

## ABERDEEN CITY COUNCIL

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<b>COMMITTEE</b>	City Growth and Resources
<b>DATE</b>	5 <sup>th</sup> December 2019
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	A92 MURCAR NORTH
<b>REPORT NUMBER</b>	PLA/19/359
<b>DIRECTOR</b>	n/a
<b>CHIEF OFFICER</b>	Gale Beattie
<b>REPORT AUTHOR</b>	Kevin Pert
<b>TERMS OF REFERENCE</b>	Purpose 6; remit 2.2

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### 1. PURPOSE OF REPORT

- 1.1. The purpose of this report is to seek Committee approval for the construction of a 3 metres wide standard shared-use pedestrian and cycleway north of Aberdeen along the A92 from the Murcar roundabout, Bridge of Don northwards to south of Blackdog.

### 2. RECOMMENDATION(S)

That the Committee: -

- 2.1. Approves the detailed design of the shared use path;
- 2.2. Delegate authority to Chief Officer – Capital following consultation with the Head of Commercial and Procurement Services, to undertake a tender process for the procurement and thereafter award of a contract;
- 2.3 approve the total estimated expenditure of £450,000 as detailed in this report; and
- 2.4 Instruct the Chief Officer – Operations and Protective Services to undertake the statutory requirements to promote a Redetermination Order to support the successful delivery of the project.

### 3. BACKGROUND

- 3.1. In 2015, a feasibility study was carried out for a path from Aberdeen to Blackdog with respect to the Aberdeen Western Peripheral Route (AWPR) works to develop a route for walking and cycling north of Aberdeen. The first two phases along Ellon Road have already been completed. The recommendation for this section (Phase 3) was a

3m shared path east side of the A92 (formerly A90) from Blackdog to the Murcar Roundabout at Bridge of Don, Aberdeen. This study can be seen at Appendix C.

- 3.2. The scheme was then identified in the Active Travel Action Plan 2017-2021 which supports the delivery of the Local Transport Strategy (LTS) 2016-2021. Implementing this link will create an active travel route north of the City to Blackdog to further encourage and make provision for active travel.
- 3.3. A stakeholder consultation via an online questionnaire was undertaken for a period of 3 weeks from 5<sup>th</sup> August to 25<sup>th</sup> August 2019 to seek public and local stakeholders' opinion and feedback regarding the design proposals. This links to the closed consultation: <https://consultation.aberdeencity.gov.uk/place/a92-murcar-roundabout-to-blackdog-proposed-foot-cy/>
- 3.4. 203 responses in total were received from the public; with 63% in support of the proposal, 35% had no comment while 2% weren't in support. Details can be found in Appendix B.
- 3.5. The path when built, will tie in with the existing standard shared-use (cycle & foot) path located south of the Murcar Roundabout on the west side of the A92 Ellon Rd along which lies the Bridge of Don retail park, industrial estates, residences, businesses, schools as well as a Park and Ride. Bus stops are also located along the A92 Ellon Road in both north and south direction, establishing ease of connection between public transport and active travel. A plan of the proposal is included as Appendix A.
- 3.6. Aberdeenshire has in place a similar scheme from Balmedie to Blackdog. When the proposed path from Murcar North roundabout is built, it will serve as a through active travel route between Aberdeen city and Aberdeenshire areas south of Ellon.
- 3.7. Building this path will support the Local Transport Strategy's target that *by 2021, Aberdeen's transport system should have: Increased modal share for public transport and active travel, reduced the need to travel and reduced dependence on the private car, improved journey time reliability for all modes, improved road safety within the city, improved air quality and the environment, and improved accessibility to transport for all.*

#### **4. FINANCIAL IMPLICATIONS**

- 4.1. The works are estimated to be in the order of £450,000 and is fully funded through the Aberdeen Western Peripheral Route non-motorised users (AWPR\_NMU) fund. There is a service level agreement regarding the funding and this scheme is one of the projects identified in the agreement.
- 4.2. Approval of the scheme was noted in the External Funding Report to City Growth and Resources Committee 24<sup>th</sup> April 2018 (PLA/18/003) and Strategic Commissioning Committee 30<sup>th</sup> April 2018 (PLA/18/019).

4.3. As a foot path already exists on the selected route, there is already a maintenance liability for the Council. It is proposed to use the highest standards of construction to minimise the future maintenance requirements.

## 5. LEGAL IMPLICATIONS

5.1. A statutory Redetermination Order of existing length of footway to a shared use facility will be required to be promoted.

## 6. MANAGEMENT OF RISK

Category	Risk	Low (L), Medium (M), High (H)	Mitigation
<b>Financial</b>	Loss of external funding if scheme is not approved to go ahead.	H	Seek and obtain approval from committee to implement the project.
<b>Legal</b>	The AWPR-NMU service level agreement will not be fulfilled.	H	Seek and obtain approval from committee to implement the project.
<b>Employee</b>	Employees have the same opportunity for engagement on this project as they are customers too and could therefore may also feel disaffected if the project were not to proceed.	L	Implement the project.
<b>Customer</b>	There is a risk that customers and residents feel disconnected to the decisions that the council are taking on their behalf relating to travel issues if after having been consulted, the project is not delivered.  Customers that are not involved in the engagement process may feel disaffected and object to the proposals and to the	L	Implement the project.  Fully engage with the public and stakeholders as widely as possible.

