

COMMITTEE	Communities, Housing and Infrastructure
DATE	16 January 2018
REPORT TITLE	Craigshaw Drive - Cycle Lanes
REPORT NUMBER	CHI/17/284
INTERIM DIRECTOR	Bernadette Marjoram
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1. PURPOSE OF REPORT:-

The purpose of this report is to advise members of an option appraisal being undertaken to inform cycle improvements on Craigshaw Drive and to seek approval to continue to develop a detailed design for further consideration.

2. RECOMMENDATION(S)

It is recommended that Committee:

- (a) Notes the option development and appraisal process carried out to date;
- (b) Agrees the outline design which has emerged from this process, indicated in Appendix 7; and
- (c) Instructs the Head of Planning and Sustainable Development to continue with the detailed design and report back to this, or replacement, Committee with the detailed design, cost estimates and possible funding sources for future implementation in 2018/2019.

3. BACKGROUND/MAIN ISSUES

Background

- 3.1 Aberdeen City Council is currently undertaking a Scottish Transport Appraisal Guidance (STAG) assessment of the Wellington Road (A956) corridor to identify options for improving conditions for all modes of transport along this strategic corridor. A particular emphasis has been put on prioritising sustainable modes of transport and freight movements.
- 3.2 A cycle route along Craigshaw Drive is highlighted as an option within the Wellington Road Pre-Appraisal Study to develop missing links in cycle provision and increase the attractiveness and overall safety of cycling in this area. The cycle provision previously identified comprised a shared use

footway that would create an off-road cycle link between the Shell path at Abbotswell Road and Craigshaw Drive's junction with Wellington Road (as shown in Appendix 1 location plan).

- 3.3 Previously in 2016 Aberdeen City Council made an application for funding from Nestrans and Sustrans to undertake a detailed design and implement a shared use cycle route on the eastern/northern footway of Craigshaw Drive. This design did not meet the expectations of the existing users and officers ran an informal workshop with stakeholders to determine the existing usage problems and outline the design criteria with a view to exploring additional layouts.

Main Issues

- 3.4 The workshop was organised by officers along with Sustrans, Nestrans and the Shell BUG group. The discussion firstly covered the problems, requests and comments from the previously proposed route and secondly, the restraints within which any subsequent design would be subject to. Discussion was generated to effect a range of suggestions, comments and potential solutions.
- 3.5 Various options were developed ranging from a 'do nothing' situation to an 'all inclusive' version with the pros and cons of each option detailed. The majority of the options required the carriageway on Craigshaw Drive to be clear of parked vehicles in order to enable cycle lane/s to be introduced. These options were then appraised and scored by officers, Sustrans and Nestrans in accordance with recognised cycle design criteria. The emerging preferred options were those which achieved the highest scores ie best met the set criteria. The appraisal results are shown in Appendix 2
- 3.6 Aberdeen Cycle Forum and the Shell BUG group have subsequently been approached for their views/comments on these proposals. Also the local members for the Kincorth/Nigg/Cove Ward and the Community Councils for Kincorth and Leggart, Torry, Nigg and Cove and Altens, have been contacted with the proposals and the comments from all these consultees have been detailed in Appendix 3.
- 3.7 A number of site surveys has also been carried out over the route. The results from cycle counts can be found in Appendix 4, those from a vehicular parking survey can be found in Appendix 5, and results from a letter drop to the local businesses in close proximity to the proposal can be found in Appendix 6.
- 3.8 Members should also note that, within the four-year Civitas Portis project and their specific work packages, a brief has been written and approved for the appointment of consultants to consider the Altens, North Dee and South Dee areas with respect to travel plans within the business community. The consultant appointment is due to be made early in 2018 with work starting shortly afterwards.
- 3.9 Once completed it is anticipated that people in employment and training within these areas will be better informed as to the alternatives to single occupancy car journeys for commuting to and from work. It is hoped that a reduction of

car parking spaces will result, both on-street and within business premises, reducing the impact of the parking/loading restrictions being progressed as a part of the cycle lanes project, if approved. Reduced parking within business premises may also allow these businesses to conduct their activities within their own grounds rather than from the surrounding streets.

