestrian routing.

11.2.2 SYSTRA considered a series of broad concept options to further improve active travel provisions under the Wellington Suspension Bridge. Table 43 details the options considered.

Table 43. Riverside Drive – Additional Active travel Considerations

Riverside Drive Active Travel Improvement Options			
Options	Detail	Feasibility	Comment
1 Do Nothing	Leave operation as per Phase 1 measures	Partial	Cyclists would potentially require to dismount when routing on the east side of Riverside Drive, between Wellington Bridge and QEII Bridge
2 Do Minimum	Widen Footway on Riverside Drive, between QEII Bridge and Wellington Suspension Bridge	Yes	Still allows cycle and pedestrian movement along Riverside Drive with extra caution required under Wellington Suspension Bridge. This is a potential option if other more invasive considerations are not feasible
3 Give Way Priority Junction under Suspension Bridge	Give -way to oncoming traffic ¹ signage with priority junction shuttle working under Wellington Suspension Bridge	No	Give-way operation requires Stopping Sight Distance of 70m. Visibility through the junction is far below the standard required.
4 Riverside Drive - One Way Operation	Riverside Drive to operate either one way eastbound or westbound between QEII Bridge and King George VI Bridge. Allows for a single road lane under Wellington Suspension Bridge with footway widening	No	Highly likely that this proposal would have a significant impact on parallel road corridors - particularly through the Ferryhill area.
5 Signalised Shuttle Working	One-way signalised shuttle working under Wellington Suspension Bridge. Allows for a single road lane configuration and footway widening under the bridge	Yes	Traffic Signal shuttle working is viable but may impact on operation of QEII Bridge / South College St signalised junction. Traffic modelling of scenario suggested

11.2.3 From the above considerations, two potential scenarios were derived:

- Do-Minimum
 - Widen the east footway on Riverside Drive, north of the Suspension Bridge to facilitate improvements for walking and cycling and connection to the Toucan crossing at the north of Riverside Drive and the proposed toucan crossing on QE Bridge (associated with QE Bridge Northern junction Options 3 and 4).
 - Under the Wellington Suspension Bridge, leave the footways at the current width and retain the signage detailed in Figure 45. Potentially include a similar sign on the northbound approach
- Signalised Junction Shuttle Working
 - Signalised junction through the archway of the Wellington Suspension Bridge to limit traffic to one lane. This enables footway widening under the suspension bridge so a shared walking and two way cycle lane can operate to standard (Cycling by design).
 - Footway widening on Riverside Drive, as per the Do-minimum scenario, would also be included.

11.2.4 The Do-Minimum and Shuttle working options have been developed to high-level design drawings, as detailed in Figure 46 and Figure 47

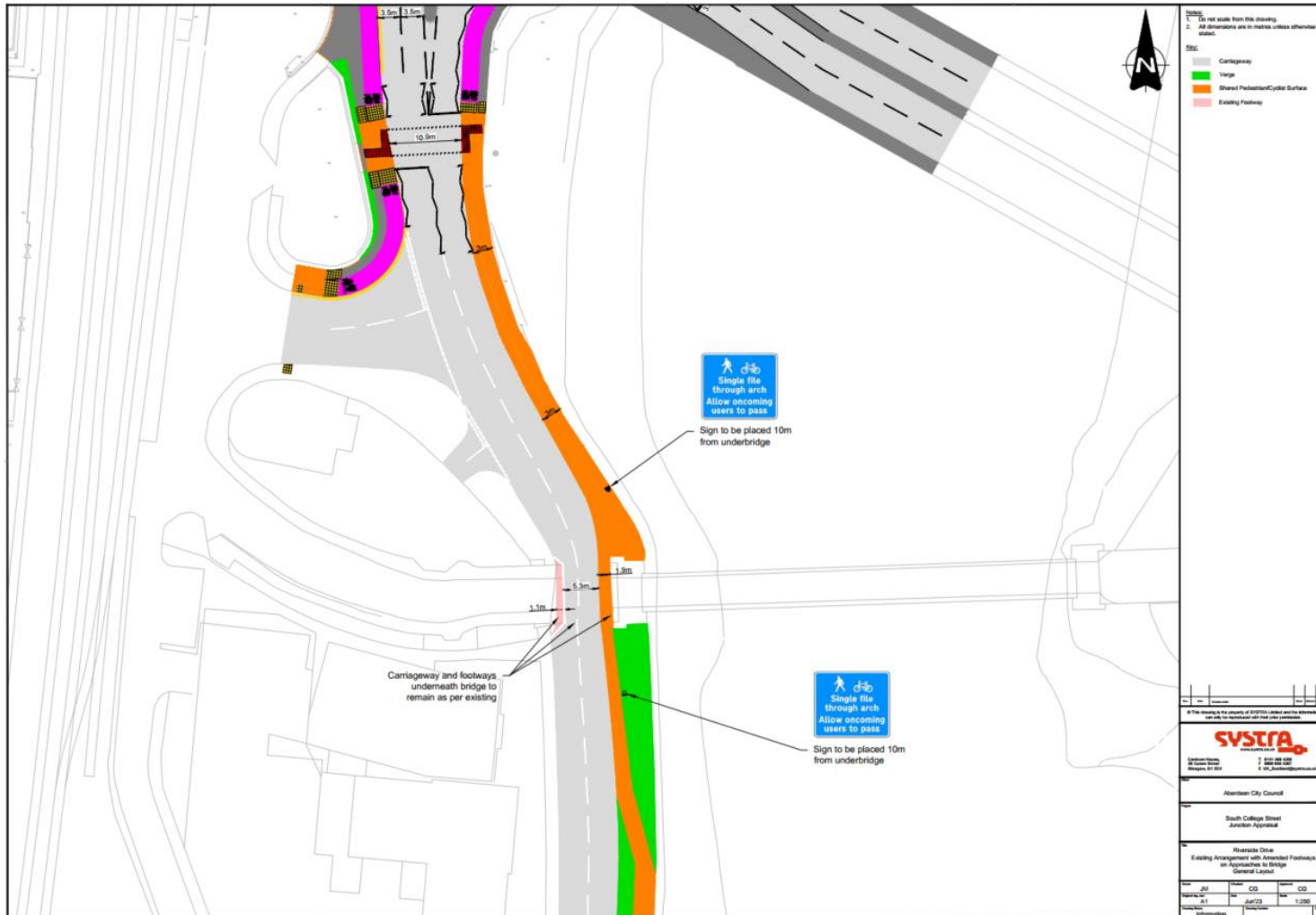


Figure 46. Riverside Drive - Do-Minimum Scenario

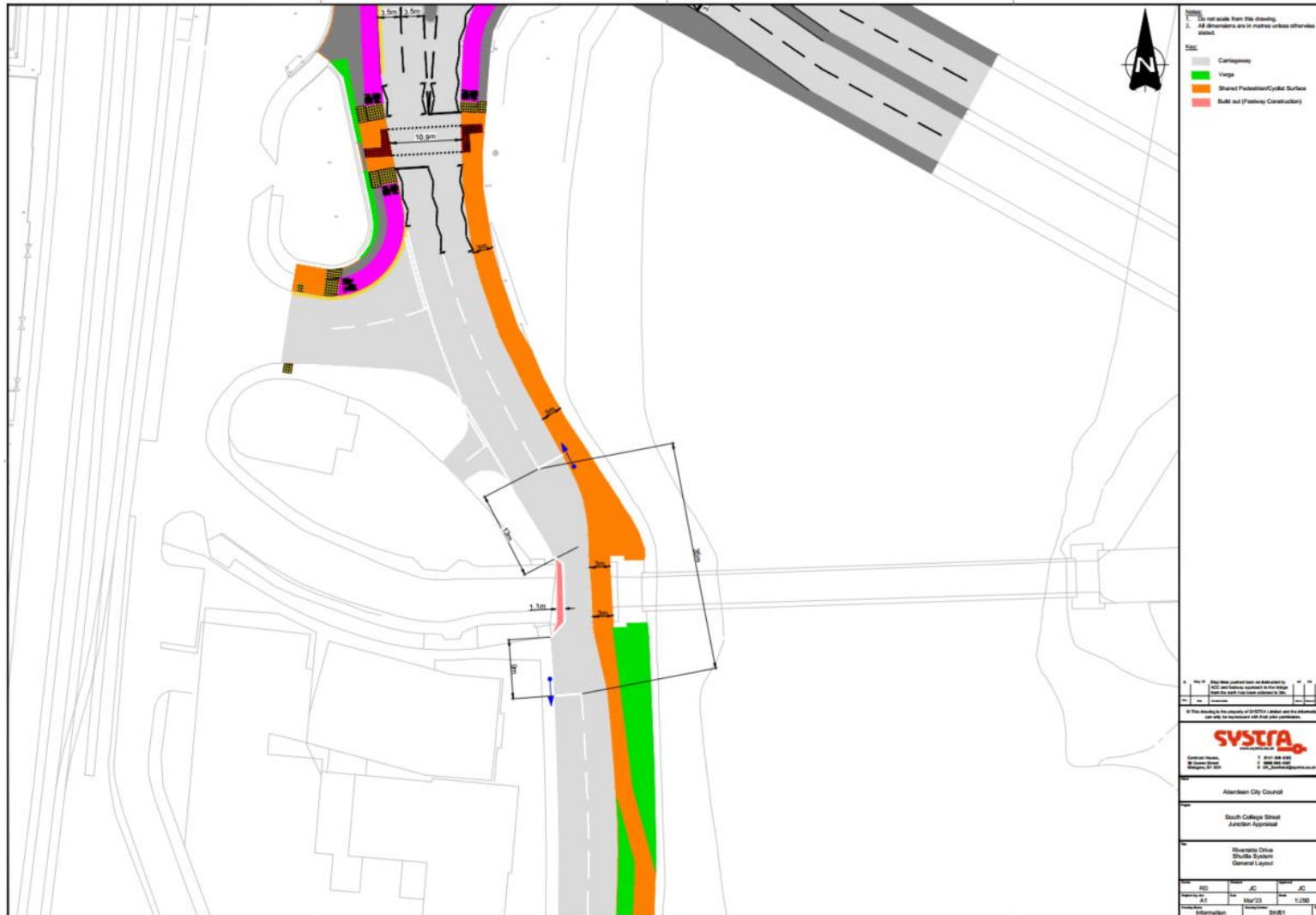


Figure 47. Riverside Drive – Signalised Shuttle Working

11.3 Riverside Drive - Signalised Shuttle Working Option

11.3.1 The shuttle design takes into account the proposed pedestrian and cycle path widening and signal stoplines, as shown by the proposed road design in Figure 47. Vehicle swept path analysis has been undertaken to derive the required vehicle stopline position for both the northbound and southbound approaches – as shown in Figure 48.



Figure 48. Riverside Drive - Shuttle Working Design Swept Paths

11.3.2 The swept path analysis suggests the junction stoplines require to be approximately 35m apart to enable a smooth transition for HGV Rigid vehicles through the junction.

11.3.3 The single traffic lane under the Wellington Suspension Bridge allows for a 3m pedestrian and cycle path under the suspension Bridge on the eastern footway. This connects to the Toucan crossing further north on Riverside Drive and also to the proposed Toucan Crossing on QE Bridge (as part of Options 3 and 4) via a widened footway.

11.3.4 The resultant layout enables a continuous pedestrian and footway link, connecting North Esplanade West with Riverside Drive along the waterfront.

11.3.5 To assess the wider impact and potential feasibility of the shuttle working design, ACC requested that SYSTRA undertake traffic modelling of this option.

11.4 Traffic Modelling of Riverside Drive Shuttle Working

11.4.1 The proposed shuttle signal junction design is composed of two signal phases with appropriate intergreen time (calculated from the proposed vehicle stop line distances) and green time determined by peak hourly model flows for the AM, IP and PM periods

11.4.2 The signal timings were offset to prioritise the SB movement to minimise queuing between the northern QE Bridge junction and the shuttle signals.

11.4.3 To assess the traffic operation of the design, average traffic queue levels were extracted from the traffic model on both approaches to the junction - as detailed in Figure 49.

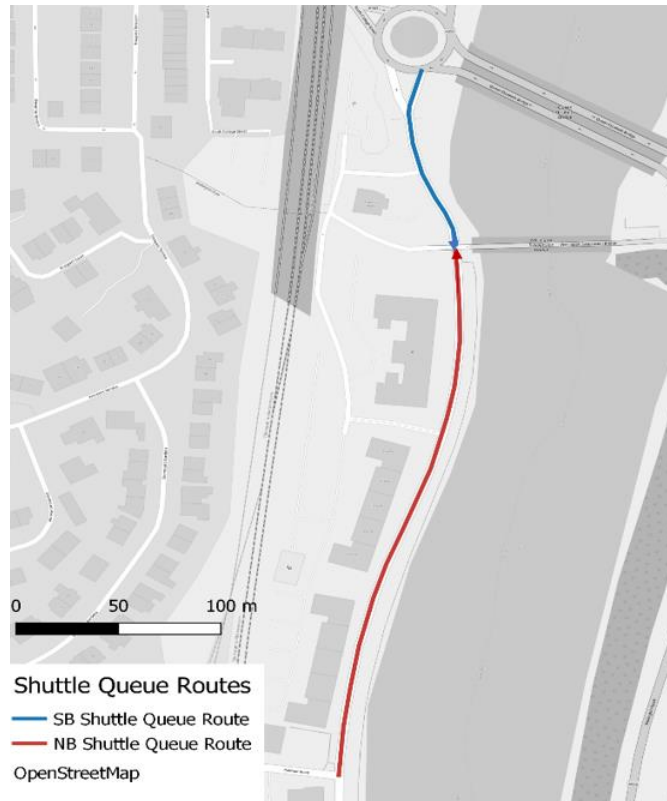


Figure 49. Queue Routes on Approach to Shuttle Signals

11.4.4 The new model scenarios used in the sensitivity tested are:

- Option 3C – Northern QE Bridge Signalised (as per Option 3) with Riverside Drive Shuttle Signals
- Option 4C – Northern QE Bridge Signalised (as per Option 4) with Riverside Drive Shuttle Signals

11.4.5 There are therefore 5 scenarios detailed in the following model assessment as summarised in Table 44.

Table 44. Model Testing Scenarios

Infrastructure	Test Scenarios				
	Ref Case	Option 3	Option 3C	Option 4	Option 4C
South College Street Phase A works	✓	✓	✓	✓	✓
Signalisation of Northern QEII Bridge Junction: All turning movements allowed		✓	✓		
Signalisation of Northern QEII Bridge Junction: Banned R/T on North Esplanade West and Riverside Drive				✓	✓
Riverside Drive Shuttle Working Signals			✓		✓

11.4.6 Figure 50 presents the average modelled southbound queue length on approach to the shuttle signals on Riverside Drive. The dotted 'Max Length' line represents the distance between the northern QE Bridge junction and the SB shuttle signals stop line.

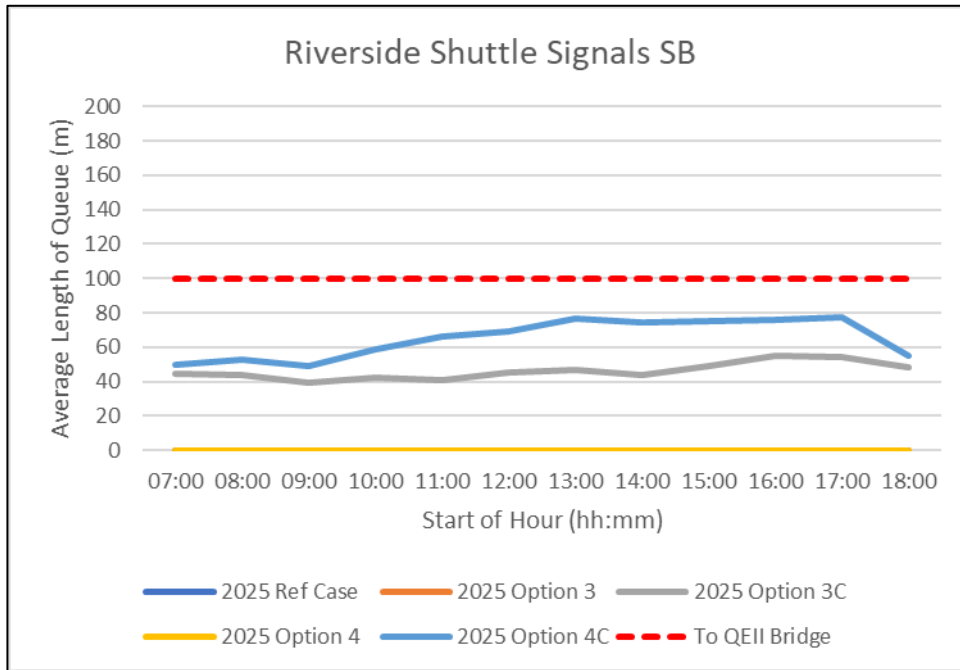


Figure 50. Average Southbound Queue Length on approach to Riverside Drive Shuttle Signals

- 11.4.7 The Reference Case, Option 3 and Option 4 do not have any southbound traffic queuing, as the southbound approach to the Wellington Suspension Bridge operates in free flow conditions in these scenarios.
- 11.4.8 The queue profile of the two scenarios with shuttle-working included (Scenarios 3C & 4C) suggests that while queuing occurs (due to the natural delays associated with a traffic signal junction), the average queue does not reach back to the northern QE Bridge junction, as shown by the dotted red line.
- 11.4.9 The level of traffic queuing is higher in Option 4C than Option 3C. This is potentially due to the alignment of signal timing phases between the northern QE Bridge junction and the shuttle working signals being less conducive to smooth operation in Option 4, specifically related to southbound queuing.
- 11.4.10 Figure 51 presents the average modelled northbound queue length on approach to the shuttle signals on Riverside Drive .

