

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	18 January 2011
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Access from the North - An Integrated Transport Solution - Delivery Plan
REPORT NUMBER:	EPI/10/250

1. PURPOSE OF REPORT

Further to the Access from the North - An Integrated Transport Solution report to this Committee on 26 November 2009 which detailed “sustainable transport solutions to improve access to and from the north of the City, supporting national, regional and local policy objectives for modal shift and reduced levels of car use”, this report details the programme for the implementation of these proposals.

The Delivery Plan takes into account the impacts of all major infrastructure changes to the north of the city including the Third Don Corridor and Berryden Corridor in order to lock in the benefits to the surrounding networks and communities, and provide best value for the Council.

2. RECOMMENDATION(S)

It is recommended that Members:-

- a) Agree in principle the provisional programme for delivery of the ‘Access from the North’ integrated transport proposals;
- b) Instruct officers to continue discussions with BEAR and Transport Scotland regarding options on the trunk road network;
- c) Instruct officers to progress schemes from the full delivery list as priority and funding will permit, subject to consultation and referral to future committees as required; and
- d) Keep this Committee up to date with progress of the delivery plan as timescales may be amended subject to agreement of future years spend profiles of the Non-Housing Capital budget and other relevant sources of funding.

3. FINANCIAL IMPLICATIONS

The current Council Non-Housing capital spend profile for the Third Don Crossing includes around £1 million towards the cost of the 'Access from the North' integrated transport proposals.

The spend profile for the Berryden Corridor Improvements is also included within the Non Housing Capital Programme. As in previous years the Non-Housing Capital Plan is subject to ongoing review based on current priorities and affordability and the plan for 2011/12 onwards will be reported to the Council in February.

Other sources of funding will be investigated as the programme develops including but not restricted to;

- a) Nestrans for strategic pedestrian, cycle, public transport and road infrastructure opportunities;
- b) Cycle, Walking, Safer Streets for improved pedestrian and cycle provisions;
- c) Scottish Government/ Transport Scotland for trunk road improvements;
- d) Sustrans for pedestrian and cycle opportunities; and
- e) Various sources of funding for core path opportunities.

It should be recognised that any infrastructure constructed as a result of these proposals will require ongoing maintenance and renewal. In the case of road markings the renewal frequency will be highest on busy carriageways such as King Street and Ellon Road. Rationalisation of street signs has been included which will allow for signs to be placed in less obtrusive locations or removed where they are no longer necessary, this would be expected to reduce future maintenance costs. Many of the options include off road facilities which will have a much higher lifespan due to pedestrian and cycle rather than the heavier vehicular flow rates. The cost of additional paths has been estimated as full footpath construction so as to minimise renewal rates and ensure a good quality surface for pedestrians and cyclists.

4. OTHER IMPLICATIONS

The proposals presented within this report aim to provide a realistic alternative for travellers along routes to the north of Aberdeen to use sustainable and active travel modes between residential, retail and industrial areas. This has positive implications for accessibility to employment and recreational activities, for health and for the safety of people with disabilities, pedestrians and cyclists.

5. BACKGROUND/MAIN ISSUES

5.1 Introduction

“Access from the North - An Integrated Transport Solution” has been developed as part of the Local Transport Strategy for Aberdeen City. The Solution aims to ‘lock in’ or optimise walking, cycling and public transport improvements or priorities, maximising the benefits of the capacity improvements created by a possible future Third Don Crossing whilst securing long term sustainable transport benefits.

Similarly, the Berryden Corridor Transport Infrastructure Improvements aim to improve travel for all along the corridor whilst optimising routes for pedestrians, cyclists and public transport within the surrounding network.

The delivery plan has been compiled to ensure that all relevant actions in association with these schemes are developed and delivered within a realistic timescale and a focussed delivery programme.

5.2 The Delivery Plan

The delivery plan has been developed in discussion with the implementation teams throughout the Enterprise, Planning and Infrastructure Service.