- 3.10 The construction of this cycling facility on Craigshaw Drive, should also encourage a proportion of these commuters to make the shift to more active forms of travel for all, some or part of their journeys to and from work or college.
- 3.11 Similar travel planning work is currently being carried out in the industrial estates of Westhill, Aberdeenshire. They are faced with greater commuting distances and a more limited choice of public transport resulting in more challenging initiatives for changes towards sustainable travel. However, within the region there is significant work on-going to make it easier for commuters to make more sustainable choices to their daily travels through a strategic network of active travel routes and the Craigshaw Drive cycle lanes are an important link within this network.

4. FINANCIAL IMPLICATIONS

- 4.1 Funding for the feasibility and design process is already in place as specified in Para 3.3. The cost of the detailed design and construction of this project is anticipated to be met from future external, matched funding from both Nestrans and Sustrans through the 2018/2019 and 2019/2020 budget applications. These applications still have to be submitted and confirmed, and would be subject to all the necessary permissions being in place. Committee approval will be sought at the appropriate time to spend funds allocated to this project.
- 4.2 Funding is not dependant on European funding streams and so Brexit should not affect the funding applications.
- 4.3 There are no financial risks from implementing or from not implementing these measures.
- 4.4 Maintenance of the cycle lanes will be met using existing personnel and funded from existing budgets and the winter maintenance will be in line with the Winter Plan for 2018/19

5. LEGAL IMPLICATIONS

- 5.1 The requirement to introduce waiting/loading restrictions and footway redetermination on Craigshaw Drive and Abbotswell Road will require Traffic Regulation Orders to be promoted. This process is subject to consultation with statutory consultees such as the emergency services, community councils and transportation stakeholders and also with the general public. It is anticipated that these Traffic Regulation Orders will be promoted during 2018/2019.

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

6. MANAGEMENT OF RISK

- 6.1 **Financial** – There is a risk that funding, yet to be sought from Nestrans and Sustrans, will not be forthcoming within the next round of funding applications for 2018/2019 or 2019/2020. However, both Nestrans and Sustrans were party to the selection process and so the risk that this project will not be supported financially is relatively small. The timing of the construction can be scheduled to reflect the availability of funding.
- 6.2 Should, however, these funding sources not be successful the project will be prioritised with other similar projects until such time as other funding becomes available.
- 6.3 **Employee** – this project is currently identified in the 2018/19 service plans and so there should be no additional resource risk.
- 6.4 **Customer / citizen** – from the previous consultation with the Aberdeen Cycle Forum and the Shell BUG group there has been clear support for an improved facility. However the final design has to be a facility that is acceptable to the existing cyclists with retained/improved journey times and with increased safety for all cyclists, including the minimum criteria which is a cycle facility acceptable for an unaccompanied 12 year old to use.
- 6.5 The introduction of waiting and loading restrictions along this street may have a negative impact on the surrounding local businesses with respect to staff and customer parking although most premises already have a degree of off-street parking.
- 6.6 Improvements to facilities for walking and cycling, which encourage more people to walk and cycle more in their every day lives, will have a positive health and wellbeing outcome.
- 6.7 **Environmental** – in upgrading the Abbotswell Road/Craigshaw Drive junction to a signalled junction, should this be the preferred layout, there will be a requirement to remove a number of established trees that lie between Abbotswell Road and the open space where the current Shell path is situated. These trees are not under a Tree Preservation Order and it is proposed that, if required, an appropriate number of replacement trees will be planted in consultation with the arboriculture officer. Other layout options would not require tree removal, however the detailed design process will determine the appropriate junction layout.
- 6.9 An increase in the numbers of commuters choosing to cycle/walk rather than drive will reduce harmful vehicle emissions in the area.
- 6.10 **Technological** – depending on the outcome of the detailed design at the Abbotswell Road junction there could be traffic signals giving priority to

cyclist/pedestrian movements - the first of its kind in Aberdeen. However, this is dependant on the detailed design and whether such a facility would create road safety issues on the approach roads.

