

ABERDEEN CITY COUNCIL

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| COMMITTEE | Net Zero, Environment and Transport |
| DATE | 3 September 2024 |
| EXEMPT | No |
| CONFIDENTIAL | No |
| REPORT TITLE | A947 Bucksburn Roundabout to Parkhill Junction Multi-modal Corridor Study Detailed Appraisal |
| REPORT NUMBER | CR&E/24/257 |
| EXECUTIVE DIRECTOR | Gale Beattie |
| CHIEF OFFICER | David Dunne |
| REPORT AUTHOR | Tony Maric |
| TERMS OF REFERENCE | 7,8 |

1. PURPOSE OF REPORT

- 1.1 To update Members on a preferred package of active travel improvements as part of the Multi-Modal Transport Corridor Study for the A947 Bucksburn Roundabout to Parkhill Junction corridor, and seek approval for next steps.

2. RECOMMENDATIONS

That the Committee:-

- 2.1 Notes the outcomes of the Detailed Appraisal (Appendix 1) undertaken for the A947 Multi-Modal Transport Corridor Study.
- 2.2 Agrees that the measures described in paragraph 3.7 of this report as relevant to the Aberdeen City area, form a preferred package of active travel improvements on the A947 Bucksburn Roundabout to Parkhill Junction corridor; and
- 2.3 Instructs the Chief Officer – Strategic Place Planning to report an Outline Business Case for the elements of the preferred package within the city boundary to the Finance and Resources Committee at the earliest opportunity.

3. CURRENT SITUATION

- 3.1 A Preliminary Appraisal for the A947 Multi Modal Corridor was reported to the former City Growth and Resources Committee in September 2022. A map of the corridor is shown in Figure 1 below. This Preliminary Appraisal noted a requirement for improved active travel facilities along the route, and identified a long list of options that were recommended to be taken forward to detailed appraisal. Members of the City Growth and Resources Committee agreed that further appraisal work should be taken forward, and instructed the Chief Officer – Strategic Place Planning to report a Detailed Appraisal and Outline Business Case (OBC) to the Net Zero, Environment and Transport Committee once completed.

3.2 The City Growth & Resources Committee also instructed that a number of immediate (“quick win”) interventions falling out of the Preliminary Appraisal on this corridor be implemented as soon as appropriate funding could be sourced.

3.3 Figure 1 Map of A947 Corridor



3.4 Aberdeen City Council (ACC), in partnership with Aberdeenshire Council and Nestrans, subsequently commissioned AECOM to carry out a Scottish Transport Appraisal Guidance (STAG) based detailed appraisal on the A947 Bucksburn Roundabout (junction with A96) to Parkhill Junction (junction with AWPR) corridor.

3.5 Work then commenced on developing the Detailed Appraisal (Appendix 1). Again working with Aberdeenshire Council and Nestrans, this involved developing the options generated at Preliminary Appraisal into the list of options shown in the table in Paragraph 3.7 below, subjecting these to qualitative appraisal against the project objectives and STAG criteria (Environment;

Climate Change; Health, Safety and Wellbeing; Economy; Equality and Accessibility), and undertaking public and stakeholder engagement on the options.

3.6 Work on progressing the Detailed Appraisal (Appendix 1) identified a number of options that were recommended to be taken forward to an Outline Business Case (OBC) and these are shown in the table below:

3.7

| Options to Progress to Outline Business Case | |
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| AT4 | Active Travel Priority Crossing on Riverview Drive across Burnside Drive. |
| AT13 | Toucan crossing north of A947 / Riverview Drive roundabout. |
| AT14 | Toucan crossing on Riverview Drive to link two sections of existing shared use path. |
| AT16 | Toucan crossings on all arms of the Riverview Drive / Stoneywood Road roundabout to link existing and proposed cycle routes. New-improved shared pedestrian and cycle routes on crossing approaches. |
| AT17 | Formal pedestrian crossing at Tesco on Victoria Street. |
| AT32 | Add missing section of footway on Pitmedden Road. |
| AT59 | Widen existing section of shared use path north of Riverview Drive / A947 roundabout |
| AT60 | Add missing link on shared pedestrian and cycle route on the west side of Riverview Drive |
| O15 | Introduce placemaking and gateway features on Victoria Street |
| AT35a | Traffic calming measures (give way chicane) on Greenburn Road around Stoneywood School. Active travel priority crossings on Bankhead Road (Crossgates, Station Road and Millhill Brae junctions). Footway widening and carriageway narrowing on Bankhead Road and Millhill Brae. New signalised pedestrian crossing on Bankhead Road. |
| AT41a | New shared use path between Old Meldrum Road crossing and Lidl/McDonalds entrance, to tie in with existing provision. |
| AT41b | New segregated 2-way cycleway between Old Meldrum Road crossing and Lidl/McDonalds entrance, to tie in with existing provision . |
| O10 | Crossing improvement and footway widening around the A947/McDonalds access road junction. |
| AT31 | Pedestrian crossing improvement of Riverview Drive at Todlaw Walk junction. New path between Riverview Drive and the River Don path (opposite Todlaw Walk) to formalise an obvious desire line. |
| AT33 | Introduction of a one-way system on Station Road, Merrivale and Skene Place. Contra-flow cycle lane along Station Road. |
| O2 | Review the layout of the Victoria Street/Skene Place Junction |
| AT61a | Shared use footway between Victoria Street / Riverview Roundabout and Farburn Terrace. Speed limit reduction between Farburn Terrace and Pitmedden Road. Shared use footway between Pitmedden Road and the A947/Riverview Drive roundabout. |
| AT51 | New segregated cycle facilities on Oldmeldrum Road. |
| O7 | Splitter island and increased junction radii to prevent illegal manoeuvres at the A947/Stoneywood Road Junction at Co-Op/Marks and Spencer. |
| O8 | Carriageway narrowing and tightening of the A947/Stoneywood Brae Junction radii to reduce speeds. |