In order to implement the schemes effectively they have been grouped into corridor or mode types, called ‘project groupings’. This should achieve maximum benefit for users and value for money for Aberdeen City Council. A summary of the groupings is presented in Section 5.3 below and a table for the delivery of these projects is shown in Appendix A. The schemes have been identified for short, medium and long term delivery. Where possible this timescale relates to the major elements of infrastructure improvement which they are to support.

Some of the proposed schemes can be delivered most effectively as part of the major projects, Third Don Crossing and Berryden Corridor. These schemes have been removed from the delivery plan for clarity and are listed separately in Appendix B.

Since the original list of projects was reported to this Committee in November 2009, some works have been undertaken and projects have been implemented or similar schemes installed. Also, through the development of the plan, officers were able to prioritise relevant Access from the North proposals for implementation using the Cycle, Walking, Safer Streets budget and these improvements will be implemented prior to March 2011. The full list of projects completed to date, or by the end of this financial year is included in Appendix C and this helps to highlight the integration of this project with the various priorities of the Council.

The further investigation of the schemes from the full list highlighted some proposals which may conflict with other Council priorities, that are being actioned within other sections of the Council or have been

shown to not provide a 'value for money' proposal for the Council. These schemes have now been removed from the list and have been compiled in Appendix D.

5.3 Project groupings

In order to consider the impacts of the projects in terms of corridor or network improvements the individually listed projects from the November 2009 list have been collected into project groupings.

Denmore Road to Scotstown Road pedestrian improvements

Improved pedestrian provisions, including dropped kerbs and tactile paving at crossing points, along Denmore Road and Woodside Road.

Cycle provisions on Ellon Road

Proposed shared cycle and pedestrian use of existing footpaths between The Parkway and Beach Esplanade at the Bridge of Don, including a short stretch of on-road cycling on the inset road between Balgownie Crescent and Hutcheon Gardens. It is proposed to implement a Traffic Regulation Order for shared use of the paths in the short term with upgrades to dropped kerb crossing points and rationalisation of street furniture to maximise the width of the paths. In the medium term a review will be carried out of the path's operation and measures will be considered to maximise space for users including widening of paths and a review of the existing North Donside Road pedestrian crossing point. All cycle proposals will be subject to consultation with the Aberdeen Cycle Forum to establish desirability and affordability prior to be taken forward for design or implementation.

Cycle improvements to Core Paths 13 and 6

The provision of a link for cyclists between Cairnfield Road and Cottown o' Balgownie will be discussed with the Aberdeen Cycle Forum to establish a suitable methodology.

Cycle provisions on King Street

Two options have been developed to address cycle provisions along King Street, however a further study is required to determine the most appropriate proposals in consultation with the Aberdeen Cycle Forum and other relevant groups.

Option A

Provision of off-road cycle facilities on the east side and on-road facilities on the west side (including provision of dropped kerb crossings, advanced cycle stop lines, shared use paths and on-road cycle route).

Option B

Provision of off-road cycle facilities on both sides, including toucan crossings, on-road cycle lanes and shared use paths.

Pedestrian improvements - King Street and Old Aberdeen

The proposed study and implementation of improved pedestrian crossing facilities at St Machar roundabout in the long term. The implementation of improved pedestrian crossing points in Old Aberdeen and along King Street will be undertaken this financial year.

Beach Esplanade cycle facilities

Provision of a shared cycle and pedestrian path on the east side and an advisory cycle lane on the west side of Beach Esplanade between existing facilities at the King Street junction and Beach Boulevard. Linkages would also be taken from Beach Boulevard towards Union Street through Castlegate. A study in consultation with the Aberdeen Cycle Forum and other relevant groups is required to determine the extent of works required.

West North Street cycle and pedestrian facilities

Possible improvements to pedestrian routes at Mounthooly roundabout, including CCTV and lighting. A study in consultation with the Aberdeen Cycle Forum and other relevant groups, and implementation of cycle facilities along West North Street is proposed to connect to facilities on King Street or Beach Boulevard.

Sustainable Transport Hubs

Consideration of citywide locations for sustainable transport hubs, including cycle racks, lockers or hire facilities in close proximity to bus and cycle networks. Existing facilities and provisions are to be used where possible. A pilot scheme is to be developed and funding requirements have yet to be quantified.