- 6.11 **Legal** – there is a risk that if there are objections to the traffic regulation order then these objections could be upheld at a future Committee meeting. The scheme would then be unable to be delivered in its current format. Enhanced communication with stakeholders in the vicinity has been undertaken to inform them of the proposals and reduce the risk of future objections.
- 6.12 **Reputational** – there is an expectation that high quality cycle provision will be delivered along this street as this route boasts one of the highest commuter cycling numbers in the City. A high number of pedestrians also use this road to access the training establishment situated on Craigshaw Drive.
- 6.13 If a scheme cannot be delivered then this may result in negative coverage, from Aberdeen Cycle Forum in particular, who is one of our existing statutory consultees for all transport related schemes.

7. IMPACT SECTION

Economy

- 7.1 The Council aims to support improvement in the local economy to ensure a high quality of life for all people in Aberdeen, and the relevant Regional Economic Strategy embraces this in the vision for ‘A 20 year vision for the well-being of the place and our people’. As the programme of walking and cycling improvements has been developed to support the Local Transport Strategy (LTS), it will also aid economic development. The current vision for the Aberdeen City LTS is:

“A sustainable transport system that is fit for the 21st Century, accessible to all, supports a vibrant economy, facilitates healthy living and minimises the impact on our environment.”

- 7.3 The Strategy includes the following objectives:

Objectives:

- To increase the number of people walking, both as a means of travel and for recreation, in recognition of the significant health and environmental benefits it can bring to our citizens.
 - To foster a cycling culture in Aberdeen by improving conditions for cycling in Aberdeen so that cycling becomes an everyday, safe mode of transport for all.
 - To ensure the Council manages and enforces the road network to ensure safety and effectiveness for the benefit of all users.
- 7.4 The construction of a high quality route running from the existing ‘Shell’ path and through the Altens Industrial Estates and connecting to the residential areas in Cove, will provide an active travel corridor from the City centre to the

south. This infrastructure will directly support the updated Regional Active Travel Action Plan and will benefit the economy through:

- improved productivity of the workforce,
- reduced congestion and
- more efficient and effective use of land and transport networks.

We will improve deployment of low carbon transport in the city and urban areas through active travel networks

7.5 The Torry Locality Plan recognises that there is already a “higher proportion of residents from Torry travel actively..... than the rest of Aberdeen” but also that “there are high levels of traffic that impacts on air quality especially on Wellington Road”.

The addition of another link to an existing high quality strategic active travel route connecting the south side of the City Centre to the Wellington Road area with the Industrial Estates either side of it, has a positive impact on peoples accessibility to places of employment.

People

7.5 The continued introduction and maintenance of safe walking and cycling routes, measures delivering air quality improvements and other sustainable transport initiatives are recognised at all levels of government as a positive contributory factor in the health of everyone in the community and research also suggests that building in daily exercise such as walking or cycling to school, work etc. is one of the best ways to achieve the recommended levels of exercise to keep us active and healthy for longer.

7.6 Currently, existing cyclists report a busy stressful commute at the point where the Shell Path finishes and along Craigshaw Drive. This section of cycle infrastructure will extend an existing active travel route and will connect the City Centre to the south of the City and its Industrial Estates This will allow those working to the south of the City the option of commuting actively, by cycling or walking, over a safe network of paths and lanes to, and from, their place of work. This sits comfortably with people choosing and participating in healthy lifestyle options whilst creating benefit to the local air quality.

Place

7.7 The Council is committed to ensuring that Aberdeen is a welcoming place to invest, live and visit and operating to the highest environmental standards.

7.8 Effecting modal shift from cars to more active forms of commuting through cohesive and safe cycling infrastructure will result in less harmful exhaust emissions and will contribute to improving the air quality in the City.

- 7.9 There are two fast food ‘burger vans’ operating from Craigshaw Drive and the requirement to introduce waiting and loading restrictions on the street will necessitate these businesses to relocate – possibly to surrounding streets.

