

## ABERDEEN CITY COUNCIL

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COMMITTEE	Enterprise, Planning and Infrastructure
DATE	13 <sup>th</sup> September 2011
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Greenbrae Cycle Project
REPORT NUMBER:	EPI/11/192

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### **1. PURPOSE OF REPORT**

- 1.1 The purpose of this report is to inform Members of the work that has been undertaken to date in the Greenbrae School catchment area with regards to establishing a 'cycle-friendly neighbourhood' in Aberdeen, and to seek approval for a series of physical improvements designed to facilitate a greater uptake of walking and cycling within that area.

### **2. RECOMMENDATION(S)**

- 2.1 It is recommended that the Committee:
- a) Note the work that has been undertaken to date with Greenbrae School and the wider community with regards to developing a 'cycle-friendly neighbourhood';
  - b) Approve the proposed Action Plan for the area;
  - c) Instruct officers to proceed with implementing the interventions identified within the Action Plan including, where necessary, the promotion of legislation to support shared use footways; and
  - d) Instruct officers to report back to this Committee on an annual basis on progress/impact and intermittently as legislative decisions require.

### **3. FINANCIAL IMPLICATIONS**

- 3.1 A budget of £65,000 has been secured from Nestrans for this project for the 2011/12 financial year. A bid was made to Sustrans for additional funding in 2011/12 but unfortunately was unsuccessful. Further applications will be made to Nestrans and other grant-awarding organisations such as Sustrans for the funding of this project in subsequent years.
- 3.2 There will be ongoing maintenance costs associated with a number of the proposals for which provision will require to be made in future revenue budgets.

#### **4. OTHER IMPLICATIONS**

- 4.1 A number of interventions proposed within the Action Plan will be subject to the agreement of other Council services, such as the Grounds Maintenance and Traffic Management and Road Safety teams, and, in some instances, local residents, who partly own some of the paths and areas of greenspace throughout the area. These teams and external groups have, however, been closely involved in the development of the proposals.
- 4.2 Certain proposals, such as shared use footways, will require to be subject to the Traffic Regulation Order (TRO) process.

#### **5. BACKGROUND/MAIN ISSUES**

- 5.1 In 2005, Cycling England established six Cycling Demonstration Towns. Over a period of four years, each of these towns experienced an intensive series of promotional campaigns, events, activities and infrastructural improvements aimed at encouraging and facilitating a greater uptake of cycling amongst the general populace. Published last year, the project evaluation report concluded that, averaged across the six towns, such intervention was successful in increasing cycling levels by 27%.
- 5.2 In December 2010, Aberdeen City Council, with funding from Nestrans, launched the 'Community Cycle Challenge'. Inspired by the success of the Cycling Demonstration Towns, this project aims to examine what impact an intensive and sustained series of infrastructural improvements, behaviour-change campaigns and promotional events and activities can have on delivering an increase in cycling trips within a specific local community. Uniquely, the project has been designed to be community-led, generated by demand from within the community and based on the genuine needs and desires of those living and working within the community.
- 5.3 Interested groups (including Community Councils, schools and local businesses) were invited to submit an application to the Council outlining why they thought their community would benefit from funding and support to make it more cycle-friendly. In February 2011, a judging panel, made up of representatives of Aberdeen City Council, Nestrans and the Aberdeen Cycle Forum, unanimously selected Greenbrae School's application as the most impressive. The school, based in the Dubford area of the Bridge of Don, is keen to foster a 'cycling culture' in their neighbourhood, following their participation in In Town Without My Car Day 2010 and the recent installation of cycle parking at the school. The application focused on cycle training and safe routes to school, although clearly any improvements within the area would not only benefit school pupils, but the community as a whole.

- 5.4 The Greenbrae School catchment area is bounded by the A90 Parkway to the south, the A90 Ellon Road to the east, the B997 Scotstown Road to the west and the unnamed minor road to the north which connects the B997 and the B999. The area comprises a series of residential developments, a large industrial area and the Scotstown Moor Local Nature Reserve. There are also a number of key trip generators located outside the immediate area, such as Oldmachar Academy and the Middleton Park retail facilities, that it would be beneficial to provide links to.
- 5.5 The project team, consisting of officers from Aberdeen City Council and Nestrans, has since arranged the reinstatement of cycle proficiency training at the school and has organised a series of engagement events with both school pupils and the wider community. Based on the feedback received thus far, as well as an assessment of the opportunities and constraints identified during a walk-through of the area, an Action Plan has been prepared, identifying a series of improvements that should, if implemented over the next three to five years, facilitate the development of an active travel culture within the area. The Action Plan has been included as an Appendix to this report. Although the focus of the project is primarily on cycling trips, any infrastructure improvements will also benefit pedestrians.
- 5.6 The Action Plan is designed to be a living document, to be built upon and refined during the life of the project, as further engagement with the community and local businesses takes place. The main outcome of the project will be the development of a neighbourhood where it is safe and desirable to walk and cycle, with a comprehensive and attractive active travel network based around existing and aspirational routes as identified by the community. Route signage and the creation of a neighbourhood cycle map will be important elements of this, while physical works will be accompanied by a programme of promotional events and activities, including school projects, bicycle roadshows, community cycle training and travel planning activities with the school and local businesses.
- 5.8 Success of the project will be measured by an increase in the number of active travel trips undertaken to, from and within the area. A survey is underway to gather baseline information on current levels of, and attitudes towards, cycling and walking and this will be repeated on an annual basis. Cycle counters will be installed at key locations, backed up by manual pedestrian and cyclist surveys. The annual schools' Hands Up travel survey will be used to measure changes in the number of children walking and cycling to school each year. It is hoped that, if this community-based approach proves successful in increasing the number of active travel trips undertaken, it can be replicated in other areas of the City.
- 5.9 Based on the budget allocated by Nestrans for the project, timescales and the likelihood of deliverability, it is anticipated that Links 1, 2, 4, 5,

15, 17, 18, 19 and 20 as described and illustrated within the Action Plan can be delivered during the 2011/12 financial year.