	processes involved in delivering the project such as objections to Traffic Regulation Orders.		
<b>Environment</b>	<p>Possible conflict regarding existing wildlife – bats, nesting birds, etc</p> <p>Lack of active travel provision might continue to encourage high volumes of private vehicular travel between the proposed project locations thereby not contributing to the city’s CO<sub>2</sub> emission reduction target or improve air quality.</p>	L	<p>Ensure minimal negative impact on the surrounding land and waterbody; if possible, take measures to maintain or even improve the environment through additional planting, timing of operations, etc and sympathetic lighting if appropriate.</p> <p>Implement project; the presence of which, will encourage behavioural change to that of sustainable transport mode choice for short trips, helping to meet public health, air quality improvement as well as climate change targets.</p>
<b>Technology</b>	-	-	-
<b>Reputational</b>	Not completed, this section will mean a missing link from Aberdeenshire to the City, thereby depriving both Councils of a vital active travel corridor proposed in the public consultation.	M	Ensuring Local Transport Strategy and LOIP targets are met by seeking committee approval to progress this scheme.

## 7. OUTCOMES

Local Outcome Improvement Plan Themes	
	Impact of Report
<b>Prosperous People</b>	<p>The proposal within this report supports the delivery of:</p> <ul style="list-style-type: none"> <li>➤ <b>Stretch Outcome 11</b> Healthy life expectancy (time lived in good health) is five years longer by 2026.</li> <li>➤ <b>key driver 11.3</b></li> </ul>

	<p>Increasing satisfaction and use of community facilities and green environment to increase the health and well-being for older people and people managing long term conditions</p> <p>The delivery of the shared use pedestrian and cycleway will enable anyone to travel (able-bodied/disabled, high or low income, etc) by their preferred means, actively and safely between villages and settlements into/from Aberdeen City.</p> <p>The content of this report is likely to be of public and media interest as it relates to an active travel infrastructure route at a key location north of the city and therefore would contribute to an improvement to the sustainable movement of people between the City and Aberdeenshire.</p>
<p><b>Prosperous Place</b></p>	<p>The proposals within this report supports the delivery of:</p> <ul style="list-style-type: none"> <li>➤ <b>Stretch Outcome 14</b> Addressing climate change by reducing Aberdeen's carbon emissions by 42.5% by 2026 and adapting to the impacts of our changing climate</li> <li>➤ <b>key driver 14.1</b> Reducing emissions across the city through delivery of Aberdeen's Sustainable Energy Action Plan 'Powering Aberdeen'.</li> </ul> <p>Creating a new active travel route and increasing the attractiveness of walking and cycling to and from areas north of the city should help influence a behavioural change and modal shift of travel choice from private cars to an active travel means; thereby contributing to this outcome to reduce harmful carbon emissions.</p> <ul style="list-style-type: none"> <li>➤ <b>Stretch Outcome 15</b> 38% of people walking and 5% of people cycling as main mode of travel by 2026</li> <li>➤ <b>key driver 15.1</b> Supporting different ways for active travel in everyday journeys, using partners and volunteers to address safety, infrastructure, fitness, well-being and confidence.</li> </ul> <p>Again, introducing an active travel route and increasing the appeal of travelling from the north through increased safety and connectivity, will contribute to these figures.</p>
<p><b>Design Principles of Target Operating Model</b></p>	
<p><b>Impact of Report</b></p>	
<p><b>Customer Service Design</b></p>	<p>Will benefit all residents, businesses and visitors by creating a more efficient and sustainable transport</p>

	network and supporting aspirations for a safe and accessible city.
<b>Workforce</b>	As customers who would also use the cycleway provision, it has the potential to support a healthier workforce.

## 8. IMPACT ASSESSMENTS

<b>Assessment</b>	<b>Outcome</b>
<b>Equality &amp; Human Rights Impact Assessment</b>	Full EHRIA not required
<b>Data Protection Impact Assessment</b>	Not required
<b>Duty of Due Regard / Fairer Scotland Duty</b>	Not applicable

## 9. BACKGROUND PAPERS

None

## 10. APPENDICES

Appendix A – Project Proposal Design Considerations

Appendix B – Consultation Summary Report

Appendix C – Feasibility Study

## 11. REPORT AUTHOR CONTACT DETAILS

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# APPENDIX A: Project Proposal

