

## ABERDEEN CITY COUNCIL

---

<b>COMMITTEE</b>	City Growth and Resources
<b>DATE</b>	06 June 2019
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Marywell to A956 Wellington Road – Cycle Path (RCD5394) 19/20
<b>REPORT NUMBER</b>	PLA/19/214
<b>DIRECTOR</b>	n/a
<b>CHIEF OFFICER</b>	John Wilson/Gale Beattie
<b>REPORT AUTHOR</b>	Kevin Pert
<b>TERMS OF REFERENCE</b>	2.2

---

### 1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to summarise the results of the Scottish Transport Appraisal Guidance (STAG)-based options appraisal undertaken to determine pedestrian and cycle improvements between Marywell and the A956 Wellington Road at Charleston Road, and to seek approval from members to develop a detailed design of the preferred improvements for further consideration.

### 2. RECOMMENDATION(S)

That the Committee: -

- 2.1 Notes the option development and appraisal process carried out to date as detailed in the appendix and background papers;
- 2.2 Approves the preferred route (highlighted in blue on the plan in Appendix A) for a pedestrian/cycle path along the Old Stonehaven Road and the proposed connections to existing infrastructure on Old Wellington Road and Cove Road; and
- 2.3 Instructs the Chief Officer – Capital and Chief Officer – Strategic Place Planning to undertake detailed design and cost estimates of the Preferred Route and connections, and to report back to this Committee for approval to construct in due course.

### 3. BACKGROUND

- 3.1 Aberdeen City Council has recently commissioned a consultant to undertake a STAG-based Options Appraisal over the transport corridor that stretches from

the local authority boundary (just north of Marywell) to the A956 Wellington Road at Charleston Road.

- 3.2 This Appraisal has previously been funded 100% through the Sustrans Community Links (Design) funding stream 2018/19. The External Funding report submitted to City Growth and Resources Committee (PLA/18/003) in April 2018 approved the funding for this Options Appraisal.
- 3.3 The Options Appraisal scope required the consultants to consider all routes along this corridor and connect, where possible, to villages, settlements, local attractions and existing walking and cycling infrastructure between Charleston, Aberdeen and Marywell.
- 3.4 Aberdeenshire Council is currently drafting a feasibility design following on from the corridor feasibility study undertaken in 17/18 and plan to move to detailed design in 19/20 subject to Sustrans funding application. This City project therefore requires close working with Aberdeenshire Council and Nestrans (the Regional Transport Partnership for Aberdeen City and Aberdeenshire) to achieve a seamless, coherent route between the local authorities to deliver high-quality strategic infrastructure.
- 3.5 Stakeholder Engagement was undertaken on the 28/29 January 2019 to seek the opinions and considerations of the public and local stakeholders. Local members, Community Councils, the local schools and businesses were all contacted and invited to attend an exhibition event in Cove Library. An on-line questionnaire was also undertaken in January with an excellent response (over 200 received) from the public to this project, and with clear support for new cycling infrastructure in general.
- 3.6 The appraisal process has highlighted a dual aspect to this project – the final section of the long-distance, strategic pedestrian/cycle route which will eventually connect Stonehaven to Aberdeen and the local interconnectivity between the small villages of Portlethen, Marywell, Checkbar, Cove and Charleston.
- 3.7 The identified preferred strategic route is along the Old Stonehaven Road (from Marywell in Aberdeenshire) to connect with the new segregated shared-use path, constructed as part of the Aberdeen Western Peripheral Route accommodation works, that connects with the A956 Wellington Road and on to Charleston Road North.
- 3.8 This option fits well with the need for a direct, quiet route for commuter cyclists. Currently there is no 'through' access on Old Stonehaven Road between Marywell roundabout and Wellington Road and also along Cove Road between Old Wellington Road and Old Stonehaven Road due to the small bridge on Cove Road being closed to vehicular traffic.
- 3.9 This route does not fully satisfy the need for short local connections between the residential villages and their facilities, particularly for pedestrians, and as suggested in the project brief, it is necessary that additional connections are also considered to fulfil this requirement.

The Preferred Route, along with the connections to existing infrastructure, is highlighted with blue lines on the plan contained in **Appendix A**.