Pedestrian and cycle connections in the vicinity of the Parkway

Dropped kerbs, tactile paving and enhanced pedestrian priority at crossing points. Upgrade of informal paths and infill of link paths throughout Bridge of Don north of the Parkway and improved links across the Parkway to and through the Balgownie area. As the Parkway is part of the trunk road network any formalised crossing points would require agreement of and implementation by Bear Scotland and Transport Scotland. Proposed Toucan crossings and improved junction layouts are included within the proposals and discussions continue with Bear on this topic. Also included within this group is the provision of a shared use path alongside the southside of the Parkway between Balgownie Road and Ellon Road, the full cost of this option is included within the estimate, however a contribution would be sought from BEAR and implementation could be undertaken in phases.

Pedestrian and cycle improvements in Grandholm

Upgrade and extension of existing path network.

Pedestrian and cycle improvements on Great Northern Road

Proposed shared cycle and pedestrian use of existing footpaths on the northside of Great Northern Road between Haudagain junction and Don Street including associated Traffic Regulation Orders, dropped kerbs and rationalisation of street furniture where possible.

Pedestrian and cycle improvements on Hilton Drive/ Westburn Drive and Craigie Loanings

A study is required into the potential for cycle measures along Hilton Drive between Anderson Drive and Sixways roundabout and then onwards along Westburn Drive and through to Craigie Loanings. Improved pedestrian crossing points along Hilton Drive and at Sixways roundabout are to be implemented by the end of the financial year.

Public transport improvements

A number of public transport opportunities have been outlined within the Access from the North study. These opportunities require further study to establish evidence of delay to public transport, benefits of measures and value for money, therefore costs have not been established for these works. Options include the consideration of bus lane improvements on Great Northern Road, Hilton Drive, Westburn Drive, North Donside Road, King Street, Mugiemooss Road and Auchmill Road, though the latter two would require trunk road action and are to be discussed with BEAR. Other options include junction improvements and bus stop changes. All public transport options will be taken to the Local Authority Bus Operators Forum (LABOF) for further discussion and prioritisation for action. King Street was previously identified but has been absorbed into the Bus Punctuality Improvement Project for the Buchan/ King Street Corridor as previously reported.

Cycle Facilities linking to the Berryden Corridor

Cycle network linkage between Aberdeen Royal Infirmary and University of Aberdeen, and the Sixways roundabout and Berryden Corridor cycle facilities. This will be complementary to cycle facilities along the corridor.

5.4 Timescales

The provisional timescales for the implementation of these projects have been compiled on the basis of the current major programme of works agreed within the Non-Housing Capital budget which is currently under review. These timescales will be revised on agreement of the Next Five Years budgetary changes.

Timescales may also be impacted due to the need to coordinate any approved works on the trunk road network with those in the surrounding areas. If changes to the list of projects are required as a result of discussions with BEAR then other proposals may be considered.

	Short term	Medium term	Long Term
Project Groupings	11/12 & 12/13	13/14 & 14/15	15/16 & 16/17
Denmore Road to Scotstown Road pedestrian improvements	£10,000		£26,000
Cycle provisions on Ellon Road	£20,000	£205,000	
Cycle and pedestrian improvements to Core Paths 13 and 6	£16,000		
Cycle provisions on King Street	£35,000 - £225,000		
Pedestrian improvements - King Street and Old Aberdeen		£200,000	
Beach Esplanade cycle facilities	£98,000		£50,000
West North Street cycle and pedestrian facilities	£20,000	£35,000	
Sustainable Transport Hubs (no estimate available to date)			
Pedestrian and cycle connections in the vicinity of the Parkway	£205,000		
Pedestrian and cycle improvements in Grandholm	£12,000		
Pedestrian and cycle improvements on Great Northern Road	£5,000		
Pedestrian and cycle improvements on Hilton Drive/ Westburn Drive and Craigie Loanings	£10,000	£47,000	
Public transport improvements		To be confirmed after further investigation	
Cycle Facilities to Berryden Corridor		£30,000	
TOTAL	£431,000 - £621,000	£487,000	£76,000

6. IMPACT

Corporate

The content of this report links to the Community Plan vision of creating a 'sustainable City with an integrated transport system that is accessible to all'.