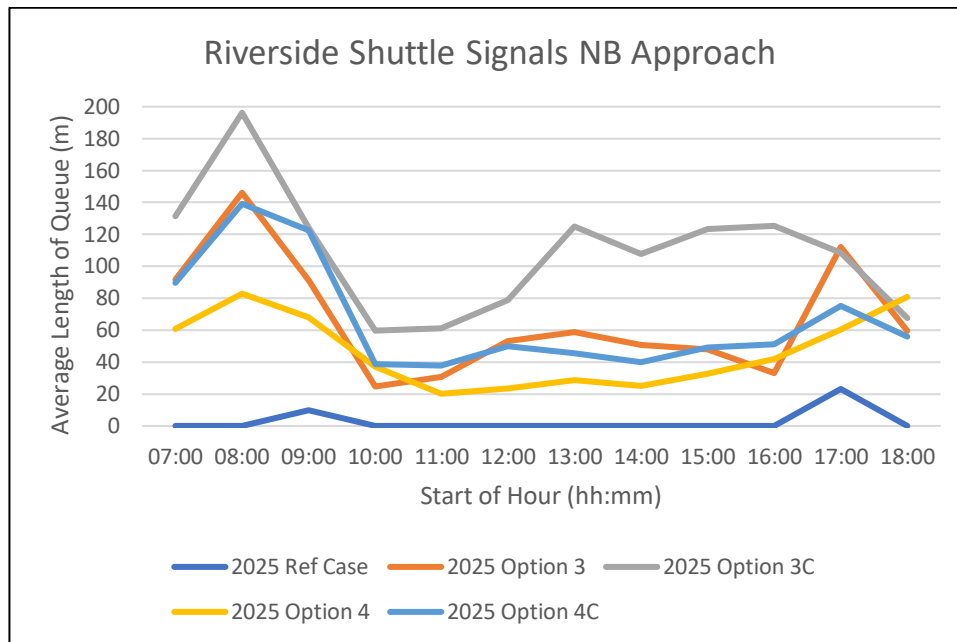


Figure 51. Average Northbound Queue Length on approach to Riverside Drive Shuttle Signals

- 11.4.11 The graph shows that there is already occasional northbound traffic queuing back from the QE Bridge junction on Riverside Drive under the Option 3 and 4 scenarios (Signalisation of QE Bridge northern junction). This queue traverses under the Suspension Bridge and is picked up by the queue graph above.
- 11.4.12 The queue analysis suggests that the shuttle-working signals further increase the level of queuing that already occurs in the non-shuttle options.
- 11.4.13 This is most apparent in the AM peak hour, which has the highest hourly northbound flow resulting in an increase in an average of 60m for both Option 3C and Option 4C.
- 11.4.14 However, that is not the complete story. It is important to clarify that that the observed longer northbound traffic queue back from the Suspension Bridge signals is not necessarily in addition to the queue back from the QE Bridge junction itself. Queue gaps are created between these two traffic signals for northbound traffic. The signal offsets were developed to prioritise the southbound movement under the Suspension Bridge so that southbound queueing didn't tail back to the QE Bridge junction and impact on the junction operation. This results in some inefficiency in the progression of traffic northbound through the two sets of traffic signals. If this design option was carried forward into detailed design, it may be pertinent to utilise LinSig modelling to develop the optimum offset between the two sets of traffic signals.
- 11.4.15 The queuing in Option 3C is higher than Option 4C due to Option 3C maintaining the right turn movement from Riverside Drive to QE Bridge, which has a higher northbound traffic flow and poorer alignment with the northern QE Bridge junction signal phases/timings.
- 11.4.16 Ultimately, the model testing suggests that the consideration of signalised shuttle-working traffic signals on Riverside Drive is feasible. The benefits are related to wider pedestrian and cycle footways under the Wellington Road suspension Bridge, which currently do not meet design standards. The dis-benefits are that there may be some degree of additional queueing on Riverside Drive routing eastbound towards QE Bridge.

- 11.4.17 It is important to note that Riverside Drive does not have a primary or secondary route function within the Aberdeen Roads Hierarchy network. Therefore, priority for traffic movements must be given to QE Bridge, South College Street and North Esplanade West.
- 11.4.18 It is also important to note that any increase in delay for drivers on Riverside Drive may inadvertently force routing traffic to divert through the Ferryhill residential area.

11.5 Enhanced Consideration of Riverside Drive Shuttle Working Scenario

- 11.5.1 As detailed in Section 11.4, the consideration of signalised shuttle working allows for a wider pedestrian and cycle footway on the east side of Riverside Drive. On the west side, there is still a very narrow 1.1m footway in place (See Figure 47), which is below design standards for both pedestrians and cyclists).
- 11.5.2 ACC have highlighted that there may be further opportunity to utilise the potential shuttle-working signalisation at the Wellington Suspension Bridge to also provide a pedestrian/toucan crossing at this location. The controlled crossing would be incorporated into the signal phasing for the shuttle working signals.
- 11.5.3 A controlled crossing would enable pedestrians and cyclists on the west side of Riverside Drive to cross to the east side and avoid the narrow 1.1 footway under the suspension Bridge.
- 11.5.4 SYSTRA have developed this concept into a high level design drawing as shown in Figure 52.
- 11.5.5 Further detailed design may consider the complete closure of the narrow 1.1m footway under the suspension bridge with associated barriers to guide pedestrians and cyclists across the Toucan Crossing to the east path.

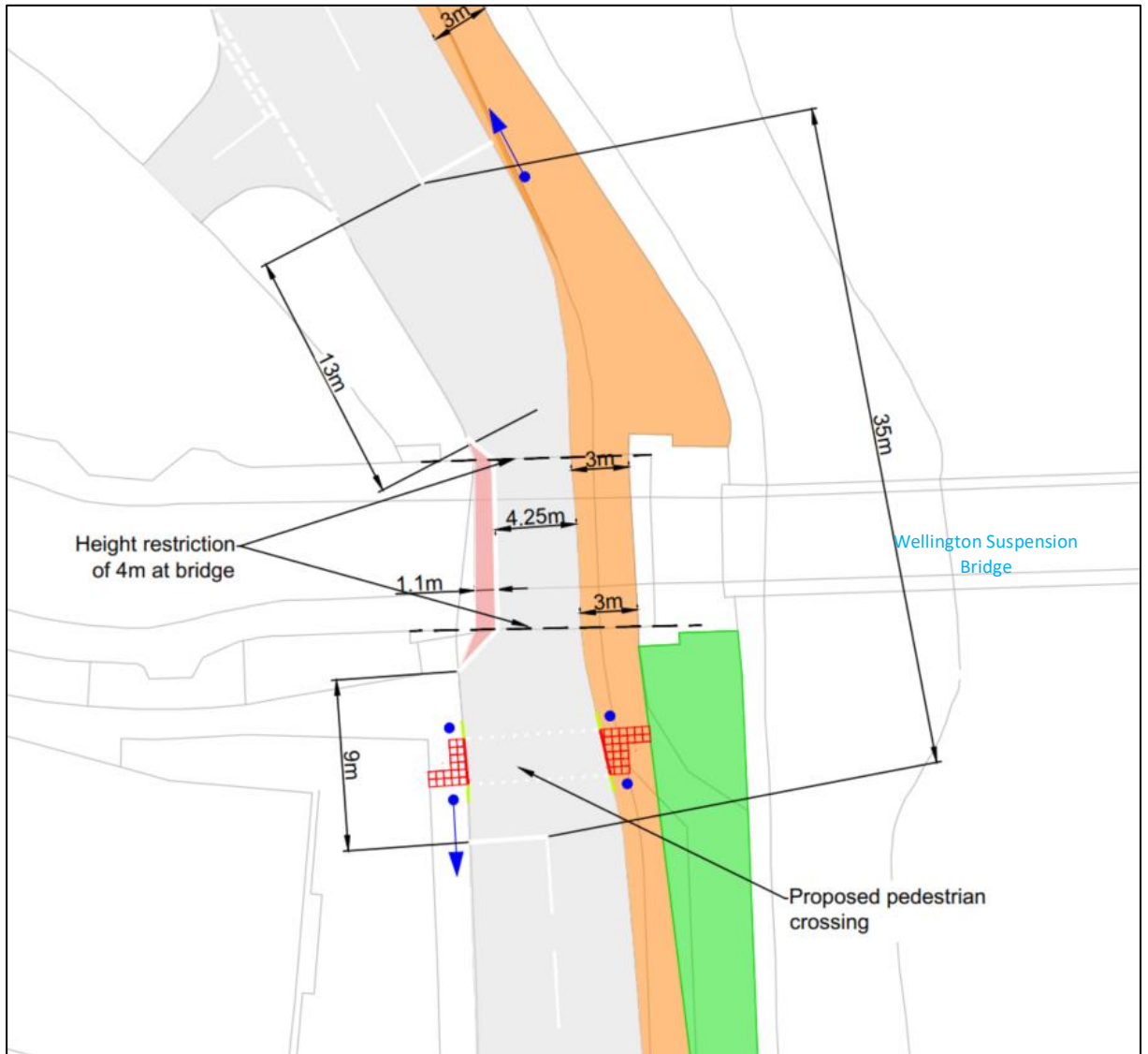


Figure 52. Riverside Drive - Shuttle Working design with Pedestrian Crossing

11.5.6 This concept has not been modelled as part of this study, but could be considered if the Shuttle-working concept design was to be taken further.

11.6 Summary

11.6.1 SYSTRA considered options to further improve walking and cycling provisions on Riverside Drive under the Wellington Road Suspension Bridge.

11.6.2 Two options emerged from the considerations, namely:

- 'Do minimum'
 - Retain current vehicular operation under the Suspension Bridge
 - Widen footway on East side of Riverside Drive between the suspension Bridge and QE Bridge
 - Consider pedestrian and cycle advanced signage on both approaches to the narrowing section.
- Signalised Shuttle Working

- One lane operation under Wellington Suspension Bridge. Two- way traffic operation controlled by traffic signal shuttle working
- Allows for footway widening on east side to facilitate pedestrians and 2-way cycling to design standard
- Model testing showed the signalised junction could operate in conjunction with signalisation of the QE Bridge north junction without detrimental impact to traffic operation at QE Bridge.
- Queue levels are predicted to increase on Riverside Drive routing northbound under Wellington Suspension Bridge
- An additional controlled pedestrian / cycle crossing could be considered as part of the Wellington Bridge Shuttle working signals to allow pedestrians and cyclists to cross from the west to the east footway and through the widened pedestrian and cycle path running parallel to the River Dee.

11.6.3 The next steps are potentially to consider what additional active travel improvement measures on Riverside Drive should be considered best value to be incorporated into the South College Street Phase 2 detailed design.

12. CONSULTATION

12.1 Introduction

12.1.1 On the 16th January 2024, the four shortlisted Options (1 to 4) for the South College Street Junction Improvements - Phase 2 were uploaded to the ACC online 'Consultation Hub' to allow the general public to participate in consultation on the proposed designs for the Queen Elizabeth Bridge / North Esplanade West roundabout. The four options are detailed in Figure 53.



Figure 53. 4 Junction Options for Consultation

12.1.2 In addition, the footway improvements / active travel improvements considered for under the suspension Bridge on Riverside Drive (as detailed in Chapter 11) were also provided for the public’s view.



Figure 54. Riverside Drive Improvement Considerations for Consultation

12.1.3 A detailed questionnaire seeking feedback for each of the options was included in the consultation. The full summarised responses are detailed in **Appendix D**. This Chapter provides a summary of the key responses to the proposals.

12.1.4 The on-line consultation ran from 16th January 2024 until the 16th February 2024. There were 222 responses in total.

12.1.5 Further to the public consultation, SYSTRA presented the options to key stakeholders via the monthly ACTUP meeting, held on 8th February 2024. Attendees were invited to provide feedback via the online questionnaire.

12.2 Key Questionnaire Responses

12.2.1 As noted, the responses to the consultation questionnaire are detailed in Appendix D. The key statistics are as follows:

- Approximately 70% of responses were made by those who travel in a vehicle through the area. 14% by walking wheeling, and 9% by cycling
- Less than half of the responses felt that the proposals would improve travel conditions in the area. The breakdown of this question for each option is detailed below:

Summarised Response	Option 1	Option 2	Option 3	Option 4
Improve	34%	34%	35%	13%
Don't Improve	41%	51%	58%	84%
Neutral	25%	15%	8%	3%

- The majority of responses felt that the options would not make them more likely to use sustainable modes of travel. The breakdown of this question for each option is detailed below

Mode Change	More Likely				Less Likely				No Change			
	Opt1	Opt2	Opt3	Opt4	Opt1	Opt2	Opt3	Opt4	Opt1	Opt2	Opt3	Opt4
Walking/Wheeling	14%	14%	21%	13%	13%	13%	16%	24%	55%	55%	45%	44%
Cycling	10%	10%	16%	11%	12%	12%	17%	24%	51%	51%	38%	38%
Bus	1%	1%	4%	2%	11%	11%	16%	22%	56%	56%	48%	47%
Car as Driver	10%	10%	15%	8%	8%	8%	31%	55%	75%	75%	47%	30%
Car as Passenger	5%	5%	10%	6%	8%	8%	23%	39%	67%	67%	44%	35%
Taxi	2%	2%	2%	2%	5%	5%	13%	20%	50%	50%	46%	40%
Van/Commercial Vehicle	3%	3%	1%	3%	5%	5%	13%	14%	45%	45%	39%	37%
Other	2%	2%	1%	0%	4%	4%	10%	14%	42%	42%	36%	36%

- However, 53% of respondents think the proposed options should be taken forward for further development
- In terms of ranking, respondents have ranked the options in order of least impact to general traffic, with Option 1 being most preferable, then Option 2, then 3, then 4 last. However, if only responders who feel an option should be taken forward, Option 3 would be most preferable.

Responders	Rank (1st- 4th)			
	Option 1	Option 2	Option 3	Option 4
All responders	1st	2nd	3rd	4th
Only responders that think an option should be taken forward	3rd	2nd	1st	4th

12.3 Consultation Feedback Comments

12.3.1 The following summarises the written feedback to each of the options put forward for consultation:

Option 1

- Mixed views, some consider improvements are minimal and don't go far enough, other say another pedestrian crossing is unnecessary and will result in traffic delays
- There are some views that this is the most sensible or best option out of the four considered as it impacts on general traffic the least
- There are a few comments suggesting to do nothing at this junction (noted for each of the options)
- Those who are seeking improvements for walking cycling note that the measure do not provide any new facilities

Option 2

- A significant number of responses (33) noting that the spiral roundabout design would be very confusing for drivers. This may lead to accidents.

