

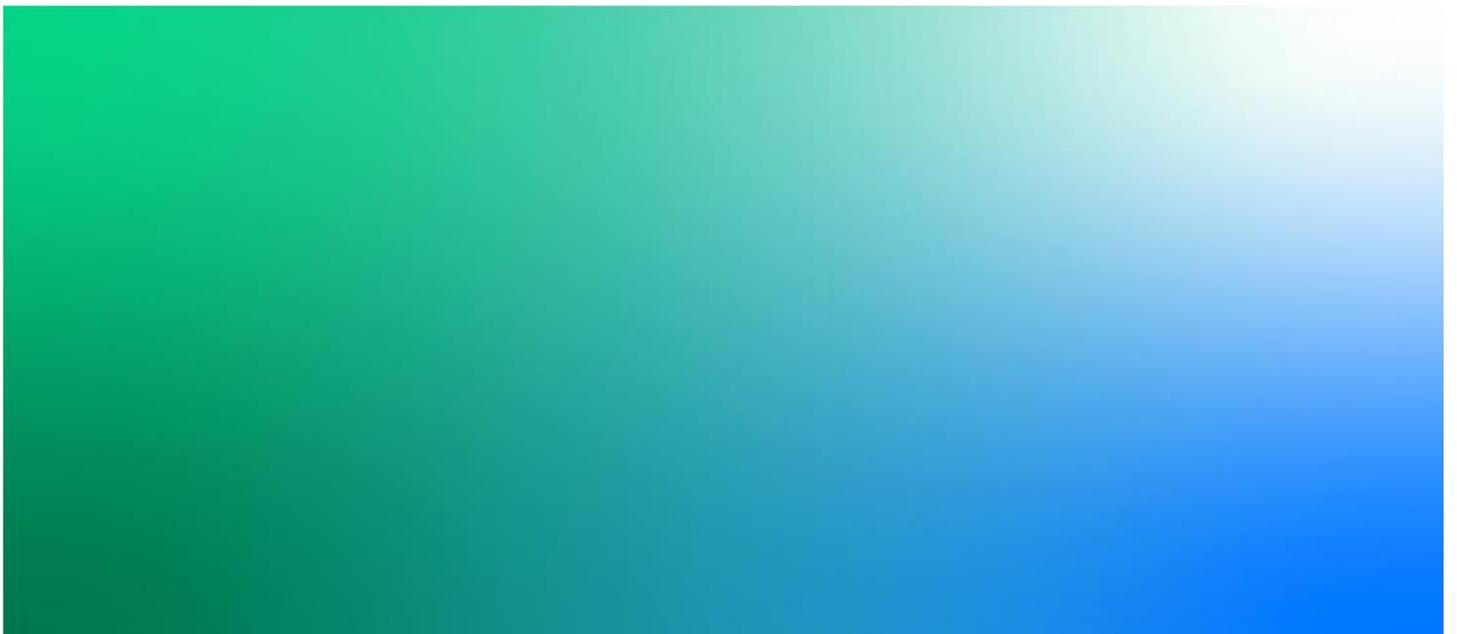


**Bridge of Don to City Centre Active Travel Corridor**  
**Appraisal Report - Executive Summary**

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**Aberdeen City Council**



## Bridge of Don to City Centre Active Travel Corridor

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### Document history and status

Revision	Date	Description	Author	Checked	Reviewed	Approved
0	10-03-20	Executive Summary - Initial Draft	CB	CW	AK	AK

## Executive Summary

The focus of this study is the Bridge of Don to City Centre Active Travel Corridor, which is a key scheme in the Aberdeen Active Travel Action Plan 2017 - 2021. The purpose of the study was to carry out an appraisal to identify a network for active travel provision which connects the Bridge of Don area to Aberdeen's city centre. The client team included Sustrans, Nestrans and University of Aberdeen, led by Aberdeen City Council's Strategic Place Planning team.