## **6. IMPACT**

- 6.1 This project will contribute to achieving the vision and objectives set out in the Local Transport Strategy (LTS), Regional Transport Strategy (RTS), Community Plan and the Single Outcome Agreement (SOA) as set out below.
- 6.2 The LTS has a vision of *A sustainable transport system that is fit for the 21<sup>st</sup> Century, accessible to all, supports a vibrant economy and minimises the impact on our environment.* The LTS outlines a series of actions that the Council will work towards to improve conditions for pedestrians and cyclists: *ACC will continue to implement measures to improve conditions for pedestrians and the attractiveness of walking, including initiatives such as traffic calming schemes as well as more and better pedestrian facilities; ACC is committed to the improvement of cycle facilities and infrastructure and will continue to work with the Aberdeen Cycle Forum to deliver improvements geared at increasing the modal share of cycling; and ACC is committed to improving the safety of vulnerable road users and there will be a presumption in favour of new traffic management schemes that incorporate measures for cyclists.*
- 6.3 Nestrans' RTS 2021 outlines a vision of *A transport system for the North East of Scotland which enables a more economically competitive, sustainable and socially inclusive society.* To help achieve this vision, the RTS outlines a series of objectives including, *To achieve increased use of active travel and improve air quality as part of wider strategies to improve the health of north east residents,* and *To reduce the proportion of journeys made by cars and especially by single occupant cars.*
- 6.4 The Aberdeen Community Plan has a vision for Aberdeen that is of *an attractive, clean, healthy and safe place to live and work.* *Improve sustainable travel options* is also listed as a priority. *Protect and enhance our high quality natural and built environment* is identified as a Strategic Priority in the Council's Final Draft Business Plan.
- 6.5 The SOA prioritises the health of young children and improving sustainable transport options for the City, particularly the following local outcomes which link to National Outcomes 5 and 14 respectively: *Improve the healthy development of young children and their families particularly those children most at risk,* and *Minimise the environmental impact of transport on our community and the wider world.* This project also contributes to meeting National Outcomes 10 (*We live in well-designed, sustainable places where we are able to access the amenities and services we need*) and 15 (*Our public services are high*

*quality, continually improving, efficient and responsive to local people's needs).*

- 6.6 The Scottish Government's Cycling Action Plan for Scotland, launched in 2010, sets a target of 10% of all trips to be undertaken by bicycle by 2020.
- 6.7 This report will be of interest to the public, particularly those living within the catchment area of Greenbrae School, and those working in the nearby Murcar, Denmore and Bridge of Don Industrial Estates, as it concerns proposed improvements to the walking and cycling network in that neighbourhood.
- 6.8 An Equalities and Human Rights Impact Assessment (EHRIA) has been carried out. This shows that the proposal will have a very positive impact on all those living and working within the community. It has been designed with the local community and aims to bring the community together in the development of a shared vision for their neighbourhood and a sense of ownership of the project. The proposal will have a positive impact on school-age children in particular who will benefit from improved and safer routes to the school and may, therefore, be given greater freedom to travel without adult supervision. The promotion and facilitation of cycling may also benefit other groups, including women, who traditionally cycle less than men, and those on low incomes who can enjoy the increased mobility offered by the bicycle, a relatively inexpensive transport mode. It is also hoped that any physical improvements within the area will benefit those with disabilities as all upgraded and new infrastructure will be designed to be suitable for use by all, including wheelchair users. Any concerns about cyclists sharing facilities with vulnerable groups will be addressed by a campaign urging responsible and respectful path use.

## **7. BACKGROUND PAPERS**

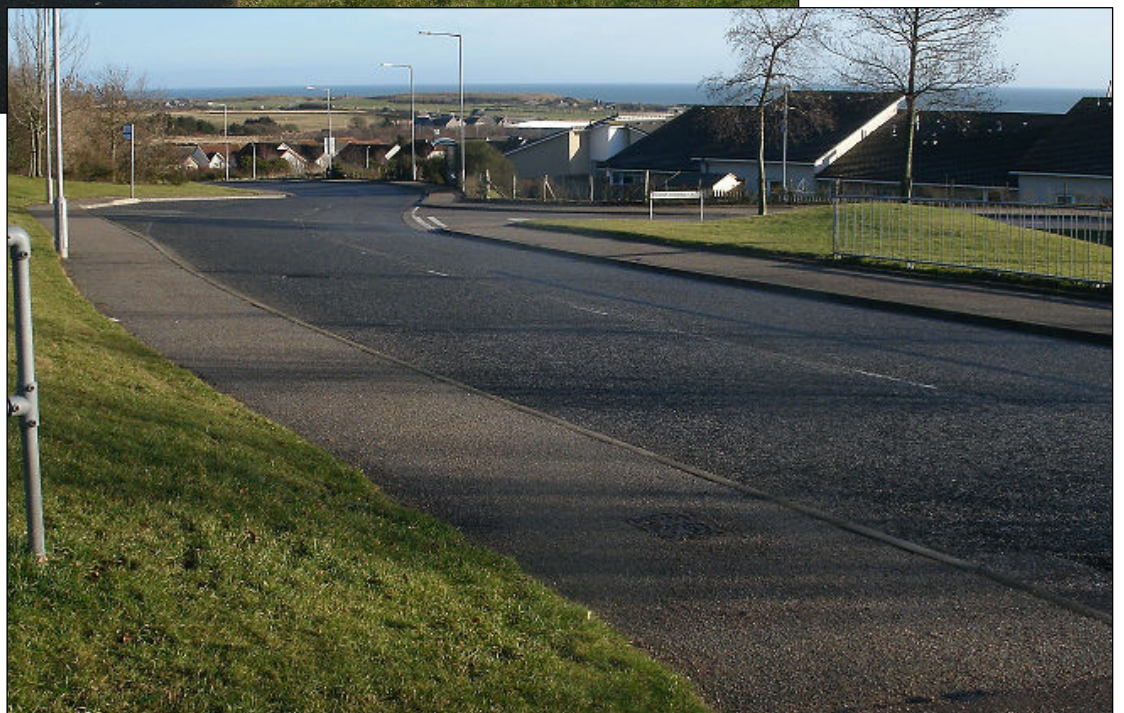
Department for Transport, *Making a Cycling Town: A compilation of practitioners' experiences from the Cycling Demonstration Towns programme*, available at [http://www.dft.gov.uk/cyclingengland/site/wp-content/uploads/2010/05/making\\_a\\_cycling\\_town\\_qualitative\\_report1.pdf](http://www.dft.gov.uk/cyclingengland/site/wp-content/uploads/2010/05/making_a_cycling_town_qualitative_report1.pdf)

## **8. REPORT AUTHOR DETAILS**

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## Appendix 1: The Greenbrae Cycle Project Action Plan

# The Greenbrae Cycle Project Action Plan



## **1. Introduction**

Following a successful application to Aberdeen City Council from Greenbrae School, the Greenbrae Cycle Project was launched in February 2011.

