Aberdeen Active Travel Action Plan 2017-2021

Aberdeen City Council

January 2017

Contents

Acronyms 3

1 Introduction 1

2 The Current Context for Active Travel 2

2.1 Existing Activities 2

2.1.1 Planning and Infrastructure 2

2.1.2 Education and Training 3

2.1.3 Awareness-Raising and Promotion 4

2.2 Current Mode Share for Walking and Cycling in Aberdeen 5

2.2.1 Walking 5

2.2.2 Cycling 8

3 The Action Plan 10

3.1 Consultation 10

3.2 Objectives 11

3.3 Policies and Design Principles 11

3.3.1 Planning for Walking and Cycling 12

3.3.2 Active Travel Infrastructure 12

3.3.3 Awareness-Raising and Promotion 14

3. 4 Actions 14

3.4.1 Planning for Walking and Cycling 14

3.4.2 Active Travel Infrastructure 15

3.4.3 Awareness-Raising and Promotion 17

3.5 Active Travel Network Plan 17

4 Monitoring and Review 20

Appendix A 2016-2021 Network Development Plan 21

Appendix B 2016/17 Network Development Plan 24

Acronyms

AC	Aberdeenshire Council
ACC	Aberdeen City Council
ALDP	Aberdeen Local Development Plan
ASL	Advanced Stop Line
AWPR	Aberdeen Western Peripheral Route
AWPR NMU	Aberdeen Western Peripheral Route Non-Motorised User Offset Mitigation Fund
CCMP	City Centre Masterplan
CH	ACC's Communities and Housing Team
CWSS	Cycling, Walking and Safer Streets (Scottish Government funding stream)
DM	ACC Development Management (Planning Application) Team
DMRB	Design Manual for Roads and Bridges (trunk road guidance)
DT	ACC's Design Team
EP	ACC's Environmental Policy Team
HUS	Hands Up Scotland (school travel survey)
LIB	Locking in the Benefits (of the AWPR)
LTS	Local Transport Strategy
MDC	ACC's Masterplanning, Design and Conservation Team
NCN	National Cycle Network
RO	ACC's Roads Operations Team
SHS	Scottish Household Survey
STAG	Scottish Transport Appraisal Guidance
SUMP	Sustainable Urban Mobility Plan
TAN	Technical Advice Note (planning guidance)
TMRS	ACC's Traffic Management and Road Safety Team
TRO	Traffic Regulation Order
TSAP	ACC's Transport Strategy and Programmes Team
TTRO	Temporary Traffic Regulation Order
VMS	Variable Message Sign

1 Introduction

Aberdeen is well suited to active travel. It is a relatively compact City and many residents work, shop, learn and have fun within easy walking or cycling distance of their homes. Despite this, the proportion of people travelling by active forms of transport, particularly cycling, for everyday journeys in Aberdeen does not always compare favourably with other areas of Scotland, while it is widely recognised that Scotland as a whole is a long way behind our northern European neighbours in terms of developing a genuine culture of cycling, where this is a safe and accessible mode of transport for short journeys.

We know that active travel has multiple benefits for both individuals and society as a whole in terms of improving health and wellbeing, safety, the environment, the economy and promoting equality of opportunity. Given the scale of these benefits, it is unsurprising that support for walking and cycling is embedded in a range of national, regional and local policy and strategy documents, covering not only transport but also planning, health, safety, climate change and air quality.

Significant efforts have been made in recent years to improve the walking and cycling environment and to encourage greater usage of these forms of transport. During 2015/16, more than £2 million was invested in new and improved routes, signage, cycle and scooter parking, safety campaigns, community initiatives and promotional events in Aberdeen. Whilst these interventions are undoubtedly encouraging more people to reconsider their travel options, we are aware that much remains to be done before Aberdeen can be said to have a coherent and attractive active travel network in place, one that is accessible to all ages and abilities, and before cycling becomes a mainstream travel mode accessible to all.

This Action Plan, the first of its kind in Aberdeen, therefore identifies the policies and design principles that Aberdeen City Council will abide by over the next five years (and in some cases beyond) and a series of actions and interventions that will be pursued in order to increase the proportion of journeys undertaken in our City by active travel and to contribute to meeting the vision set out in the Nestrans regional Active Travel Action Plan:

> *To create an environment and culture in which walking and cycling are convenient, safe, comfortable, healthy and attractive choices of travel for everyday journeys.*

The plan has been informed by two rounds of public consultation to ensure that what it aims to achieve reflects the genuine needs and desires of current and potential active travel users and will therefore contribute to engendering and enabling real change.

It is clear that the Action Plan cannot be delivered in isolation but forms an integral part of a suite of projects currently being taken forward to transform our City and how we move around it. The Aberdeen Western Peripheral Route (AWPR), due to open in late 2017, offers the opportunity to reconsider our urban spaces and where our inner City transport priorities lie. Options for how best to capitalise on the freed-up capacity anticipated to result from the new road are currently being identified and assessed as part of a 'Roads Hierarchy' study, with prioritisation of walking and cycling likely to be key elements of this.

Similarly, the Aberdeen City Centre Masterplan (CCMP) and accompanying Sustainable Urban Mobility Plan (SUMP), adopted in 2015, envisage the urban core becoming a much more people-focussed, rather than traffic-focussed, place, in recognition of the fact that vehicles currently dominate City Centre streets and the unrestricted nature of these vehicle movements negatively impacts on the attractiveness and safety of walking and cycling. A change in travel behaviour is therefore desired, away from the dominance of the private car towards more walking, cycling and public transport use. The Masterplan outlines ambitious traffic reduction proposals for Aberdeen City Centre, with plans for spaces to be prioritised and in some cases reserved solely for people walking, cycling and using public transport. The part-pedestrianisation of Broad Street, due to be completed in 2017, will be the first step towards achieving this and changing our transport priorities in the City Centre, and the Masterplan identifies a range of other projects to be developed in future years, including more pedestrianised areas, proposed City Centre walking and cycling networks, a cycle hire scheme and cycle hubs. Full details can be found at: http://www.aberdeencity.gov.uk/council_government/shaping_aberdeen/City_Centre_Masterplan.asp.

As such, within the context of a City (especially a City Centre) that is rapidly changing and which should soon become much more accommodating to walking and cycling, the time is optimal for articulating a vision and priorities for active travel in Aberdeen.

2 The Current Context for Active Travel

2.1 Existing Activities

Aberdeen City Council and partners have done much to improve conditions for those travelling on foot and by bike in recent years by embedding active travel into our planning policies and processes, improving infrastructure, seeking to ensure the safety of people walking and cycling through the roll out of training programmes and safety campaigns, promoting active travel modes and routes, raising awareness of the benefits of walking and cycling and providing support for people looking to change their travel behaviour.

2.1.1 Planning and Infrastructure

As part of the Planning process, new developments in the City, from small office and residential sites to large masterplanned areas, must demonstrate that they are accessible to those travelling on foot and by bike and that the internal layout of sites favours and prioritises walking and cycling. Developers are required to undertake local improvements where necessary to ensure sites link with and, where possible, enhance local walking and cycling networks.

The needs of people travelling on foot and by bike are considered in all new road and road improvement schemes with appropriate footways, crossing facilities and on or off-road cycling facilities incorporated into designs. One recent example of this is the Diamond Bridge which opened in summer 2016 and which incorporates fully segregated facilities for both pedestrians and cyclists for much of its length, regular crossing points and priority for people cycling across some minor roads, and which is accompanied by a (still growing) network of complementary routes providing onward connections from the new bridge.

