

ABERDEEN CITY COUNCIL

COMMITTEE	ENTERPRISE, STRATEGIC PLANNING AND INFRASTRUCTURE
DATE	21/01/2014
DIRECTOR	GORDON MCINTOSH
TITLE OF REPORT	DYCE SHUTTLE BUS NEW ACCESS ROAD
REPORT NUMBER:	EPI/13/265

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to inform the Committee of progress (by Planning & Sustainable Development acting as agents for Nestrans) with the preparation of a project to provide an improved means of access to Dyce railway station for the airport shuttle bus, and to seek approval to award a contract to allow construction work to commence before the end of the financial year 2013-2014.
- 1.2 This project (which has a Nestrans capital funding allocation of £426,000 in 2013/14) includes the construction of a new bus only access road and turning circle to the west side of the railway line, on land owned by Aberdeen International Airport between Foinavon Close and Dyce railway station.
- 1.3 The new construction will include a shared use path from the west side of the platforms at the railway station to a bus stop at the turning circle and along to the north end of Farburn Terrace. Cycle storage facilities will also be provided beside the railway station. The location of the site and the proposed construction layout are shown on the plan in the Appendix to this report.

2. RECOMMENDATION(S)

- 2.1 It is recommended that:
 - a) the Committee notes that tenders will be invited (by Planning & Sustainable Development acting as agents for Nestrans) for a Dyce Shuttle Bus New Access Road construction contract, to deliver this project as part of the Nestrans capital projects programme for 2013/14.

- b) the Committee gives approval for the award of a contract to the lowest valid tenderer to enable the construction to commence in the remainder of this financial year (2013-14).

3. FINANCIAL IMPLICATIONS

- 3.1 There will be no financial implications for Aberdeen City Council from the construction contract, as the preparation and delivery of the completed project will be fully funded from the NESTRANS programme allocation for 2013/14.
- 3.2 The NESTRANS Capital and Revenue expenditure programme for 2013/14, has £426,000 to allow for the design, preparation, construction and supervision costs of the project.
- 3.3 Any future revenue demands resulting from the provision of the new bus access road and turning circle will not be significant and can be absorbed into future revenue maintenance requirements.

4. OTHER IMPLICATIONS

- 4.1 The new bus only access road and turning circle is intended to assist in the punctuality and therefore reliability of public transport operating between the airport and the railway station. The City Council has signed up to a Bus Punctuality Partnership Agreement with First, Stagecoach, Aberdeenshire Council and NESTRANS to work together to improve public transport and thereby encourage modal shift. This is entirely in accordance with the Council's Local Transport Strategy (LTS) and the NESTRANS Regional Transport Strategy (RTS).
- 4.2 A Traffic Regulation Order is required for the bus access road and turning circle proposals. With the exception of buses and cycles, vehicles will be prohibited from entering the new access road and turning circle (albeit an exemption will apply to emergency and maintenance vehicles). The Order is the subject of a separate report to the Enterprise, Strategic Planning and Infrastructure Committee. There are no other legal implications as a result of this report.
- 4.3 The administration and supervision of the construction contract will be undertaken by staff within the Enterprise, Planning & Infrastructure service. There should be no other personnel or resource implications as a result of this report.
- 4.4 The project aims to increase accessibility within the city for all sections of the community. The provision of a direct and less traffic congested route for the airport shuttle bus, with the improved access and facilities for cyclists, is an integral part of developments which will help to deliver benefits for sustainable transport users of the city.

- 4.5 Economic benefit should be gained from the improved accessibility between the airport and railway station, with all users likely to benefit from a reduction in delays caused by traffic congestion.
- 4.6 The project should provide environmental benefits as it is intended to contribute to modal shift, which in turn will contribute to reductions in traffic congestion, which should also help to alleviate air quality concerns in the city. Where practicable any existing materials will be incorporated into the new works or removed to store for future re-use.
- 4.7 Health & Safety should be improved by the provision of the new access arrangements for the shuttle bus. The dedicated bus only turning circle and bus stop stance will be better for all the bus and other road users than the existing arrangements at the railway station. It should reduce the potential for accidents and provide increased safety and accessibility for pedestrians. Other Health and Safety issues will be dealt with by adherence to the Aberdeen City Council Guide To Managing Health & Safety, and any relevant Health & Safety legislation e.g. the Construction (Design and Management) Regulations.
- 4.8 If this project is not progressed there is the risk of an impact on the ability to deliver policy commitments relating to increasing the attractiveness and therefore the use of public transport, and the successful achievement of objectives contained within the LTS and RTS. Related objectives associated with Air Quality, Carbon Reduction and the local and regional economies, could also be compromised. The only other risks associated with this project are the normal risks associated with road construction work.
- 4.9 The land on which the new bus access road, turning circle, connecting paths, cycle facilities and landscaping are to be constructed is owned by Aberdeen International Airport. A lease arrangement has been proposed by the airport, wherein the land occupied by the new construction will be leased for a period of 99 years with a rent of £1 per annum if asked. There are no equipment implications as a result of this report.