Infrastructure improvements will contribute to the delivery of the transport aims of Vibrant, Dynamic and Forward Looking – 'Improve Aberdeen's transport infrastructure addressing other pinch points Work to improve public transport encourage cycling and walking'.

The projects identified in this report will also assist in the delivery of actions identified in the Single Outcome Agreement (SOA), in particular the delivery of both Local and Regional Transport Strategies which will contribute directly and indirectly to 14 out of the 15 National Outcomes described in Aberdeen City Council's 2009/10 SOA.

Public

The Local Transport Strategy and the Regional Transport Strategy (LTS and RTS respectively) from which the projects within this report are an integral part have been subject to an Equalities & Human Rights Impact Assessment.

7. BACKGROUND PAPERS

Report EPI/09/112 Access from the North – An Integrated Transport Solution to Enterprise, Planning and Infrastructure Committee, 26 November 2009.

Access from the North - An Integrated Transport Solution, AECOM and SIAS for Aberdeen City Council, September 2009.

Report EPI/09/110 Berryden Corridor Transport Infrastructure Improvements to Enterprise, Planning and Infrastructure Committee, 26 November 2009.

9. REPORT AUTHOR DETAILS

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10. APPENDIX A

Proposed Project List

Ref	Project	This year	Short term		Medium term		Long term	Comment
		2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	
	Denmore Road to Scotstown Road pedestrian improvements							
1	Greenbrae Dr/ Denmore Road dropped kerbs		6,000					
2	Dropped kerbs at access road 100-150m north of Denmore Rd/ Woodside Rd junction on westside		1,000					
3	Dropped kerbs at junction of Woodside Rd and Denmore Rd		1,000					
5	Possible Toucan crossing on Parkway approx 50m west of junction with Woodside Road east							Subject to discussion/ agreement/ implementation with BEAR.
6	Dropped kerbs on Woodside Rd north and south junctions with Parkway.		1,500					
8	Upgrade off road pedestrian path south of Broadfold Road						26,000	
	Total		9,500			-	26,000	
	Cycle provisions on Ellon Road							
10	Shared pedestrian/cycle paths on both sides of A956 between North Donside Rd roundabout - Exhibition roundabout		5,000		100,000			Will require TRO (Traffic Regulation Order).

Ref	Project	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	Comment
12	Redesign of North Donside Road/ Ellon Road pedestrian crossing facilities (including a review of King Robert Way crossing)				25,000			
13	Shared pedestrian/cycle paths on A956 between King Roberts Way - Beach Esplanade. Including Ref. 15 to upgrade dropped kerbs at Corunna Road.		10,000		50,000			Will require TRO.
14	Shared pedestrian/ cycle facilities on A956 between North Donside Rd - Beach Esplanade. Including Ref. 16 length through Ellon Road inset road.		5,000		30,000			Will requireTRO.
	Total		20,000	-	205,000	-	-	
	Cycle and pedestrian improvements to core paths 13 and 6							
18	Signed cycle route through Cairnfold Rd/Denmore Gdns to Balgownie Rd		1,000					
19	Dropped kerbs at Denmore Gdns	800						Funded by CWSS (Cycle Walking Safer Streets)

Ref	Project	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	Comment
21	Possible on and off road cycle facilities between Denmore Gdns - Cottown o Balgownie.		15,000					May require TRO.
	Total	800	16,000	-	-	-	-	
	Cycle provisions on King Street Option A - provisions for cycles off road on eastside and on road on westside.							
22	Tactile paving at crossing KingSt/ Beach Esplanade.			500				
24	King St/ Beach Esplanade junction - advanced stop lines for cyclists on Beach Esplanade.			5,000				
25	King St/ Beach Esplanade junction - advanced stop lines for cyclists northbound on King St.			5,000				
26	King St/ Lidl junction - advanced stop lines for cyclists northbound on King St.			5,000				
28a	Shared use path on eastside of King St between Seaton PI - Beach Esplanade.			5,000				Will require TRO.
30	King St/ Don St junction - Advanced stop lines for cyclists northbound on King Street.			10,000				