On local roads, 20mph speed limits, Advanced Stop Lines (ASLs) for people cycling, crossing facilities and on-road cycle provision are implemented where space permits and where there is an identified need. The Council liaises with Aberdeen Cycle Forum and other stakeholders to identify and implement small-scale schemes which will benefit people cycling on-road. On strategic transport corridors, the Council recognises that the high traffic speeds and volumes characteristic of such routes may discourage less confident cyclists. In such locations, efforts have been made and continue to be made to implement safe off-road alternatives, normally in the form of shared pedestrian and cycle surfaces, such as have recently been developed on sections of the A90 along Ellon Road and the Parkway. We are aware, however, that shared surfaces are not welcomed by all, especially more vulnerable pedestrians, nor even by some cyclists and that there is a growing preference for fully segregated facilities. We accept that this standard of infrastructure will be key to encouraging a widespread uptake of cycling in the future and implementation of such facilities forms a key aspiration of the Action Plan.

As well as developing new routes, the Council has made improvements to existing routes where necessary, formally surfacing all sections of the Deeside Way and Formartine and Buchan Way within the City and routes around the Rivers Dee and Don.

Aberdeen has an adopted Core Paths Plan, an identified network of non-motorised user routes for recreation and travel. Improvements to these Core Paths, as well as other walking and cycling paths throughout the City, are undertaken when necessary and where resources permit.

2.1.2 Education and Training

Adventure Aberdeen, the Council's outdoor education service, co-ordinates delivery of Bikeability Scotland training in primary schools to ensure that young cyclists have the appropriate knowledge and skills to cycle safely on local roads. More than half of City primary schools delivered training in the 2015/16 school year and the Council continues to engage with and encourage more schools each year in order to increase the number of children receiving training.

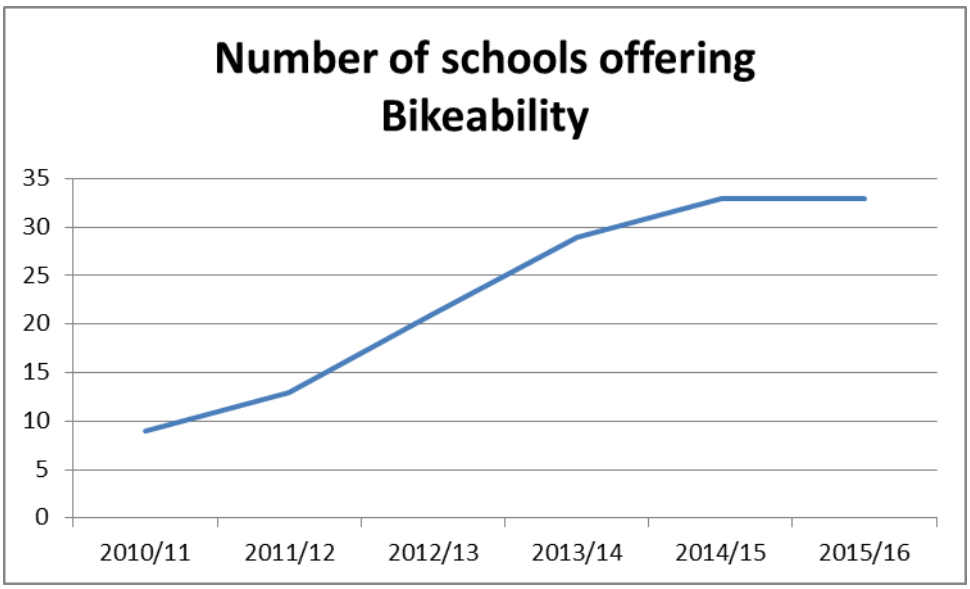

Figure 2.1: Number of Aberdeen schools offering Bikeability

Funding from Transport Scotland's Smarter Choices Smarter Places programme has also enabled Adventure Aberdeen to deliver Go Mountain Bike training to secondary school pupils in recent years, an advanced riding skills programme which also incorporates bicycle maintenance and first aid skills. Led cycle rides have also taken place to familiarise children with safe cycle routes in and around their local area.

We have supplemented cycle training with annual participation in Cycling Scotland's Give Everyone Cycle Space campaign, a safety initiative encouraging drivers to give people cycling (particularly children) sufficient space when passing them on the road. The campaign has now taken place in around half of our primary schools, covering a significant area of the City.

Recognising that it is not only children who require training in safe cycling, various options are available to adult cyclists to enable them to get 'back in the saddle' and to cycle safely:

- Adventure Aberdeen offers commuter cycle training to individuals and workplaces;
- Aberdeen Cycle Forum and Cycling UK hold regular Try Cycling sessions, aimed at novice and returning cyclists; and
- Free hi-vis vests, bicycle lights and bells are given out to cyclists at promotional events throughout the year along with information on safe cycling.

2.1.3 Awareness-Raising and Promotion

The Council, working with the Getabout partnership (a group of organisations working together to raise the profile of sustainable transport in the North East of Scotland), also organises and participates in a series of events throughout the year to promote walking, cycling and other forms of sustainable transport, including events to mark UK Bike Week and European Mobility Week. The most prominent of these are our annual In Town Without My Car Day family festival which in 2016 celebrated its eighth and biggest year and the Pedal for Scotland Aberdeen family cycle ride, co-ordinated by Cycling Scotland and supported by the Council and Getabout, which has been running for four years now.

Getabout owns a fleet of bicycles (The Getabout Bicycle Roadshow) which consists of bikes of various types, sizes and uses. As well as conventional bikes, the fleet includes folding bikes, an electric bike, a tandem, tricycles, recumbent bikes, bicycles adapted for disabled users, balance bikes for toddlers and novelty bikes such as penny farthings, unicycles and a clown bike. The roadshow is used for events throughout the year in schools, universities, parks, galas and open days and is a fun attraction that gets people enthused about cycling, while also imparting the message that there is a bike available for all individuals, no matter what their capabilities, and that cycling is an activity that can be enjoyed by all. More than a third of primary schools in the City have now experienced the roadshow and, for some individuals, this has been their first experience of cycling.

The Council produces walking maps and guides covering various areas of the City and themed trails, available in paper copy or online. The Ramblers have devised a series of Medal Routes around Aberdeen, short circular walking routes which can be obtained from the Ramblers website or via the Medal Routes mobile app. The website www.walkit.com and Walk It app are available to members of the public for free. This is a walking route planner, allowing users to plan a journey between any two points in the City, with the site generating a route map and information on journey times, step

count and calories burnt. Users can also upload and share circular and themed walks for leisure routes.

The Aberdeen Cycle Map is available in paper form and online. Developed with Aberdeen Cycle Forum, this shows all formal and recommended cycle routes in the City. The website www.cyclestreets.net is also available, a cycle journey planner which, similar to Walk It, generates a map with anticipated journey times, calories burnt and carbon dioxide avoided, as well as information on traffic signals and crossing delays likely to be encountered.

2.2 Current Mode Share for Walking and Cycling in Aberdeen

Much has been done therefore in recent years to enable and encourage more active travel in the City, so has this been translating into more people walking and cycling?

2.2.1 Walking

Results from the 2011 National Census show that Aberdeen fares well in comparison with other Scottish cities in terms of walking to work and study, as can be seen in the below table, where Aberdeen is second only to Edinburgh in the first indicator and Dundee in the second[1].

	Percentage of those aged 16-74 in employment walking to work (2011)	Percentage of those aged 4 and over who are studying or aged 16-74 in employment walking to work or study (2011)
Aberdeen	15.43%	25.59%
Dundee	13.3%	27.0%
Edinburgh	16.34%	25.36%
Glasgow	12.08%	22.08%

Table 2.1: National Census Results – walking mode share for work and study (2011)

Scottish Household Survey (SHS) results suggest that there have been small increases in walking in recent years[2]. The percentage of respondents (adults, aged 16+) walking in the last seven days as a means of transport rose from 60% to 64.9% between 2009/10 and 2014 , while the percentage walking in the previous seven days for pleasure or to keep fit rose from 43.4% to 52.2%. However, figures for Aberdeen pale in comparison with other Scottish cities, with respondents reporting significantly more walking in Dundee, Glasgow and Edinburgh.