- There are also comments relating to the one lane entry southbound on Queen Elizabeth Bridge and how this would reduce capacity (although traffic only enters this link in one lane currently) – applies to Option 3 and 4 also.
- Further comments that additional crossing provisions will incur further delays for drivers.
- There would still be gaps in the cycle network under this option

Option 3

- A significant number of responders (48) note that signalisation of the junction will cause more congestion and emissions and be less efficient for drivers
- Conversely, there are multiple comments noting that there are clear pedestrian and cycle safety improvements in this option and that this is the safest option.
- Some responders note the importance of responsive traffic signals to best manage the tidal traffic demands at either end of the day
- There are some comments related to the amount of signals / clutter that would be required in a short space

Option 4

- The proposal for banned right turns at the junction, particularly for the right turn from Riverside Drive to Queen Elizabeth Bridge has been met with significant opposition. Responders have noted this will impact on route choice to Torry and will likely result in longer journey times, increased pollution, and traffic increases on less appropriate routes.
- It was also noted that banned turns would be confusing for drivers and that some would likely ignore the restriction

Junction Design Suggestions / Considerations

12.3.2 The following details the alternative or improvement suggestions provided through the consultation where multiple comments have been made. A full summary is presented in Appendix D.

- Do nothing (21 comments)
- Make more use of the suspension bridge for pedestrians and cyclists
- Cut back bushes and improve visibility
- For signalisation options – reduce vehicles speed and reduce footprint of the roundabout to allow more re-allocation of space for active travel or greenspace
- Consider part time signals at the roundabout

Riverside Drive Shuttle Working

- 13 responders noted the considerations were a good idea, 21 noted they were not, with 17 noting that changes to the operation of the narrowed section of Riverside Drive was not required and 32 noted to do nothing
- A significant number of responders thought that the shuttle working signals would cause delays upstream at the Queen Elizabeth Bridge junction
- Pedestrian and cycle users noted that the safety benefits would be welcomed

- In terms of further consideration, there were many suggestions, including
 - Consideration of the footpath to the rear of the offices and flats on the north side of Riverside Drive for pedestrians and cyclists to avoid the underbridge
 - Just remove the narrow footway and increase the footway on the east side
 - Ban larger vehicles – HGV’s and buses
 - Widen the gap to allow 2 cars to pass

12.4 Consultation Outcome & Recommendation

Esplanade/Queen Elizabeth Bridge junction

- 12.4.1 ACC requested the development of a costed option for an effective, feasible, and deliverable intervention that has demonstrable benefits for all modes, particularly public transport and active travel, that the local authorities and partners can develop into a plan for design and implementation.
- 12.4.2 The general public and stakeholders were consulted on four options presented for the re-design of the Esplanade/Queen Elizabeth Bridge junction. Responders were primarily vehicle drivers or passengers (>70%) which generally reflects the proportion of users of the junction. It is clear that vehicle drivers do not want additional delay or congestion to their journeys and this conflicts with any considered measures to provide improved active travel or controlled traffic flow at the junction. The responses have therefore primarily been negative to any changes at this location.
- 12.4.3 For those that walk or cycle, there is a perceived safety issue at present with a disconnect for safe movement across certain arms of the junction. The potential signalisation of the junction would enable controlled crossing provisions at all arms of the junction and facilitate connected walking and cycling routes.
- 12.4.4 In general, Option 1 is deemed to be insufficient for active travel and little different to the current operation. For that reason, drivers tended to favour this option.
- 12.4.5 For Option 2, the spiral roundabout design is unfamiliar to users and there is a perceived safety issue because of this.
- 12.4.6 For Option 3, whilst the majority of drivers feel this design would cause further delay to their journey, the design does meet the expectation of improved active travel provision, and signalisation of the junction would enable future bus priority (e.g. for Aberdeen Rapid Transit) Responders noted that traffic signals would require to be responsive to tidal traffic demands.
- 12.4.7 For Option 4, the proposal to restrict traffic movements at the junction were heavily criticised, citing the impact to those routing to and from the Torry area.
- 12.4.8 Overall, the general public responders understandably focus on their individual needs and experiences at this location and the majority of drivers do not want to be held up routing into or from the city centre. Conversely, the Council require to consider all traffic and all users and require to align the designs with local and national policies to meet vehicle reduction targets, as well as mode change requirements.
- 12.4.9 That being the case, and in consideration of all appraisal criteria set out in this report, the recommended scenario for the Esplanade/Queen Elizabeth Bridge junction would be Option 3. Further design detail for this option will require to consider the most efficient and dynamic signal operation to minimise traffic delays.

Riverside Drive Shuttle Working

- 12.4.10 The general public and stakeholders were consulted on a concept option to improve travel under the Wellington Suspension Bridge on Riverside Drive. Drivers again were not keen on the potential for further delays at this location but the safer walking and cycling provisions would be welcome by some.
- 12.4.11 The responses included some further design considerations at this location that may be worth further investigation, including the possibility for alternative cycling and walking provisions to the rear of the flats and offices on Riverside Drive.
- 12.4.12 It is therefore recommended to pause the development of this option until:
1. A decision is made on the Esplanade / Queen Elizabeth Bridge junction
 2. Further investigation is undertaken on potential alternative walking and cycling paths to the rear of the properties on Riverside Drive (along the arches) leading to the car park at the Riverside Drive / South College Street junction.

12.5 Options Appraisal Update

- 12.5.1 Chapter 8 detailed the performance of the four options against:
- Study Objectives
 - STAG criteria (Environment; Climate Change; Health, Safety & Wellbeing, Economy, Equality & Accessibility)
 - Established Policy Directives
- 12.5.2 As detailed in Section 8.5, the STAG appraisal criteria includes the appraisal of options against public acceptability.
- 12.5.3 Whilst the appraisal considered the anticipated public acceptability of the options, based upon the active travel provisions, it did not consider the level of unacceptability of additional delays to drivers.
- 12.5.4 Whilst the consultation feedback was weighted towards the car driver experience, the feedback for other road users must be equally considered in the appraisal process.
- 12.5.5 Table 45 therefore presents the revised public acceptability appraisal for each option, with a revised overall appraisal summary presented in Table 46.

Table 45. Public Acceptability

Option	Appraisal	Comments
1	-	Option does not provide any additional benefits to cyclists. Not acceptable to Cycle Groups. Drivers and vehicle passengers feel this option would have the least impact on journey times and congestion
2	✘	The spiral roundabout design is unfamiliar to drivers and is considered dangerous by the public
3	✓	This option was strongly favoured for pedestrian and cycling safety improvements, and would enable bus priority measures in the future. Whilst drivers would be opposed to further delays caused by signals, care design of the traffic signal system could manage the tidal traffic flows more effectively than an uncontrolled roundabout
4	✘	There are issues with this option for commuters relating to the banned right turn from Riverside Drive to QEII Bridge and the impact on route choice to Torry. This will likely result in longer journey times, increased pollution, and traffic increases on less appropriate routes. The benefits gained over Option 3 through the operational efficiency of the signal phasing, are more than offset by the access implications.

Table 46. Updated Option Appraisal Summary

Mode	STAG Criteria	Detail	Ranking			
			Option 1	Option 2	Option 3	Option 4
Appraisal Against Study Objectives						
Active Travel	1.1	Reduce walk distance & travel time	✓	✓✓	✓✓✓	✓✓✓
	1.2	Reduce cycle distance & travel time	-	✓✓	✓✓	✓✓
	2	Increase controlled crossing points	✓	✓✓	✓✓✓	✓✓✓
Public Transport	3.1	Futureproof for future PT routes	✘	✘	✓	✓
	3.2	Bus journey times	-	-	✘	✘
General Traffic	4.1	HGV access through the junction	-	-	✓	✓
	4.2	HGV journey routes	-	-	-	-
	5.1	General Traffic Journey Times	-	-	✘	-
	5.2	General Traffic Queue Lengths	-	-	✘	-
Network Resilience	6	Resilience for PT, General Traffic and Emergency vehicles	-	-	✓✓	✓
Appraisal Against STAG Criteria						
Environment	7	Biodiversity, Construction impact, mode shift, air quality	-	✓	✓	✓
Health, Safety & Wellbeing	8	Pedestrian & cycle provisions	✓	✓✓	✓✓	✓✓
Economy	9	Ease of access to the city centre - freight / retail / mode	-	✓	✓	✓
Equality & Accessibility	10	Safe accessibility for all users	✓	✓✓	✓✓	✓✓
Additional Criteria						
Established Policy Directives	11	Alignment with local and national policy objectives	-	✓✓	✓✓	✓✓
Design Risk	12	Design feasibility & risk- TBD	Low	Med	Med	Med
Public Acceptability	13	Consultation response	-	✘	✓	✘
Affordability	14	Estimated construction costs	<£500k	<£1m	<£2m	<£2m

13. SUMMARY & RECOMMENDATIONS

13.1 Summary

- 13.1.1 SYSTRA Ltd (SYSTRA) was commissioned by Aberdeen City Council (ACC) to undertake a proportionate STAG (Scottish Transport Appraisal Guidance) appraisal of options for a transport improvement (particularly active travel and public transport improvements) at the Queen Elizabeth Bridge/North Esplanade West roundabout.
- 13.1.2 ACC requested the development of a costed option for an effective, feasible, and deliverable intervention that has demonstrable benefits for all modes, with a focus on active and sustainable travel, that the local authorities and partners can develop into a plan for design and implementation.
- 13.1.3 SYSTRA undertook an objective-led study based on Scottish Transport Appraisal Guidance (STAG) principles. It is important to note that this was not a full STAG in itself. The assessment process followed these steps:
- Identify baseline data and existing problems and opportunities
 - Collate Do-Minimum information – e.g. junction flow, future infrastructure
 - Review Problems, Opportunities, Issues and Constraints
 - Set objectives
 - High-level sifting
 - Option Development, Modelling & Appraisal
 - Consultation
 - Final Option
- 13.1.4 A long list of design options were generated through a number of methods. This process generated an initial set of 9 junction design options.
- 13.1.5 The next stage of sifting was to consider the impact that junction scenarios would have on the operational capacity of the junction. This would identify if the options were feasible for further consideration.
- 13.1.6 Utilising the Aberdeen City Centre traffic model flows, an operational junction capacity exercise identified that 4 of those options would be able to cater for the predicted traffic demand.
- 13.1.7 These four options were carried forward for further development, traffic modelling and appraisal. The four options were:
- Option 1: Roundabout – retention of existing roundabout with remote staggered pedestrian crossing on Queen Elizabeth Bridge, approximately 20m from the junction
 - Option 2: Staggered Roundabout – Re-alignment of the roundabout eastwards to allow for the implementation of a remote staggered Toucan crossing on Queen Elizabeth Bridge
 - Option 3: Signalised Junction – All turning movements permitted. Walk-with staggered Toucan Crossing on Queen Elizabeth Bridge and staggered pedestrian crossing on South College Street. Retention of existing remote crossings on Riverside Drive and North Esplanade West
 - Option 4: Signalised Junction – As per Option 3, but with right turns barred on North Esplanade West and Riverside Drive. Simplified signal phasing

13.1.8 The four junctions layouts are shown in Figure 55.

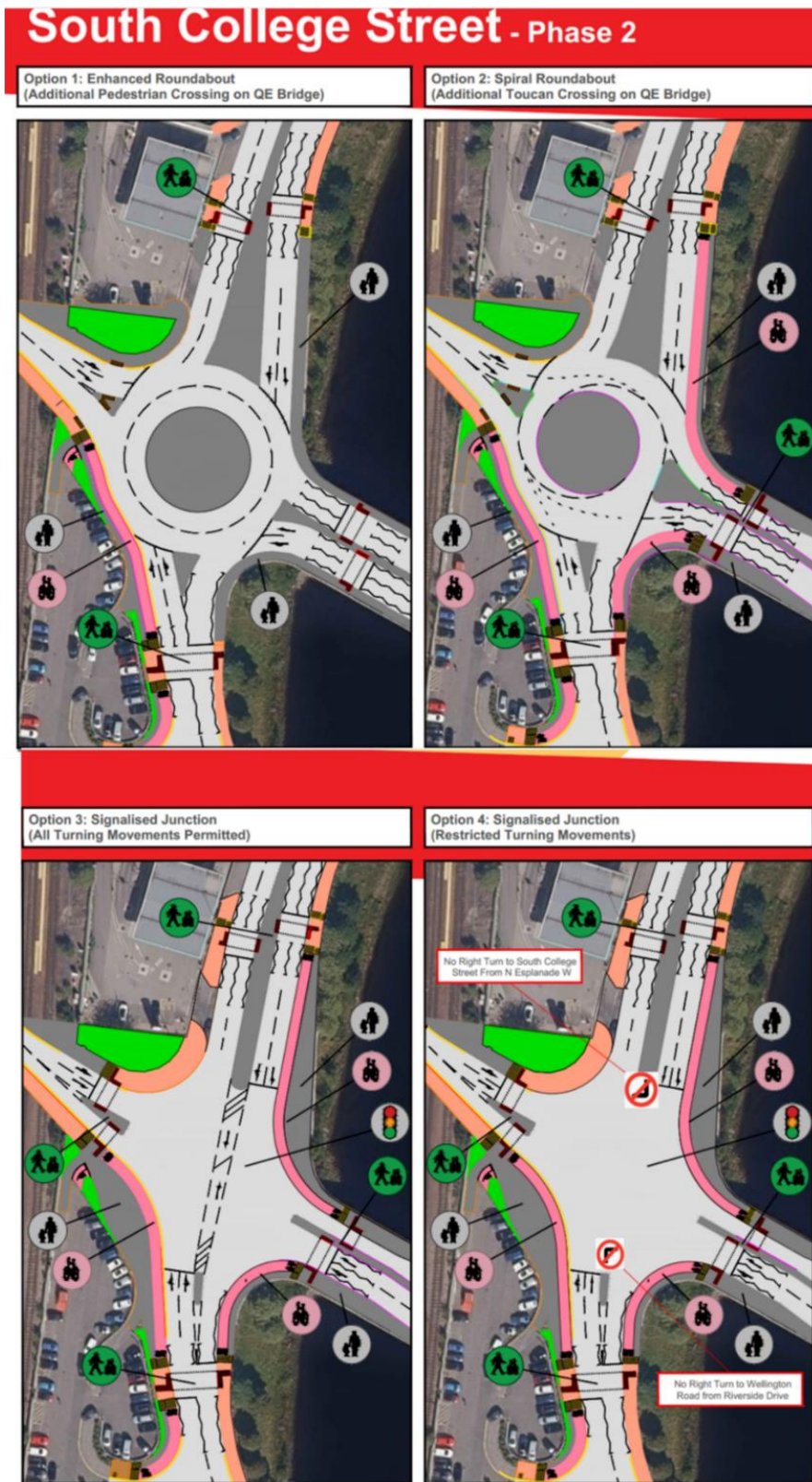


Figure 55. 4 Junction Design Options

13.1.9 The outcome from the options appraisal process is summarised in Table 47.

Table 47. Options Appraisal Summary

Mode	STAG Criteria	Detail	Ranking			
			Option 1	Option 2	Option 3	Option 4
Appraisal Against Study Objectives						
Active Travel	1.1	Reduce walk distance & travel time	✓	✓✓	✓✓✓	✓✓✓
	1.2	Reduce cycle distance & travel time	-	✓✓	✓✓	✓✓
	2	Increase controlled crossing points	✓	✓✓	✓✓✓	✓✓✓
Public Transport	3.1	Futureproof for future PT routes	✗	✗	✓	✓
	3.2	Bus journey times	-	-	✗	✗
General Traffic	4.1	HGV access through the junction	-	-	✓	✓
	4.2	HGV journey routes	-	-	-	-
	5.1	General Traffic Journey Times	-	-	✗	-
	5.2	General Traffic Queue Lengths	-	-	✗	-
Network Resilience	6	Resilience for PT, General Traffic and Emergency vehicles	-	-	✓✓	✓
Appraisal Against STAG Criteria						
Environment	7	Biodiversity, Construction impact, mode shift, air quality	-	✓	✓	✓
Health, Safety & Wellbeing	8	Pedestrian & cycle provisions	✓	✓✓	✓✓	✓✓
Economy	9	Ease of access to the city centre - freight / retail / mode	-	✓	✓	✓
Equality & Accessibility	10	Safe accessibility for all users	✓	✓✓	✓✓	✓✓
Additional Criteria						
Established Policy Directives	11	Alignment with local and national policy objectives	-	✓✓	✓✓	✓✓
Design Risk	12	Design feasibility & risk- TBD	Low	Med	Med	Med
Public Acceptability	13	Consultation response	-	✗	✓	✗
Affordability	14	Estimated construction costs	<£500k	<£1m	<£2m	<£2m

13.1.10 A public consultation exercise provided the following feedback on each option:

- Option 1 is deemed to be insufficient for active travel and little different to the current operation. For that reason, drivers tended to favour this option.
- For Option 2, the spiral roundabout design is unfamiliar to users and there is a perceived safety issue because of this.
- For Option 3, whilst the majority of drivers feel this design would cause further delay to their journey, the design does meet the expectation of improved active travel provision, and signalisation of the junction would enable future bus priority (e.g. for Aberdeen Rapid Transit) Responders noted that traffic signals would require to be responsive to tidal traffic demands.
- For Option 4, the proposal to restrict traffic movements at the junction were heavily criticised, citing the impact to those routing to and from the Torry area.