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

- 4.1 Funding for the detailed design of this project was included in the External Funding report submitted to CG&R (PLA/19/225) on 25<sup>th</sup> April 2019 where the application for the spending of the 100% Sustrans funding was approved.
- 4.2 A funding application, for the detailed design, was submitted to Sustrans on 01 May 2019 with the funding due to be confirmed later in June.
- 4.3 Funding for this year's detailed design is not dependant on European funding streams and so Brexit should not affect the funding applications.
- 4.4 Maintenance – there is no maintenance budget within this proposal however it is proposed to use the highest standards of construction to minimise future maintenance liability.

#### **5. LEGAL IMPLICATIONS**

- 5.1 Dependant on the detailed design there may be a requirement to introduce Traffic Regulation Orders relating to parking/loading/speed or redetermination of existing footways.
- 5.2 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, if required, would be promoted during 2019/2020.
- 5.3 There are no other direct legal implications arising from the recommendations of this report.

#### **6. MANAGEMENT OF RISK**

<b>Category</b>	<b>Risk</b>	<b>Low (L) Med (M) High (H)</b>	<b>Mitigation</b>
<b>Financial</b>	There is a risk that funding, yet to be sought from Sustrans, will not be forthcoming within this next round of funding applications for 19/20	L	Sustrans was 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. Should, however, this funding source not be successful the project will be prioritised with other

			similar projects, until such time as funding becomes available.
<b>Legal</b>	None identified	L	
<b>Employee</b>	This project is currently identified in the 2019/20 service plans and so there should be no additional resource risk.	L	Ensure that this project does not over-run significantly into future funding years.
<b>Customer</b>	<p>There is a risk that customers and residents feel disconnected to the decisions that the council are taking on their behalf relating to travel issues if the recommendations in the appraisal are not delivered.</p> <p>Customers that are not involved in the engagement process may feel disaffected and object to the proposals and to the processes involved in delivering the project such as objections to TROs</p>	L	<p>Implement the appraisal outcomes.</p> <p>Fully engage with public and stakeholders.</p>
<b>Environment</b>	<p>Possible conflict regarding existing wildlife – bats, nesting birds etc</p> <p>Proposed street lighting affecting wildlife</p>	M	Ensure minimal negative impact on the surrounding land and, if possible, take measures to maintain or even improve the environment through additional planting, timing of operations etc and sympathetic lighting if appropriate.
<b>Technology</b>	None identified	L	
<b>Reputational</b>	<p>There is an expectation that high quality cycle provision will be delivered along this travel corridor as this project is the northernmost section of an aspirational strategic route ultimately connecting Stonehaven and Aberdeen City.</p> <p>Not progressing this section of the strategic route (Stonehaven to Aberdeen) would open Aberdeen City Council up to criticism from the walking and cycling public who would like to use this route as part, or all, of</p>	M	Implement the proposals derived from the Options Appraisal to deliver the best possible solutions for active travel.

	<p>their commute to work and/or for leisure use at the weekends. This comes at a time where there is increased publicity about the physical and mental health benefits of regular exercise.</p> <p>Aberdeen City also has a commitment to increasing active travel and tackling air quality issues.</p>		
--	---	--	--

## 7. OUTCOMES

Local Outcome Improvement Plan Themes	
	Impact of Report
<p><b>Prosperous Economy</b></p>	<p>The proposals within this report support the delivery of:</p> <p><b>Stretch Outcome 1</b> – 10% increase in employment across priority and volume growth sectors by 2026.</p> <p>Rolling out active travel routes contributes to the opportunities for employment in the city by allowing the people of Aberdeen to travel easily, at no cost, to places of employment.</p> <p>The Council aims to support improvement in the local economy to ensure a high quality of life for all people in Aberdeen. The current vision for the Aberdeen City LTS is:</p> <p>“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.”</p> <p>The Strategy includes the following objectives:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• To ensure the Council manages and enforces the road network to ensure safety and effectiveness for the benefit of all users.</li> </ul> <p>The construction of a high-quality route (running from the existing Local Authority boundary, just north of Marywell, and connecting to the A956 Wellington Road at Charleston Road, whilst connecting with the residential areas in Cove) will provide an active travel corridor from the City centre to the south and</p>