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| AT48a | New / improved shared use and new segregated cycle facilities along the length of the A947 to create a continuous cycle route. |
| AT58 | Completion of missing section of shared pedestrian and cycle route on Dyce Drive between the A947 and Kirkhill Industrial Estate to the north of Aberdeen International Airport. |

- 3.8 The rationale for the inclusion of these options in the Outline Business Case, together with indicative option designs and indicative costings are shown in appendices 1-7 (attached). Appendices 1-7 show indicative option designs in more detail and provide explanations of how the indicative costings were arrived at. An Active Mode Appraisal Toolkit (AMAT) Assessment was also conducted on appropriate options and the results are shown in appendix 8 (attached). The AMAT assessment provides more details on the benefits and disbenefits of options linked to walking, cycling, and wheeling.
- 3.9 Public and stakeholder consultation on the designs and option variants took place during May and June 2024. This consisted of an online consultation and survey, together with an in-person event at the Craighaar Hotel on 6 June 2024.
- 3.10 In order that the views of children and young people were also taken into account, an interactive session was held with pupils at Stoneywood Primary School on 8 May 2024. This highlighted the role of a transport planner and initiated high-level group discussions around the key problems and opportunities relating to transport in the study area.
- 3.11 The feedback on the consultation concluded that in general, the public and stakeholders agreed with the overall strategy, but that there was disagreement between different stakeholders as to the value of the individual options. Given that the options are not mutually exclusive and that there is some overlap on the options, then this is perhaps to be expected.
- 3.12 In terms of next steps, Members of this Committee are asked to note the outcomes of the Detailed Appraisal exercise, and agree that the measures described in paragraph 3.7 above go forward to Outline Business Case. This Outline Business Case would then be reported to the Council's Finance & Resources Committee for consideration in line with the currently approved Committee Terms of Reference.

4. FINANCIAL IMPLICATIONS

- 4.1 Funding has been provided by Nestrans to undertake design work, consultation and to develop the Outline Business Case (OBC) during 2023/24 and 2024/25. Costs associated with implementing the preferred option will be quantified as part of the Outline Business Case. There is currently no identified budget to proceed beyond Outline Business Case stage, therefore any progress beyond that stage would be dependent on the sourcing of continued external funding from Nestrans or any other appropriate external funding source.

5. LEGAL IMPLICATIONS

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

6. ENVIRONMENTAL IMPLICATIONS

- 6.1 The proposals aim to encourage and enable more walking, wheeling, and cycling in Dyce to main transport hubs such as Dyce Railway Station and Aberdeen International Airport. The proposals will also encourage more walking, wheeling, and cycling trips between Dyce and major employment areas such as the Kirkhill Industrial Estate and major trip attractors such as TECA. Should this encourage more people to use active travel in preference to the private car, this will have benefits in terms of carbon emissions and air quality, supporting the Council's Net Zero and air quality obligations. Transport is also a key social determinant of health that can have significant impacts on both physical and mental health, overall wellbeing on people and communities.
- 6.2 It should be noted that Environmental considerations are part of the STAG criteria which has influenced the recommendations of this report in terms of the preferred options to be taken forward. Any subsequent design stages will consider whether an Environmental Impact Assessment is required to inform any environmental implications of the project.