The appraisal was undertaken using the principles of Scottish Transport Appraisal Guidance (STAG), but also took account of Sustrans' Places for Everyone design criteria. Key steps in the process included:

- ✦ Review of previous studies and key documents;
- ✦ Broad stakeholder and public engagement;
- ✦ Examination of key problems and opportunities in the local active travel network;
- ✦ Development of transport planning objectives (TPOs) for the study;
- ✦ Generation of a long list of potential options;
- ✦ A high level appraisal to sift the long list into a shorter list of options; and
- ✦ A detailed appraisal against the TPOs, STAG criteria and 'implementability' issues, along with the Sustrans design criteria.

The study area is approximately 9 square km, comprising a core study area south of the River Don and a wider study area north of the river. The core area extends from Persley Bridge at the A92 in the west, to Beach Boulevard in the east and the city centre boundary to the south. The wider study area, which takes account of proposed future development consists of the area enclosed by the A92, A90 and the river, from the Parkway roundabout in the east, to Persley Bridge in the west.

The first stage of the study entailed a critical review of relevant national, regional and local policies, as well as consideration of relevant local projects. This established the context for the study, along with an evidence base for the assessment of the principal problems and opportunities in the active travel network. This was informed by site visits and a comprehensive programme of stakeholder and public consultation, carried out in association with the client team.

The study team then carried out a thorough analysis of this evidence base, which was used to identify key themes to inform the development of a set of relevant and applicable TPOs.

Table E 1 - Transport Planning Objectives

TPO	Description
TPO1	Improve quality of pedestrian and cycle provision on the transport network within the northern area of Aberdeen (to allow improved journey experience by users: direct, comfortable, attractive, safe, cohesive)
TPO2	Increase access to safe and integrated active travel network between Bridge of Don and Aberdeen City Centre (to maximise the number of people with direct access to the network)
TPO3	Improve the level of safety, comfort and personal security on the active travel network in the northern area of Aberdeen, to benefit travel experience of all users (to remove real and perceived safety and security issues that act as barriers to travel)
TPO4	Increase the number of trips made by foot or bike to contribute towards the aim of improved health and reduce impact of travel on the environment (to maximise the impact of walking and cycling uptake and modal shift on health and environment outcomes)

TPO5	Improve connectivity by foot or bike to key centres of employment, education and health facilities (to improve active travel's contribution to economic and social objectives)
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The next stage was the generation of a long list of intervention options, derived from within the project team, the wider client group and from public and stakeholder consultation. Options were then sifted against their relevance to the agreed TPOs. Remaining options were grouped into packages that would provide a deliverable and complementary set of interventions, enabling the development of a preferred future network which would increase the number of people walking, wheeling and cycling. This resulted in a set of eleven packages which were considered in the appraisal. These are shown in Figure E 1 and described in Table E 2 below.