[1] Census data extrapolated from www.scotlandscensus.gov.uk.

[2] SHS data extrapolated from http://www.transportscotland.gov.uk/statistics/scottish-household-survey-local-area-analysis.

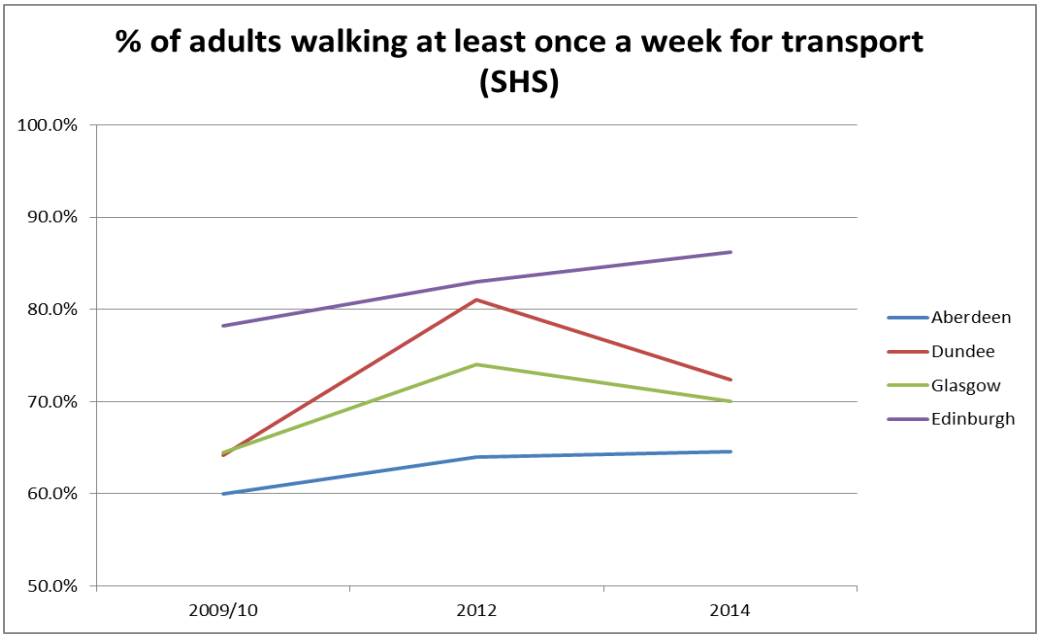

Figure 2.2: Percentage of adults walking at least once a week for transport (Source: SHS)

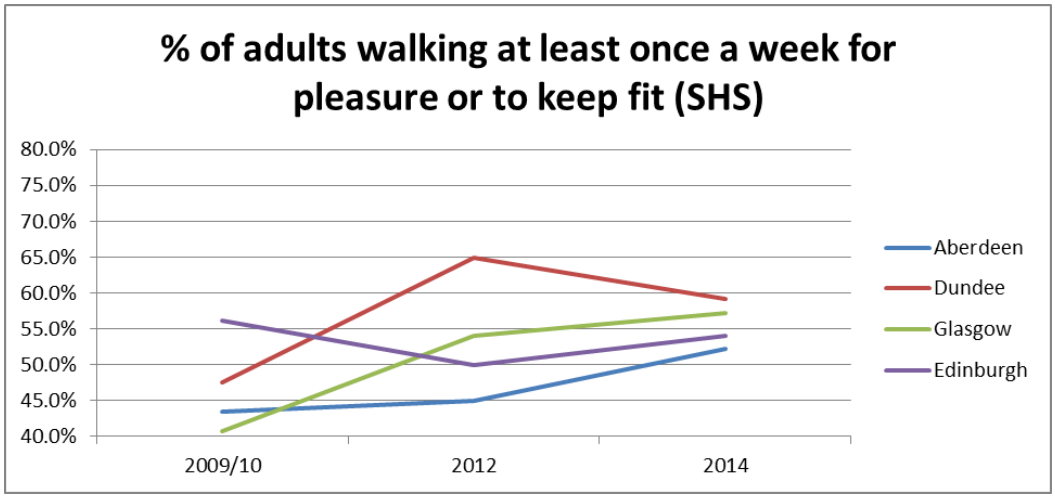

Figure 2.3: Percentage of adults walking at least once a week for pleasure or to keep fit (Source: SHS)

Hands Up Scotland (HUS) school travel surveys are undertaken annually to reveal how children usually travel to and from school. The most recent results (for the 2015/16 school year) show that Aberdeen has the third-highest walk to school rate of Scotland's 32 local authorities (49.85% compared to a Scottish average of 43.3%).

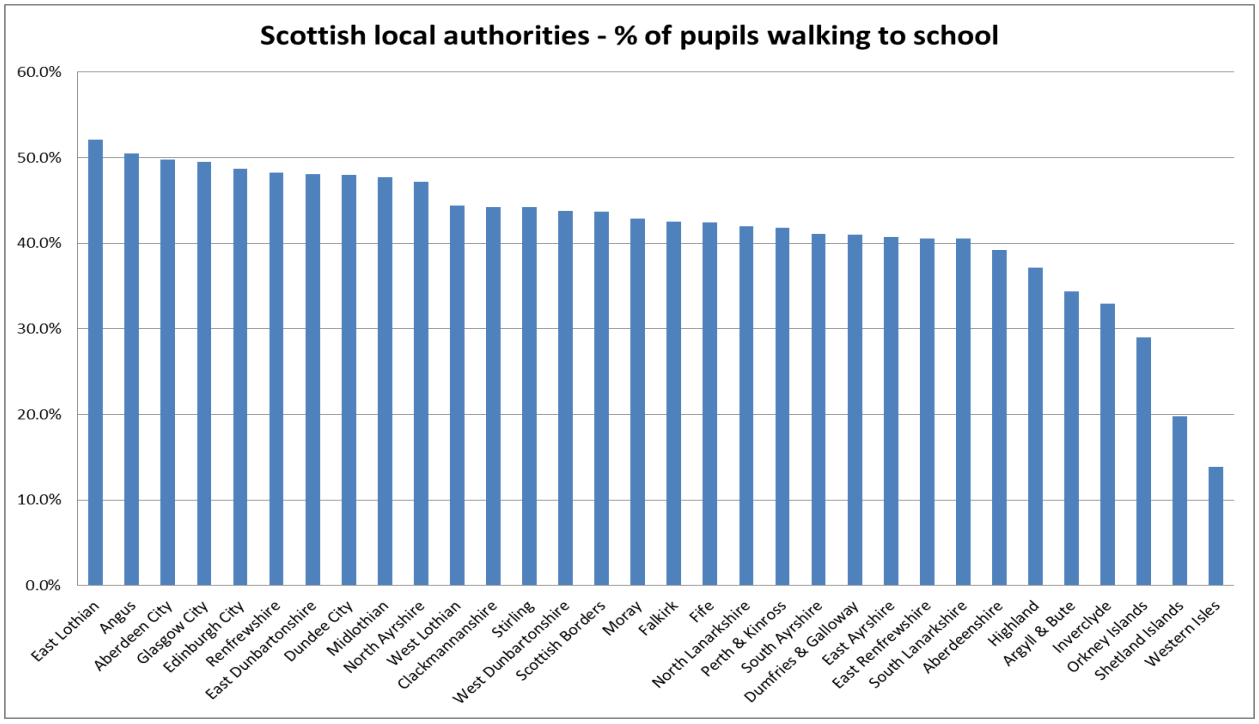

Figure 2.4: Percentage of state school pupils walking to school in 2015 (Source: HUS)

While this is encouraging, results also show that walk to school levels have been declining steadily in Aberdeen since 2008.