## Design Considerations and Typical Layout

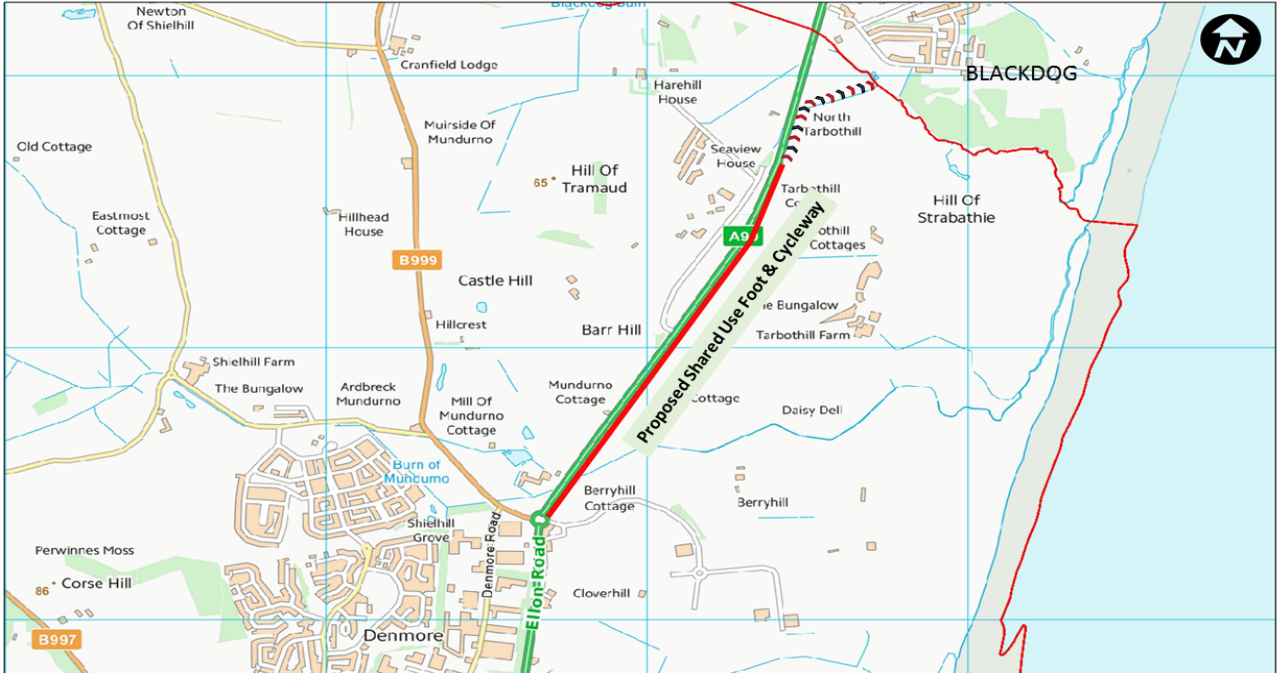


Figure 1. Project Location Overview

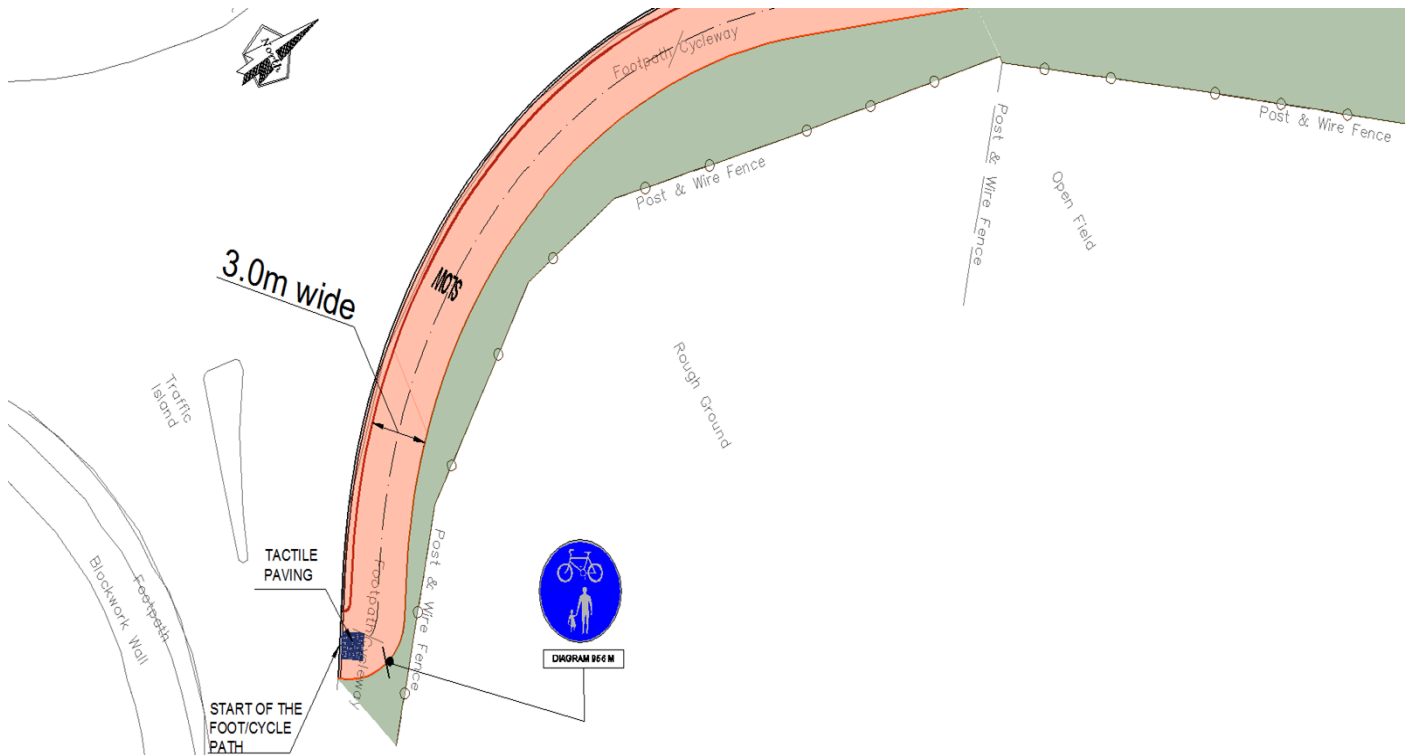