Ref	Project	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	Comment
31	On-road cycle lane northbound on King Street north of St Machar Dr to existing bus lane.			5,000				Requires further study and discussion with LABOF (Local Authority Bus Operator Forum) re possible bus lane extension here. May require TRO.
	Total		-	35,500	-	-	-	
	Cycle provisions on King Street Option B - provisions for cycles off road on both sides.							
23	Toucan crossing at King St/ Beach Esplanade junction. Upgrade of full junction.			120,000				
28b	Shared use path on both sides of King St between Seaton PI - Beach Esplanade.			10,000				Will require TRO.
29	Toucan crossing at King St/ Don St junction.			90,000				
31	On road cycle lane northbound on King Street north of St Machar Dr to existing bus lane.			5,000				
	Total		-	225,000	-	-	-	
	Pedestrian improvements - King St and Old Aberdeen							
32	Pedestrian improvements at St Machar roundabout.					200,000		

Ref	Project	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	Comment
34	Dropped kerbs and tactile paving at Orchard St/ Spital Heyes/ Sunnybank Rd junction	800						Funded by CWSS
36	Dropped kerbs and tactile paving at Merland Rd/ Spital Heyes junction	800						Funded by CWSS
37	Dropped kerbs and tactile paving at Merkland Rd/ King St junction	800						Funded by CWSS
38	Dropped kerbs and tactile paving at Errol Pl/ King St junction	800						Funded by CWSS
39	Dropped kerbs and tactile paving at Urquhart Rd/ King St junction	800						Funded by CWSS
	Total	4,000	-	-	-	200,000	-	
	Beach Esplanade cycle facilities							
33	Shared use cycle lane on eastside and advisory cycle lane on westside of Beach Esplanade between King Street - Beach Boulevard.			40,000				Will require TRO.
44a	Dropped kerbs and advanced stop lines for cyclist on Beach Esplanade at junction with Beach Boulevard.			5,000				
44b	Toucan crossing on Beach Esplanade at junction with Beach						50,000	

	Boulevard.							
Ref	Project	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	Comment
45a	Sign alternative cycle route off Beach Boulevard to Castlehill via Hanover St.			2,000				
45b	Alternative to option 45a would be a Toucan crossing on Commerce St.			45,000				
46	Signs for cyclists on Justice St.			500				
47	Cycle facilities through the Castlegate.			5,000				May require TRO.
	Total	-	-	97,500	-	-	50,000	
	West North St Improvements							
40	Hutcheon St/ West North St roundabout underpass upgrade.					35,000		
41	Advisory cycle lanes along West North Street.			10,000				
43	Advance cycle stop lines at West North St/ King St junction.			10,000				
	Total		-	20,000		35,000	-	
	Sustainable Transport Hubs							
66	Citywide locations for Sustainable Transport Hubs, including cycle racks, lockers or hire facilities in close proximity to bus/cycle network.							Further investigation/ study required. Intended to be subject to a future pilot scheme.
	Total		-		-	-	-	

Ref	Project	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	Comment
	Pedestrian/ cycle connections in the vicinity of the Parkway							
49	Upgrade path between Lochside Rd - Parkway		10,000					
50	KEEP CLEAR road markings and tactile paving at pedestrian crossing point on Scotstown Rd/ Parkway roundabout northbound exit.		1,500					
51	Dropped kerbs on Braehead Way at its junction with Scotstown Rd.		1,000					
52	Shared use path and Toucan crossing between Core Path 30 north of Parkway and Braehead Way to the south.		8,000					Subject to discussion/ agreement/ implementation with BEAR. May require TRO.
53	Bridge/ footpath link between Jesmond Ave - Collieston Cres.		8,000					
54	Dropped kerbs at crossing on Jesmond Dr.		1,000					
55	Shared use path along south side of Parkway between Balgownie Rd and Ellon Rd.		160,000					May require TRO.
56	Footpath link at eastern end of Jesmond Sq.		5,000					
57	Footpath link between Slains Circle and Parkway.		7,000					

