

ABERDEEN CITY COUNCIL

COMMITTEE	City Growth and Resources
DATE	21 September 2022
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	A947 Multi-Modal Corridor Study
REPORT NUMBER	COM/22/199
DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Tony Maric
TERMS OF REFERENCE	2.1.1 & 2.1.2

1. PURPOSE OF REPORT

- 1.1 This report seeks to inform Members of the outcomes of the A947 Multi-Modal Transport Corridor Study initial Scottish Transport Appraisal Guidance (STAG) based options appraisal report and seeks approval of the recommendations outlined below.

2. RECOMMENDATION(S)

That the Committee:-

- 2.1 Agree that work to further develop the options outlined in paragraph 3.8 below be progressed to Detailed Appraisal and Outline Business Case (OBC);
- 2.2 Instruct the Chief Officer – Strategic Place Planning to proceed to Detailed Appraisal and OBC, subject to appropriate funding being sourced;
- 2.3 Instruct the Chief Officer – Strategic Place Planning to implement the ‘quick win’ options identified in paragraph 3.9 below, subject to appropriate funding being sourced; and
- 2.4 Subject to recommendation 2.2, instruct the Chief Officer – Strategic Place Planning to report the Detailed Appraisal and Outline Business Case and next steps to the Net Zero, Environment and Transport Committee when complete.

3. CURRENT SITUATION

- 3.1 This report provides the Committee with the outcomes of a STAG-based initial appraisal of the A947 corridor from Bucksburn Roundabout to Parkhill Junction (junction with the Aberdeen Western Peripheral Route (AWPR)). A map of the study area is shown below:



- 3.2 The STAG-based appraisal was funded by Nestrans and was a multi-modal study, with a particular focus on active travel and public transport, looking at improvements both within Dyce to major trip attractors such as the Rail Station, Aberdeen International Airport, Craibstone Park and Ride and TECA, but also to and from the City Centre and further into Aberdeenshire.
- 3.3 Site visits were carried out in late November and early December 2021, and this led to the publication of a Problems, Issues, Constraints and Opportunities (PICO) Technical Note in February 2022 by the consultants AECOM. The Technical Note can be found within Appendix 3 attached (link attached).
- 3.4 Transport Planning Objectives (TPOs) were subsequently developed, together with a long list of initial options. An initial round of consultation with stakeholders and the public was carried out between mid-November 2021 and early January 2022. The TPOs developed for the study are:

- Increase the modal share of walking on the A947 corridor for all journey types;
- Increase the modal share of public transport on the A947 corridor for all journey types;
- Increase the modal share of cycling on the A947 corridor for all journey types;
- Improve east-west connectivity within Dyce to enhance walkability within the local area and promote improved accessibility for local movements;
- Improve accessibility to the key transport hubs of Dyce Rail Station, Aberdeen Airport and Craibstone Park and Ride and key destinations including TECA by non-car modes; and
- Ensure the main routes through the study area function in accordance with their role in the revised Roads Hierarchy.

3.5 Informed by the public consultation, an initial option development and sifting process was carried out and a shortlist of options agreed, which were grouped into a number of different packages, namely Active Travel (AT), Public Transport (PT) and Other (O) options such as enforcement and speed restriction measures, for Initial Appraisal.

3.6 A second round of stakeholder and public consultation on the options took place between the end of July and mid-August 2022. In order that the views of children and young people could be sought, a workshop session with one Primary 7 class at Stoneywood School was carried out on 20th May 2022. Pupils were given a presentation on the role of a Transport Planner and then were asked to think about what they like and don't like with the transport network in their local area using large maps and sticky notes. Approximately 25 pupils took part in the workshop. The results were fed into the consultation exercise.

3.7 It should be noted that regular consultation was carried out in conjunction with the two rounds of public consultation with the wider project group and main stakeholders, including bus operators and Community Councils and site visits were organised with local stakeholders and elected Members. There will also be further consultation with stakeholders and the general public as the project progresses through the detailed appraisal process.