The aim of this project is to develop an attractive, safe, direct, convenient and coherent cycle and pedestrian network within the project area, one which has been developed in full consultation with the local community, thereby fostering a shared vision for the neighbourhood and a sense of ownership of the project amongst residents.

Project officers have since been working in the school catchment area, looking at ways in which the neighbourhood can be made more safe and pleasant for cyclists. Following a number of engagement exercises undertaken within the local community and a thorough assessment of the project area, this Action Plan has been developed, outlining a series of proposed infrastructure improvements, based on the needs and desires of those living, working and attending school within the area. It is anticipated that, should the measures proposed within this Action Plan be implemented over the next three to five years, they will be instrumental in developing an active travel culture within the area, where cycling and walking are the natural and first choice of transport modes for short journeys.

These 'on the ground' improvements will be accompanied by a programme of events, marketing and promotional campaigns within the community to boost interest in cycling and to raise awareness of the health, social and environmental benefits of active travel.

This Action Plan is designed to be a living document that responds to changing circumstances within the area and continues to be informed by the needs and opinions of those within the community as more and more people are encouraged to contribute to the project and to make their views known.

## **2. Background Information**

In 2005, Cycling England established six Cycling Demonstration Towns. Over a period of four years, each of these experienced an intensive series of promotional campaigns, events, activities and infrastructural improvements aimed at encouraging and facilitating a greater uptake of cycling amongst the general populace. Published in 2010, the project evaluation report, *Making a Cycling Town: A compilation of practitioners' experiences from the Cycling Demonstration Towns programme* (available at

[http://www.dft.gov.uk/cyclingengland/site/wp-content/uploads/2010/05/making\\_a\\_cycling\\_town\\_qualitative\\_report1.pdf](http://www.dft.gov.uk/cyclingengland/site/wp-content/uploads/2010/05/making_a_cycling_town_qualitative_report1.pdf))

concluded that, averaged across the six towns, such intervention was successful in increasing cycling levels by 27%.



Inspired by the success of the Cycling Demonstration Towns, in December 2010, Aberdeen City Council, with funding from Nestrans, launched the 'Community Cycle Challenge' to examine what impact an intensive and sustained series of infrastructural improvements, behaviour-change campaigns and promotional events and activities could have on delivering an increase in cycling trips within a specific local community.

Interested groups (including Community Councils, schools and local businesses) were invited to submit an application form to the Council outlining why they thought their community would benefit from funding and support to make it more cycle-friendly. In February 2011, a judging panel, made up of representatives of Aberdeen City Council, Nestrans and the Aberdeen Cycle Forum, unanimously selected the application submitted by Greenbrae School as the most impressive. The school, based in the Dubford area of the Bridge of Don, is keen to foster a 'cycling culture' in their neighbourhood, following their participation in In Town Without My Car Day 2010 and the recent installation of cycle parking at the school. The application focused on cycle training and safe routes to school, but it was clear to the assessment panel that any improvements within the area would not only benefit school pupils, but the community as a whole.

### **3. Study Area**

The Greenbrae School catchment area is bounded by the A90 Parkway to the south, the A90 Ellon Road to the east, the B997 Scotstown Road to the west and the unnamed minor road to the north which connects the B997 and the B999 (see Figure 1). The area comprises a series of residential developments neighbouring a large industrial area based around Denmore Road to the east and the Scotstown Moor Local Nature Reserve to the west. There are also a number of key trip generators located outside the immediate area, such as Oldmachar Academy (which Greenbrae School pupils are zoned to) and the Middleton Park retail facilities, that it would be beneficial to ensure there are adequate links to, given the number of trips that are made to these destinations from the study area on a daily basis.



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 Figure 1: Greenbrae School Catchment Area

#### 4. Progress to Date

Since Greenbrae's application was announced as the winner, a programme of cycle training has been reinstated at the school, with the first group of Primary 6 pupils taking their cycling proficiency test in June. The overwhelming majority of these pupils passed the assessment.

The project team has also been working with the school pupils on looking at their routes to and from school and how these can be improved and made safer, while two public drop-in sessions took place in May 2011, one at the school and the other at Bridge of Don Baptist Church on Dubford

Road, to allow members of the public to find out more about the project, to chat about cycling and to suggest what improvements could be made in their area to facilitate further opportunities for cycling.

Based on the outcomes of these engagement sessions and a thorough examination of the project area, an aspirational cycle network has been developed, comprising a series of on-road routes, existing pathways, new dual use facilities and new and / or upgraded paths.

The network has been designed to take into account the needs of all current and potential users. Given that the project was generated by the local primary school, it is likely that a significant percentage of potential cyclists in the area will be school-age children. The Scottish Government's *Cycling by Design* guidance document states that:

*Where a high proportion of the target users are likely to be novice cyclists (for example, younger school children), off-carriageway routes or quiet streets are most effective.*

The sustainable transport charity Sustrans similarly recommends that any new cycle infrastructure should be designed to a standard that is suitable for use by an unaccompanied twelve-year-old cyclist.

