

## ABERDEEN CITY COUNCIL

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<b>COMMITTEE</b>	Finance and Resources
<b>DATE</b>	12 February 2025
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	A947 Bucksburn Roundabout to Parkhill Junction Multi-modal Corridor Study Outline Business Case
<b>REPORT NUMBER</b>	CR&E/25/022
<b>EXECUTIVE DIRECTOR</b>	Gale Beattie
<b>CHIEF OFFICER</b>	David Dunne
<b>REPORT AUTHOR</b>	Tony Maric
<b>TERMS OF REFERENCE</b>	1.1.4

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### 1. PURPOSE OF REPORT

- 1.1 To seek approval of an Outline Business Case (for those elements within Aberdeen City) for a package of active travel improvements on the A947 Bucksburn Roundabout to Parkhill Junction corridor.

### 2. RECOMMENDATIONS

That the Committee:-

- 2.1 Note the preferred package of active travel improvements on the A947 Bucksburn Roundabout to Parkhill Junction corridor (relevant to Aberdeen City), agreed by the Net Zero, Environment and Transport Committee in September 2024;
- 2.2 Approve the Outline Business Case for the preferred package of improvements within Aberdeen City (Appendix 1); and
- 2.3 Subject to approval of recommendation 2.2, instruct the Chief Officer – Strategic Place Planning and the Chief Officer - Capital to work with partners to seek external funding to enable the various projects included within the Outline Business Case to proceed to Detailed Design and Full Business Case development, as required.

### 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 Figure 1 Map of A947 Corridor



- 3.3 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.
- 3.4 This involved further developing the options generated at Preliminary Appraisal, 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.

3.5 The outcomes of the Detailed Appraisal were reported to the Net Zero, Environment and Transport Committee in September 2024, with the Committee agreeing that the measures listed in the table below comprised a preferred package of improvements. The Committee instructed 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. The Outline Business Case is provided as Appendix 1, while appendices 2-6 comprise information provided by the consultant which has informed development of the OBC.

3.6

<b>Options to Progress to Outline Business Case</b>	
<b>AT4</b>	Active Travel Priority Crossing on Riverview Drive across Burnside Drive.
<b>AT13</b>	Toucan crossing north of A947 / Riverview Drive roundabout.
<b>AT14</b>	Toucan crossing on Riverview Drive to link two sections of existing shared use path.
<b>AT16</b>	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.
<b>AT17</b>	Formal pedestrian crossing at Tesco on Victoria Street.
<b>AT32</b>	Add missing section of footway on Pitmedden Road.
<b>AT59</b>	Widen existing section of shared use path north of Riverview Drive / A947 roundabout
<b>AT60</b>	Add missing link on shared pedestrian and cycle route on the west side of Riverview Drive
<b>O15</b>	Introduce placemaking and gateway features on Victoria Street
<b>AT35a</b>	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.
<b>AT41a</b>	New shared use path between Old Meldrum Road crossing and Lidl/McDonalds entrance, to tie in with existing provision.
<b>AT41b</b>	New segregated 2-way cycleway between Old Meldrum Road crossing and Lidl/McDonalds entrance, to tie in with existing provision .
<b>O10</b>	Crossing improvement and footway widening around the A947/McDonalds access road junction.
<b>AT31</b>	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.
<b>AT33</b>	Introduction of a one-way system on Station Road, Merrivale and Skene Place. Contra-flow cycle lane along Station Road.
<b>O2</b>	Review the layout of the Victoria Street/Skene Place Junction

<b>AT61a</b>	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.
<b>AT51</b>	New segregated cycle facilities on Oldmeldrum Road.
<b>O7</b>	Splitter island and increased junction radii to prevent illegal manoeuvres at the A947/Stoneywood Road Junction at Co-Op/Marks and Spencer.
<b>O8</b>	Carriageway narrowing and tightening of the A947/Stoneywood Brae Junction radii to reduce speeds.
<b>AT48a</b>	New / improved shared use and new segregated cycle facilities along the length of the A947 to create a continuous cycle route.
<b>AT58</b>	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.

- 3.7 In terms of next steps, Members of this Committee are asked to approve the Outline Business Case provided in Appendix 1 and instruct officers to work with partners to seek external funding to enable the various projects included within the Outline Business Case to proceed to Detailed Design and Full Business Case development, as required.

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

- 4.1 Funding has been provided to date 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 package of measures are included within the Outline Business Case (Appendix 1). 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.

<b>Category</b>	<b>Risks</b>	<b>Primary Controls/Control Actions to achieve Target Risk Level</b>	<b>*Target Risk Level (L, M or H)  *taking into account controls/control actions</b>	<b>*Does Target Risk Level Match Appetite Set?</b>
<b>Strategic Risk</b>	The Council has a number of objectives relating to transport, health, and the environment that the delivery of the recommended improvements could contribute to. Failure to deliver the proposals could therefore put the Council's ability to fully achieve such objectives at risk.	Progress recommended package to Detailed Design and Full Business Case (FBC).	L	<b>Yes</b>
<b>Compliance</b>	The project may require	Assess and mitigate risk as part of FBC.	M	<b>Yes</b>

	land acquisition.			
<b>Operational</b>	There may be operational risks associated with the maintenance of new infrastructure.	Assess and mitigate risk as part of FBC.	M	<b>Yes</b>
<b>Financial</b>	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	<b>Yes</b>
<b>Reputational</b>	Failing to progress identified improvements risks undermining the Council's commitment to sustainable travel and net zero carbon.	Progress recommended package to FBC.	M	<b>Yes</b>
<b>Environment / Climate</b>	There are environmental risks associated with not providing safe and attractive alternatives to private car use, in terms of achieving net zero carbon and air quality obligations.	Progress recommended package to FBC.	M	<b>Yes</b>

## 8. OUTCOMES

<a href="#"><u>Council Delivery Plan 2024</u></a>	
<b>Impact of Report</b>	
<b>Aberdeen City Council Policy Statement</b>	<p>The proposals within this report support the delivery of the following aspects of the policy statement:</p> <ul style="list-style-type: none"> <li>We seek to invest in our road and pavement network, ensuring active and green travel is at</li> </ul>

<p><a href="#"><u>Working in Partnership for Aberdeen</u></a></p>	<p>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;</p> <ul style="list-style-type: none"> <li>• 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</li> <li>• 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.</li> </ul>
<p><a href="#"><u>Local Outcome Improvement Plan</u></a></p>	
<p>Prosperous People Stretch Outcomes</p>	<p>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.</p>
<p>Prosperous Place Stretch Outcomes</p>	<p>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.</p>
<p><b>Regional and City Strategies</b></p>	<p>The proposals support delivery of the Nestrans Regional Transport Strategy, specifically the aim of 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
<b>Integrated Impact Assessment</b>	New Integrated Impact Assessment has been completed
<b>Data Protection Impact Assessment</b>	Not required
<b>Other</b>	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 None

## 11. APPENDICES

- 11.1 Appendix 1 – Outline Business Case Report
- 11.2 Appendix 2 – OBC Strategic Case
- 11.3 Appendix 3– OBC Socio-economic Case
- 11.4 Appendix 4 – OBC Management Case
- 11.5 Appendix 5 – OBC Financial Case
- 11.6 Appendix 6 – OBC Commercial Case

## 12. REPORT AUTHOR CONTACT DETAILS

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