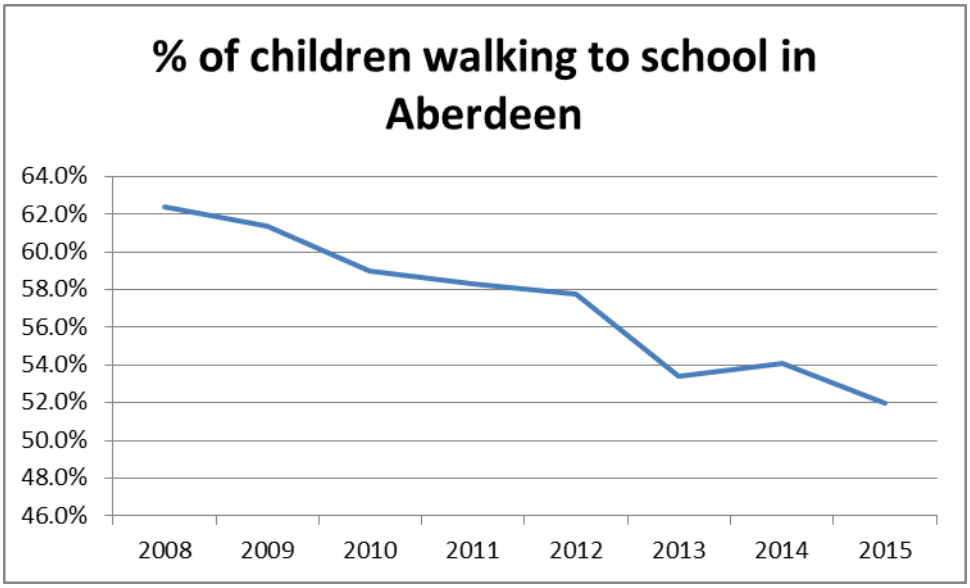

Figure 2.5: Percentage of state school pupils walking to school in Aberdeen, 2008-2015 (Source: HUS)

While this decline is by no means unique, with a similar pattern in many other areas in Scotland, it is concerning. At the same time, a number of schools in the City report walk to school levels in excess of 80%, almost double the national average.

It is clear therefore that, although walk to work and education figures are relatively healthy compared to other cities, overall walking figures (although rising) remain disappointingly low, while walking to school has been in decline for a number of years.

2.2.2 Cycling

Census figures show that Aberdeen fares well in comparison with other Scottish cities in terms of cycling to work and study, second only to Edinburgh in both indicators. At the same time, cycling levels in Edinburgh are more than double what they are in Aberdeen, showing the results that can be achieved in a City not dissimilar to Aberdeen in terms of climate and topography, and one which is significantly less compact.

	Percentage of those aged 16-74 in employment cycling to work	Percentage of those aged 4 and over who are studying or aged 16-74 in employment cycling to work or study
Aberdeen	1.84%	1.69%
Dundee	1.26%	1.12%
Edinburgh	4.3%	3.85%
Glasgow	1.64%	1.42%

Table 2.2: National Census Results – cycling mode share for work and study (2011)

More recent cycling data is available via Cycling Scotland's Annual Cycling Monitoring Report[3]. This shows that in 2016 less than 0.5% of Aberdeen's population cite cycling as their main mode of travel, compared to 4.2% in Dundee and Edinburgh and 1.4% throughout Scotland. In fact Aberdeen has one of the lowest proportions of cycle journeys in Scotland. This is despite the vast majority of journeys undertaken in Aberdeen (71.7%) being under 5km, a distance which should be easily cycle-able (and in some cases walkable) to many. Aberdeen performs reasonably well in terms of cycle to work journeys, with 2.2% of adults usually cycling and a further 3.3% regularly cycling to work (a combined figure of 5.5%). This exceeds figures for Glasgow (4.8%) but lags behind those for Edinburgh (15.2%) and Dundee (7.8%).

Hands Up figures show that 2.8% of state school pupils cycled to school in Aberdeen in 2015, although it is clear from Figure 3.6 that cycling rates have been fluctuating and little real progress has been made since 2008.

[3] http://www.cyclingscotland.org/wp-content/uploads/2015/03/2892-Annual-Monitoring-Report-2016-00000002.pdf

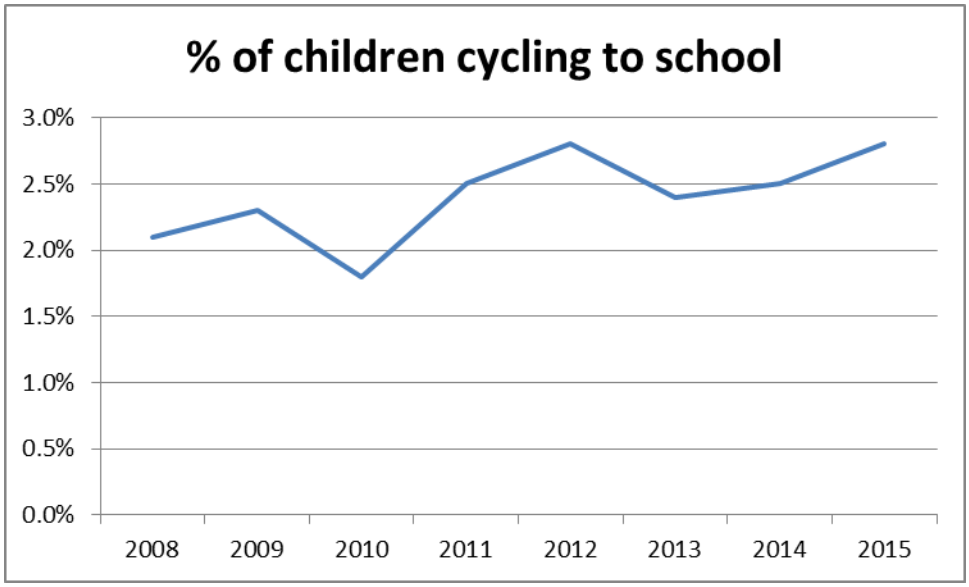

Figure 2.6: Percentage of state school pupils cycling to school in Aberdeen, 2008-2014 (Source: HUS)

Cycling to school rates are also disappointingly low compared to other local authorities - only 5 have a cycle to school rate lower than Aberdeen's, while the Scottish average is 3.5%.