## **5. Proposed physical interventions**

As the project area is characterised by peaceful cul-de-sacs and many of the roads are traffic-calmed, it is appropriate that on-road cycling is encouraged as much as possible, as traffic speeds (which are mostly limited to twenty miles per hour on residential streets) and volumes should not preclude this, even where child cyclists are common. There should be limited need therefore for any formal on-road infrastructure. The area is also well-served by existing paths linking the various developments and cul-de-sacs together which can be utilised as part of a cycle network with only minimal upgrading, formalising and signing. There is, however, a fairly busy distributor road in the area, Dubford Road, while Greenbrae Drive is often used as a 'rat run' by those travelling to the industrial area on Denmore Road or continuing northwards along the A90. In some instances, therefore, new off-road facilities have been proposed as these are likely to prove safer and thus will be better used by the community. In addition to this, a number of segregated routes have also been identified, offering an alternative to the road network, where these are likely to prove more direct, and perhaps also safer, than on-road cycling. The presence of off-carriageway facilities, where these can be provided, is also likely to be a factor in determining whether or not parents allow their children to cycle to school.

A detailed description of each of the proposed physical interventions follows. Unless otherwise stated, dropped kerbs and other supporting and / or linking infrastructure necessary to formalise these routes is already in place. Each intervention proposed conforms to *Cycling by Design*. Where

new path construction or path upgrades are proposed, these will be designed to accommodate all users, including pedestrians, those with disabilities and pushing prams or buggies.

Although interventions have been listed in priority order, it should be appreciated that deliverability of each scheme will be dependant on available financing each year, and it may be the case that a number of low-priority options can be implemented more quickly and cheaply than some of the higher-priority schemes. Some indicative costs have been added to each intervention, although final costs and ultimate deliverability of each element will be dependant on a more detailed assessment of site conditions and subject to the agreement of other stakeholders, including Aberdeen City Council's Planning, Grounds Maintenance and Traffic Management and Road Safety teams, as well as local residents, many of whom are the part owners of certain paths and areas of greenspace throughout the neighbourhood.

Please note that, throughout this document, the term 'pavement' refers to a pedestrian space located adjacent to the public road, while the term 'path' refers to a segregated facility that does not lie adjacent to the carriageway.

Detailed maps, showing the location of each of the proposed improvements, can be found at the end of this document.

### **Link 1 – Greenbrae School Path**

- (a) Construct a new path though the Greenbrae School playing fields (Figure 2) to connect Greenbrae Crescent to the existing path running behind the school. This will connect to the proposed Link 2, allowing pupils to cycle from the north of the school to the south, where the cycle parking is located, without having to mingle with traffic at the front of the school.

Estimated Cost - £21,250.



Figure 2

### **Link 2 - Greenbrae Crescent to Greenbrae Drive**

- (a) Install dropped kerbs across Greenbrae Walk.
- (b) Designate the existing pavement along Greenbrae Crescent from Link 1 to Greenbrae Walk as shared use.
- (c) Designate the existing pavement along Greenbrae Walk as shared use (Figure 3).
- (d) Install a dropped kerb to allow cyclists a smooth transition to the car park area north west of Greenbrae Walk.

Note: The pavement widths in this section vary from 2m (the recommended minimum width of a shared use facility) to 1.7m. *Cycling by Design* recommends that, *In particularly constrained situations or for combined flows of less than 100 per hour, a width of 1.5m may be considered.* Given that the majority of users of this facility will be school-age children, the constrained width is not likely to pose a problem. Indeed, children under the age of 12 are legally permitted to cycle on the pavement already.

Estimated Cost - £1200 (assuming that the Traffic Regulation Order necessary to convert footways to shared use can be built into the costs for Link 5).



Figure 3

### **Link 3 - Greenbrae Drive to Seaview**

- (a) Install a dropped kerb on the north side of Greenbrae Drive to allow cyclists to access (b).
- (b) Construct a new path following the visible desire lines on the grassy slope north of Greenbrae Drive (Figure 4), linking to (c).
- (c) Upgrade the existing path running behind Seaview Circle and Seaview Drive (Figure 5) to a standard suitable for cyclists to meet with the high quality stretch of path south of Seaview Crescent.

Estimated Cost – £29,600.



Figure 4



Figure 5

#### **Link 4 - Greenbrae Drive and Greenbrae Crescent**

- (a) Install dropped kerbs across Greenbrae Circle at its junction with Greenbrae Drive
- (b) Install dropped kerbs across Greenbrae Crescent (both east and west entrances/exits) at the junctions with Greenbrae Drive
- (c) Install dropped kerbs across Greenbrae Gardens North at its junction with Greenbrae Drive
- (d) Install dropped kerbs across Greenbrae Gardens South at its junction with Greenbrae Drive
- (e) Install dropped kerbs across the entrance to 32-48 Greenbrae Drive
- (f) Install dropped kerbs across Greenbrae Avenue (both east and west entrances/exits) at the junctions with Greenbrae Drive
- (g) Install dropped kerbs across the Greenbrae School entrance on Greenbrae Crescent

Estimated Cost - £10800.

#### **Link 5- Dubford Road**

- (a) Designate the pavements along both sides of Dubford Road, where these exist, as shared use (Figure 6).
- (b) Install dropped kerbs at the Dubford Crescent crossing.
- (c) Realign the existing dropped kerbs at the Greenbrae Drive crossing so to minimise the necessity for cyclists to deviate from a straight line.
- (d) Realign the existing dropped kerbs at the Provost Mitchell Drive crossing so to minimise the necessity for cyclists to deviate from a straight line.

Note: In most places, the footway of Dubford Road is 2m wide, which is the recommended minimum width for a shared use facility, although this

does decrease to 1.8m in sections (see Note to Link 2). Some localised widening is possible in certain stretches of the route if necessary.  
Estimated Cost - £5700.



Figure 6

#### **Link 6 - Lochside to Denmore Road**

(a) Upgrade the series of paths, to a standard suitable for cyclists, linking Denmore Road to Greenbrae School, Fassiefern Avenue and Bydand Place, currently a combination of simple desire lines and granite dust paths, and control vegetation where required (Figure 7).

Estimated Cost - £62,500.



Figure 7

### **Link 7 – Greenbrae Drive West**

- (a) Designate the section of pavement (which of sufficient width) along the south side of Greenbrae Drive as shared use until it meets with (b).
- (b) Construct a short link path from Greenbrae Drive, through the grassy area, to connect to Link 2 (Figure 8).
- (c) Install a dropped kerb to allow cyclists access from the new path to the car park area.

Estimated Cost – £2600 (assuming that the Traffic Regulation Order necessary to convert footways to shared use can be built into the costs for Link 5).