13.2 Riverside Drive – Active Travel Improvement Options

13.2.1 Adjacent to the QE Bridge Northern junction is a road narrowing section under the Wellington Suspension Bridge on Riverside Drive .

13.2.2 ACC requested that SYSTRA review the measures for walking and cycling through this section of Riverside Drive, including additional measures implemented as part of the South College Street Phase 1 works, and consider if any further measures to improve active travel could be developed. In particular, ACC highlighted the following issues:

- The footways under the Wellington Road Suspension Bridge are below standard (minimum 3m in ‘Cycling by Design’) for two-way cycling (1.9m on east side, 1.1m

on west side), hence the need to warn users to allow for oncoming pedestrians or cyclists.

- The footway on the east side of Riverside Drive, between the Suspension Bridge and QE Bridge is also below standard width for two way cycling plus pedestrian routing.

13.2.3 SYSTRA considered a series of broad concept options to further improve active travel provisions under the Wellington Suspension Bridge.

13.2.4 A design was developed that Signalised Junction Shuttle Working:

- Signalised junction through the archway of the Wellington Suspension Bridge to limit traffic to one lane. This enables footway widening under the suspension bridge so a shared walking and two way cycle lane can operate to standard (Cycling by design).

13.2.5 Footway widening on Riverside Drive would also be included.

13.2.6 ACC highlighted that there may be further opportunity to utilise the potential shuttle-working signalisation at the Wellington Suspension Bridge to also provide a pedestrian/toucan crossing at this location. The controlled crossing would be incorporated into the signal phasing for the shuttle working signals.

13.2.7 A controlled crossing would enable pedestrians and cyclists on the west side of Riverside Drive to cross to the east side and avoid the narrow 1.1m footway under the suspension Bridge.

13.2.8 This high level design was included in the public consultation exercise. Drivers were not keen on the potential for further delays at this location but the safer walking and cycling provisions would be welcome by some.

13.3 Southern Queen Elizabeth Bridge

13.3.1 The relatively close proximity (140m) of the two junctions at either end of QE Bridge was highlighted as a potential traffic progression issue by ACC. Traffic progression across the Bridge could potentially be hindered if one junction operates under signal control whilst the other remained as a priority roundabout

13.3.2 ACC requested that SYSTRA undertake a sensitivity test for the potential signalisation of the QE Bridge/Wellington Rd/Craig PI junction (Southern QE Bridge junction) to assess if this provided any benefit to traffic progression across QE Bridge

13.3.3 It is important to note that ACC are fully aware of the need to also review active travel connections around the Southern QE Bridge roundabout and at the southern end of the Wellington Suspension Bridge. However, improvements for active travel around these junctions could potentially be considered remotely from the roundabout itself. It was therefore considered important to ACC to understand if the signalisation of the southern roundabout provided any other transport benefits to the network beyond active travel, especially considering the significant costs associated with full signalisation of this junction.

13.3.4 The modelling suggested that, whilst the signalisation of the southern QE Bridge junction provides more control over egress through the junction, the positive impact to overall progression of traffic across the Bridge is minimal. The northern QE Bridge junction is the

predominant junction that dictates the level of traffic throughput across the bridge (due to the high traffic demand from all four approach arms).

13.3.5 There may therefore be alternative considerations for active travel improvements at this location without the need for full signalisation of the junction.

13.3.6 Some of the feedback from the public consultation related to the requirement to consider safer crossing provisions at this location as part of the overall active travel improvements in the study area. Safe connection to the southern end of the Wellington Suspension Bridge was noted as an intrinsic element of the overall strategy.

13.4 Recommendations

South College Street / Esplanade / Queen Elizabeth Bridge Junction

13.4.1 Overall, the general public responders understandably focus on their individual needs and experiences at this location and the majority of drivers do not want to be held up routing into or from the city centre. Conversely, the Council require to consider all traffic and all users and require to align the designs with local and national policies to meet vehicle reduction targets, as well as mode change requirements.

13.4.2 That being the case, and in consideration of all appraisal criteria set out in this report, the recommended scenario for the Esplanade/Queen Elizabeth Bridge junction would be **Option 3**. Further design detail for this option will require to consider the most efficient and dynamic signal operation to minimise traffic delays.

Riverside Drive Shuttle Working

13.4.3 The consultation responses included some further design considerations at this location that may be worth further investigation, including the possibility for alternative cycling and walking provisions to the rear of the flats and offices on Riverside Drive.

13.4.4 It is therefore recommended to pause the development of this option until:

- A decision is made on the Esplanade / Queen Elizabeth Bridge junction
- Further investigation is undertaken on potential alternative walking and cycling paths to the rear of the properties on Riverside Drive (along the arches) leading to the car park at the Riverside Drive / South College Street junction.

Queen Elizabeth Bridge / Wellington Road Junction

13.4.5 SYSTRA would recommend that remote active travel improvement measures are investigated further to ensure that measures considered at this location provide the most efficient and cost effective solution, and form part of the overall active travel provision in this area of the network.

14. APPENDICES:

Appendix A: Option Development Schematics

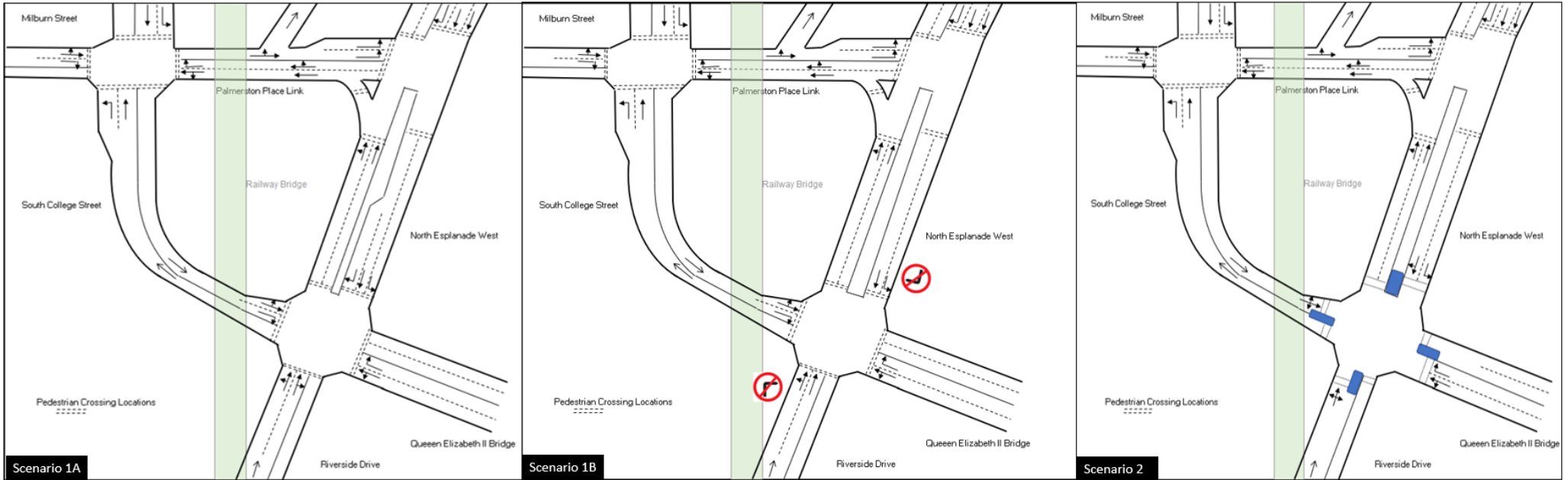
Appendix B: Model Outputs

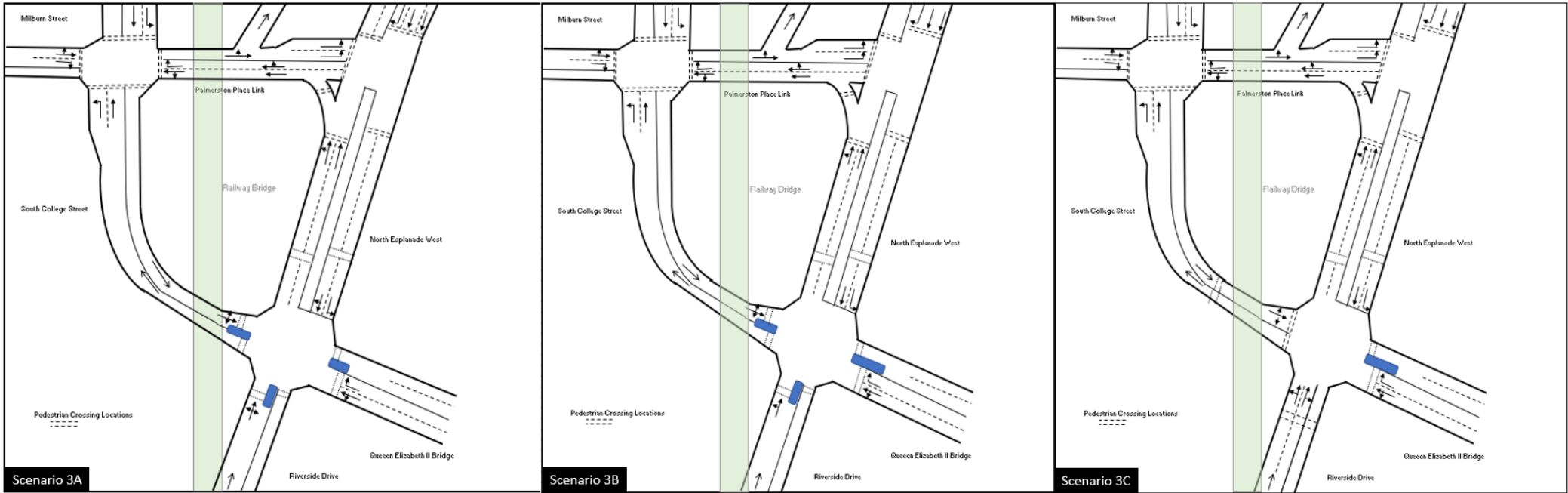
Appendix C: Established Policy Objectives

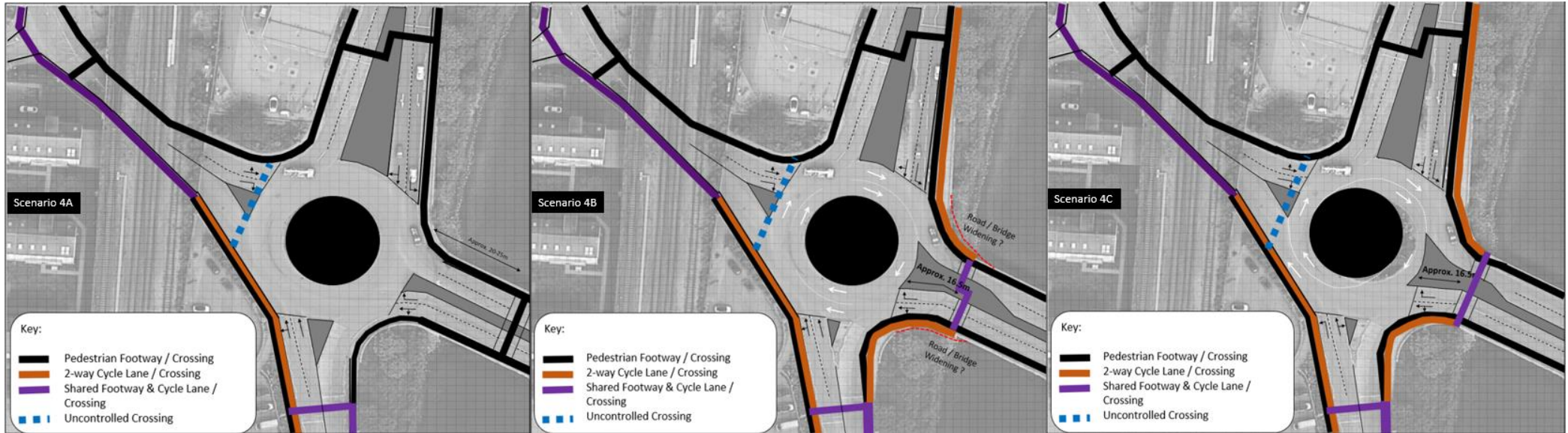
Appendix D: Public Consultation Feedback

APPENDIX A – OPTION DEVELOPMENT SCHEMATICS

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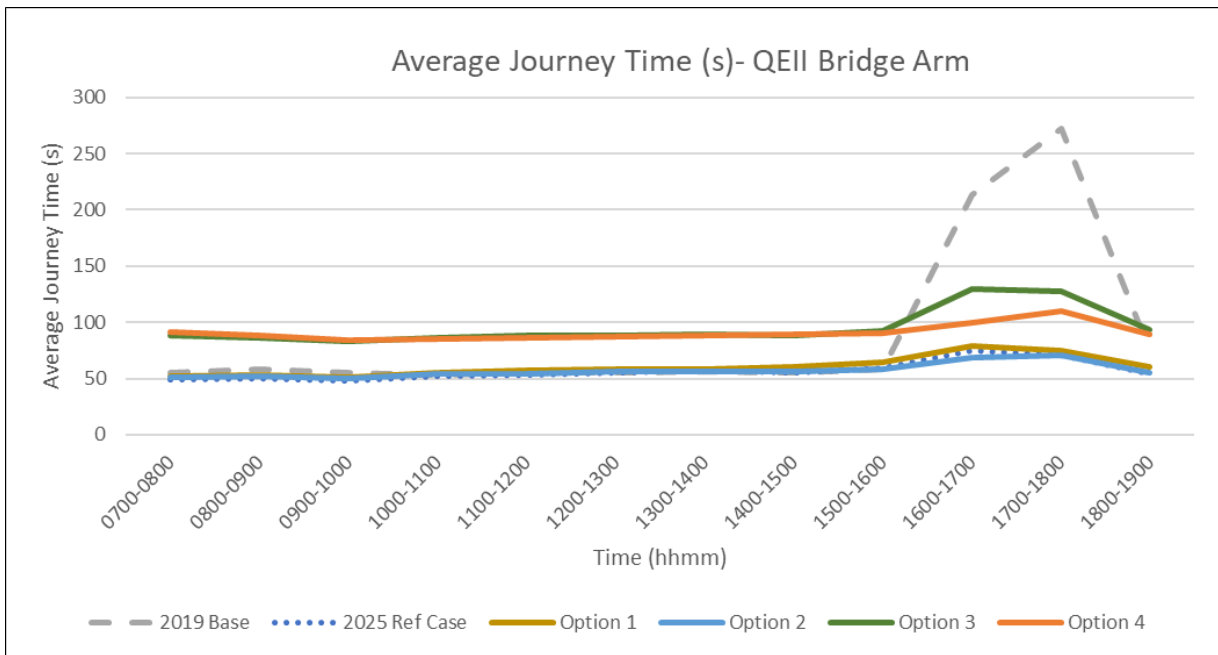
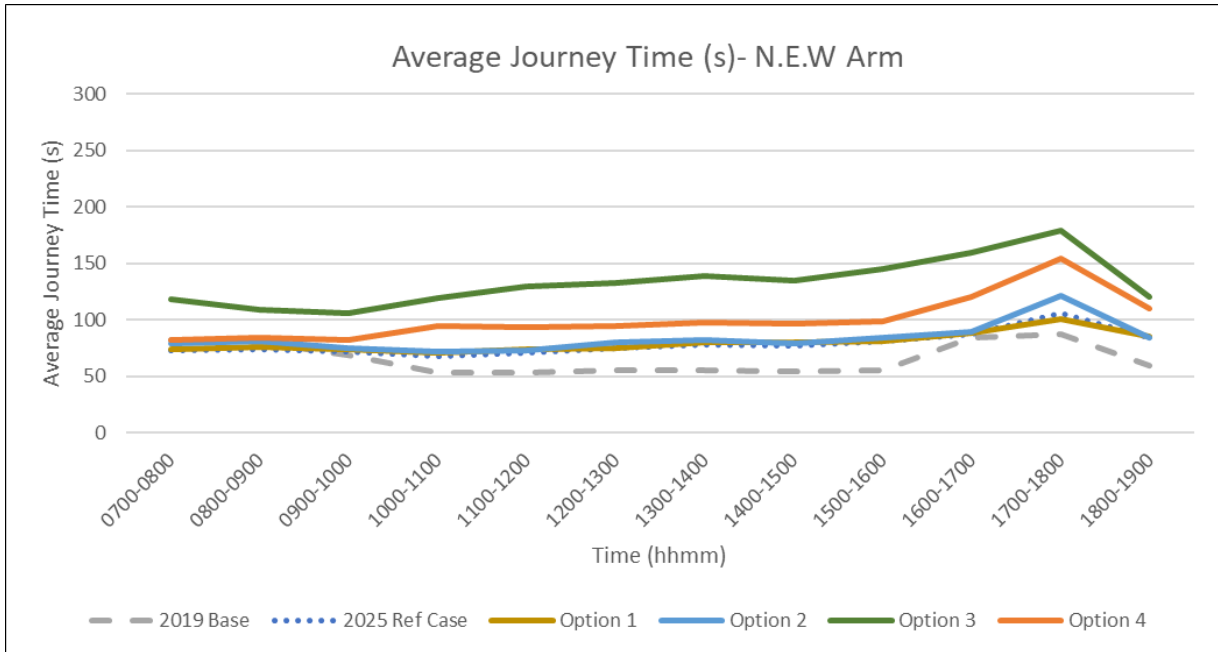