3.8 Following Initial Appraisal, this report recommends that the following options be taken forward for Detailed Appraisal and OBC:

- AT3: Review the layout of Victoria Street / Pitmedden Road for pedestrians;
- AT4: Implement measures to give active travel users priority over Burnside Drive when using the shared use path on Riverside Drive;
- AT8: Reconfigure the Auchmill Road/Oldmeldrum Road junction to improve connections for pedestrians and cyclists;
- AT13: Provide a formal pedestrian crossing point to the north of the A947/Riverview Drive Roundabout to facilitate movements to the Formartine and Buchan Way;
- AT14: Provide a formal pedestrian crossing point to the east of the A947/Riverview Drive Roundabout;

- AT16: Implement formal pedestrian crossing facilities on the arms of the Riverview Drive/Stoneywood Road Roundabout;
- AT17: Implement signalised crossing facility on Victoria Street adjacent to Tesco;
- AT19: Implement pedestrian crossing facilities at the Oldmeldrum Road/Mugiemoss Road Junction;
- AT20: Conduct a footway review throughout the study area, identifying gaps in provision and considering the width and surfacing of existing footways;
- AT23: Implement a bike hire scheme within Dyce;
- AT24: Improve active travel connectivity between the A947 study area and Aberdeen Airport/Heliport;
- AT26: Improve active travel connectivity between the A947 study area and TECA;
- AT27: Improve active travel connectivity between the A947 study area and Kirkhill Industrial Estate;
- AT30: Provide direct active travel link between Dyce Drive and Riverview Drive;
- AT31: Improve active travel links between the Riverside Path and housing within Dyce;
- AT32: Implement footways on the south side of the carriageway on Pitmedden Road;
- AT33: Provide improved active travel links between Dyce Rail Station and the A947 and the eastern section of Dyce, particularly along Station Road;
- AT35: Implement quiet route measures on the local road network to the west of the A947 via Bankhead Road, Wellheads Drive and Farburn Terrace to Dyce Rail Station;
- AT41: Improve active travel access to the retail park at the Bucksburn Roundabout;
- AT42: Review access to the Formartine and Buchan Way from within Dyce;
- AT43: Implement active travel connection between the A947 and the B977, utilising a section of the old A947 (pre-AWPR);
- AT45: Upgrade the Riverside Path to a high quality active travel route, including improvements to the surfacing of the route;
- AT46: Implement lighting on the Riverside Path;
- AT47: Implement with-flow segregated cycleway on the A947 between AWPR Junction and A947/A96 Junction;
- AT48: Implement two-way segregated cycleway on the A947 between AWPR Junction and A947/A96 Junction;
- AT51: Implement with-flow segregated cycleway on Oldmeldrum Road;
- AT52: Implement two-way segregated cycleway on Oldmeldrum Road;
- AT55: Implement with-flow segregated cycleway on Gilbert Road;
- AT56: Implement two-way segregated cycleway on Gilbert Road;
- AT58: Implement shared use path on Dyce Drive between the A947 and Kirkhill Industrial Estate to the north of Aberdeen International Airport;
- AT59: Widen the shared use path on the east side of the A947 to the north of Riverview Drive;

- AT60: Provide continuous footways on Riverview Drive for the duration of the route;
- AT61: Implement shared use path on Victoria Street;
- AT64: Implement shared use path on Oldmeldrum Road;
- AT65: Implement streetscape improvements and widened pavements along Mugiemoor Road;
- AT66: Implement shared use path on Gilbert Road;
- AT68: Conduct a review of wayfinding signage throughout the study area;
- PT2: Conduct a traffic signal review to consider bus priority at all traffic signals along the A947 corridor;
- PT5: Implement real time passenger information at key bus stops along the study corridor;
- PT9: Improve public transport connectivity between the A947 study area and Aberdeen Airport/Heliport;
- PT10: Improve public transport connectivity between the A947 study area and Craibstone Park & Ride;
- PT11: Improve public transport connectivity between the A947 study area and TECA;
- PT12: Improve public transport connectivity between the A947 study area and Kirkhill Industrial Estate;
- O2: Review the layout of the Victoria Street/Skene Place Junction;
- O3: Review the layout of the Riverview Drive/Balloch Way Junction;
- O4: Review the layout of the Riverview Drive/Todlaw Walk Junction;
- O5: Review the layout of the Riverview Drive/Netherview Avenue Junction;
- O7: Review the layout of the A947/Stoneywood Junction at Co-Op/Marks and Spencers;
- O8: Review the layout of the A947/Stoneywood Brae Junction;
- O10: Review layout of the A947/McDonalds access road junction;
- O11: Undertake a review of parking arrangements on Victoria Street;
- O15: Introduce placemaking and gateway features on Victoria Street;
- O16: Implement package of measures to support implementation of a 20-minute neighbourhood in Dyce;
- O18: Consider options to reduce vehicle speeds on Bankhead Road;
- O24: Implement electric vehicle charging points at key locations within Dyce;
- O25: Implement access only restrictions for general traffic on Victoria Street; and
- O26: Implement one-way restrictions for general traffic on Victoria Street.