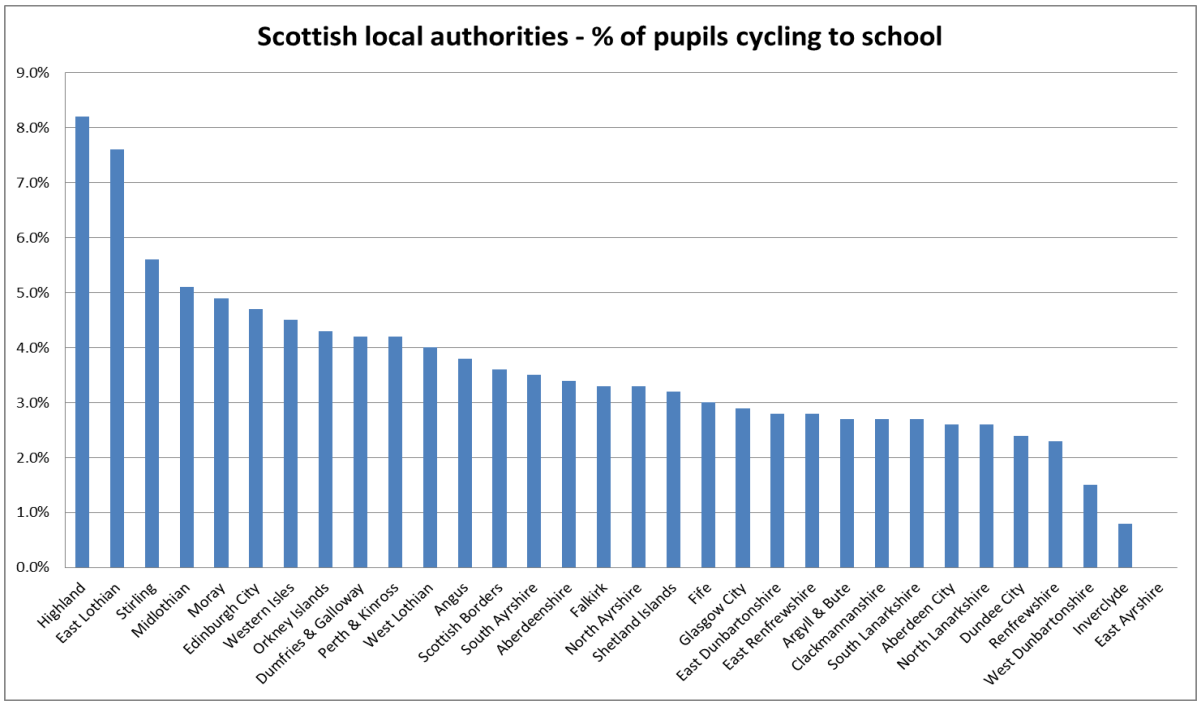

Figure 2.7: Percentage of state school pupils cycling to school in 2014 (Source: HUS)

Figures for cycling are therefore mixed, with Aberdeen performing well compared to some cities when looking at certain indicators (mode of transport to work) and extremely poorly when looking at others (cycling's proportion of all journeys). What is clear is that Aberdeen is not on course to meet the vision of the Cycling Action Plan for Scotland that 10% of all journeys will be by bike by 2020. And, although no other local authority area seems on course to meet this either, the results demonstrated by the City of Edinburgh in particular show what can be achieved in an urban context with the correct vision and a clear strategic direction.

3 The Action Plan

This Action Plan therefore sets out the approach to be taken by the Council and partners to achieve an improved environment for, and therefore increased levels of, walking and cycling in Aberdeen.

3.1 Consultation

The plan has been informed by two rounds of consultation. In summer 2015, almost 600 members of the public responded to a survey to give their views on the barriers to walking and cycling in Aberdeen and the improvements they would like to see to facilitate active journeys and to encourage more walking and cycling more often.

Key concerns expressed were:

- Infrastructure – respondents believed that the volume and quality of cycle routes and cycle parking facilities is inadequate and that footways and paths are poorly maintained;
- Volume and speed of road traffic and its perceived priority over active travel modes which can result in unsafe conditions for walking and cycling; and
- Perceptions of poor driving behaviour, with a lack of respect shown to people walking and cycling.

Respondents suggested they would like to see:

- More and better pedestrian and cycle infrastructure, particularly more crossing facilities and joined-up, continuous and linked routes. In terms of cycling, a clear preference for dedicated and segregated facilities emerged;
- An increase in pedestrianised areas and/or traffic reduction measures;
- A safer environment for people walking and cycling;
- Improved maintenance of active travel routes; and
- Improved driver education.

In terms of specific areas or routes requiring improvements, these concentrated on key leisure and commuting routes, including the City Centre, the beachfront, the A96 (Aberdeen to Inverurie), A90 (Anderson Drive and routes north and south of the City), A944 (Aberdeen to Westhill), A93 (Deeside corridor) and improved access to the universities and large employment sites at Dyce and Altens.

This information was developed into a draft plan, outlining potential actions and intervention areas, which was subject to a further period of consultation with stakeholders and members of the public. The final plan was then developed to reflect the comments received in response to the draft.

It is hoped therefore that this engagement has resulted in a document that fully reflects the concerns felt by the people of Aberdeen in relation to walking and cycling and that the policies and actions proposed in response to these concerns, and ratified by the second consultation exercise, adequately address these and, in the context of the other schemes and projects, will contribute to the development of a City much more conducive to active travel and which enables and encourages more walking and cycling as a result.

3.2 Objectives

Aberdeen City Council's objectives for transport are articulated in the Aberdeen Local Transport Strategy (LTS) 2016. Those relevant to active travel are listed in table 3.1 below:

THEME	OBJECTIVE
Walking	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
Cycling	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.
Trunk Road Network	Support improvements to the trunk road network for the benefit of passengers and freight travelling to, from and within Aberdeen.
Aberdeen Western Peripheral Route	To support the implementation of the Aberdeen Western Peripheral Route and to fully realise the benefits the new road will bring in terms of improving conditions in the City for users of sustainable modes of transport.
Road Carriageway and Footway Maintenance	To improve the condition of the road, footway and cycle networks.
Winter Maintenance	To ensure the safe movement of traffic on carriageways, footpaths, cycle paths and pedestrian precincts to minimise delays caused by adverse winter weather.
Traffic Management and Road Safety	To work towards a road network where all users are safe from the risk of being killed or seriously injured, and the injury rate is much reduced.
Enforcement	To ensure the Council manages and enforces the road network to ensure safety and effectiveness for the benefit of all users.
Land Use Planning	To promote and enable development that reduces the need to travel, minimises reliance on the private car and facilitates and encourages walking and cycling for everyday trips.
Travel Information and Awareness	To engage with members of the public, employers and schools on travel behaviour-change campaigns, events and promotions and to provide the information that citizens and visitors need to let them undertake 'smarter' journeys in the City.
School Travel and Young People	To ensure that all young people have the opportunity to travel to school by active and/or sustainable modes of transport and are equipped with the necessary knowledge, skills and infrastructure to allow them to undertake local journeys safely and independently.
Climate Change Mitigation and Adaptation	To contribute to Aberdeen's carbon emissions targets and develop climate resilient infrastructure.
Biodiversity and the Green Space Network	Improve accessibility to open spaces and contribute towards the development of the green space network through implementation of core paths and appropriate mitigation as part of transport scheme delivery.
Public Realm and the Sustainable Urban Mobility Plan (SUMP)	To improve the public realm by ensuring walkability and consequent traffic circulation (to enhance environment, aesthetic quality and air quality of the City) for the benefit of shoppers, visitors and residents.

Table 3.1: LTS Objectives Relevant to Active Travel

This Action Plan articulates the policies, design principles and actions that will be pursued by the Council and partners in order to meet the active travel objectives of the LTS. These have been split into 3 broad themes: Planning for Walking and Cycling, Active Travel Infrastructure and Awareness-Raising and Promotion.

3.3 Policies and Design Principles

3.3.1 Planning for Walking and Cycling

New Developments – Aberdeen City Council will:
Ensure that all new developments in the City are built around the needs of people walking and cycling and facilitate safe and direct active travel journeys to, from and within the development by requiring developers to ensure that comprehensive walking and cycling infrastructure is incorporated into new sites and that sites are well linked to the wider network and provide appropriate connections to local facilities particularly schools, workplaces, shops, leisure facilities and health centres.
Require developers to consider accessibility by walking and cycling before accessibility by private vehicles and demonstrate that sufficient measures have been taken to minimise vehicular traffic generation through Transport Assessments, Travel Plans and the provision of Residential Travel Packs.
Highlight and promote Designing Streets, the National Roads Development Guide and other placemaking tools as guiding principles for new development.
Support the implementation of Home Zones and low/no car housing where this will result in development that is safer and more welcoming to people walking and cycling.
Not permit development to proceed if it is to the detriment of active travel or severs existing active travel links.
Require that adequate cycle parking facilities are installed at all new sites and encourage the installation of shower, changing and storage facilities at workplaces and other non-residential sites.
Infrastructure Improvement Schemes – Aberdeen City Council will:
Ensure that the needs of people walking and cycling are prioritised during all infrastructure construction with a presumption in favour of keeping routes open for these modes.
Ensure that transport improvement schemes incorporate high-quality walking and cycling provision, appropriate to the urban environment/surroundings and in line with best practice.
Encourage the Scottish Government to incorporate its own best practice advice with regard to active travel provision into trunk road improvement schemes.
Favour signalised junctions over roundabouts on all new road and road improvement schemes in recognition of their benefits to people walking and cycling.