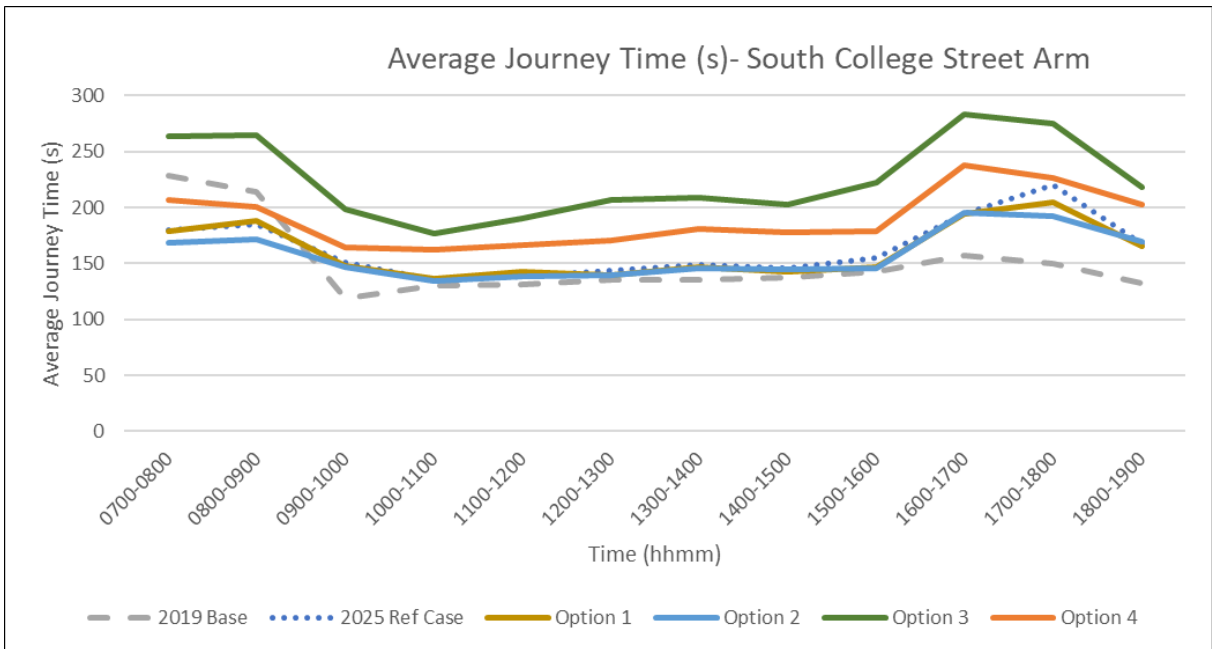
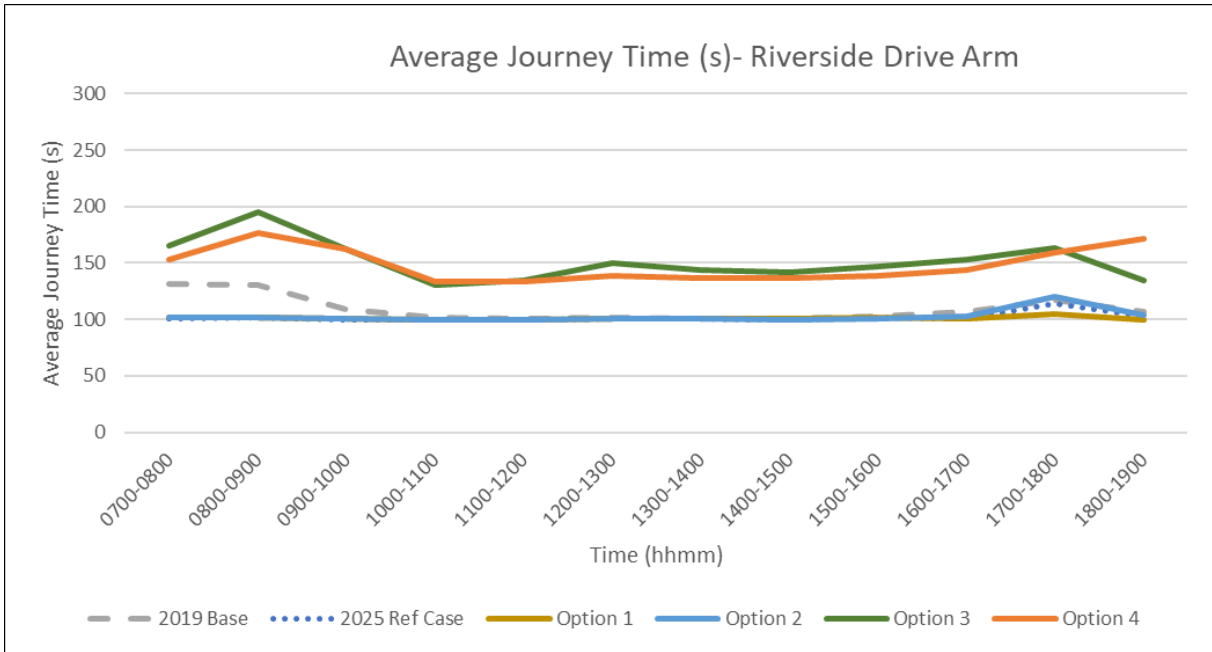




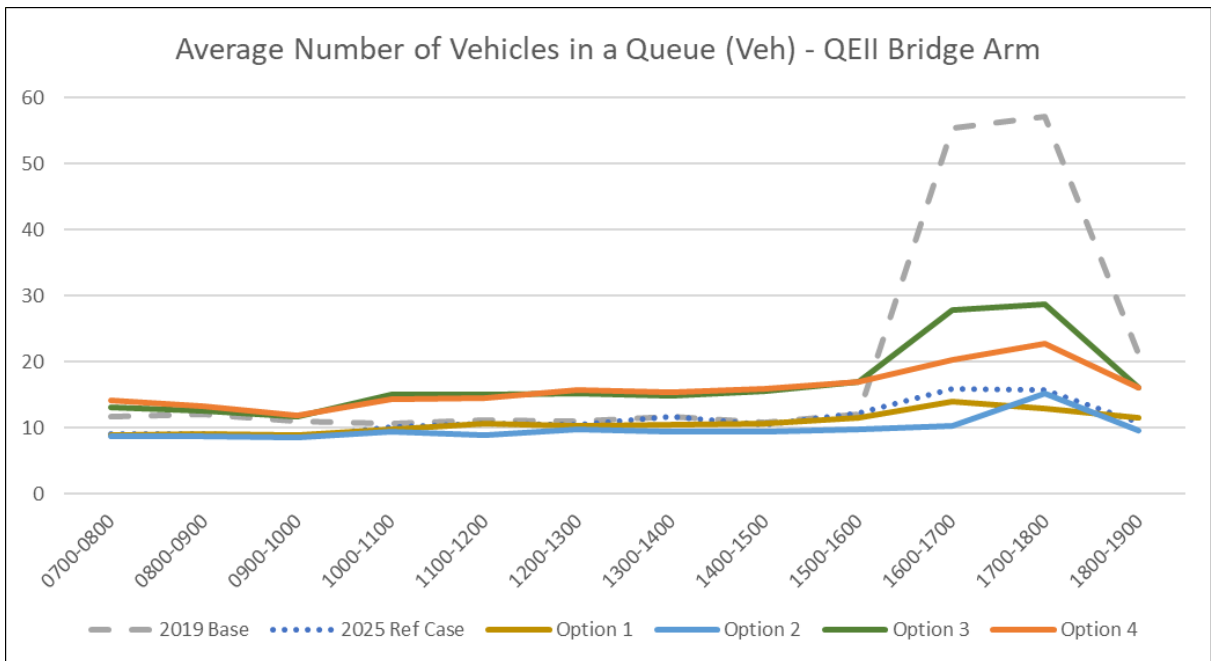
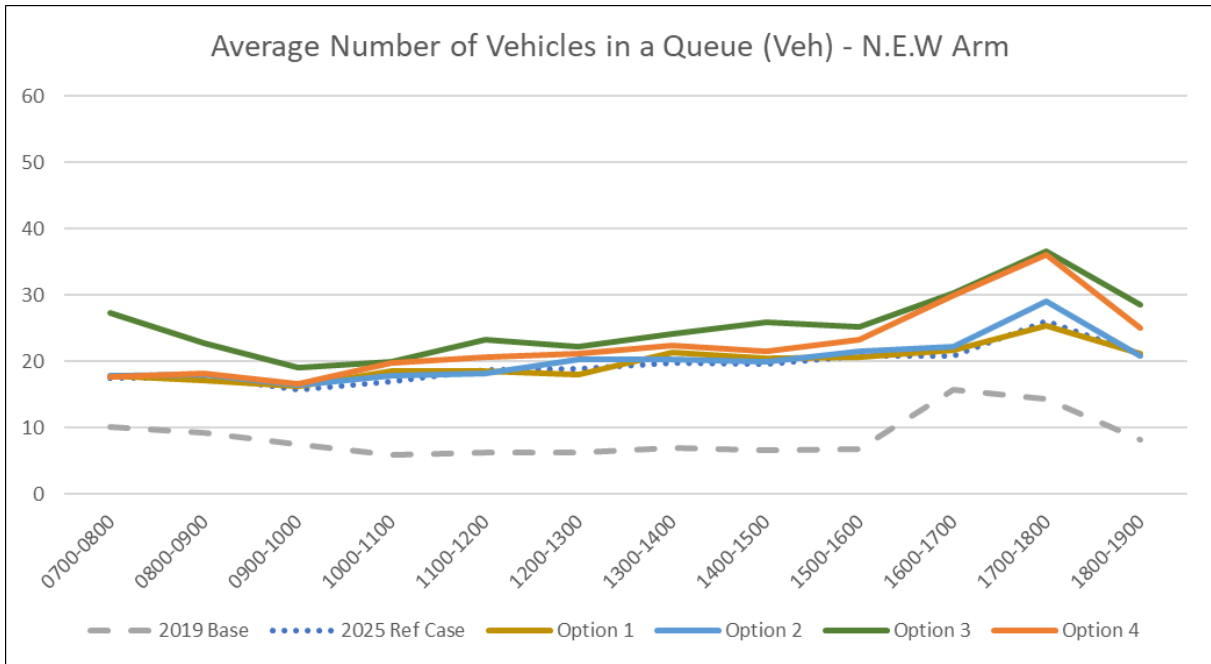
APPENDIX B – MODEL OUTPUTS

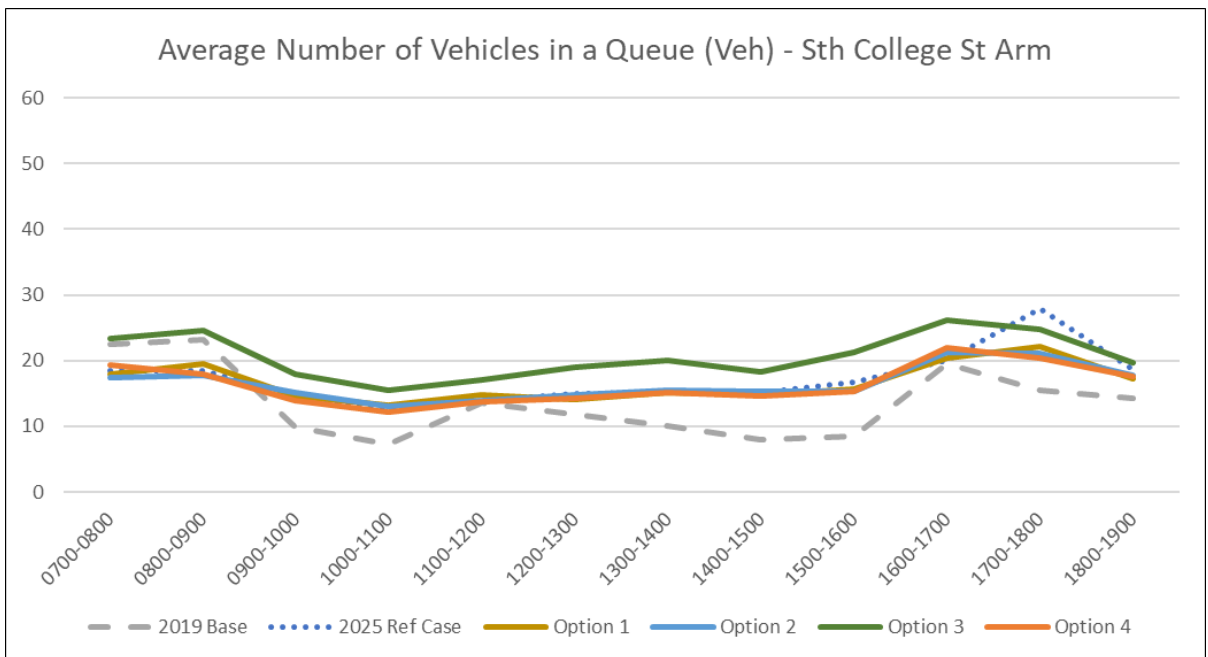
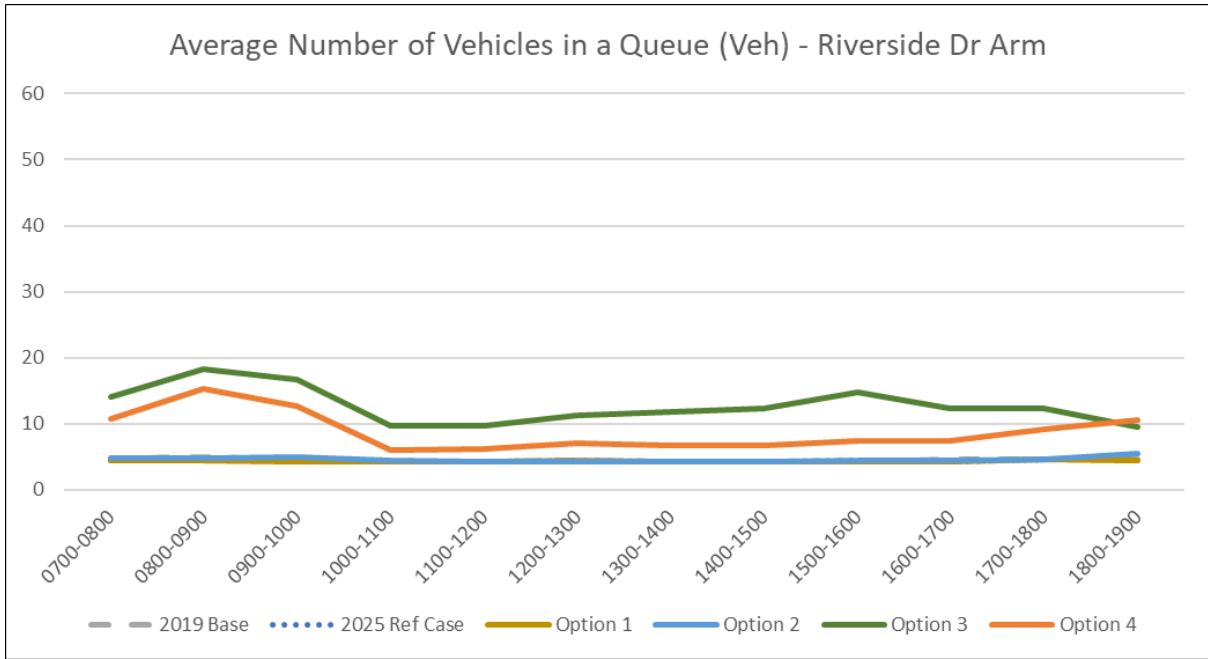
Model Average Journey Time Graphs