Figure 8

### **Link 8 - Dubford Grove to Dubford Rise**

- (a) Upgrade the existing muddy track which links the path to the west of Dubford Grove to the path to the west of Dubford Rise (Figure 9) to a standard suitable for cyclists.
- (b) Upgrade the links to the existing paths within the Scotstown Moor Local Nature Reserve. Scotstown Moor offers not only a scenic venue for recreational cycling and walking, but also acts as a vital link into and out of the project area, providing connections to existing paths which in turn link to Oldmachar Academy and Middleton Park, providing an almost continuous off-road route from the project area to these facilities.
- (c) Remove redundant wooden fence posts as required.

Estimated Cost - £39,375.





Figure 9

### **Link 9 – The Parkway to the B999**

(a) Implement advisory cycle lanes along Woodside Road and Denmore Road (Figure 10).

Estimated Cost - £15,000.



Figure 10

### **Link 10 - Seaview to Dubford Road**

(a) Upgrade the existing path (Figure 11) running to the east and then the north of Seaview Crescent, Seaview Avenue and Seaview Place, between the existing good quality path south of Seaview Crescent and the bus turning circle on Dubford Road, including improving the links to and from the adjacent cul-de-sacs.

(b) Enter into discussions with businesses at the northern end of Denmore Road about creating a link into the industrial area from this path.

Estimated Cost - £60,000.



Figure 11

**Link 11 – Dubford Road to Dubford Gardens**

(a) Construct a new path following the existing desire lines running behind Cypress Grove (Figure 12). There is a short section of path running from Cypress Grove to Dubford Gardens which can form part of this route.

(b) On the approach to Dubford Gardens replace the existing set of stairs (Figure 13) with a ramp.

Estimated Cost - £30,000.



Figure 12



Figure 13

### **Link 12 - Dubford Gardens to Dubford Grove**

(a) Link the existing path to the west of Dubford Gardens to the existing path to the east of Dubford Grove by the construction of a new path through the grassy area separating them (Figure 14). This is on a gradient so will require staggering.

Estimated Costs - £16,000.



Figure 14

### **Link 13 – Dubford Road to Greenbrae Circle**

- (a) Construct a new section of path from Dubford Road to connect to the existing path west of Greenbrae Circle. This is currently a grassy area with a slight gradient (Figure 15) that will need to be accounted for and a section of fence will have to be removed, but is obviously an existing desire line.
- (b) Install dropped kerbs on both the Dubford Road and Greenbrae Circle end of this link.

Estimated Cost – £4950



Figure 15

### **Link 14 – Greenbrae Circle to Greenbrae Drive**

- (a) Install a dropped kerb on the west side of Greenbrae Circle to connect to the existing path running eastwards (Figure 16).

- (b) Should any improved crossing facilities be implemented on Greenbrae Drive between proposed Links 2 and 3, construct a new section of path to connect to Link 3 (Figure 17).  
Estimated Cost - £7200.



Figure 16



Figure 17

**Link 15 – Lochside Road to Scotstown Road**

- (a) Upgrade the existing woodland path (Figure 18) to a standard suitable for cyclists to allow access from the project area to Scotstown Road.
- (b) Install a dropped kerb at the access point to this path on Lochside Road.

Estimated Cost - £24,100.



Figure 18

**Link 16 – Lochside Road to Dubford Road**

- (a) Upgrade the existing woodland path running from Lochside Road to the car park on Dubford Road to a standard suitable for cyclists.
- (b) This may involve the removal of the kissing-gate at the Lochside Road end of the path (Figure 19).
- (c) Install a dropped kerb at the access point to this path on Lochside Road.

Estimated Cost - £16,100.



Figure 19

**Link 17 - Dubford Place to Dubford Road**

(a) Install dropped kerbs on either side of the existing path linking Dubford Place with Dubford Road.

Estimated Costs - £1200.

**Link 18 - Gordon Lennox Crescent to Brooke Crescent**

(a) Install a dropped kerb on Gordon Lennox Crescent to allow access to the existing path running between Gordon Lennox Crescent and Brooke Crescent.

Estimated Cost - £600.

**Link 19 – Provost Mitchell Circle to Seaview Drive**

(a) Install a dropped kerb at the end of Provost Mitchell Circle to allow cyclists access to the existing path running between Provost Mitchell Circle and Seaview Drive.

Estimated Cost - £600.

**Link 20 – Lochside Avenue to Lochside Crescent**

(a) Install a dropped kerb on Lochside Crescent to allow cyclists access to the path running between Lochside Avenue and Lochside Crescent

Estimated Cost - £600.

Total estimated cost of proposed infrastructure measures - £325,275.

There are a number of crossing points in the area which it would be advisable to look at improving in order to ensure the safety, attractiveness and coherence of the pedestrian and cycle network proposed. Evidence from the community suggests that the following crossing points are perceived as hazardous as they currently stand:

- The crossing of Dubford Road at its junction with Seaview Drive;
- The Dubford Road/Greenbrae Drive junction (although a lollipop man is stationed here at school opening and closing times);and

- The crossing of Greenbrae Drive.

## **6. Supporting Measures**

It is appreciated that, although the above physical improvements will be vital in encouraging a greater uptake of cycling within the area, the presence of infrastructure alone will not necessarily encourage more cyclists. During the life of the project, therefore, the implementation of physical improvements will be accompanied by a sustained 'soft measures' campaign, raising awareness of and promoting cycling, supported by a programme of events and activities to allow members of the community to learn more about cycling and the benefits and enjoyment it can bring.

The 'soft measures' element of the project will therefore encompass:

- Publishing a cycle map of the local area showing recommended cycle routes and updating these on an annual basis to encompass new infrastructure as it is implemented
- Developing a cycle route signage plan
- Installing cycle parking at key locations where required
- Hosting a series of community cycle events with attractions such as the Getabout Bike Roadshow and a Cycle Surgery
- Hosting launch events to promote new infrastructure
- Publishing regular newsletters to inform residents of the project's progress and any upcoming events
- Continuing cycle training for Greenbrae School pupils
- Working with Greenbrae School pupils to pursue the Cycle Friendly School award
- Working with Greenbrae School pupils on the development of a Travel Plan for the School
- Establishing links with Oldmachar Academy to ensure the 'cycling culture' continues when Greenbrae pupils move to secondary school
- Arranging bicycle maintenance courses for school pupils and the local community
- Offering cycle training to local residents
- Offering personalised travel planning to local residents
- Engaging with local businesses to introduce them to the project and encouraging them to get involved by developing travel plans, establishing Bicycle User Groups and taking part in a workplace cycle challenge
- Undertaking a study into the feasibility of establishing a bike loan or bike rental scheme within the area.