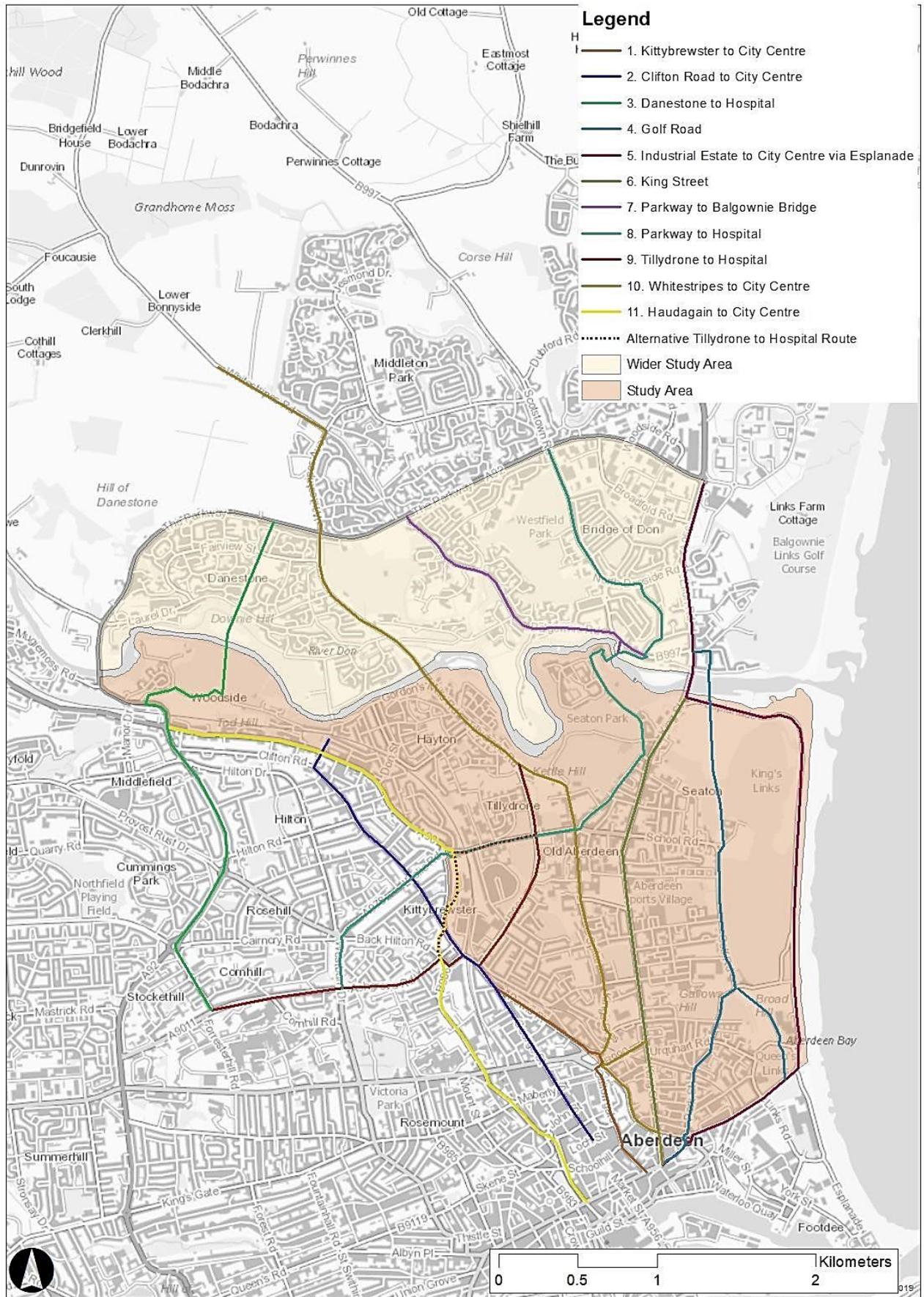


Figure E 1 - Map of option packages

Table E 2 - Option packages for appraisal

Package	Route Name	Description and Key Features
1	Kittybrewster to City Centre	New active travel route from Powis Terrace to the city centre using existing alignments with increased on-road and segregated cycle lanes. A possible alternative alignment to Option 2, for the section south of Powis Terrace. This route utilises the width on Powis Terrace albeit this route is still identified by ACC as a Primary Route in the Roads Hierarchy.
2	Clifton Road to City Centre	New active travel route from Woodside area (and National Cycle Route (NCN) Route 1) to the city centre using existing alignments with increased on-road cycle lanes, crossing and junction improvements, incorporating elements of the Berryden Corridor Improvement (BCI) Project. This route uses quieter streets to route southwards from the existing interface with the NCN 1 and crossing facilities on the A96 Great Northern Road.
3	Danestone to Hospital	New active travel route between Danestone and the major hospitals, using a mix of existing carriageway and a new segregated route, with a new river bridge in the northern section. The route makes use of an existing pylon corridor from the residential area of Danestone to the existing NCN 1. This was viewed as a ready-made route which provide links into the adjacent residential areas.
4	Golf Road / Park Road	New active travel route east of King St, using a mix of existing carriageway and new segregated routes, with new river bridge at northern extent. Park Road has been identified as a route that ACC are considering for a HGV ban and was therefore identified as being suitable for a cycle route.
5	Industrial Estate to city centre via Esplanade	New active travel route from the A92 Parkway roundabout to the city centre via the Esplanade, using existing alignments with increased segregation, shared-use paths and footway improvements. This route makes use of the considerable road and footway space available on the Esplanade and aims to serve the leisure facilities from both the city centre and from Bridge of Don.
6	King Street	New active travel route along King Street from just south of the Bridge of Don to Castle Street, with significant segregation, junction upgrades and full resurfacing. This route looks to improve upon the main corridor from the city centre to Bridge of Don while considering that King Street will remain as a Primary Route in terms of the Roads Hierarchy and will be the main HGV route north from the city centre.
7	Parkway to Balgownie Bridge	New active travel route from the A92 Parkway to Balgownie Bridge using existing alignments with increased segregation and improvements to two crossings and a flight of steps. This route is through the centre of the wider study area and utilises a wide verge on the west side of Balgownie Road to access Balgownie Bridge. Onward routing to the city centre would be provided by connecting with route 8 southwards from Balgownie Bridge.
8	Parkway to Hospital	New active travel route from the A92 Parkway to Westburn Drive via Seaton Park using existing alignments with increased segregation and improvements to crossings and junctions. This route follows quieter streets in Bridge of Don, a number of which have been signed as a preferred route by Aberdeen Cycle Forum. The route will cater for student trips between the Hillhead campus and the Hospital with linkages into NCN 1 and the University of Aberdeen buildings located off High Street.