Figure 2. Typical Layout

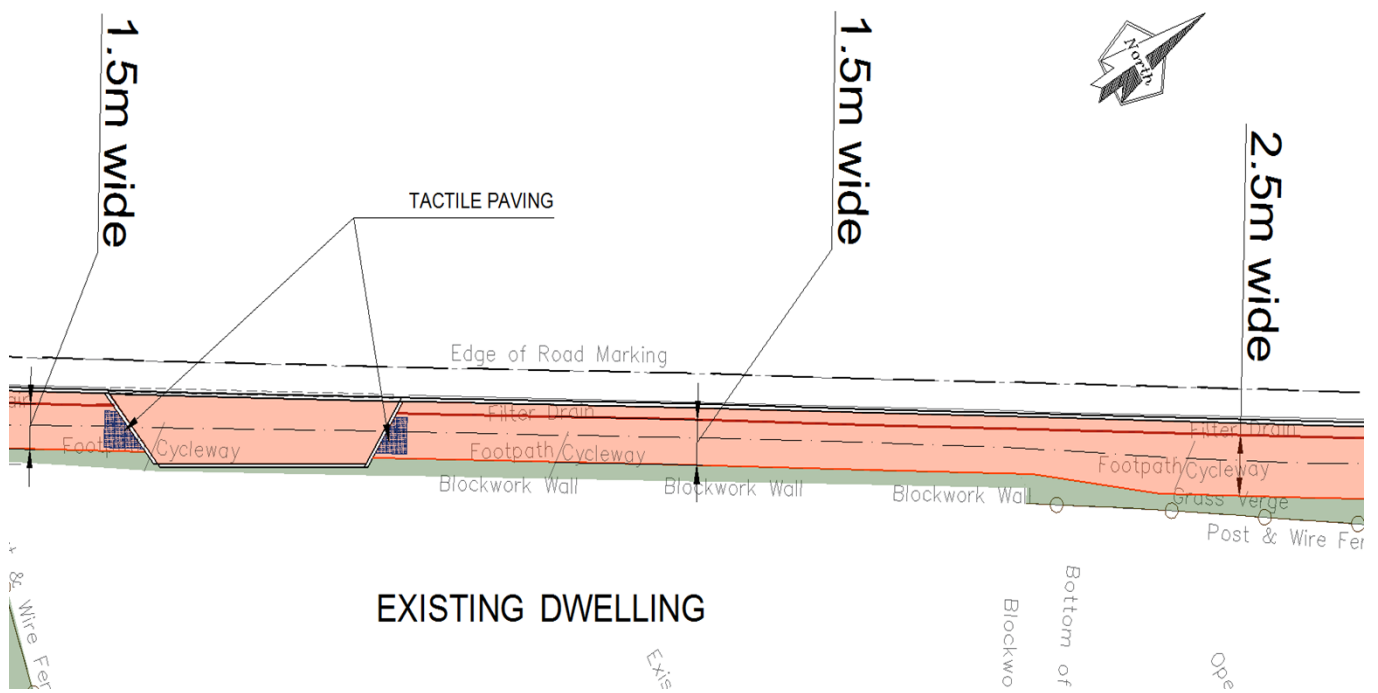


Figure 3. Provision of a minimum width of 1.5 metres in areas with physical constraints