3.9 A package of 'Quick Wins' has also been developed and are recommended for early implementation subject to funding being obtained. These are small-scale, low cost projects which can be implemented quickly and with minimum resources and do not require major infrastructure works.

Project	
AT1	Review the junction for active travel users at the A947/A90 slip road junction
AT2	Review visibility for cyclists at the B977/A90 slip road roundabout
AT7	Review signals at Forrit Burn Road bus gate to allow cyclists access
AT10	Widen on-road advisory cycle lane on Riverview Drive
AT11	Implement missing sections of on-road advisory cycle lane on Riverview Drive
AT12	Widen on-road advisory cycle lane on Stoneywood Road at Stoneywood Park junction
AT21	Implement cycle parking at key trip attractors in the study area
AT22	Promote Craibstone Park & Ride as a Park & Pedal facility
AT28	Implement dropped kerbs for cyclists to transfer between the carriageway and pavement at the northbound bus stop on the A947, north of the River Don
AT37	Implement dropped kerbs between Wellheads Drive shared use path and the carriageway
AT38	Review access restrictions on Market Street to allow for cargo bikes and recumbent cycles
AT39	Review access controls on off-road path between Waterton Road and Ruthriehill Road
O1	Increase enforcement of zigzag lines at zebra crossing on Victoria Street, specifically adjacent to Tesco
O12	Implement signage to encourage reverse parking at the shops on Victoria Street

3.10 An Executive Summary of the Initial Appraisal Report is presented as Appendix 1 (link attached), the full report is presented as Appendix 2 (link attached), with the appendices as Appendix 3 (link attached).

4. FINANCIAL IMPLICATIONS

4.1 Nestrans are funding this Initial STAG Appraisal and have approved a budget of £50,000 for financial year 2022/23 for the funding of small-scale quick wins. Any projects which are not able to be completed within the confines of the specified budget will be implemented when appropriate funding is sourced.

4.2 There is currently no budget for the project to proceed to Detailed Appraisal or OBC stage, or for the implementation of further works, therefore progress will be dependent on the sourcing of continued external funding from Nestrans or any other appropriate funding sources.

5. LEGAL IMPLICATIONS

5.1 There are no direct legal implications arising from the recommendations of this report, although dependent on the package of small-scale quick wins that are implemented there may be a requirement for Traffic Regulation Orders (TROs).

6. ENVIRONMENTAL IMPLICATIONS

- 6.1 There are no direct environmental implications arising from the recommendations of this report. However, when detailed appraisal is completed preferred options or intervention are identified, in the subsequent stages towards progressing designs, an Environmental Impact Assessment will have to be undertaken to inform any environmental implications of the project. It should be noted however that Environmental considerations are part of the STAG criteria which has influenced the recommendations of this report in terms of the options to be taken forward for more detailed examination.

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.

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	<p>Delivery of public transport measures supports a number of the Council's strategic priorities, particularly in terms of a sustainable economy, a sustainable transport system, the continued health and prosperity of our citizens, reductions in carbon emissions and a high-quality environment.</p> <p>Failure to deliver public transport improvements where there is evidence of their effectiveness could undermine the Council's ability to realise these aspirations.</p>	Continue to work with Nestrans to deliver this project and continue to work in partnership to add value in terms of meeting the strategic objectives of partners	L	Yes

Compliance	See section 5 above.	Compliance with statutory processes, ACC procurement regulations, grant conditions and Scheme of Governance with regular progress and spend reporting to Nestrans and the Transportation Programme Boards	L	Yes
Financial	If non-compliant to the grant conditions, there is risk around spend being ineligible or rejected, and therefore having to be absorbed by this Council and partners.	Regular monthly reporting to Nestrans will help to reduce this risk.	L	Yes
Reputational	Failure to deliver in accordance with the grant conditions to help meet the Council's (and partners) strategic transport objectives undermines the Council's commitments to improving the transport network, achieving the PLACE outcomes set out in the LOIP (Local Outcome Improvement Plan), and supporting Scotland's Climate Change Plan commitment to reduce car kilometres by 20% by 2030.	Obtain Committee approval to progress works to a detailed appraisal. Continue working with Nestrans to deliver the project and continue to work in partnership to add in terms of meeting our shared strategic objectives	L	Yes
Environment / Climate	ACC's net zero vision and strategic infrastructure plan –	Continue working with Nestrans to deliver the project	L	Yes