Ref	Project	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	Comment
72	Dropped kerbs at junction of Hilton Ave with Hilton Dr.	800						Funded by CWSS
73	Upgrade pedestrian island immediately on Hilton Drive south of junction with Hilton Ave.	800						Funded by CWSS
75	Dropped kerbs to be installed for pedestrians on Hilton Dr and Rosehill Dr arms of junction.	800						Funded by CWSS
76	On-road cycle lanes on Westburn Dr between Sixways junction - Westburn Rd				2,000			May require TRO.
I	Northbound bus lane on Westburn Dr between Sixways roundabout - Ashgrove Rd.							To be referred to LABOF for further discussion.
77	Advance cycle stop lines at Ashgrove Rd/ Westburn Dr junction.		5,000					
78	Sign cycle route from Westburn Dr along Cornhill Rd and Watson St with associated Toucan crossing. (Provisional route suggestion)				25,000			
79	Cycle route along Arygll PI/ Craigie Loanings/ Albert St with associated infrastructure changes				10,000			May require TRO.

Ref	Project	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	Comment
80	Dropped kerb crossing on Belvidere Cr near junction with Craigie Loanings	800						Funded by CWSS
81	Dropped kerb crossing on Wallfield PI near junction with Craigie Loanings	800						Funded by CWSS
82	Dropped kerb crossing on Wallfield Cr near junction with Craigie Loanings	800						Funded by CWSS
83	Dropped kerb crossing on Belgrade Ter near junction with Craigie Loanings	800						Funded by CWSS
84	Advanced cycle stop lines at Whitehall PI/Albert St junction. (Do at same time as 79)				5,000			
85	Advanced cycle stop lines at Carden PI/Albert St junction. (Do at same time as 79)				5,000			
	Total	6,400	10,000	-	47,000	-	-	
	Cycle Facilities linking to Berryden Corridor							
	Cycle route from Aberdeen Royal Infirmary to University of Aberdeen.					20,000		May require TRO.
	Cycle route from Sixways roundabout to Berryden Corridor					10,000		May require TRO.

Ref	Project	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	Comment
	Total					30,000		
	Access from the North projects with King Street Option A	11,200	65,000	165,000	252,000	265,000	76,000	£1,034,200
	Access from the North projects with King Street Option B			354,500				£1,223,700

11. APPENDIX B

Schemes to be included within the major projects and are therefore deemed to be included within the Non Housing Capital spend profile for the major scheme.

Ref.	Location	Issue/ Opportunity	Timescale	Mode
69	North side of Great Northern Road / St Machar Drive junction	Issue: No cycle facilities at the existing St Machar Road/ Great Northern Road roundabout. Opportunity: Cycle facilities are included within the proposals for the Berryden Corridor and cycle friendly crossing facilities will be included within these proposals.	M	Cycle
86	Whitestripes Avenue	Issue: Cycle links to new Don Crossing. Opportunity: Implement new cycle routes to link in with Third Don Crossing cycle facilities. This option will be included within the 3rd Don Crossing design and construction with consideration given to the Local Development Plan and proposed residential development in adjacent areas.	M	Cycle
87	Grandholm Drive to Laurel Avenue	Issue: Cycle links to new Don Crossing. Opportunity: Implement new cycle routes to link in with Third Don Crossing cycle facilities. This option will be included within the 3rd Don Crossing design and construction.	M	Cycle
88	Grandholm Drive to Balgownie Road	Issue: Cycle links to new Don Crossing. Opportunity: Implement new cycle routes to link in with Third Don Crossing cycle facilities. This option will be included within the 3rd Don Crossing design and construction.	M	Cycle
201	Bedford Road bus gate	Issue: Bus priority from St Machar Drive to Powis Terrace. Also all traffic delays due to junction of Bedford Road and Powis Terrace. Opportunity: Implement bus gate on Bedford Road allows access to be maintained to all areas but reduces traffic conflicts at Powis Terrace junction thereby reducing delays to traffic along major route. Also prioritises bus journeys on Bedford Road. This option will be included within the 3rd Don Crossing design and construction.	M	Public transport