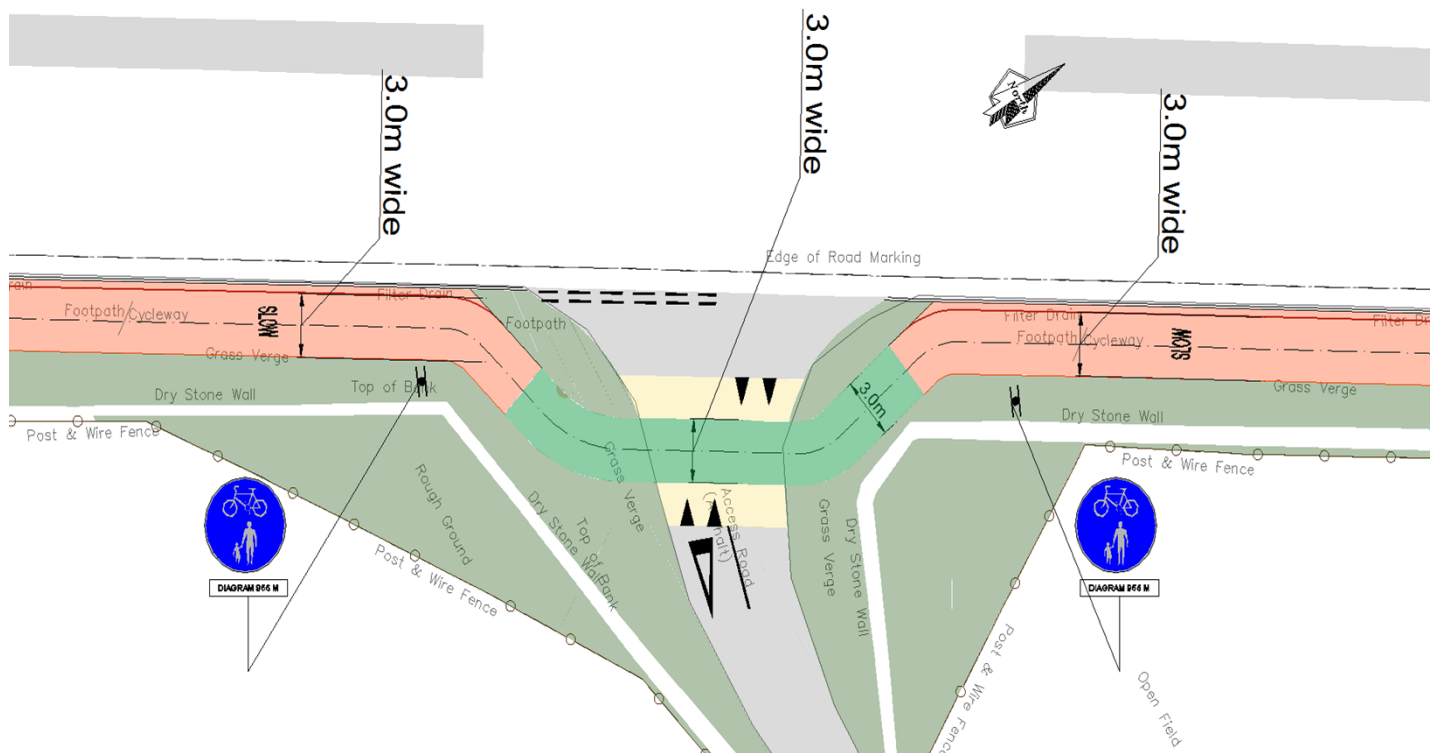


Figure 4. Provide Give Way priority at access road crossing as well as extend path further north towards Blackdog



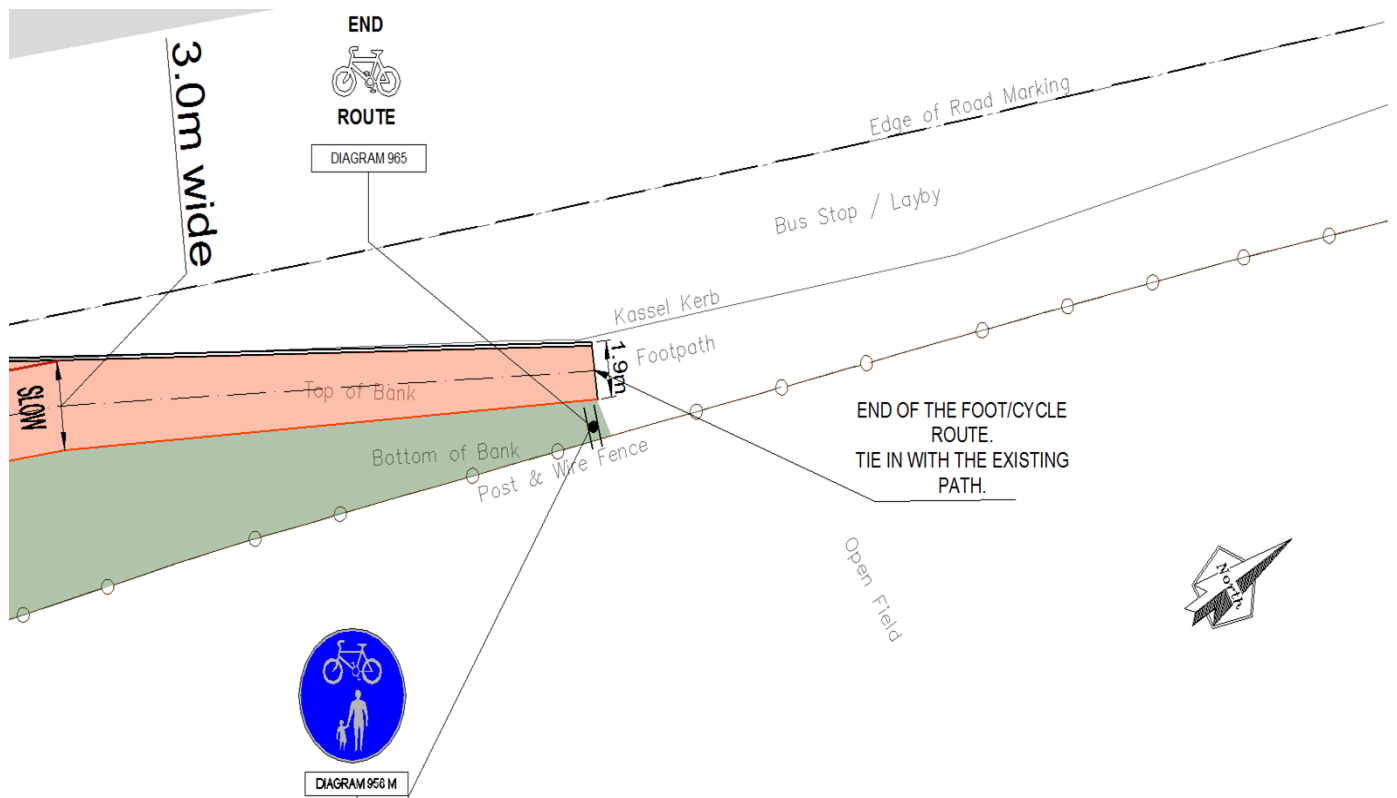


Figure 5. Path Links to Existing Bus Layby South of Blackdog and extends further north to the south of Blackdog

# APPENDIX B: A92 Murcar North Consultation Summary Report

For a period of 3 weeks from the 5<sup>th</sup> to the 25<sup>th</sup> of August 2019, an online consultation was carried out through Citizen Space to invite response regarding the proposed shared use path and a total of 203 responses were received.

Tables below are a summary of the consultation.