## **7. 2011/12 deliverables**

Based on the budget allocated by Nestrans for the project, timescales and the likelihood of deliverability, it is anticipated that Links 1, 2, 4, 5, 15, 17,



18, 19 and 20 as described and illustrated within the Action Plan can be delivered during the 2011/12 financial year.

A number of supporting measures will also be delivered or initiated this financial year, including launching a community newsletter, continued school and community liaison projects, engagement with local businesses, the development of an area cycle map, a signage plan and a cycle parking audit.

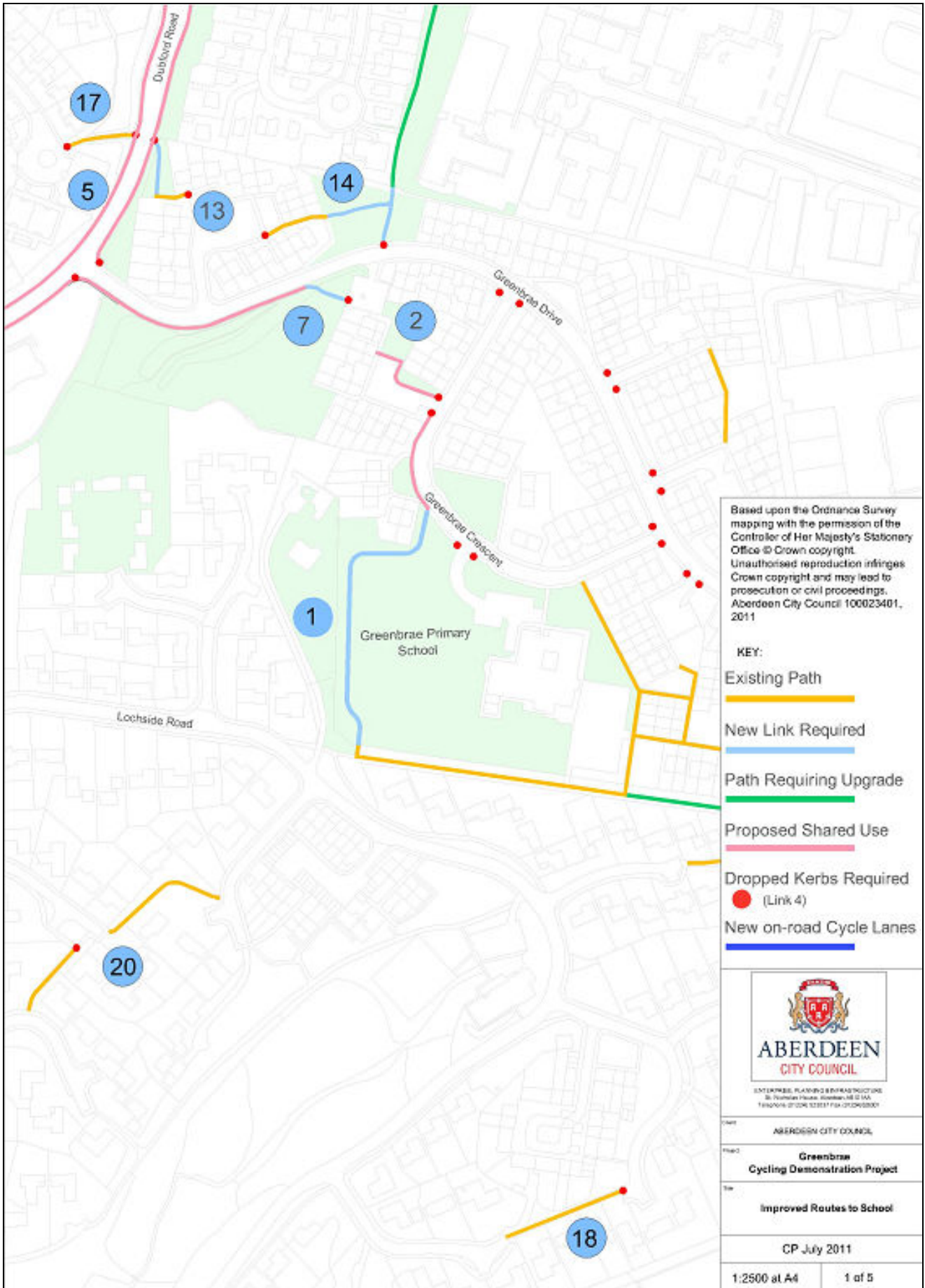
## **8. Monitoring and Reporting**

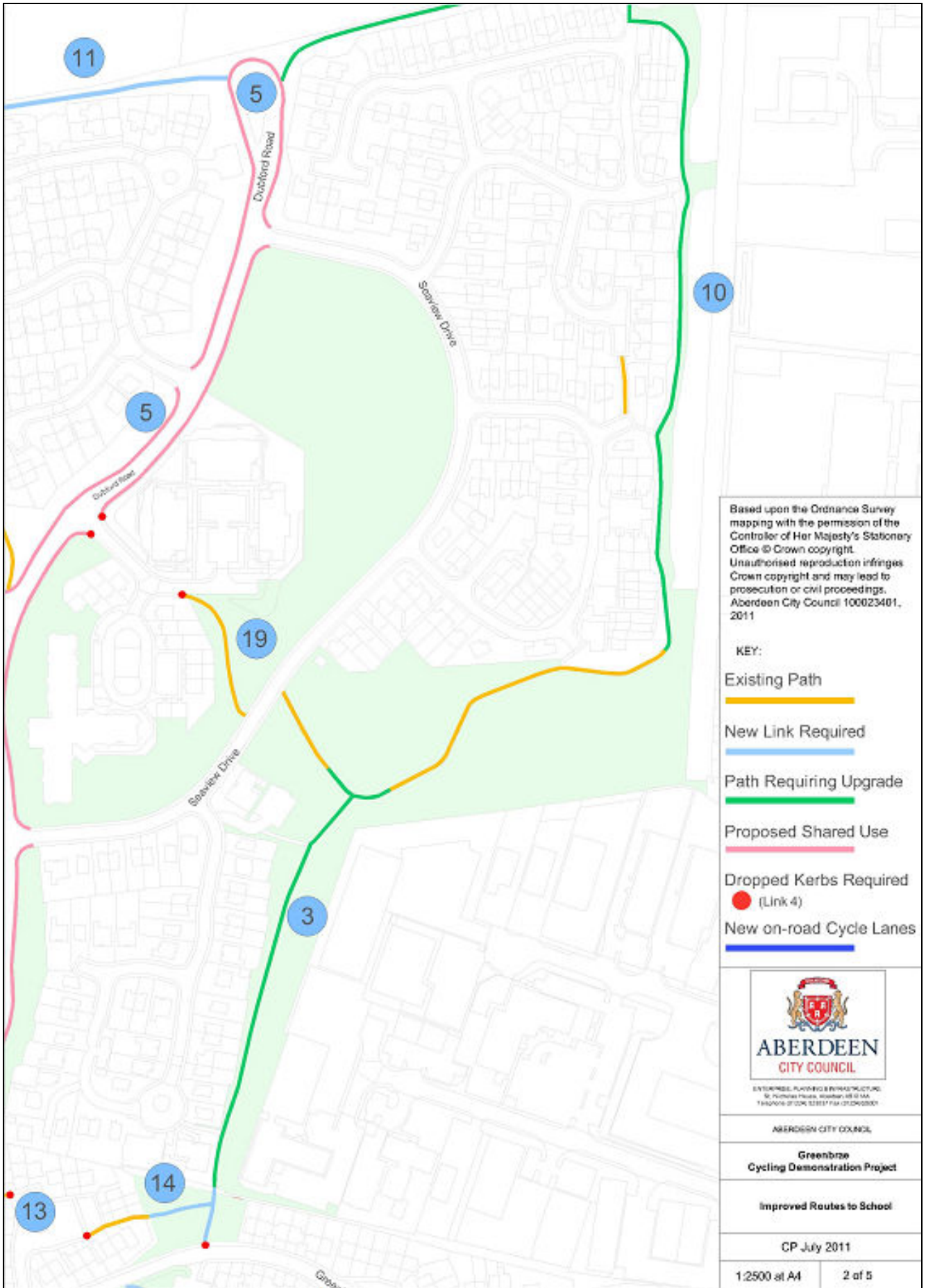
Success of the project will be measured by an increase in the number of active travel trips undertaken to, from and within the project area. A survey is underway to gather baseline information on current levels of, and attitudes towards, cycling and walking and this will be repeated on an annual basis to gauge changes in respondents' behaviour