Ref.	Location	Issue/ Opportunity	Timescale	Mode
202	Powis Terrace bus lane onto George Street	Issue: Bus priority from Powis Terrace onto George Street. Opportunity: To improve access for buses to George Street and reduce service delays. To be included within the Berryden Corridor design and construction.	M	Public transport
203	Leslie Terrace footbridge over railway adjacent to Lamond Place	Issue: Long diversion for pedestrians and cyclists between Berryden Road and Leslie Terrace area. Opportunity: To construct a railway bridge for pedestrians and cyclists across railway track at the rear of the Berryden Retail Centre. To be included within the Berryden Corridor design and construction.	M	Walking and Cycle

12. APPENDIX C

Schemes that have been completed or are expected to be completed by the end of financial year 2010/11.

Ref.	Location	Issue/ Opportunity	Mode	Action undertaken
9	A956 Ellon Road – Near AECC Ideal location mid link south of Broadfold Road opposite off road pedestrian path	Issue: Path created above requires a link to AECC site. Opportunity: It was considered that a two stage pelican crossing would be viable here however a crossing has since been provided at an adjacent location and therefore this scheme is no longer relevant.	Walking	A new pelican crossing was installed 2010 at a nearby location. A further crossing point is not required for the foreseeable future. Moved to complete list.
19	Denmore Gardens / Balgownie Road	Issue: No dropped kerbs across Denmore Gardens at Balgownie Road end. Opportunity: Install dropped kerbs	Walking	Traffic Management team to implement in 2010/11 through Cycle Walking Safer Streets budget
20	Balgownie Road – east of junction with Denmore Gardens	Issue: No dropped kerbs across Balgownie Road. Opportunity: Dropped kerbs were installed in 2009/10 on opposite side of the junction to meet this demand.	Walking	Works completed.
34	Orchard Street / Spital Heyes / Sunnybank Road	Issue: Upgrade pedestrian provision on east and west arms of junction to improve access in north / south direction. Opportunities: provide good quality dropped kerbs and tactile paving at points for pedestrians.	Walking	Traffic Management team to implement in 2010/11 through Cycle Walking Safer Streets budget
36	Merkland Road / Spital	Issue: Upgrade pedestrian provision on east and west arms of junction to improve access in north / south direction. Opportunities: provide good quality dropped kerbs and tactile paving at points for pedestrians.	Walking	Traffic Management team to implement in 2010/11 through Cycle Walking Safer Streets budget
37	Merkland Road/ King Street	Issue: Upgrade pedestrian provision on east and west arms of junction to improve access in north / south direction. Opportunities: provide good quality dropped kerbs and tactile paving at points for pedestrians.	Walking	Traffic Management team to implement in 2010/11 through Cycle Walking Safer Streets budget

Ref.	Location	Issue/ Opportunity	Mode	Action undertaken
38	Errol Street/ King Street	Issue: No tactile paving at on major pedestrian route. Opportunity: To install tactile paving at existing junction.	Walking	Traffic Management team to implement in 2010/11 through Cycle Walking Safer Streets budget
39	Urquhart Road/ King Street	Issue: No tactile paving at on major pedestrian route. Opportunity: To install tactile paving at existing junction.	Walking	Traffic Management team to implement in 2010/11 through Cycle Walking Safer Streets budget
48	Commerce Street / Virginia Street junction	Issue: No pedestrian crossing provision on west or south arms of the junction. Opportunities: This junction has been refurbished in 2010 and no addresses the issues raised. A new all pedestrian phase has been added to the signals though it is not feasible to cross Commerce Street at the junction due to the level difference, more remote crossing points are available.	Signal and Walking	Junction refurbished in 2010. All pedestrian phase on existing crossing. Not feasible across Commerce Street due to level differences to footpath.
71	Hilton Road: Junction of Hilton Road and Hilton Drive both east and west arms	Issue: Irregular or no dropped kerbs along route. Opportunity: Upgraded pedestrian crossing to include dropped kerbs and tactile paving.	Pedestrian	Traffic Management team to implement in 2010/11 through Cycle Walking Safer Streets budget
72	Hilton Avenue: Junction of Hilton Avenue and Hilton Drive both east and west arms	Issue: Irregular or no dropped kerbs along route. Opportunity: Upgraded pedestrian crossing to include dropped kerbs and tactile paving.	Pedestrian	Traffic Management team to implement in 2010/11 through Cycle Walking Safer Streets budget
73	Hilton Drive: Immediately south of junction with Hilton Avenue	Upgraded pedestrian crossing including dropped kerbs / tactile paving / central reserve / illuminated bollards	Pedestrian	Traffic Management team to implement in 2010/11 through Cycle Walking Safer Streets budget
75	Sixways Junction	Issue: dropped kerbs are not in place for pedestrians circuiting the roundabout. Opportunity: To provide dropped kerbs and tactile paving on Hilton Drive and Rosehill drive legs.	Pedestrian	Traffic Management team to implement in 2010/11 through Cycle Walking Safer Streets budget
80	Craigie Loanings / Belvidere Crescent	Issue: No dropped kerbs for pedestrians. Opportunity: To install dripped kerbs with tactile paving.	Pedestrian	Traffic Management team to implement in 2010/11 through Cycle Walking Safer Streets budget