	<p>energy transition: transport emissions are a significant contributor to climate emissions so increasing sustainable travel will be necessary to achieving this sector's required reduction.</p> <p>If active travel and public transport measures are not delivered, ACC would not provide conditions which could encourage more sustainable travel movements which are likely to bring environmental improvements to the city and region.</p>	<p>and continue to work in partnership to add value in terms of meeting our shared strategic objectives</p>		
--	---	---	--	--

8. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
	Impact of Report
<p>Aberdeen City Council Policy Statement</p> <ul style="list-style-type: none"> • PLACE Policy Statement 3 -<i>Refresh the local transport strategy, ensuring it includes the results of a city centre parking review; promotes cycle and pedestrian routes; and considers support for public transport.</i> • PLACE Policy Statement 4 -<i>Cycle hire scheme</i> 	<p>The proposals within this report support the delivery of PLACE Policy Statement 3 & 4.</p> <p>Facilitating the feasibility of encouraging an increase in public transport patronage and active travel uptake to determine the best intervention towards delivering enabling infrastructure will be highly beneficial to supporting the associated Policy Statements identified.</p>
<u>Aberdeen City Local Outcome Improvement Plan</u>	
<p>Prosperous Economy Stretch Outcomes</p>	<p>The proposals within this report support the delivery of LOIP Stretch Outcomes 1 to 3 as a good transport network and infrastructure provision means anyone</p>

<p>1. <i>No one will suffer due to poverty by 2026.</i></p> <p>2. <i>400 unemployed Aberdeen City residents supported into Fair Work by 2026.</i></p> <p>3. <i>500 Aberdeen City residents upskilled/ reskilled to enable them to move into, within and between economic opportunities as they arise by 2026.</i></p>	<p>regardless of their social status/economic means can choose a sustainable mode of travel for commuting.</p> <p>A reliable transport network supports economic growth and movement both locally and otherwise and affords the public the opportunity to choose a sustainable mode of travel to and from their workplaces. The proposals within this report aim to provide journey time reliability for buses.</p>
<p>Prosperous Place Stretch Outcomes</p> <p>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></p> <p>14. <i>Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026.</i></p>	<p>The proposals within this report support the delivery of Place Stretch Outcomes 13 and 14 in the LOIP.</p> <p>A robust and reliable public transport network where well-integrated with active travel infrastructures will encourage public transport uptake and patronage and subsequently contribute towards reducing transport carbon emissions given the move towards alternative forms of fuel by bus operators in the region and the Council's fleet.</p>
<p>Regional and City Strategies</p> <ul style="list-style-type: none"> • <i>Regional Transport Strategy (2040)</i> • <i>Local Development Plan,</i> • <i>Local Transport Strategy including the Active Travel Action plan</i> • <i>Strategic Development Plan</i> • <i>Regional Economic Strategy</i> • <i>Net Zero Vision for Aberdeen</i> 	<p>The proposals within this report support Regional and Local Transport Strategies and related strategies, which all aim to deliver a sustainable transport system as well as enhance the connectivity of the existing transport network.</p>

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Full impact assessment not required. The projects funded by this grant are being undertaken in accordance with the Scottish Transport Appraisal Guidance which appraises impacts across a range of categories (Economy, Environment, Accessibility and Social Inclusion, Safety, and Integration). Further detailed assessments will be undertaken through the development and design process, as appropriate.
Data Protection Impact Assessment	Not required
Other	None

10. BACKGROUND PAPERS

None

11. APPENDICES

Appendix 1 – A947 STAG Appraisal Executive Summary
https://aberdeencitycouncilo365.sharepoint.com/:b:/s/TransportStrategyandProgrammes/EQ0eHM_unLNBmPJmNRE86AABDK2VvtkNEb9WvYftdmIMGg?e=EMkRNM

Appendix 2 - A947 STAG Appraisal Full Report
https://aberdeencitycouncilo365.sharepoint.com/:b:/s/TransportStrategyandProgrammes/Ebn1hQ2d_mBMmb1CsGsFqmMBYK1q00Px9MnKi0SedVdlCw?e=A7kxYQ

Appendix 3 – A947 STAG Appraisal Appendices
https://aberdeencitycouncilo365.sharepoint.com/:b:/s/TransportStrategyandProgrammes/EVBQfurH1q5OqL_5RbvPGM8B5wyaheLz7sjmleEjv-DOFA?e=MtLvOQ

12. REPORT AUTHOR CONTACT DETAILS

Name	Tony Maric
Title	Planner
Email Address	tmaric@aberdeencity.gov.uk
Tel	01224 522621