and attitudes as the project progresses. The annual schools' Hands Up travel survey will be used to measure changes in the number of children walking and cycling to school each year. This information will be backed up by regular cycle surveys, while automatic cycle counters will be installed at key locations.

It is hoped that, if this community-based approach proves successful in increasing the number of active travel trips undertaken, it can be replicated in other areas of the City.

## **9. Proposal Maps**

A series of maps showing the location of each of the proposed improvements follows. The numbers within the blue circles refer to the link numbers described above.





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- KEY:
- Existing Path —
  - New Link Required —
  - Path Requiring Upgrade —
  - Proposed Shared Use —
  - Dropped Kerbs Required ● (Link 4)
  - New on-road Cycle Lanes —



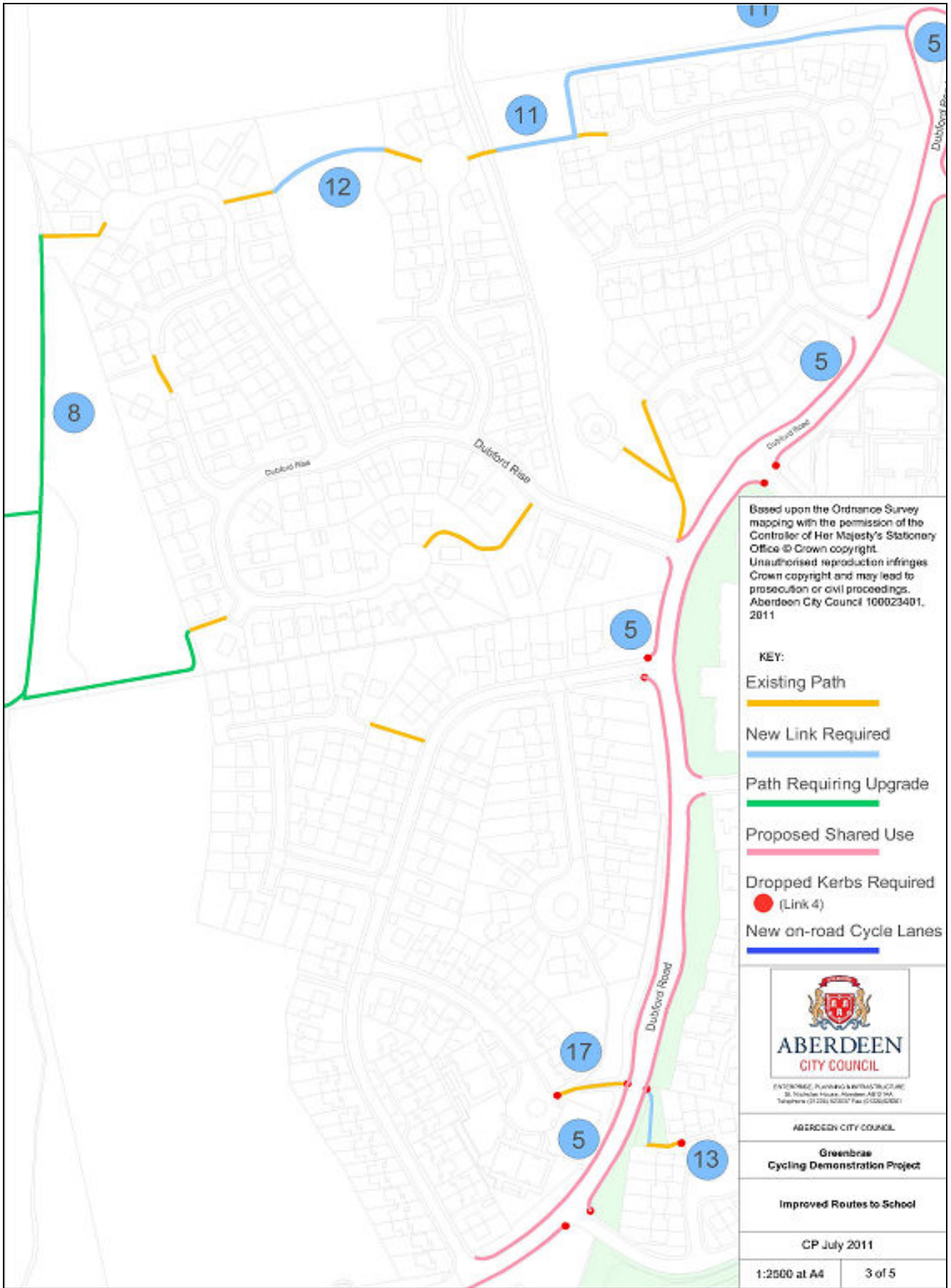
ENTERPRISE, PLANNING & INFRASTRUCTURE  
10, FORTH ROAD, ABERDEEN AB10 1SA  
TELEPHONE 01224 383111 FAX 01224 383112