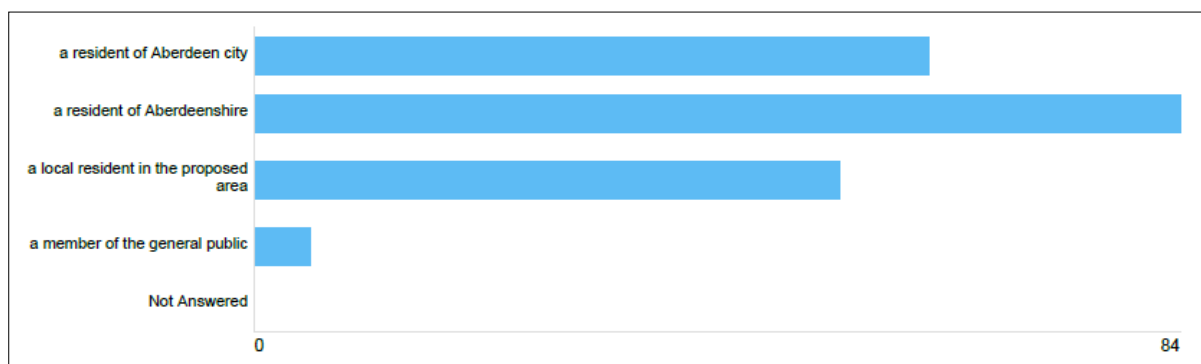
Online Survey- Public Consultation Exercise for A92 Murcar North Proposed Shared Use Foot & Cycleway		
Question Number	Questions	Total Responses
1	Tell us who is responding	203 (100%)
2	Select which location best describes where you reside	200 (99%)
3	Are you familiar with the Murcar - Blackdog area?	203 (100%)
4	If so, do you travel on the A92 Ellon Road along the Aberdeen-Blackdog stretch?	203 (100%)
5	Which of these, best describes your most frequent journey purpose	201 (99%)
6	Which best describes your main means of transport for the journey above	201 (99%)
7	Aside from the journey above, which best describes the next frequent (or occasional) journey purpose you undertake	198 (98%)
8	By what means of transport do you undertake this journey?	199 (98%)
9	Of the options below, which are you most interested in?	202 (99%)
10	How would the proposed footway be of benefit to you?	195 (96%)
11	What are your comments on the design considerations and the proposal in general?	203 (100%)

<b>Response Summary:</b>	<b>Total number of respondents: 203</b>	
	No comments: <b>71</b> /203	35%
	Gave comments: <b>132</b> /203	65%
	<b><i>Of those who gave comments:</i></b>	
	In support: <b>127</b> /132	96%
	Not in support: <b>5</b> /132	4%

Broad Theme Cummulated from Comments Provided	
1.)	Support for proposed path
2.)	Extension of proposed path to Blackdog
3.)	Provision of crossing point on A92 Ellon Road
4.)	Provision of Safety barrier between carriageway & proposed path
5.)	Segregation of route to avoid user conflicts
6.)	Reduction of speed limit

The following section shows percentile breakdown of respondents to the questions:

### Question 1: Tell us who is responding



From the responses, 41% live in Aberdeenshire, 30% live in Aberdeen city, 26% responded to being a local resident in the project area.

### Question 2: Select which location best describes where you reside

Aberdeen City Centre	19	9.36%
Altens	0	0%
Bridge of Don	43	21.18%
Banchory-Devenick and Findon	1	0.49%
Braeside, Manofield, Broomhill and Seafield South	3	1.48%
Bucksburn	0	0%
Cove	1	0.49%
Cults, Bielside and Milltimber	2	0.99%
Danestone	4	1.97%
Denmore	0	0%
Dyce	3	1.48%
Garthdee	2	0.99%
Hazlehead	1	0.49%
Kincorth, Leggart and Nigg	2	0.99%
Kingswells	1	0.49%
Newtonhill	1	0.49%
Northfield, Heathryfold and Middlefield	0	0%
Oldmachar	0	0%
Peterculter	1	0.49%
Portlethen	1	0.49%
Sheddocksley, Summerhill	0	0%
Torry	2	0.99%
Westhill	2	0.99%
Aberdeenshire - North of Blackdog (Balmedie, Ellon, Peterhead, Fraserburgh)	98	48.28%
Aberdeenshire - North-West of Dyce (Blackburn, Kintore, Inverurie, etc)	8	3.94%
Aberdeenshire - West of Westhill (Garlogie, Dunecht, Echt, etc)	0	0%
Aberdeenshire - West of Milltimber (Banchory, Aboyne, etc)	0	0%
Aberdeenshire - South of Portlethen/Newtonhill (Stonehaven, etc)	0	0%
Scotland - Elsewhere	5	2.46%
Not Answered	3	1.48%

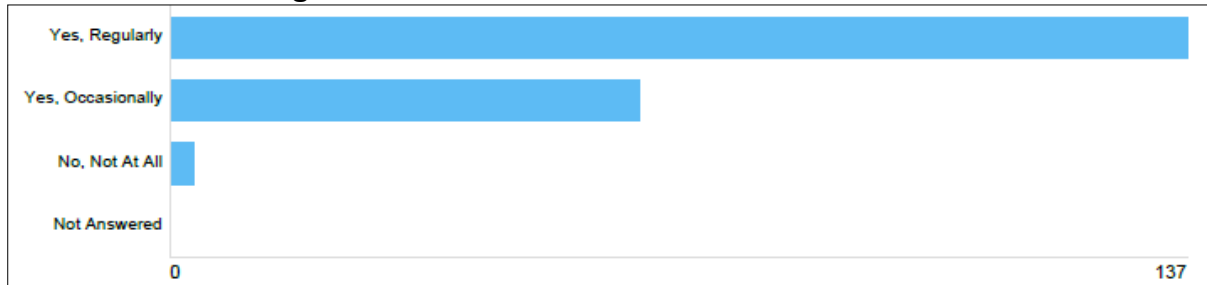
Majority of responses was noticed to be from Aberdeenshire, Blackdog area at 48% followed by the Bridge of Don area at 21% and Aberdeen city centre at 9%.