Ref.	Location	Issue/ Opportunity	Mode	Action undertaken
81	Craigie Loanings / Wallfield Place	Issue: No dropped kerbs for pedestrians. Opportunity: To install dripped kerbs with tactile paving.	Pedestrian	Traffic Management team to implement in 2010/11 through Cycle Walking Safer Streets budget
82	Craigie Loanings / Wallfield Crescent	Issue: No dropped kerbs for pedestrians. Opportunity: To install dripped kerbs with tactile paving.	Pedestrian	Traffic Management team to implement in 2010/11 through Cycle Walking Safer Streets budget
83	Craigie Loanings / Belgrade Terrace	Issue: No dropped kerbs for pedestrians. Opportunity: To install dripped kerbs with tactile paving.	Pedestrian	Traffic Management team to implement in 2010/11 through Cycle Walking Safer Streets budget

13. APPENDIX D

Schemes that have been removed from the original Access from the North project list.

Ref.	Location	Issue/ Opportunity	Mode	Response from teams
4	Desire lines south of Woodside Road	Issue: Pedestrians are directed along Woodside Road to the Parkway. This may lead to diversions and longer walking routes than necessary. Opportunity: Consideration was given to the provision of a more direct route to reduce the diversion if walking/ cycling from Denmore Road to Silverburn Place or the informal path from Silverburn Crescent. Two informal routes exist at present. These paths were assessed and both run through private business curtilage within the industrial estate. They do not improve links to public transport or residential areas. Therefore these routes are not recommended for progression.	Walking/ cycling	Issues exist due to landownership, accessibility, level difference and existing landscaping. In terms of core paths, it does not link to the main network.
27	King Street, St Ninians Place	Issue: Identified as a requiring upgrade of pedestrian provision to account for cycles. Opportunities: The crossing of a local access road would not generate the traffic volumes to justify a signalised crossing and therefore there is limited scope to improve the crossing for users. There are dropped kerbs in place.	Cycle and Pedestrian	
61	Bend in Fairview Street	Issue: No direct link to the existing off road shared use path from bend on Fairview Street, Opportunity: This route is considered within the infrastructure changes proposed for the 3rd Don crossing. No action is proposed within this delivery plan.	Cycle and walking	Conflicts with proposals within the 3rd Don project and is recommended for deletion from this list.

Ref.	Location	Issue/ Opportunity	Mode	Response from teams
A (1)	Scotstown Road	A bus lane could be introduced on the amenity ground to the west of Scotstown Road	Public transport	A feasibility study has been carried out on this option and it has been dismissed as it is not cost effective (reported to Nov 2010 E,P&I).
B (2)	King Street, junctions	Remove or revise the signs to "bus lane" to clarify that drivers can proceed ahead outwith the operational hours of the bus lanes.	Public transport	The guidance on the bus lane signage has been reconsidered and the necessary changes have been implemented. No further action required.
C (3)	King Street, north of Don Street	Review and formalise the existing loading ban.	Public transport	This matter is in hand and will be actioned separately from this plan.