ABERDEEN CITY COUNCIL

**Greenbrize  
Cycling Demonstration Project**

**Improved Routes to School**

CP July 2011



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<b>Improved Routes to School</b>	
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1:2500 at A4	3 of 5



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- KEY:**
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  - Dropped Kerbs Required (Link 4) ●
  - New on-road Cycle Lanes —



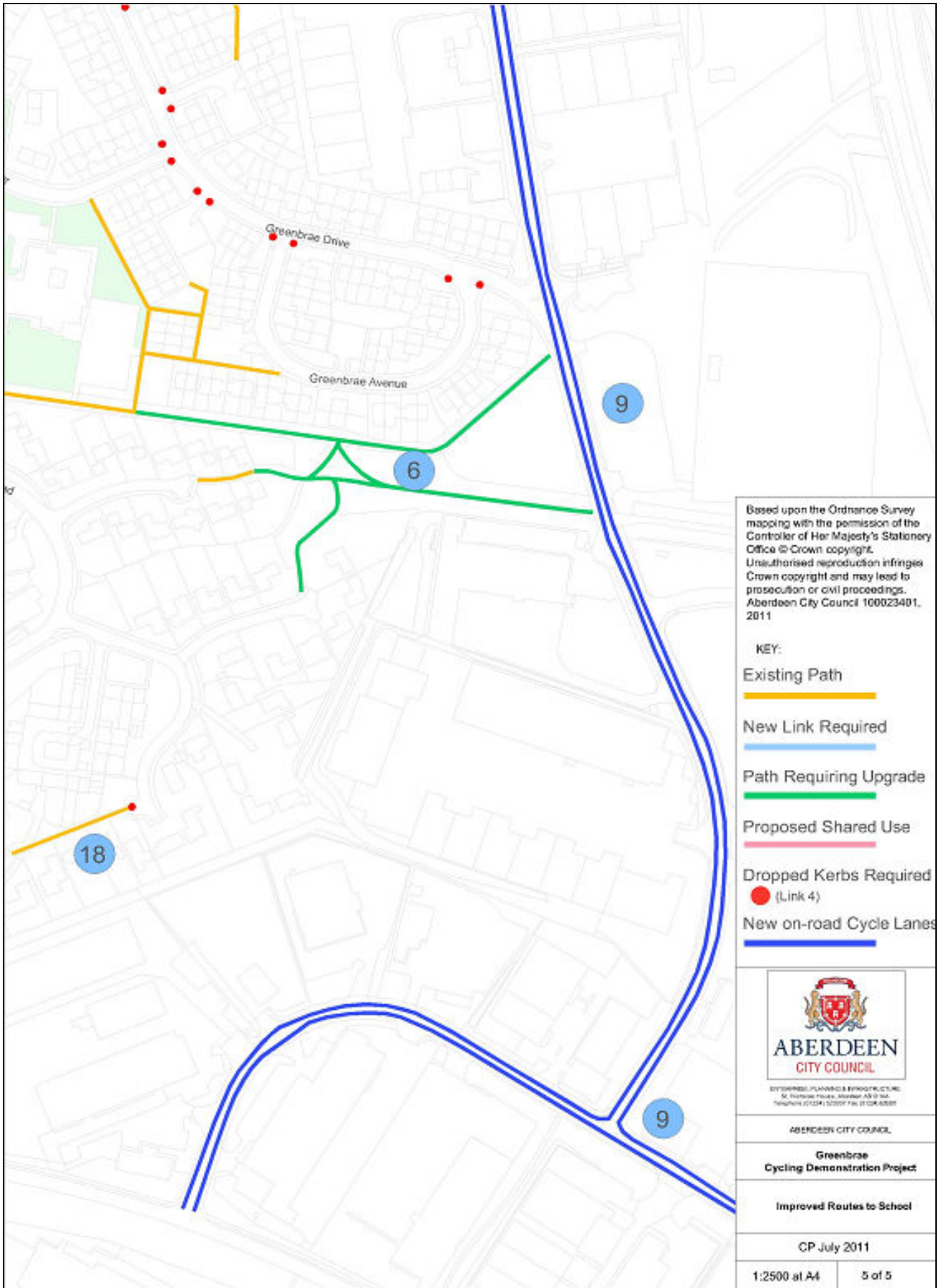
BY ORDER OF THE PLANNING & ENVIRONMENTAL SERVICES  
 10, MARKET PLACE, ABERDEEN AB9 8QA  
 TEL: 01224 252200 FAX: 01224 252201

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