### Question 3: Are you familiar with the Murcar - Blackdog area?



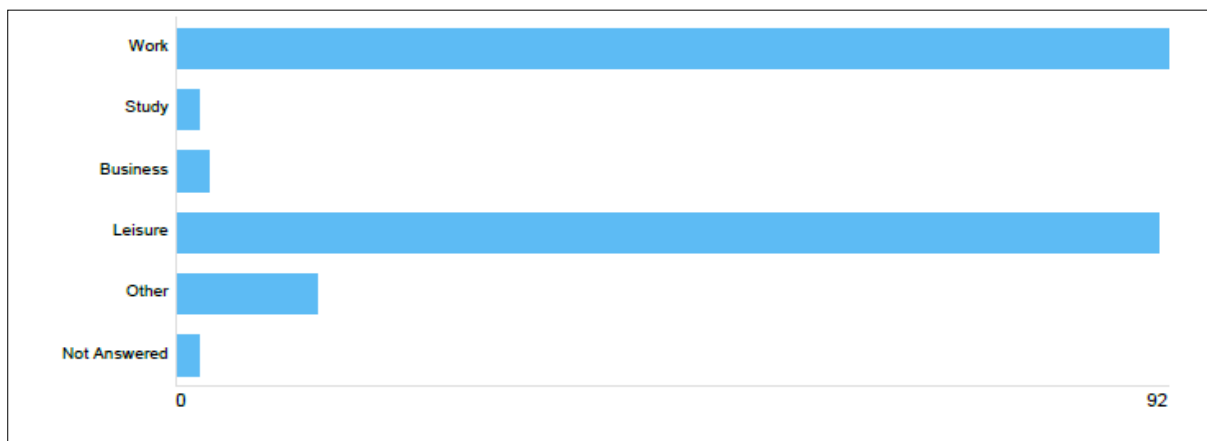
Of the 203 responses received in total, 202 responded to being familiar with the project area while 1 responded in the negative.

### Question 4: If so, do you travel on the A92 Ellon Road along the Aberdeen-Blackdog stretch?



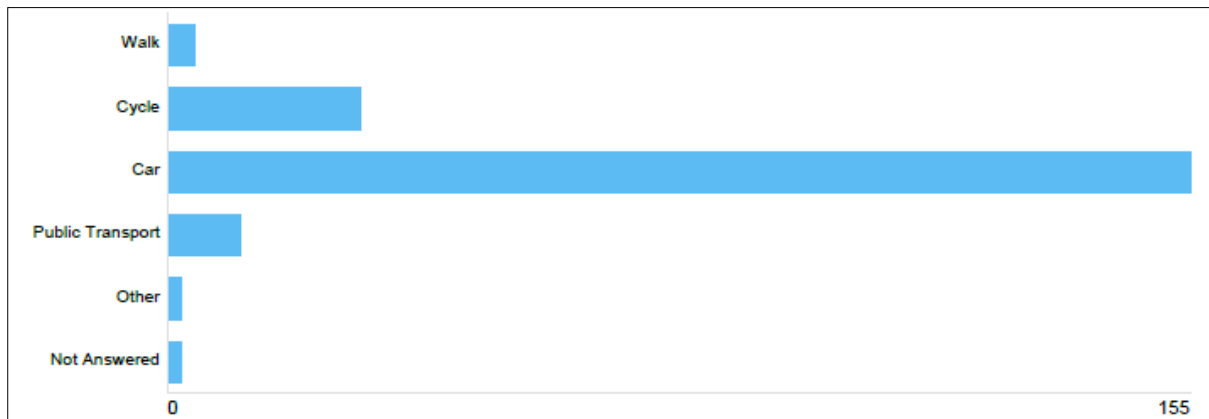
Responses show that 67% regularly travel along the A92 stretch, 31% do so occasionally while 1% do not travel the stretch at all.