Technology

- 7.10 No significant impact on technology

8. BACKGROUND PAPERS

Wellington Road Corridor

http://www.nestrans.org.uk/wp-content/uploads/2017/02/2015_01_21_WR_Multimodal_Corridor_Study_Final_Report.pdf

Aberdeen Active Travel Action Plan

<https://www.aberdeencity.gov.uk/sites/aberdeen-cms/files/Aberdeen%20Active%20Travel%20Action%20Plan.pdf>

9. APPENDICES

- Appendix 1 – Location Plan
- Appendix 2 – Appraisal results
- Appendix 3 - BUG, ACF, Comm. Council and local Members response table
- Appendix 4 – Cyclist numbers on Craigshaw Drive
- Appendix 5 – Vehicle parking survey results
- Appendix 6 – Local business responses
- Appendix 7 – Outline design

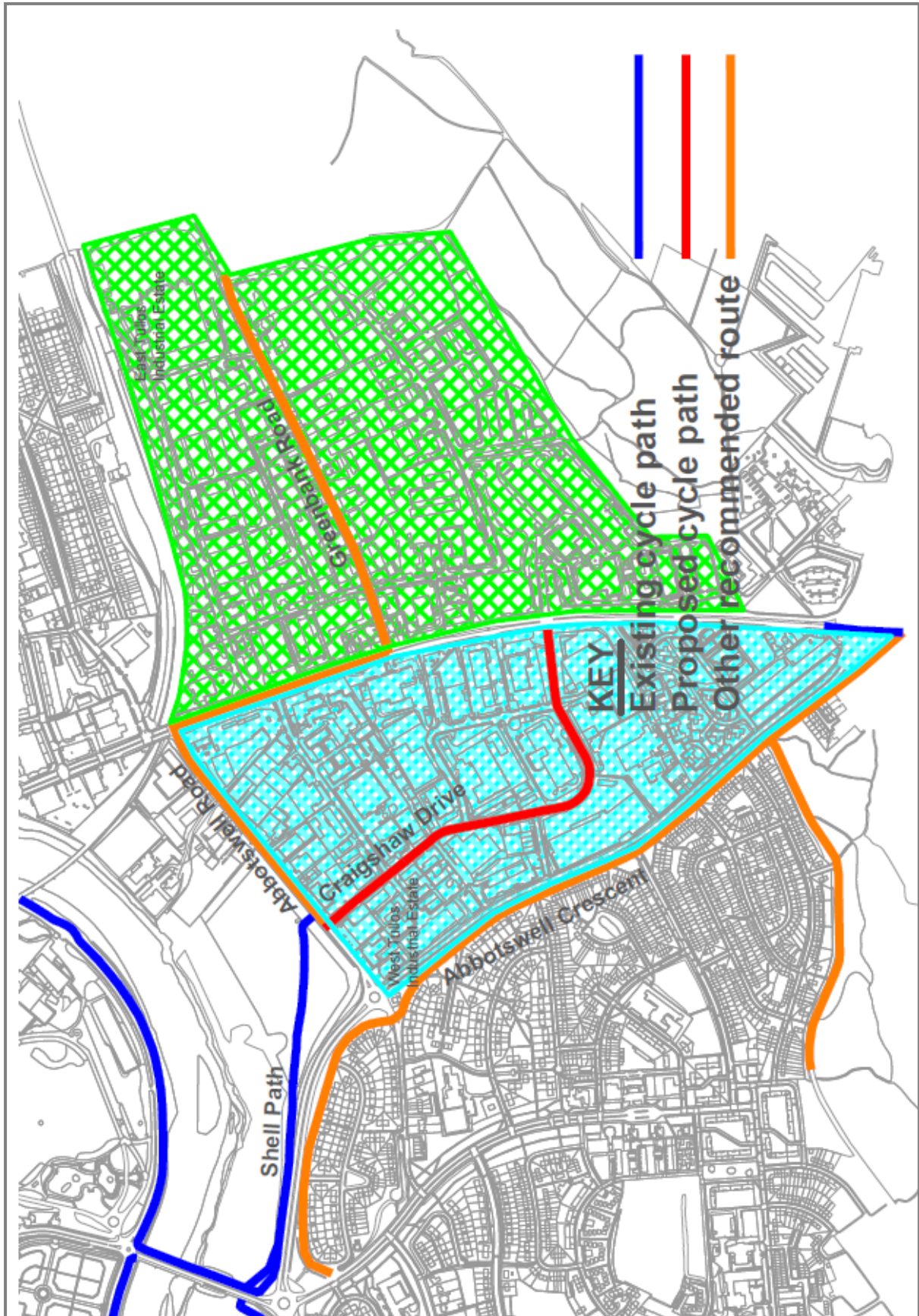
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APPENDIX 1- Location Plan