5. BACKGROUND/MAIN ISSUES

5.1 Aims and Benefits

- 5.1.1 This project is a proposal to provide a short new link on the road network in the city, where the improved access should contribute to increased reliability and punctuality of buses, thereby encouraging greater use of this more sustainable mode of transport. The proposals are part of the transport infrastructure measures considered necessary to support the delivery of the actions agreed by the Council relating to the Community Plan objective to improve sustainable travel options.
- 5.1.2 This project should have a variety of positive benefits, such as encouraging public transport usage and active travel, both for

commuting and leisure. Providing a more efficient transport network will also help to encourage modal shift and will have positive impacts on air quality, thereby contributing to a healthier population.

5.2 Existing site

5.2.1 The extent of the works lies within land owned by Aberdeen International Airport, between Foinavon Close and Dyce Railway Station. It consists mainly of woodland and grassed areas, with notable variations in ground levels throughout the site. The site area is constrained by some residential and commercial properties, the Aberdeen to Inverness railway line and a security fence around the airport.

5.3 Construction Proposals

5.3.1 The works include the construction of a new length of single carriageway road with a bus turning circle, a bus stop stance and a footway connection to the station. It includes associated earthworks for verges, embankments, screening bunds and landscaping, along with drainage and street lighting.

5.3.2 It is proposed that six cycle lockers with a cycle shelter and an area of landscaping will be installed (adjacent to the footway between the access road and the railway station) and a connecting shared use path will be constructed from the north end of Farburn Terrace.

5.4 Programme & Traffic Management

5.4.1 It is proposed to commence construction in the remainder of this financial year (2013-2014), with completion expected in summer 2014.

5.4.2 The site is contained within an area of land adjacent to Foinavon Close, so it is anticipated that nearly all of the construction work can be completed with very little need for traffic management on the surrounding road network. When the connection of the new access road to Foinavon Close is constructed it will be necessary to maintain adequate access for the businesses that operate further along that road.

6. IMPACT

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

6.2 The delivery of improved access in this area will also contribute to the aims to improve Aberdeen's transport infrastructure – including addressing "pinch points" in the city's road network and work to improve public transport. The scheme also links in with the objectives of the Local and Regional Transport Strategies.

- 6.3 The Local Transport Strategy (LTS) and Regional Transport Strategy (RTS) which this project contributes to have been subject to Equalities & Human Rights Impact Assessments. There are no implications for the majority of the 'Equality Groups' as a result of this specific project. Therefore an Equalities Impact Assessment for this particular project has not been required. However, access for the disabled should be improved by the provision of a wider path to the station and this will link in with the 'Access for All' redevelopment of the station (due to be completed by 31st March 2014), which will include a new bridge over the railway accessed by lifts from both platforms.
- 6.4 This report is likely to be of interest to the public, because the provision of improved access arrangements on the west side of Dyce railway station will probably be welcomed by all users of the airport shuttle bus service and other pedestrians and cyclists that may travel via the station. It may also be of interest to local residents who might be affected by the changes to the access arrangements in the area.

7. MANAGEMENT OF RISK

- 7.1 There is a reputational risk to the Council, which should be classified as a hazard. If the recommendations of this report are not approved by the Committee it would appear to contradict the aims of corporate and community plans. The risk can be categorized as business and customer/citizen, because failure to progress with this project would have a negative impact on the relationships with partners and stakeholders (including Nestrans, Aberdeen International Airport, Network Rail and all users of the proposed infrastructure improvement).
- 7.2 If the recommendations of this report are approved by the Committee there is a risk that should be classified as environmental. This risk can be categorized as a hazard because the project converts an area of ground with grass and trees to paved road and footway construction. However, it can also be categorized as an opportunity because (in mitigation of any negative impacts) the project will encourage and promote walking, cycling and the use of public transport.

8. BACKGROUND PAPERS

None.

9. REPORT AUTHOR DETAILS

Bruce MacFarlane
Senior Engineer
brucem@aberdeencity.gov.uk
01224 523489