	<p>into Aberdeenshire. This infrastructure will directly support the updated Regional Active Travel Action Plan and will benefit the economy through:</p> <ul style="list-style-type: none"> <li>• improved productivity of the workforce,</li> <li>• reduced congestion and</li> <li>• more efficient and effective use of land and transport networks.</li> </ul> <p>This will improve deployment of low carbon transport in the city and urban areas through active travel networks.</p>
<p><b>Prosperous People</b></p>	<p>The proposals within this report support the delivery of:</p> <p>Children and Young People - <b>Stretch Outcome 7</b> - Child Friendly City which supports all children to prosper and engage actively with their communities by 2026;</p> <p>Adults - <b>Stretch Outcome 11</b> - Healthy life expectancy (time lived in good health) is five years longer by 2026.</p> <p>The delivery of the preferred cycle path route will enable anyone to travel (able-bodied/disabled high or low income) by their preferred means, actively and safety, between villages and settlements into/from Aberdeen city.</p> <p>The content of this report is likely to be of public and media interest as it relates to active travel infrastructure at a key location to the south of the city and therefore would contribute to an improvement to the sustainable movement of people City and Region.</p> <p>A Privacy Impact Statement is not required for this report.</p> <p>An Equalities and Human Rights Impact Assessment (EHRIA) has been undertaken on this report and any future Committee reports on the detailed design of a preferred option would also be the subject of an EHRIA.</p>
<p><b>Prosperous Place</b></p>	<p>The proposals within this report support the delivery of:</p> <p><b>Stretch Outcome 14</b> - Addressing climate change by reducing Aberdeen's carbon emissions by 42.5% by 2026 and adapting to the impacts of our changing climate. Creating a new active travel route and increasing the attractiveness of the walking and cycling from south of the city should help increase the modal shift from cars to active travel thereby contributing to this outcome by reducing harmful carbon emissions;</p> <p><b>Stretch Outcome 15</b> - 38% of people walking and 5% of people cycling as main mode of travel by 2026. Again, introducing an active travel route and increasing the appeal of travelling from the south through increased safety and connectivity, will contribute to these figures.</p>

	The contents and recommendations of this report relate to the delivery of active travel infrastructure improvements for the Marywell to A956 Wellington Road Cycle Path, which is a key intervention that will assist in improving access to a major new facility. All options assessed will likely have environmental implications which will require appropriate mitigation as part of the delivery of any preferred and approved option. Consideration will be given to environmental impact through the assessment process.
--	---

<b>Design Principles of Target Operating Model</b>	
	<b>Impact of Report</b>
<b>Customer Service Design</b>	Will benefit residents to the south of Aberdeen who choose/or will choose to travel actively ie walking/cycling/wheeling to and from Aberdeen City for either commuting or leisure purposes.  Less motorised traffic in the area results in less noise and air pollutants. Increased physical activity is known to improve people's physical and mental wellbeing.
<b>Technology</b>	Solutions to cycling and walking crossing facilities at junctions along the route, and along connections to existing pedestrian and cycle paths, may require the latest in intelligent traffic systems to fulfil the project objectives.
<b>Partnerships and Alliances</b>	The progression of the Marywell to A956 Wellington Road project requires partnership working with Aberdeenshire Council, Nestrans and Sustrans to ensure a continuous and coherent active travel infrastructure solution.

## 8. IMPACT ASSESSMENTS

<b>Assessment</b>	<b>Outcome</b>
<b>Equality &amp; Human Rights Impact Assessment</b>	An EHRIA has been prepared to accompany this report.
<b>Data Protection Impact Assessment</b>	Not required
<b>Duty of Due Regard / Fairer Scotland Duty</b>	Not applicable

## 9. BACKGROUND PAPERS

1. Marywell/Wellington – Options Appraisal Report Executive Summary – prepared by Aecom (attached).

2. ACC External funding reports:

- [External Funding for Transport Projects 2018/19 - PLA/18/003](#) on 24<sup>th</sup> April 2018
- Procurement Business Case heard submitted to the CG&R 25<sup>th</sup> April 2019 (which is an exempt item due to its confidential nature), which authorises the procurement for this project

## 10. APPENDICES

**APPENDIX A** - Preferred Route from STAG-based Options Appraisal

## 11. REPORT AUTHOR CONTACT DETAILS

Name: Kevin Pert  
Title: Senior Engineer  
Email Address: [kpert@aberdeencity.gov.uk](mailto:kpert@aberdeencity.gov.uk)  
Tel: 01224 523481