3.3.2 Active Travel Infrastructure

Pedestrian and Cycle Facilities – Aberdeen City Council will:
Support the implementation of the transport elements of the Aberdeen City Centre Masterplan to enable development of a more pedestrian and cycle-friendly City Centre.
Continue to identify and implement projects that prioritise sustainable transport movements in the City leading up to and following the opening of the Aberdeen Western Peripheral Route.
Improve and increase pedestrian facilities in Aberdeen, including footways and appropriate crossing provision with all new road and road improvement schemes, as well as new footpaths, pedestrianised or part-pedestrianised areas and improved lighting of key pedestrian routes.
Implement dropped kerbs and tactile paving alongside new transport and transport improvement schemes where this would be useful and continue to implement such facilities on existing streets where a need is identified.
Remove unnecessary street furniture where this inhibits the safe movement of people walking while ensuring adequate litter and waste facilities are provided.
Improve and increase on-road cycle facilities where this is a safe and practical solution. There will, however, be a presumption against advisory cycle lanes, given their limited usefulness.
Continue to implement measures to improve safety for people cycling on the road such as contraflow cycle lanes, ASLs, and other priority measures.
Where topography is hilly and space is such that a cycle facility can only be provided on one side of the carriageway, ensure this is on the uphill.
Improve and increase segregated cycling facilities in the City particularly where road conditions are likely to deter less confident cyclists.

Introduce a presumption in favour of fully segregated facilities (full segregation of both pedestrians and cyclists) for all new active travel infrastructure projects.
Ensure that people cycling are given priority over motorised traffic when using an off-road facility that crosses a side road junction where it is safe and practical to do so.
Prioritise the implementation of walking and cycling routes that link people's homes with everyday destinations, such as the city centre, neighbourhood centres, retail and employment areas, education facilities, health facilities, transport interchanges and visitor attractions.
Increase opportunities for recreational walking and cycling by improving facilities in parks, greenspaces and in areas of natural beauty.
Fill missing links in the walking and cycling network wherever possible to ensure users experience continuous and uninterrupted routes.
Continue to work with Aberdeenshire Council and Nestrans to develop and improve strategic cross-boundary active travel routes.
Work with Transport Scotland on delivering improvements to the walking and cycling environment around trunk roads.
Ensure that new cycling infrastructure adheres to best practice guidelines identified in the Sustrans *Handbook for cycle-friendly design*, Transport Scotland's *Cycling by Design* and, where relevant, the trunk road *Design Manual for Roads and Bridges* (DMRB).
In sensitive areas, continue to implement innovative design solutions to reduce negative impacts on biodiversity.
Ensure that new infrastructure is adaptable to a changing climate and resilient in the face of extreme weather events.
Improve and increase cycle parking throughout the City especially in the City Centre, neighbourhood centres and at community facilities.
Increase and improve the provision of lighting in areas of high pedestrian and cycle activity, appropriate to any environmental or other conditions. LED (light-emitting diode) lighting will be implemented where possible in recognition of its greater longevity and environmental benefits.
Traffic Management and Road Safety – Aberdeen City Council will:
Maintain existing 20mph speed limits and reduce speeds in other areas of the City where this would improve conditions for people walking and cycling.
Continue to implement traffic management and traffic calming measures to encourage walkable and cycle-able neighbourhoods and prevent rat-running.
Continue to implement pedestrian and cycle crossing facilities in areas of high activity and at hazardous points on the network and, where possible, improve provision to ensure people have sufficient time to cross roads.
Ensure that maintenance works and temporary closures make suitable provision for people walking and cycling, prior to the start of route closures and at journey decision points, identifying and signing alternative routes at all times and without additional crossings or detours where possible. If off-road provision is not possible, on-road alternatives will be made available.
Wherever it is safe to do so, ensure people cycling are exempt from temporary and permanent road closures, banned turns and one-way streets.
Remove obstructions, such as access control barriers, and replace with solutions that, while restricting undesirable vehicles, maintain permeability for people walking and cycling.
Presume against the implementation of pedestrian guardrail unless strictly necessary in the interests of safety, in recognition of the restrictions this poses to people walking and the dangers it poses to people cycling on-road.
Continue to work with partners on safety campaigns and projects to encourage drivers to behave safely and respectfully when sharing roadspace with people cycling.
Continue to use of Variable Message Signs (VMS) to display safety messages throughout the City,
Support the Scottish Government in seeking to gain powers to legislate against footway parking.
Support Police Scotland in measures to improve and increase enforcement against traffic violations.

Maintenance – Aberdeen City Council will:
Continue with routine road, footway and path maintenance, including sweeping, surfacing treatments and filling in of potholes as required and as resources allow.
Ensure that roads and pavements are repaired promptly and to a high standard following utility works and other maintenance activities.
Ensure that on-road lines and symbols are replaced where they are removed as part of road works.
Ensure that all principal off-road active travel routes are well maintained, well lit (where appropriate) and kept free from litter and intrusive vegetation.
When implementing new active travel routes, ensure future maintenance requirements are reduced by designing and implementing to a high standard and to a minimum ten-year design life. New routes and other infrastructure will be designed to ensure that maintenance responsibilities are taken into consideration from the outset, with appropriate crossfall, drainage and lighting.
Ensure appropriate gritting and clearance of all roads, footways and heavily used pedestrian and cycle paths during the winter as resources permit.
Incorporate provision for people walking and cycling into routine maintenance schemes, especially where there is potential to increase and enhance the active travel network and/or link into the wider network.
Enabling Interchange – Aberdeen City Council will:
Ensure that transport facilities allow for seamless interchange between the bicycle and other forms of transport.
Improve access to key transport interchanges for people walking and cycling to facilitate multimodal journeys not reliant on the car at any stage.

3.3.3 Awareness-Raising and Promotion

Education and Training - Aberdeen City Council will:
Improve and increase opportunities for pedestrian and cycle training in Aberdeen.
Promotion - Aberdeen City Council will:
Continue to work within the Getabout partnership to deliver activities, campaigns, promotions and events to raise awareness of the benefits of, and opportunities for, walking and cycling in the north east of Scotland.
Encourage schools, further education institutes and workplaces to get involved in campaigns such as Walk to School Week, Walk to Work Week, International Walk to School Month, Bike Week and Road Safety Week.
Continue to work with schools on targeted promotional campaigns to encourage more pupils to travel by active modes of transport.
Continue to encourage and support travel planning initiatives such as walking buses and park and stride schemes in schools.
Continue to promote the Walk It and Cycle Streets websites for local journey planning.
Ensure that new infrastructure is accompanied by appropriate signage and continue to improve and increase pedestrian and cycle route signage throughout the City.