APPENDIX 2 – Option Appraisal Results

Craigshaw Drive - Options Appraisal													
Brief summary of the options appraised below:													
<p>Option 1 - Do nothing Option 2 - Advisory cycle lane on both sides (Intermittent white lines) Option 3 - Shared-use path on existing footway (either side) – previously consulted upon with cycle groups Option 4.1 - Segregated with-flow cycle lane on east/north side only Option 4.2 - Segregated with-flow cycle lane on west/south side only Option 5.1 - With-flow cycle lanes on both sides with light segregation Option 5.2 - With-flow cycle lanes on both sides with hard segregation (0.5m strip) Option 6.1 - Segregated two-way cycle lane on the east/north side only (0.5m strip) Option 6.2 - Segregated two-way cycle lane on the west/south side only (0.5m strip) Option 7.1 - Craigshaw Drive one-way southbound with segregated two way cycle lane on east/north side Option 7.2 - Craigshaw Drive one-way northbound with segregated two way cycle lane on east/north side Option 8.1 - Craigshaw Drive one-way northbound with segregated two way cycle lane on west/south side Option 8.2 - Craigshaw Drive one-way southbound with segregated two way cycle lane on west/south side</p>													
Team Attending	Opt 1	Opt 2	Opt 3	Opt 4.1	Opt 4.2	Opt 5.1	Opt 5.2	Opt 6.1	Opt 6.2	Opt 7.1	Opt 7.2	Opt 8.1	Opt 8.2
1	0	-4	8	10	10	9	11	7	7	3	3	3	3
2	0	-3	-5	4	0	7	8	4	4	2	2	2	2
3	0	6	4	1	-1	12	13	6	6	6	6	6	6
4	0	6	5	0	0	15	17	6	5	2	1	2	1
5	0	1	-1	6	5	8	7	5	5	1	1	1	1
Total	0	6	11	21	14	51	56	28	27	14	13	14	13

APPENDIX 3 – Stakeholder comments

Stakeholder	Comments
Shell Bike User Group (BUG)	<ul style="list-style-type: none"> • Shell BUG welcomed ACC's commitment to providing more facilities for cyclists and the improvement in the design • Parking removal was seen as one of the positive elements of the design but they were concerned about the enforcement of any restrictions • Positive comments received over a leader lane to the Advanced Stop Line (ASL) at Wellington Road but concerns over vehicles sitting over the leader lane and blocking cyclists' access • Concern over left turning vehicles from Abbotswell Road cutting the corner • Also concern that a crossing on Abbotswell Road to the west of Craigshaw Drive may not be safe with drivers speeding off after being stopped • Suggested that there may be better sites to spend external funding than Craigshaw Drive • At the corner adjacent to the council depot they would like to see a centre-line re-instated and also speed humps as a speed calming measure • They noted that existing dropped kerb at the Shell Path requires extending to make access easier and safer
Aberdeen Cycle Forum (ACF)	No comments to date
Community Councils (CC)	No comments to date
Local Councillors	No comments to date