### Question 5: Which of these, best describes your most frequent journey purpose



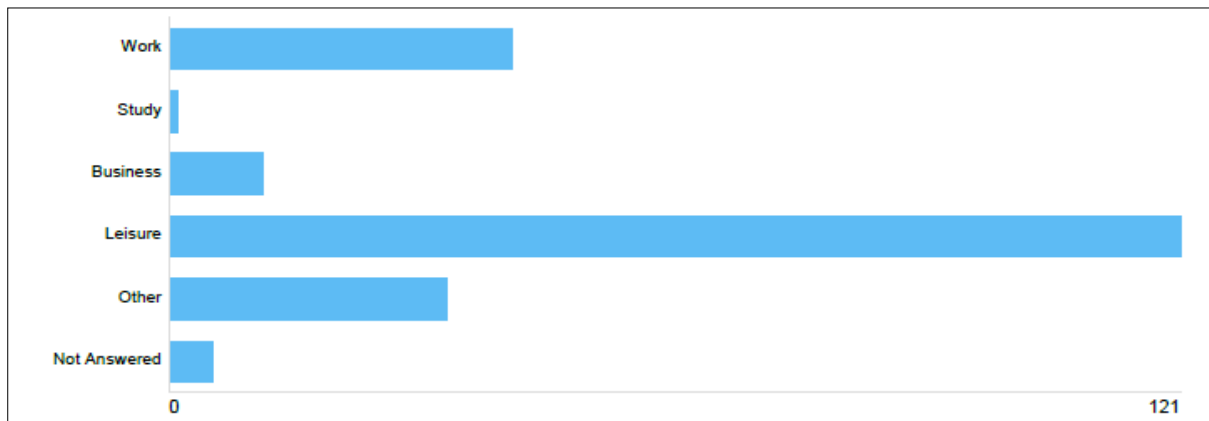
Respondents most frequent journey purpose was 45% for work, 45% for leisure, 6% for other purposes, and a combined 2% for study and business.

**Question 6: Which best describes your main means of transport for the journey above**



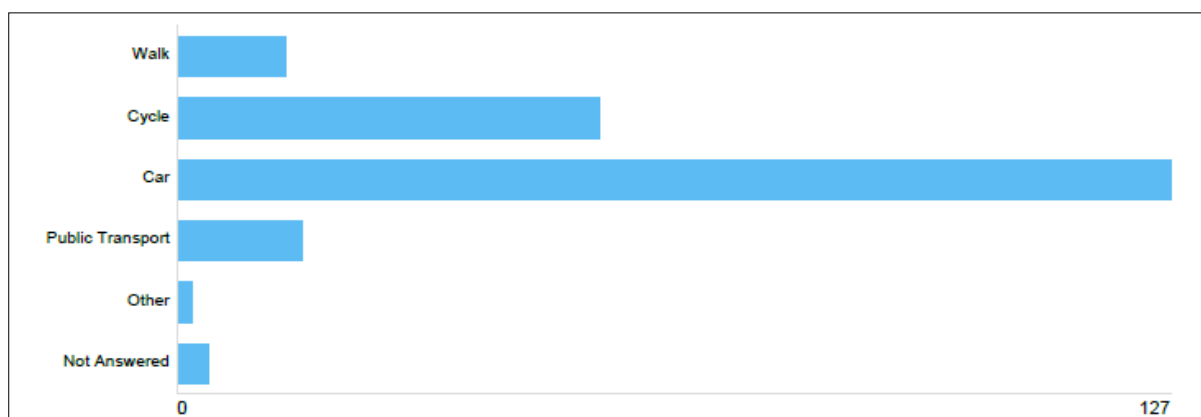
On main means of transport for the most frequent journey undertaken, 76% use cars, 14% cycle, 5% use public transport, 2% walk, 1% responded to Other.

**Question 7: Aside from the journey above, which best describes the next frequent (or occasional) journey purpose you undertake**



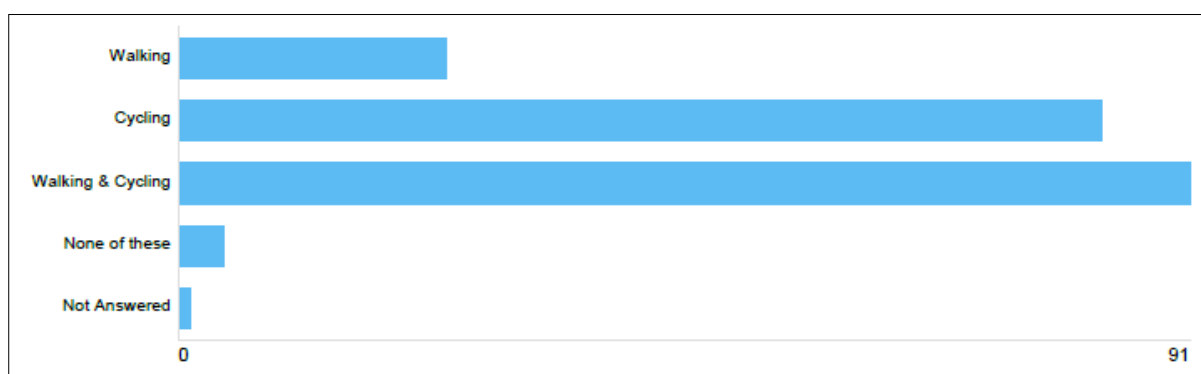
On next frequent journey, 60% was for leisure, 20% for work, 16% for other reasons, 5% for business, 0.5% for study.

### Question 8: By what means of transport do you undertake this journey?



63% undertook their next frequent journey by car, 27% by cycle, 8% by public transport, 7% by walking, 1% by other means.

### Question 9: Of the options below, which are you most interested in?



45% of respondents are most interested in walking and cycling, 41% in cycling and 12% in walking while 2% weren't interested in any of the options.

### Question 10: How would the proposed footway be of benefit to you?

This was an open question and there were 195 responses.

### Question 11: What are your comments on the design considerations and the proposal in general?

#### Comment 1

There were 127 responses to this part of the question.

#### Comment 2

There were 53 responses to this part of the question.

#### Comment 3

There were 24 responses to this part of the question.

#### Further comments

There were 22 responses to this part of the question