3. 4 Actions

3.4.1 Planning for Walking and Cycling

New Developments – Aberdeen City Council will:	**Lead**	**Timescale**
Complete a Technical Advice Note (TAN) to accompany the Aberdeen Local Development Plan (ALDP), comprising comprehensive Travel Plan Guidance relevant to both new developments and existing sites.	TSAP	2017-18
Contribute to the current and future iterations of the ALDP, in terms of developing transport policies and supplementary planning guidance relevant to land use planning.	TSAP	ALDP due to be adopted early 2017; preparation of the next Plan will commence shortly afterwards.

Continue to ensure that accessibility on foot and by bike are key considerations during the masterplanning process for new development sites.	TSAP/ MDC	2017-2021
Continue to assess Transport Assessments, Travel Plans and Residential Travel Guides to ensure accessibility on foot and by bike are key considerations at all stages of the planning application process.	DM/TSAP	2017-2021
Infrastructure Improvement Schemes – Aberdeen City Council will:	**Lead**	**Timescale**
Ensure specific walking and cycling objectives are included within the Scottish Transport Appraisal Guidance (STAG) assessment criteria for all new transport schemes.	TSAP/DT	2017-2021
Undertake pedestrian and cycle audits of all new road and road improvement schemes and ensure that funding is available to correct issues identified during the review process.	DT/TSAP	2017-2021
Continue to engage with Transport Scotland and other partners on the A96 Aberdeen to Inverness dualling project and press the Scottish Government to deliver high-quality segregated walking and cycling provision along the corridor in line with its own best practice guidance.	TSAP	2017-2021+

3.4.2 Active Travel Infrastructure

Pedestrian and Cycle Facilities – Aberdeen City Council will:	**Lead**	**Timescale**
Develop an Active Travel Network Plan, identifying priorities and aspirations for improvements to the walking and cycling network and update this annually as an addendum to the Active Travel Action Plan.	TSAP	First iteration included as an Appendix to the Action Plan; thereafter updates will be published each spring.
Continue to take advantage of external funding opportunities to implement and/or improve local and strategic walking and cycling routes within the City as they arise.	CCMP/ TSAP/DT/ TMRS/EP	2017-2021
Develop a post-AWPR Roads Hierarchy for Aberdeen that accommodates cycle-specific infrastructure on strategic routes.	TSAP	2017 – 2018
Continue to participate in the Community Links PLUS design competition with the aim of exploring delivery of a high quality segregated cycle route along the A944 Westhill to Aberdeen corridor.	TSAP	2017-2020
Working with Living Streets, continue to roll out a programme of street audits in Aberdeen to assess the walkability and general ambience of neighbourhoods on a priority basis.	CH	2017
Work with communities to implement the recommendations of the recent Street Audit report for Middlefield and Heathryfold and subsequent street audit reports.	CH/TSAP/ TMRS	2017-2021
Install pedestrian and cycle counters alongside existing and new infrastructure projects to assess their impacts on walking and cycling levels.	TSAP/DT/ TMRS/EP	2017-2021
Continue to improve, expand and promote the City's Core Path network.	EP	2017-2021
Develop a TAN on appropriate and acceptable design for new cycle facilities. Where local links connect to the strategic cycle network it is anticipated these will be of a similar quality: a minimum width of 3.0m, separation strip as appropriate and tarmac surface. Further details will developed as part of the TAN.	TSAP	2017-2018
Improve and increase liaison with user groups, such as Aberdeen Cycle Forum, Aberdeen Outdoor Access Forum, local residents and businesses and disability and access groups, on the development, design and implementation of active travel infrastructure to ensure infrastructure meets the needs of all users.	TSAP/DT / TMRS	2017-2021

Support Sport Aberdeen in their efforts to implement a community cycle hub in the Bridge of Don area of Aberdeen.	TSAP	2017-2021
Traffic Management and Road Safety – Aberdeen City Council will:	**Lead**	**Timescale**
Continue with a programme of implementing 20mph speed limits in residential areas on a priority basis.	TMRS	2017-2021
Seek a greater understanding of the vehicle exclusion trials that have been undertaken outside schools elsewhere in Scotland and whether there is need or scope to replicate these at any schools in Aberdeen.	TMRS	2017-2018
Review locations where roundabouts could be removed and replaced with signalised junctions.	TSAP/ TMRS	2017-2021
Work with Cycling Scotland to deliver the Give Everyone Cycle Space campaign in Aberdeen on an annual basis.	TSAP	2017-2021
Work with partners in Getabout and Police Scotland to deliver further pedestrian and cycle-safety campaigns throughout the region.	TSAP	2017-2018
Work with partners to develop a campaign targeted at all transport users, encouraging respectful behaviour to ensure safe travel for all around the region.	TSAP/ TMRS	2017-2018
Maintenance – Aberdeen City Council will:	**Lead**	**Timescale**
Seek to identify funding sources for footpath and cycle path maintenance, particularly for new routes that are not incorporated into the adopted network.	TSAP/RO	2017-2021
Publicise the Council's online fault reporting mechanisms for reporting problems with roads, footways and cycleways, and ensure that information reported is acted upon swiftly.	RO	2017-2021
Update the winter maintenance plan on an annual basis with reference to active travel routes.	RO	2017-2021
Seek specific funding for winter maintenance of key active travel routes.	TSAP/ TMRS	2017-2021
Where known winter maintenance issues occur, install flashing LED lights on off-road paths, to make people aware of the likelihood of ice on paths and the need to take care.	TSAP/ TMRS	2017-2021
Enabling Interchange – Aberdeen City Council will:	**Lead**	**Timescale**
Complete the A96 (Craibstone) Park and Choose site with complementary cycling infrastructure.	DT	2017
Work with Nestrans, ScotRail and train operating companies to increase cycle parking provision at Dyce Station.	TSAP	2017
Maintain and, where necessary, improve cycle parking provision at the Bridge of Don and Kingswells Park and Choose sites.	TSAP	2017-2021
Examine the feasibility of establishing mini interchange hubs within the City, allowing people to 'park and cycle', 'cycle and bus', etc.	TSAP	2017-2021
Undertake a revised feasibility study for a bicycle rental scheme in Aberdeen and implement the recommendations of the study.	TSAP	2017-2019
Assist with publicising the Bike and Go service at Aberdeen Station.	TSAP/ Getabout	2017-2021
Work with partners to examine the feasibility of a bicycle rental scheme at Dyce station.	TSAP/ Nestrans	2017-2018
Implement cycle parking facilities alongside Car Club bays.	TSAP/ TMRS	2017-2018
Raise awareness of the bicycle carriage offered by Stagecoach Bluebird services.	TSAP/ Getabout	2017-2021
Work with First Aberdeen to identify options for bicycle carriage on city bus services.	TSAP	2017-2019
Continue to work with Aberdeen Harbour Board and Sustrans to safely incorporate the National Cycle Network Route 1 (NCN1) in Nigg Harbour development plans.	TSAP	2017-2018