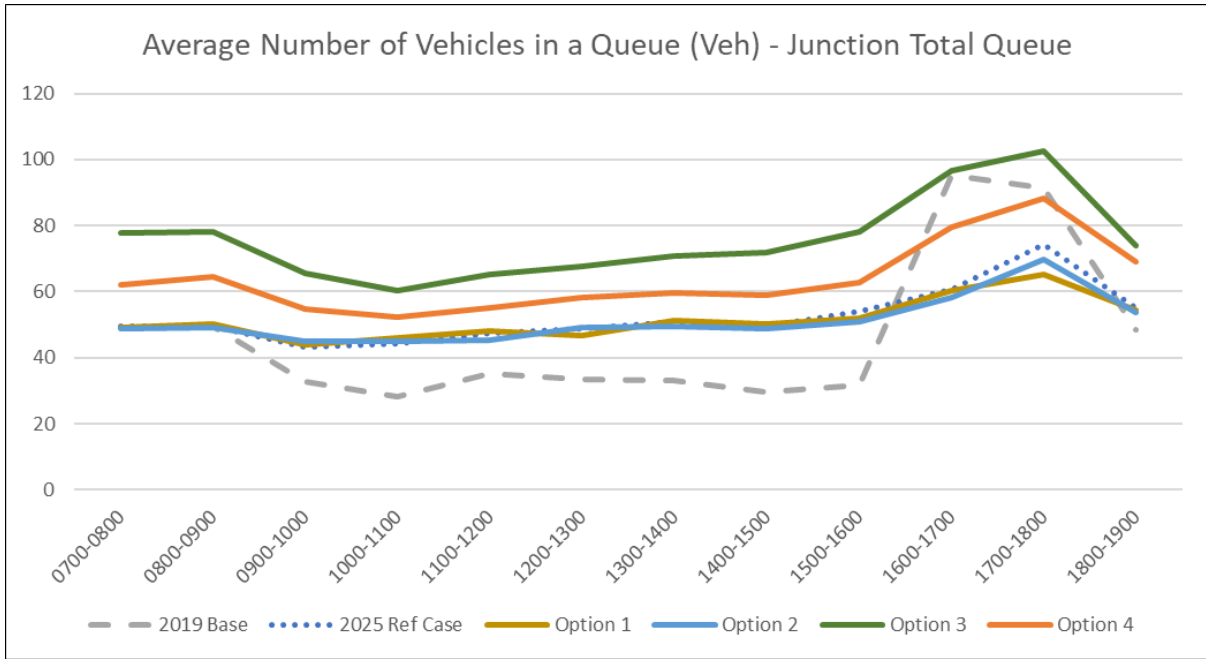




Model Average Queue Length Graphs







APPENDIX C – ESTABLISHED POLICY OBJECTIVES

Policy & Objectives	Performance of Option			
	Op1	Op2	Op3	Op4
Local Outcome Improvement Plan				
Stretch Outcomes and associated Key drivers: <i>SO14: Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026</i> <i>Key driver 14.1 - Supporting different ways for active travel in everyday journeys, using partners and volunteers to address safety, infrastructure, fitness, well-being and confidence.</i>	✓	✓✓	✓✓	✓✓
Regional Economic Strategy				
To contribute positively to the following objectives and actions of the <i>Investment in Infrastructure</i> programme: Objectives: <i>To regenerate our city centre and towns to become vibrant and attractive places to live, work and invest in ;</i> <i>To improve deployment of low carbon transport in the city and urban areas, through active travel networks ; and</i> <i>To enable Aberdeen to realise the development opportunities in the City Centre Masterplan and beyond .</i>	-	✓	✓	✓
National, Regional and Local Transport Strategy				
NTS2 emphasises the Sustainable Travel Hierarchy, which prioritises the needs of those walking, wheeling and cycling above other road users, and introduces the Sustainable Investment Hierarchy which states that local and national investment in transport should follow the principles of the hierarchy.	-	✓	✓	✓
Local Transport Strategy				
Potential to encourage transport modal shift, and hence healthier lifestyles and a reduction in pollution, this option contributes towards the following aims and outcomes identified in the Aberdeen LTS Aims: <ul style="list-style-type: none"> • <i>A safe and more secure transport system ;</i> • <i>A cleaner, greener transport system ; and</i> • <i>An integrated, accessible and socially inclusive transport system ;</i> • <i>A transport system that facilitates healthy and sustainable living .</i> Outcomes: <ul style="list-style-type: none"> • <i>Increased modal share for public transport and active travel ;</i> • <i>Improved road safety within the city ; and</i> • <i>Improved air quality and the environment .</i> 	✓	✓✓	✓✓	✓✓

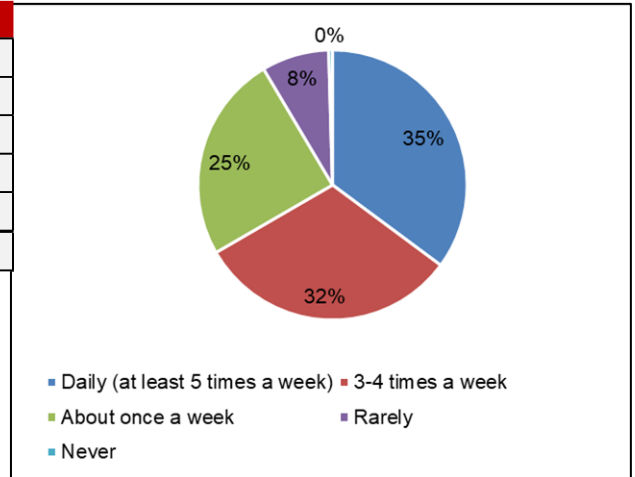
Policy & Objectives	Performance of Option			
	Op1	Op2	Op3	Op4
Sustainable Urban Mobility Plan and Roads Hierarchy				
<p>The option contributes to the following objectives and outcomes of the SUMP:</p> <p>Objectives:</p> <p><i>Ensure that the city centre is accessible to, and safe for, all, especially the most vulnerable members of society ;</i></p> <p><i>Encourage and enable more walking and cycling in the city centre, particularly through the provision of better and safer infrastructure ;</i></p> <p><i>Develop a network of safe and attractive cycle routes across the city centre, through the provision of low speed, low flow streets and segregated infrastructure, so that an unaccompanied 12-year-old child can safely cycle through the city centre;</i></p> <p><i>Improve the public transport experience to, from and within the city centre, particularly in terms of achieving shorter and more reliable journey times</i></p> <p>Outcomes:</p> <ul style="list-style-type: none"> <i>A city centre that is accessible to all ;</i> <i>A safer city centre ;</i> <i>Improved physical and mental health of the local population;</i> <i>Improved air quality in the city centre ;</i> <i>A reduction in the volume of private vehicles passing through the city centre ;</i> <i>A more pedestrian- and cycle-friendly city centre ;</i> <i>A city centre that prioritises the movement of people over the movement of vehicles ;</i> <i>Increased mode share for active travel to, from and within the city centre ;</i> <i>Increased mode share for public transport to, from and within the city centre ; and</i> <i>Shorter public transport journey times and improved reliability through the city centre .</i> 	✓	✓✓	✓✓	✓✓
Net Zero Vision and Route map for Aberdeen; and Mobility Strategy				
<p>The option supports the Net Zero Route map, specifically the Mobility theme, with its key outcomes of:</p> <ul style="list-style-type: none"> <i>Reduction in traffic across the city ;</i> <i>Reduction in proportion of journeys by car drivers to less than 50% by 2030 ;</i> <i>Increased number of people taking public transport ;</i> <i>Increased number of people walking and wheeling; and</i> <i>Reduced emissions from transport.</i> 	-	✓✓	✓✓	✓✓
Overall Performance	-	✓✓	✓✓	✓✓

APPENDIX D– PUBLIC CONSULTATION FEEDBACK

Part 1 – Multiple Choice

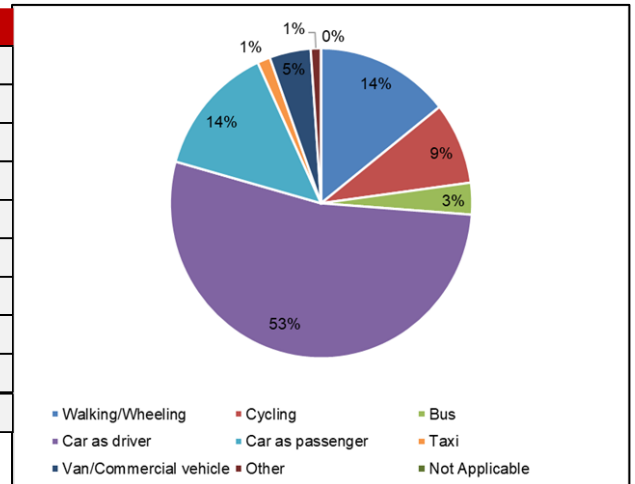
Q1. How Often do you currently travel through the North Esplanade West / Queen Elizabeth Bridge Junction during a typical week?

Frequency	Responses	%
Daily (at least 5 times a week)	78	35.1%
3-4 times a week	70	31.5%
About once a week	55	24.8%
Rarely	18	8.1%
Never	1	0.5%
	222	



Q2. How do you typically make these journeys?

Mode	Responses	%
Walking/Wheeling	52	14%
Cycling	31	9%
Bus	12	3%
Car as driver	193	53%
Car as passenger	50	14%
Taxi	5	1%
Van/Commercial vehicle	16	4%
Other	4	1%
Not Applicable	0	0%
	363	

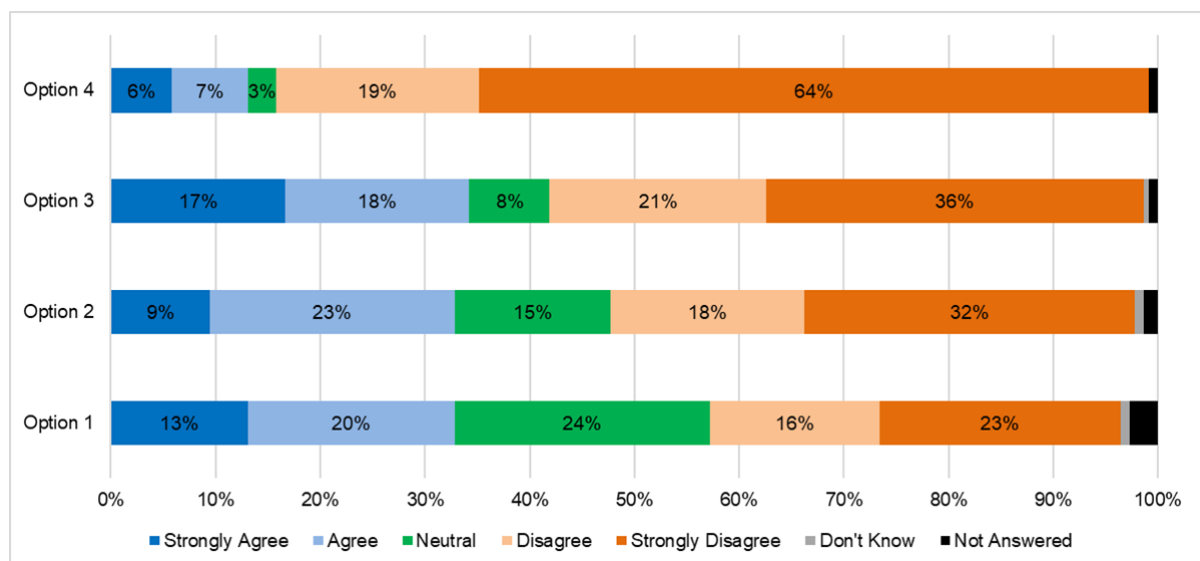


Q3. To what extent do you agree that Options 1 to 4 would improve travel conditions at the North Esplanade West / Queen Elizabeth Bridge junction?

Response	Option 1	Option 2	Option 3	Option 4
Strongly Agree	29	21	37	13
Agree	44	52	39	16
Neutral	54	33	17	6
Disagree	36	41	46	43
Strongly Disagree	51	70	80	142
Don't Know	2	2	1	0
Not Answered	6	3	2	2
TOTAL	222	222	222	222

Response	Option 1	Option 2	Option 3	Option 4
Strongly Agree	13%	9%	17%	6%
Agree	20%	23%	18%	7%
Neutral	24%	15%	8%	3%
Disagree	16%	18%	21%	19%
Strongly Disagree	23%	32%	36%	64%
Don't Know	1%	1%	0%	0%
Not Answered	3%	1%	1%	1%

Summarised Response	Option 1	Option 2	Option 3	Option 4
Agree	34%	34%	35%	13%
Disagree	41%	51%	58%	84%
Neutral	25%	15%	8%	3%



Q4. If **Option 1** was implemented, would it make you more or less likely to use the following modes of transport?.

Mode Change - Option 1	More Likely	Less Likely	No Change	Not Applicable	Don't Know	Total
Walking/Wheeling	14%	13%	55%	17%	0%	213
Cycling	10%	12%	51%	27%	0%	210
Bus	1%	11%	56%	30%	2%	206
Car as Driver	10%	8%	75%	5%	2%	214
Car as Passenger	5%	8%	67%	18%	2%	207
Taxi	2%	5%	50%	38%	4%	204
Van/Commercial Vehicle	3%	5%	45%	45%	2%	202
Other	2%	4%	42%	49%	4%	191

Q5. If **Option 2** was implemented, would it make you more or less likely to use the following modes of transport?.

Mode Change - Option 2	More Likely	Less Likely	No Change	Not Applicable	Don't Know	Total
Walking/Wheeling	14%	13%	55%	17%	0%	211
Cycling	10%	12%	51%	27%	0%	210
Bus	1%	11%	56%	30%	2%	197
Car as Driver	10%	8%	75%	5%	2%	211
Car as Passenger	5%	8%	67%	18%	2%	203
Taxi	2%	5%	50%	38%	4%	199
Van/Commercial Vehicle	3%	5%	45%	45%	2%	198
Other	2%	4%	42%	49%	4%	190

Q6. If **Option 3** was implemented, would it make you more or less likely to use the following modes of transport?.

Mode Change - Option 3	More Likely	Less Likely	No Change	Not Applicable	Don't Know	Total
Walking/Wheeling	21%	16%	45%	17%	2%	210
Cycling	16%	17%	38%	26%	2%	208
Bus	4%	16%	48%	29%	3%	199
Car as Driver	15%	31%	47%	5%	2%	212
Car as Passenger	10%	23%	44%	17%	5%	201
Taxi	2%	13%	46%	36%	4%	196
Van/Commercial Vehicle	1%	13%	39%	44%	3%	195
Other	1%	10%	36%	52%	1%	189

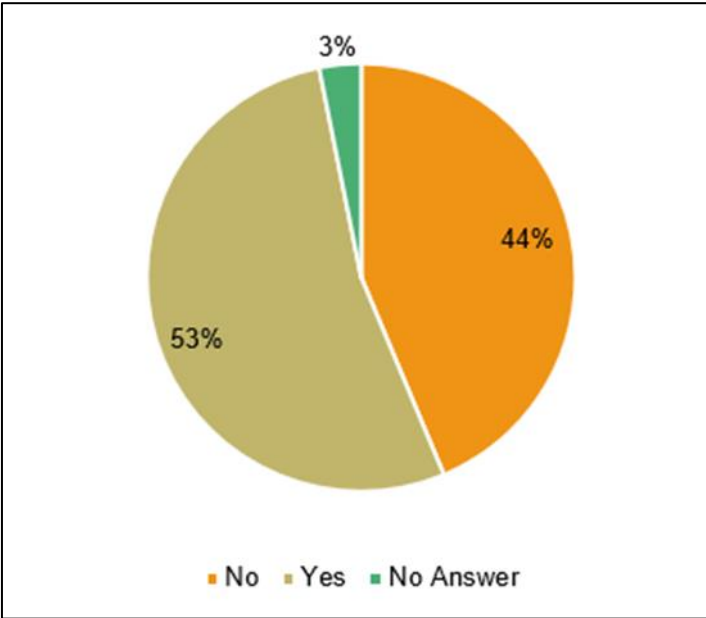
Q7. If **Option 4** was implemented, would it make you more or less likely to use the following modes of transport?.