Package	Route Name	Description and Key Features
9	Tillydrone to Hospital	New active travel route from Tillydrone to Ashgrove Road (near the Royal Infirmary), via the University of Aberdeen, incorporating elements of the BCI Project. This route will tie-in to the existing active travel facilities on Tillydrone Road and Gordon Brae to provide a continuous route from the wider study area linking into the University and continuing west to the Hospital.
10	Whitestripes to city centre	An alternative route option would use St Machar Road between Tillydrone Road and Great Northern Road where it would follow the BCI Project south to Ashgrove Road. This would be in lieu of routeing along Bedford Road and Powis Terrace.
11	Haudagain to city centre	New active travel route from Whitestripes Road (by Grandhome development) to the city centre via Tillydrone and Old Aberdeen, incorporating existing segregated and off-road active travel paths, including the NCN 1 and the Tillydrone Road and Gordon Brae facilities. The route also identifies improvements on the NCN 1 within the city centre.

The appraisal comprised a qualitative and quantitative assessment of the performance of each of the options against TPOs, implementability criteria (feasibility, affordability and public acceptability) and the STAG criteria (environment, safety, economy, integration, and accessibility and social inclusion). The options were then assessed against the Sustrans Places for Everyone criteria.

The appraisal concluded that there are several options for improving active travel connectivity in the Bridge of Don area which merit further detailed development and assessment. The ultimate aim should therefore be to develop a cohesive network of active travel routes to the north of Aberdeen city centre, that is linked to wider Active Travel Action Plan proposals and can deliver the many benefits identified for each package in this appraisal. To support decision making in the delivery of such a network, the appraisal has identified which packages should be considered as higher priority than others. These are:

- Packages 4, 5 and 6, which would all provide an active travel route along or parallel to King Street, the main north-south alignment connecting Bridge of Don to the city centre. The appraisal scores for each option are very similar and each brings specific opportunities and constraints.
- Packages 10 and 11, which would provide connectivity between the city centre and areas in the northwest of the study area, with large trip generators at the centre of each route. It is noted that Package 11 scores higher than Package 10 in the appraisal, but this is mainly due to the benefits of incorporating the BCI Project.

It is recommended that further work is undertaken to develop these interventions to an appropriate level of design detail to allow for a further assessment of their deliverability, including technical feasibility. This would also enable further quantification of their likely impacts, both positive and negative. As set out in this report, there is a considerable level of community and stakeholder interest in active travel improvements. To ensure stakeholders are fully informed of developments, it is recommended that further community engagement is undertaken as the proposals are refined.