APPENDIX 4 – Cycle count results

CRAIGSHAW DRIVE SURVEY 01/11/2017				
Morning			Cycles	Pedestrians
06:00 - 7:00	Shell Path	Craigshaw Drive	12	3
	Abbotswell Road east	Craigshaw Drive	0	0
	Abbotswell Road west	Craigshaw Drive	1	0
	Craigshaw Drive	Abbotswell Road east/west	3	0
			16	3
7:00 - 8:00	Shell Path	Craigshaw Drive	39	10
	Abbotswell Road east	Craigshaw Drive	2	3
	Abbotswell Road west	Craigshaw Drive	0	6
	Craigshaw Drive	Abbotswell Road east/west	0	1
			41	20
8:00 - 9:00	Shell Path	Craigshaw Drive	29	13
	Abbotswell Road east	Craigshaw Drive	0	7
	Abbotswell Road west	Craigshaw Drive	0	25
	Craigshaw Drive	Abbotswell Road east/west	0	0
			29	45
		TOTAL	86	68
Afternoon			Cycles	Pedestrians
03:30 - 04:30	Craigshaw Drive	Shell Path	11	6
	Craigshaw Drive	Abbotswell Road east	1	7
	Craigshaw Drive	Abbotswell Road west	2	22
	Abbotswell Road east/west	Craigshaw Drive	1	0
			15	35
4:30 - 5:30	Craigshaw Drive	Shell Path	35	14
	Craigshaw Drive	Abbotswell Road east	0	3
	Craigshaw Drive	Abbotswell Road west	1	7
	Abbotswell Road east/west	Craigshaw Drive	1	1
			37	25
5:30 - 6:30	Craigshaw Drive	Shell Path	21	7
	Craigshaw Drive	Abbotswell Road east	0	0
	Craigshaw Drive	Abbotswell Road west	1	2
	Abbotswell Road east/west	Craigshaw Drive	0	5
			22	14
		TOTAL	74	74

APPENDIX 5 – On-street parking survey

Craigshaw Drive Area - Parking Survey					
Street	Available legitimate space	Parked in space	Burger Van permanently parked in space	Empty space on street	Vehicles parked on Double Yellow Lines
Craigshaw Drive	64	56	2	6	No
Craigshaw Road east	7	5	1	1	1
Craigshaw Road west	0	0	0	0	No
Craigshaw Place	0	0	0	0	No
Craigshaw Crescent	28	27	1	0	8
Craigshaw Street	30	20	0	10	1
TOTAL	129	108	4	17	9

APPENDIX 6 – Responses from local businesses

On 24th November 2017 officers conducted a letter-drop to the businesses in the vicinity of the proposed cycle lanes on Craigshaw Drive; namely Craigshaw Drive, Craigshaw Road (part), Craigshaw Place, Craigshaw Street, Craigshaw Crescent.

A total of **42** letters were distributed and the responses collected to date are detailed below:

Local Business Responses	
Business	Comments
1	<ul style="list-style-type: none"> • Parking spaces in the area are at a premium on a daily basis from staff and students parking in area • Reduced parking would have a negative effect on retention and attracting staff to their factory which would impact on the ability of the business to continue • Deliveries/collections to/from our site have to be punctual and restrictions may impact on this • Concern that these changes may not benefit the few cyclists that use this route due to the number of vehicles crossing the cycle lanes
2	<ul style="list-style-type: none"> • Large number of employees in area park on-street leaving little room for commercial vehicles • Loading/unloading space on street is limited at present and a reduction in parking spaces would cause considerable disruption and possibly impact on the ability to meet ferry times for European exports • There are Health and Safety issues with in-going and out-going commercial vehicles crossing the cycle lanes and the commercial vehicles must take precedence • This will cause disruption to all businesses in the area, during implementation and on completion of the cycle lanes, and will only benefit an average of 23 cyclists between 7:00 to 9:00 and 16:00 to 18:00 daily
3	<ul style="list-style-type: none"> • Commercial transport must be able access commercial premises on the route or park on-street while waiting entry • Parking space for commercial vehicles require to wait to load and unload their vehicles, is currently very limited • Removing this parking/loading would cause considerable disruption to delivery times to premises and in particular ferry timings required for European exports from the premises • There are Health and safety issues with ingoing and outgoing vehicles crossing the cycle lanes from the premises and our commercial vehicles in the industrial estate must take precedence
4	<ul style="list-style-type: none"> • A response was aslo taken by telephone from one of the outside catering facilities on Craigshaw Drive concerned about their ability to maintain their operating licence and any relocation of their business

APPENDIX 7 – Outline design