Mode Change - Option 4	More Likely	Less Likely	No Change	Not Applicable	Don't Know	Total
Walking/Wheeling	13%	24%	44%	18%	1%	206
Cycling	11%	24%	38%	25%	2%	206
Bus	2%	22%	47%	29%	1%	197
Car as Driver	8%	55%	30%	5%	3%	211
Car as Passenger	6%	39%	35%	18%	3%	200
Taxi	2%	20%	40%	34%	3%	196
Van/Commercial Vehicle	3%	14%	37%	45%	2%	196
Other	0%	14%	36%	49%	1%	185

Summary of Question 4-7: Would the options make you more or less likely to use the following modes of transport?

Mode Change	More Likely				Less Likely				No Change			
	Opt1	Opt2	Opt3	Opt4	Opt1	Opt2	Opt3	Opt4	Opt1	Opt2	Opt3	Opt4
Walking/Wheeling	14%	14%	21%	13%	13%	13%	16%	24%	55%	55%	45%	44%
Cycling	10%	10%	16%	11%	12%	12%	17%	24%	51%	51%	38%	38%
Bus	1%	1%	4%	2%	11%	11%	16%	22%	56%	56%	48%	47%
Car as Driver	10%	10%	15%	8%	8%	8%	31%	55%	75%	75%	47%	30%
Car as Passenger	5%	5%	10%	6%	8%	8%	23%	39%	67%	67%	44%	35%
Taxi	2%	2%	2%	2%	5%	5%	13%	20%	50%	50%	46%	40%
Van/Commercial Vehicle	3%	3%	1%	3%	5%	5%	13%	14%	45%	45%	39%	37%
Other	2%	2%	1%	0%	4%	4%	10%	14%	42%	42%	36%	36%

Q8. Do you think any of the proposed options should be taken forward for further development?



Q9. How would you rank the options for improvements to the North Esplanade West / Queen Elizabeth Bridge junction (1 being most preferred, 4th being least preferred)

Rank	Option 1	Option 2	Option 3	Option 4
1st	103	31	53	16
2nd	38	108	37	20
3rd	30	52	105	16
4th	32	12	8	152
Overall Ranking	1st	2nd	3rd	4th

Part 2 – Summary of Comments for Each Option

Option 1

User / Comment	Positive Comments	No.	Negative Comments	No.
Pedestrians	When walking, its currently difficult to find the right place to cross QE Bridge	1	Improvements are minimal	3
	Great idea, people try to cross the QE Bridge daily	1	Proposed crossing is too far back from the desire line	2
			Unlikely to be used as there is an increased walk time	1
			Pointless, as people should use the footbridge	1
			Doesn't include a crossing at South College St, which is needed	1
Cyclists			Doesn't offer anything new for cycle network. Still large gaps in cycle network	9
			Still dangerous for cyclists	1
			Doesn't offer any safe routes too and from Torry area	1
Buses			Buses current don't use this junction	1
Vehicle Drivers	Best Option of the 4 presented for vehicle capacity	8	An additional pedestrian crossing reduces traffic flows and increases congestion	7
	Least disruptive to traffic of the four options	7	This will cause tailbacks at the bridge	2
	Traffic must keep moving	2	Cycle lanes don't help the flow of traffic The pedestrian crossing will make it more difficult for lorries to maneuver	1 1
Safety	Most sensible / best Option	9	Pedestrian crossings just after a roundabout is not safe	4
	Best Option of the 4 presented for vehicle capacity	8	Roundabout is less safe than signalise junction	2
Rating	Cheapest Option	1		
General Comments			Very few cyclists so no requirement to provide cycle lanes	7
			Not much different to the current operation	6
			Need to understand No. of users for each mode before providing facilities	2
			Very few pedestrians in this area so no requirement Waste of money	2 1
Design	Do nothing (leave it as it is)			10
Suggestions / Considerations	Need to direct pedestrians & make more use of the suspension Bridge			3
	Cut back bushes and trees to improve visibility			1
	Consider reducing North Esplanade to 1 lane to facilitate segregated cycle lanes			1
	Move the remote pedestrian crossing closer to the junction			1
	Consider a pedestrian crossing at the southern end of Queen Elizabeth Bridge			1
	Consider Zebra crossings instead of signal crossings			1
	Need to make public transport as accessible as possible			1
	Consider part-time signals at the roundabout			1

Option 2

User / Comment	Positive Comments	No.	Negative Comments	No.
Pedestrians	A crossing over QE Bridge would enable safer crossing	1	The pedestrian crossing is unnecessary	2
			This provides little improvement for pedestrians	1
Cyclists	This has better provisions than Option 1 (a connected Riverside cycle route)	1	Still large gaps in cycle network (e.g. North Esplanade West to South College Street)	5
			Any cycle provisions require a wider connected network	2
			Spiral roundabout would be dangerous for on-street cycle users	1
			Toucans don't work in Aberdeen	1
			The design requires a cycle lane on QE Bridge	1
		Cyclists don't use cycle lanes, they use the road	1	
Buses			Buses current don't use this junction	1
Vehicle Drivers	This option is better than signalisation, as traffic needs to keep moving	3	Very confusing for drivers with potential road safety issues	33
			The reduced lane capacity to 1 lane southbound will reduce capacity for traffic	8
			More pedestrian crossing provisions will delay drivers	6
			The spiral junction is in too small a space with poor visibility	1
Safety			Pedestrian crossings just after a roundabout is not safe	3
Rating	Better than Option 1	3		
	Best Option (good balance between traffic and cycle provisions)	3		
General Comments	There is no need to replace the roundabout with signals	3	This option is not much different to the current operation	1
	Traffic is held up anyway so additional crossings wont make much difference	1	There are enough cycle / pedestrian paths and crossings already	1
Design Suggestions / Considerations	Make more use of the footbridge			4
	Do nothing (leave it as it is)			2
	Cut back bushes and trees to improve visibility			1
	Build a pedestrian underpass			1
	Use the new space created on the carriageway to create a filter lane			1
	Consider Zebra crossings instead of signal crossings			1

Option 3

User / Comment	Positive Comments	No.	Negative Comments	No.
Pedestrians	There are clear pedestrian safety improvements in Option 3	8	Shared walkways for pedestrians and cyclists is not a good idea	2
			The remote crossings are not on the desire line for crossing	1
Cyclists	There are clear cycle safety improvements in this option	10	Shared walkways for pedestrians and cyclists is not a good idea	2
	The crossing distances for cyclists is much shorter	1	This option is less safe for on-road cyclists	1
			There are no cycle provisions on QE Bridge	1
Buses				
Vehicle Drivers	The slight additional delay to drivers would be acceptable if signal timings were tidal to cater for varying demands	6	Signalised junction will cause more congestion (& emissions), less efficient	48
	Signalisation is better than a free-for-all at the roundabout	5	Allowing only 1 lane southbound onto QE Bridge would result in delays	5
	Signalisation is safer	1	There would be too many signals in a short space	3
	Controlled traffic movement is better	1	The right turn filter lanes would block back and cause congestion	2
			Signalisation would create more chance of collisions	1
Safety			Signalisation would create more chance of collisions	1
Rating	This is the most sensible / best / safest option	14		
General Comments	More cycle provisions will help move towards net zero	1	This would be expensive, for no real benefits	3
	The current roundabout is dangerous	1	Need to understand No. of users for each mode before providing facilities	1
			Roads are for cars	1
			The delays would encourage use of residential streets	1
			More traffic signals are a visual blight on the landscape	1
			Unfriendly to vulnerable road users	1
			Signalisation removes the ability of u-turning	1
Design Suggestions / Considerations	Do nothing (leave it as it is)			4
	Reduce speed and tighten radii to allow more reallocation of space for active travel or greenspace			4
	Consider Part-time signals at the roundabout			2
	Need to direct pedestrians & make more use of the suspension Bridge			2
	Build a cycle /pedestrian underpass			1
	Include advance cycle boxes			1
	Bring all crossings into the junction on a 4 stage signal setting			1
	Consider a pedestrian crossing at the southern end of Queen Elizabeth Bridge			1
	Consider Cyclops Junction (as per cycling by design)			1
	Need to link cycle lanes on South College Street directly onto QE Bridge			1
	The pedestrian crossing on South College Street should not be staggered			1
	No requirement for the right turn from the Esplanade onto South College Street			1

Option 4

User / Comment	Positive Comments	No.	Negative Comments	No.
Pedestrians				
Cyclists			The cycle paths require to be considered in the context of a wider cycle network	1
Buses				
Vehicle Drivers				
	The signalised junction design should prevent traffic jams and free up the junction	1	The banned right turn into QE Bridge will impact on route choice to Torry and have a negative impact elsewhere in the network (already busy or residential)	30
	The simplified junction movements eliminate the conflicting movements	1	The banned right turn to QE Bridge will cause longer journeys and increase pollution	22
	It would be Ok to ban the right turn to South College Street as the new Palmerston Road junction caters for this	1	The banned right turn to QE Bridge is very restrictive and makes Torry less accessible	19
			The banned right turns would be confusing for drivers (there is also a banned right turn at Victoria Bridge)	7
			This option would make access to the boat club very difficult	5
			This option is less car friendly	3
			This would make deliveries more difficult	2
			Abbotswell Road already has long queues, this design will add to the congestion	1
Safety				
Rating				
General Comments				
			Many people will ignore the right turn ban	2
			Signalising the junction will result in a loss of greenery	1
			Council money should be spent on schemes that will improve the network	1
			Signalisation will create too many traffic lights at this location	1
			Signalisation removes the ability of u-turning	1
			Need to understand No. of users for each mode before providing facilities	1
Design	Do nothing (leave it as it is)			5
Suggestions / Considerations	Need to direct pedestrians & make more use of the suspension Bridge			4
	Build a cycle / pedestrian underpass across QE Bridge			2
	Consider Cyclops / Dutch Style junction			2
	Consider Part-time signals at the roundabout during the peak			1
	Consider a pedestrian and cycle crossing at the southern end of Queen Elizabeth Bridge			1

Riverside Drive Shuttle-Working Comments

Positive Comments for Riverside	No.	Negative Comments for Riverside	No.
Good idea	13	Not a good idea	21
		Not needed	17
Footways are too narrow / dangerous, any option to make it more cycle / pedestrian friendly should be promoted	3	Shuttle working will restrict movement and cause delays upstream at the QE Bridge roundabout	18
Lots of accidents here so traffic calming measures are welcome	1	Will create queues and affect traffic flows & Air quality	12
Should already be in place to improve safety for all users	1		
Important to maintain this route as a pedestrian access	1		
Essential that shuttle working lights are tidal / optimised for efficiency	2		
Other Comments			
Queues would block access to the Riverside Drive residential access Road			3
Needs to be more ambitious than just adding traffic lights and creating further bottleneck			1
Need to reduce traffic on Crown Street			1
There needs to be improved cycleway from Duthie Park to QE Bridge/Suspension Bridge			1
Need evidence of accidents here and No. of cyclists			1
Lights need to tie in with the Signalised junction at QE Bridge			1
Too many provisions for cyclists			1
Toucan Crossing would not get used by cyclists			1
Might create vehicle rat running through the access road to the rear of the housing			1
Go with the safest option			1
Consider 3 way signal to include access to the flats			1
Options / Considerations			
Do nothing (not an issue at present)			32
Consider using the path at the rear of the offices and flats on the north side of Riverside			5
Remove narrow footway and increase footway on east side to allow cycles			4
Just ban wide or heavy vehicles or city link buses			3
Widen the gap to allow two cars to clearly pass			3
Needs to be considered as part of a wider cycle / pedestrian network			2
Floating walkway that curves away from the path, under the suspension Bridge and re-joins			2
Include better lighting and road warning signs of narrow road			2
Make better use of the suspension Bridge and the link from Riverside Drive to Wellington Brae			2
Consider traffic priority junction (for westwards) . It doesn't need to be signalised			2
Consider a crossing further south on Riverside Drive at Polmuir Road			2
Entrance to Riverside Drive Car Park needs to be narrowed			1
New footway along the arches with raised kerbs to prevent cars from blocking the footway			1
Make it one-way for traffic and two way for cyclists and pedestrians			1
Extend the route all the way to the King George VI Bridge and join the Shell path and along			1
Install an underpass at the QE Bridge			1
Close the road to all traffic			1
Can a path be routed elsewhere to avoid the need to reduce the road to one lane			1
Focus on better access to the suspension bridge			1
Make a walkway cantilevered out above the river / under the bridge outboard of the			1
New footway/cycleway constructed over the river, under the existing span (this will allow			1
Lower the speed limit and introduce speed bumps to slow cars			1
Improve active travel though Duthie Park and residential streets to the north of Riverside			1
Remove the Bridge			1

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Latin America:

Lima, Mexico, Rio de Janeiro, Santiago, São Paulo

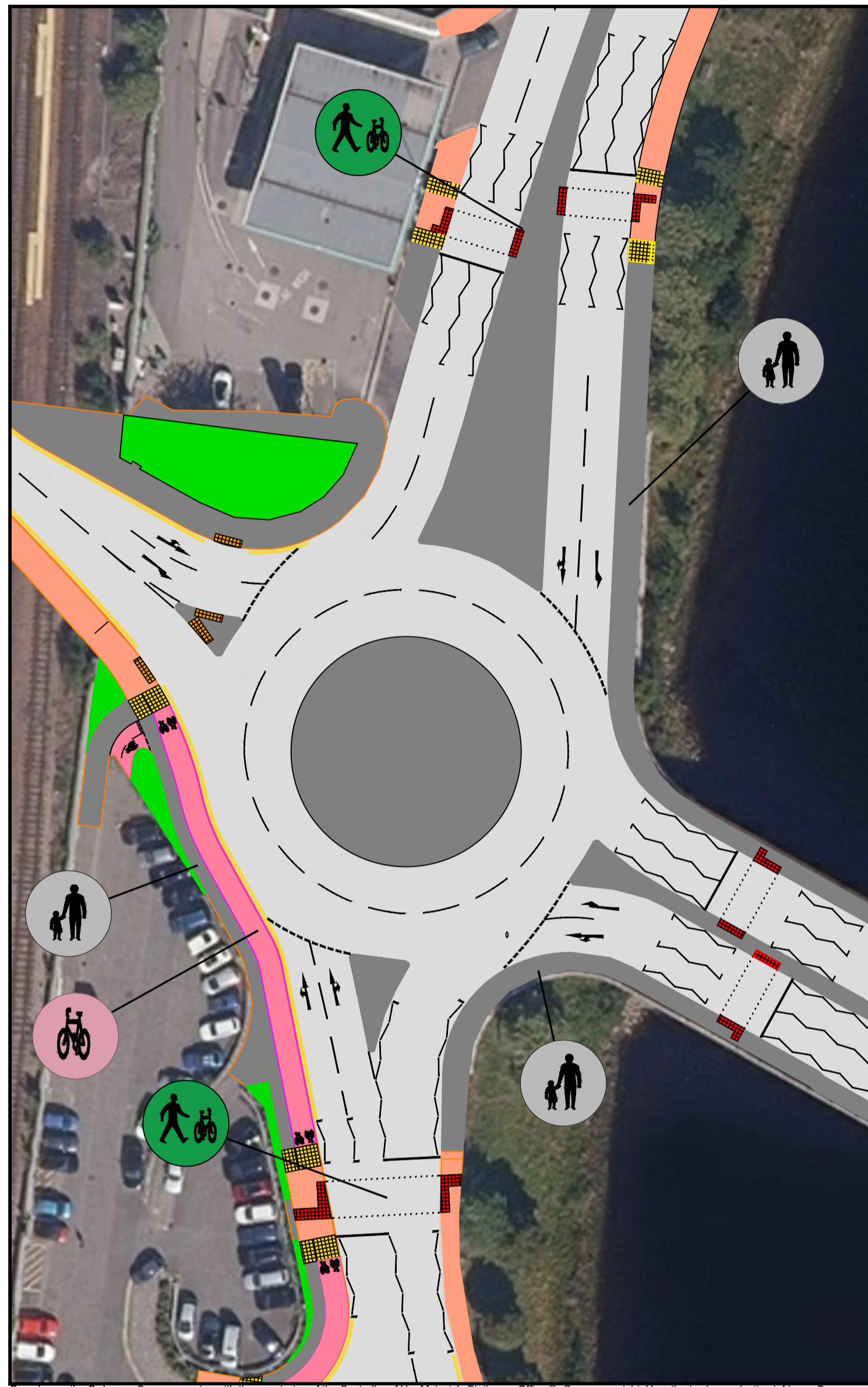
North America:

Little Falls, Los Angeles, Montreal, New-York, Philadelphia, Washington

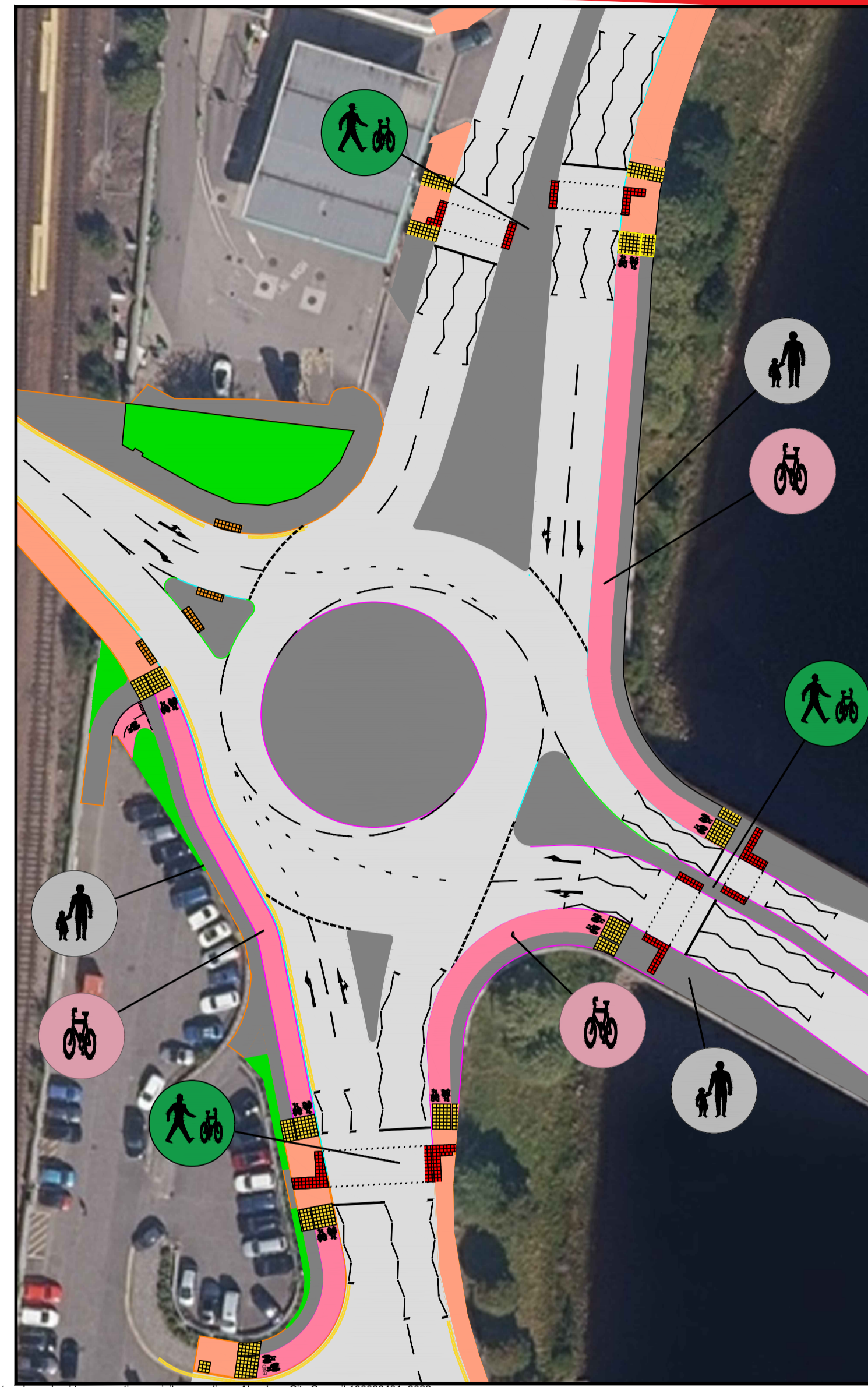
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South College Street - Phase 2

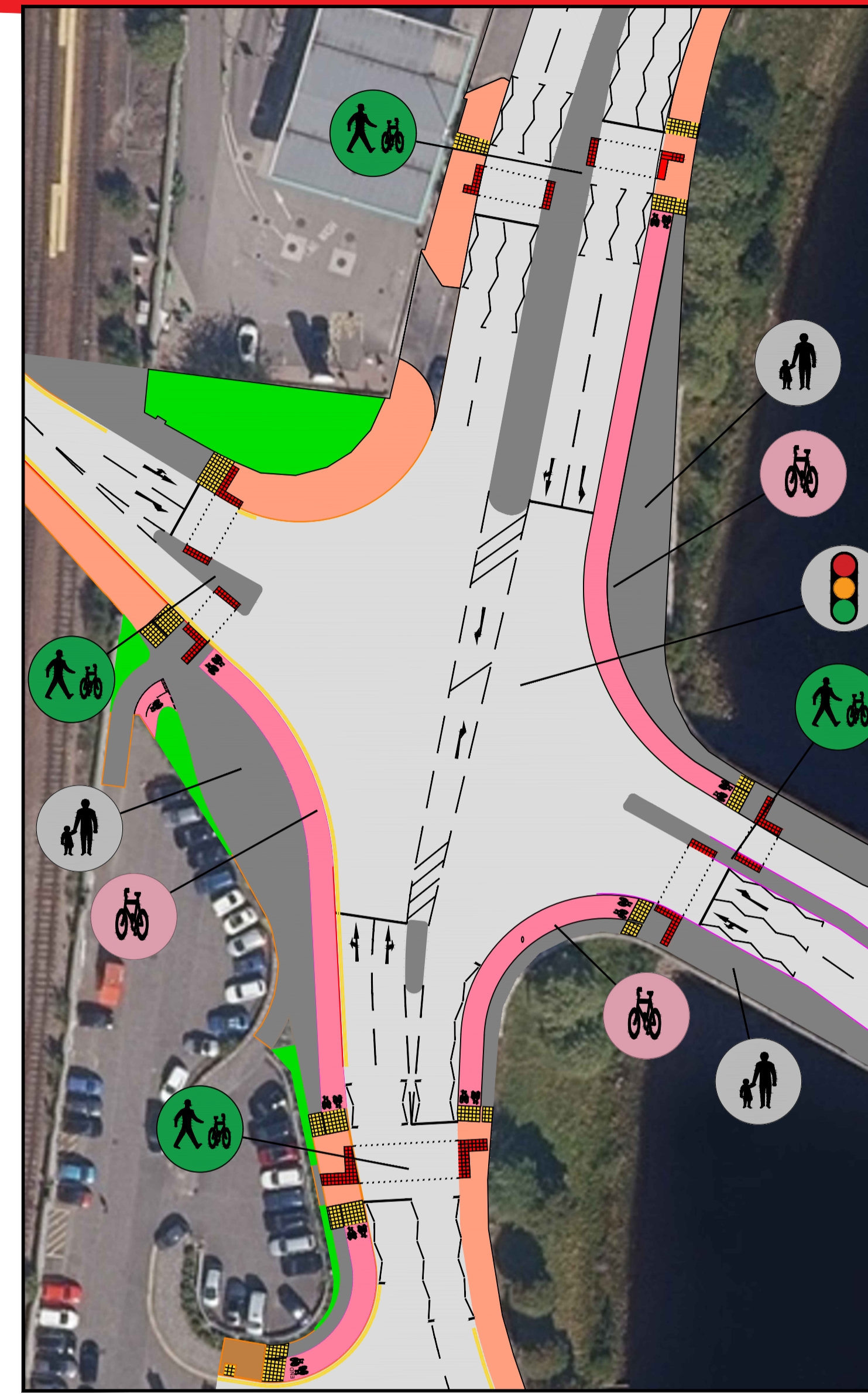
Option 1: Enhanced Roundabout
(Additional Pedestrian Crossing on QE Bridge)



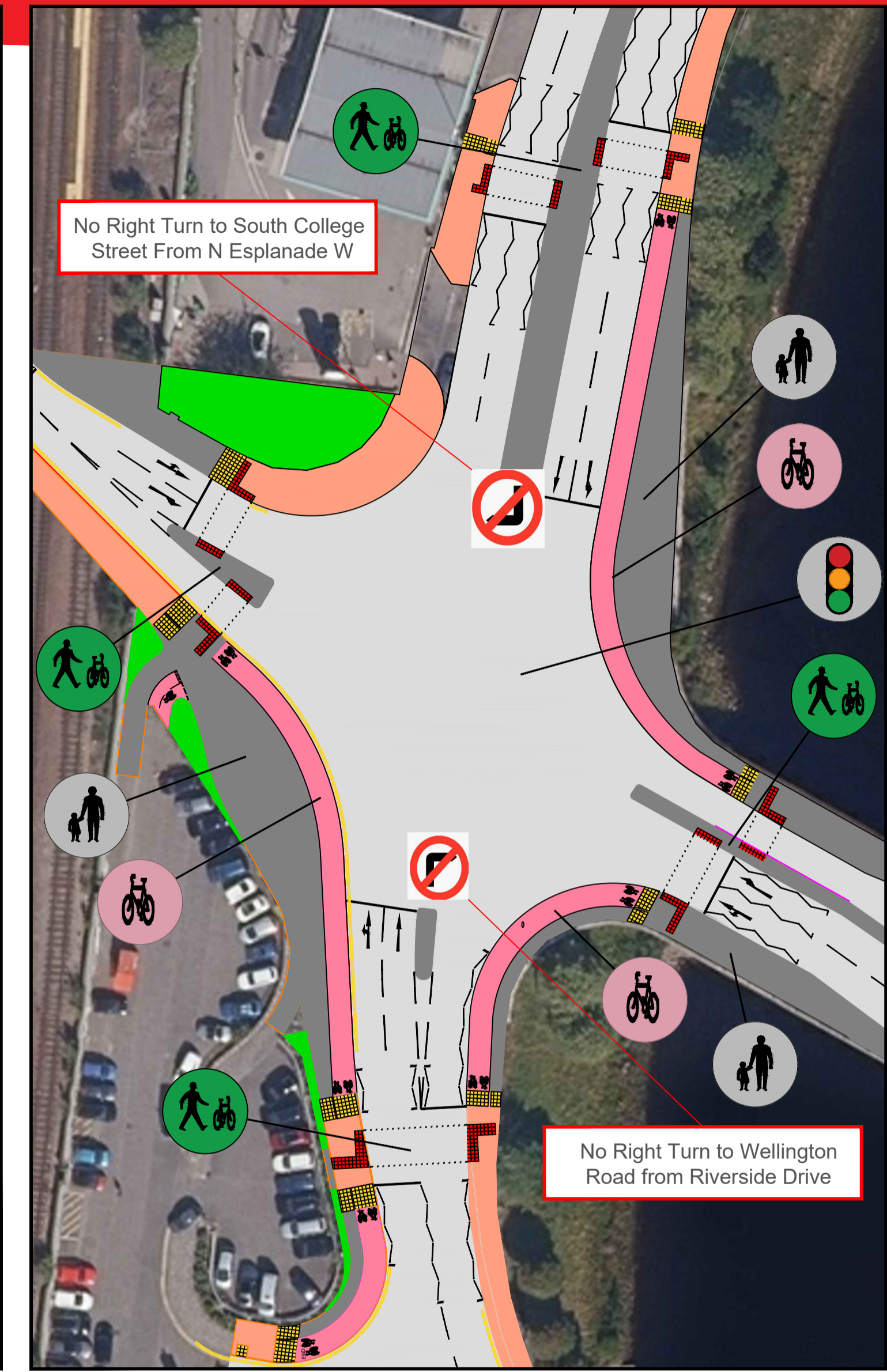
Option 2: Spiral Roundabout
(Additional Toucan Crossing on QE Bridge)



Option 3: Signalised Junction
(All Turning Movements Permitted)



Option 4: Signalised Junction
(Restricted Turning Movements)



Option 1
Operation:

- Retention of roundabout operation with additional Pedestrian crossing on QE Bridge
- Pros:
- Traffic movements permitted in all directions
 - More efficient traffic movement through the junction than signalisation
 - Minimised construction intervention

- Cons:
- Does not enhance the cycle network - gaps still exist on QE Bridge and North Esplanade West
 - Pedestrian crossing on QE Bridge requires to be set back from the junction, increasing walk-distance
 - Uncontrolled crossing remains on South College Street
 - Does not provide control of junction queuing via signal control

Option 2
Operation:

- Retention of roundabout operation with additional Toucan crossing on QE Bridge
 - Spiral Roundabout operation to allow geometry to fit cycle provisions between Riverside Drive to North Esplanade West via new QE Bridge Toucan crossing
- Pros:
- Traffic movements permitted in all directions
 - More efficient traffic movement through the junction than signalisation
 - Enhanced Cycle provision across QE Bridge

- Cons:
- Gaps still exist in the cycle network - across South College Street
 - Pedestrian crossing on QE Bridge is away from the desire line (back from the junction)
 - Uncontrolled crossing remains on South College Street
 - Does not provide control of junction queuing via signal control

Option 3
Operation:

- Signalised junction - all turning movements permitted
- Walk-with staggered Toucan Crossing on QE Bridge and South College St
- Remote Toucan Crossings on Riverside Drive & North Esplanade West
- 4 stage signal phasing

- Pros:
- Traffic movements permitted in all directions
 - Provides controlled crossings on all arms of the junction
 - Provides connected cycle routes through the junction via Toucan Crossings, segregated cycle lanes, and shared cycle / footway paths
 - Provides controlled traffic movement through the junction, allowing:
 - Queue management
 - Hurry call for emergency services
 - Easier freight movement through the junction
 - Future bus priority measures
 - Improved network resilience

- Cons:
- 4 stage signal phasing - Least efficient option for traffic
 - Slightly longer journey times compared to option 1, 2 and 4

Option 4
Operation:

- Signalised junction - banned right-turn on North Esplanade West & Riverside Drive
- Right Turn from North Esplanade West is cater for through the new Palmerston Road link
- Walk-with staggered Toucan Crossing on QE Bridge and South College St
- Remote Toucan Crossings on Riverside Drive & North Esplanade West
- 3 stage signal phasing

- Pros:
- 3 Stage signal Phasing - more efficient operation than option 3 allowing slightly higher traffic flow through the junction than Option 3, reducing delays
 - Provides controlled crossings on all arms of the junction
 - Provides connected cycle routes through the junction via Toucan Crossings, segregated cycle lanes, and shared cycle / footway paths
 - Provides controlled traffic movement through the junction, allowing:
 - Queue management
 - Hurry call for emergency services
 - Easier freight movement through the junction
 - Future bus priority measures
 - Improved network resilience

- Cons:
- Signalised Junction is less efficient for traffic demand than the roundabout options
 - Access Implications - Riverside Drive to Torry routing traffic will require to re-route via King George VI Bridge, West Tullos Road and Abbotswell Road
 - Potential for traffic to re-route via minor routes in the network hierarchy

	- TOUCAN CROSSING		- 2 WAY SHARED CYCLE/ FOOTWAY		- FOOTWAY		- WALL
	- TRAFFIC LIGHTS		- 2 WAY CYCLEWAY		- RAIL/FOOT BRIDGE		- LANDSCAPING/VERGE
					- PARKING/LOADING		



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