7. RISK

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

| Category | Risks | Primary Controls/Control Actions to achieve Target Risk Level | *Target Risk Level (L, M or H) *taking into account controls/control actions | *Does Target Risk Level Match Appetite Set? |
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| Strategic Risk | The Council has a number of objectives relating to transport, health, and the environment that the delivery of the recommended improvements could contribute to. | Progress recommended package to Outline Business Case (OBC). | L | Yes |

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| | Failure to deliver the proposals could therefore put the Council's ability to fully achieve such objectives at risk. | | | |
| Compliance | The project may require land acquisition. | Assess and quantify requirements as part of OBC. | M | Yes |
| Operational | There may be operational risks associated with the maintenance of new infrastructure. | Assess and mitigate risk as part of OBC. | M | Yes |
| Financial | There is currently no funding allocated to the project beyond OBC. | Identify and seek to take advantage of external funding sources before progressing beyond OBC. | M | Yes |
| Reputational | Failing to progress identified improvements risks undermining the Council's commitment to sustainable travel and net zero carbon. | Progress recommended package to OBC | M | Yes |
| Environment / Climate | There are environmental risks associated with not providing safe and attractive alternatives to private car use, in terms of achieving net zero | Progress recommended package to OBC | M | Yes |

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| | carbon and air quality obligations. | | | |
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8. OUTCOMES

| <u>Council Delivery Plan 2024</u> | |
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| | Impact of Report |
| <p>Aberdeen City Council Policy Statement</p> <p><u>Working in Partnership for Aberdeen</u></p> | <p>The proposals within this report support the delivery of the following aspects of the policy statement:</p> <ul style="list-style-type: none"> • We seek to invest in our road and pavement network, ensuring active and green travel is at the forefront of any new projects and a review of existing transport infrastructure is progressed taking account of the need to expand the city cycle network; • Reviewing our cycle and active transport network, and work with Aberdeen Cycle Forum to deliver our shared vision of making Aberdeen a cyclist friendly city and provide covered secure cycle storage in suitable locations across Aberdeen; and • Improving cycle and active transport infrastructure, including by seeking to integrate safe, physically segregated cycle lanes in new road building projects and taking steps to ensure any proposal for resurfacing or other long-term investments consider options to improve cycle and active transport infrastructure. |
| <u>Local Outcome Improvement Plan</u> | |
| Prosperous People Stretch Outcomes | The proposals within this report support the delivery of LOIP Stretch Outcome 11 – Healthy life expectancy is five years longer by 2026, in that the proposed improvements should encourage more walking, wheeling, and cycling. Increasing physical activity is linked with increasing life expectancy. |
| Prosperous Place Stretch Outcomes | The proposals support the delivery of LOIP Stretch Outcomes 13 - <i>Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate</i> , and 14 - <i>Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026</i> , in that they should encourage a shift from motorised to active and sustainable forms of transport with associated emissions reduction. |
| Regional and City Strategies | The proposals support delivery of the Nestrans Regional Transport Strategy, specifically the aim of |

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| | <p>Increasing the number of people travelling actively for health and the environment, and the following key priority: Safe and segregated active travel connections within and connecting to Aberdeen City Centre from the main commuter towns, in line with and to complement the objectives of the Aberdeen City Centre Masterplan. Wherever possible routes should be segregated, and road space reallocation should also be considered to allow cyclists, pedestrians, and wheelers (especially those less confident and able) sufficient space. The A947 corridor is specifically mentioned as a priority corridor.</p> <p>The proposals support the emerging Local Transport Strategy, with its focus on prioritising clean and healthy transport.</p> <p>Proposals also support the Net Zero Mobility Strategy Strategic Aim, We will reduce travel demand, play a key role in enabling a transition to low / zero emission vehicles and facilitate more walking, wheeling and use of public transport to reduce emissions while increasing the safety of road users, and Strategic Objective, Extend and improve active travel networks for healthy, safer, and sustainable choices.</p> |
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9. IMPACT ASSESSMENTS

| Assessment | Outcome |
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| Integrated Impact Assessment | New Integrated Impact Assessment has been completed |
| Data Protection Impact Assessment | Not required |
| Other | The appraisal process had considered the impacts of the preferred option on the Environment; Climate Change; Accessibility and Social Inclusion; Economy; Health and Wellbeing; Deliverability; and Public Acceptability. |

10. BACKGROUND PAPERS

10.1 Preliminary Appraisal

11. APPENDICES

11.1 Appendix 1 Detailed Appraisal Report

- 11.2 Appendix 2 (A) - Rationale for Table 2 Option Sifting
- 11.3 Appendix 3 (B) - Table 1 Design Technical Note
- 11.4 Appendix 4 (C) - Table 2 Preliminary Design Option Development Technical Note
- 11.5 Appendix 5 (D) – Table 2 Design Technical Note
- 11.6 Appendix 6 (E) – Table 2 Option Designs
- 11.7 Appendix 7 (F) - Detailed Table 2 Option Cost Breakdown
- 11.8 Appendix 8(G) - Environmental Constraints Mapping
- 11.9 Appendix 9(H) - Active Mode Appraisal Toolkit (AMAT) Assessment

12. REPORT AUTHOR CONTACT DETAILS

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