3.4.3 Awareness-Raising and Promotion

Education and Training - Aberdeen City Council will:	Lead	Timescale
Work with Cycling Scotland to introduce Play on Pedals to Aberdeen pre-schools nurseries to increase the number of children able to ride a bicycle before starting school.	TSAP/ Early Years Team	2017
Continue to roll out Bikeability training to primary school pupils, particularly Level 2 on-road cycle training.	Adventure Aberdeen/ TSAP	2017-2021
Investigate funding opportunities to allow the continued roll-out of Go Mountain Bike training to secondary school pupils.	Adventure Aberdeen/ TSAP	2017-2021
Work with Sustrans to introduce I Bike to Aberdeen schools, a long-term and intensive programme of cycling promotion and training activities.	TSAP	2017
Better promote opportunities for adult cycle training in Aberdeen and work with partners to enhance and increase opportunities.	Adventure Aberdeen/ TSAP	2017-2021
Deliver increased road safety promotional activities with school children and work with schools on targeted road safety campaigns and interventions.	TSAP/ TMRS	2017-2021
Promotion - Aberdeen City Council will:	**Lead**	**Timescale**
Update the Council's web pages and contribute to the Getabout website to ensure that information on walking and cycling in Aberdeen is widely available, relevant and current.	TSAP	2017-2021
Participate in campaigns such as Bike Week and European Mobility Week, including European Car-Free Day, to raise the profile of walking and cycling.	TSAP	2017-2021
Work with Cycling Scotland to enhance the Wee Jaunt Aberdeen Cycle ride in 2017 and in subsequent years.	TSAP	2017-2021
Support the Pearl Izumi Cycling Tour Series in Aberdeen.	Events Team	2017-2019
Continue to publish and update walking and cycling maps and ensure these are available online and in key locations throughout the City.	TSAP/EP	2017-2021
Where new infrastructure is installed, ensure local communities are made aware of this via letter-drops, press releases, area maps, local community guides, etc.	TSAP	2017-2021
Update Aberdeen City Council's School Travel Plan Guidance and accompanying resources and encourage and support all schools to develop a Travel Plan which enables pupils to travel to school by active forms of transport.	TSAP	2017-2021
Encourage schools and workplaces to register for Cycling Scotland's Cycle Friendly Award.	TSAP	2017-2021
Continue to sponsor the Aberdeen EcoCity Sustainable Transport Achievement award to encourage and support those demonstrating good practice and ensure this is promoted to schools and businesses.	TSAP	2017-2021
Undertake a City-wide active travel signage review and make the necessary improvements to ensure signage is clear and comprehensive.	TSAP	2017-2021
Continue to make pool bicycles available for our staff to encourage short journeys to be undertaken by bike.	TSAP	2017-2021

3.5 Active Travel Network Plan

The Action Plan is accompanied by an Active Travel Network Plan, identifying where active travel infrastructure improvements will be prioritised during the life of the plan, along with anticipated costs and funding sources. An annual network development plan will also be prepared, showing

what the Council is delivering on a yearly basis, thus making it clear each year what the Council's short-term priorities for active travel are and how these contribute to meeting our longer-term aspirations. The 2017-2021 and 2016/17 plans are included as Appendices A and B. An updated network development plan will be published on the Council's website each year, along with an annual report on progress to date in implementing the Action Plan.

Based upon the active travel consultation findings, a brief origin-destination analysis of 2011 Census results and the Council's existing network development plans, the areas to be prioritised for infrastructure improvements during the life of the Action Plan are:

1. **City Centre and Beachfront** - The City Centre is the employment, retail and leisure hub of the region, attracting a significant number of trips every day. A more welcoming environment in, and improved access to, the City Centre for people walking and cycling could encourage a number of trips to transfer to these modes, resulting in a much improved City Centre experience for residents and visitors. Improving walking and cycling conditions in the City Centre is also a key objective of the CCMP and the SUMP. Aberdeen Beach is a popular leisure destination in close proximity to the City Centre, used for recreational walking and cycling and by commuter cyclists seeking a quieter route.

2. **A956/A90 South (Aberdeen to Stonehaven)** – There is currently very limited cycle provision south of Aberdeen along the A956 and A90, despite these being key strategic transport routes linking Aberdeen City and Aberdeenshire. A southbound cycle route, linking Aberdeen with Portlethen and Stonehaven, was probably the most commonly identified missing link during the consultation so is an obvious area for attention during the life of the Action Plan.

3. **A956/A90 North (Aberdeen to Balmedie)** - The A956/A90 north is a key strategic route linking the City with a number of settlements to the north in Aberdeenshire. The Council is currently engaged in improving pedestrian and cycle provision along The Parkway and Ellon Road and would like to increase this northwards along the A90, working with Aberdeenshire Council to develop a long-distance route linking the City with Balmedie and Ellon, and westwards along the Parkway. While there is cycle provision along the A956 King Street, south of the Bridge of Don, this is patchy and intermittent.

4. **A96 (Aberdeen to Inverurie)** - The A96 is another key strategic route linking Aberdeen City and Aberdeenshire with limited active travel provision at present. The Council has implemented a shared walking and cycling route between Woodside and Bucksburn and ongoing improvements in the Dyce area will improve provision further westwards in the short term. Aberdeenshire Council is also at work on the initial stages of developing an active travel route between Inverurie and Blackburn. It is both Councils' aspiration to create a continuous route between Aberdeen and Inverurie for longer-distance commuting and leisure trips. In the longer term, the Scottish Government's commitment to dualling the A96 between Aberdeen and Inverness affords the opportunity of ensuring high-quality walking and cycling facilities are implemented alongside the new infrastructure.

5. **A944 (Aberdeen to Westhill)** - A popular and well-used off-road walking and cycling route between Westhill and Kingswells is already in place, although there are issues with sections of the route which need addressed and there is limited provision for people cycling onwards the City Centre.

6. **A90 Anderson Drive** - Anderson Drive is a key circumferential route around the City and the Council has had aspirations for a cycle route along this corridor for a number of years. Responses to the Action Plan consultation supported the principle of improvements at this location. Designs for the implementation of sections of cycle route along the corridor and improved crossing facilities have recently been completed, while studies have been undertaken to examine options for improving junctions along the corridor for the benefit of people walking and cycling and public transport movements. It is hoped that these can be translated into physical improvements in the coming years.

7. **A93 Deeside Corridor –** The A93 connects the City Centre with various neighbourhoods, villages and towns along the Deeside corridor, into Aberdeenshire, Royal Deeside and beyond. The corridor has benefitted significantly in recent years from ongoing development of the Deeside Way, which is now fully tarmacked from the Duthie Park to Peterculter although there are problems emerging, including disruption from the AWPR.

8. **Access to Bucksburn/Dyce and Cove/Altens** - As key employment areas in the City, there is a significant number of movements to and from Bucksburn/Dyce and Cove/Altens on a daily basis from all around the region, yet opportunities for active travel, particularly cycling, to and within these sites is limited at present. Given the potential for achieving modal shift and the impacts this could have on both areas, improving access to these areas will be a priority for the Action Plan.

9. **Access to Universities** - Given the high proportion of students engaging in active travel already and the potential for more to do so, improving access to universities is key for boosting walking and cycle numbers in the City and a clear desire for improvements emerged during the consultation.

10. **Access to NHS sites –** As the largest employer and trip generator in the region, it came across strongly in the second consultation exercise that access to NHS sites should be a key priority, and it is hoped that this can be enhanced through close working between the NHS and the Council via the Getabout partnership. With the A944 corridor being a key focus of the Plan, improving access to and within the Woodend, Foresterhill and Cornhill sites should flow naturally from, and complement, this.

11. **Riverside Paths** - Walking and cycling opportunities alongside the Don and Dee are currently intermittent despite clear demand for such routes. The Council has aspirations for a continuous Donside route from the beach to Dyce and expansion of the River Dee route, both of which will be prioritised during the life of this Action Plan.

12. **Local Improvements** – While the purpose of this Action Plan is to set a strategic approach for walking and cycling, it is appreciated that many journeys made on a daily basis are local in nature. As such, improvements are also required at neighbourhood level to make these journeys easier by walking and cycling.

4 Monitoring and Review

The publication of each year's network plan will be accompanied by a monitoring report describing progress made over the previous year in terms of new and/or improved infrastructure implemented, soft measures projects undertaken and, should updated figures be available, any changes in walking and cycling levels that have been noted.

The LTS identifies the indicators to be used to measure progress in achieving transport outcomes to 2021 and the proposed approach to monitoring. Those listed in Table 4.1 below are relevant to active travel and will therefore form the basis of monitoring the Active Travel Action Plan.

Success measured by…	Source of Information
An increase in the proportion of adults walking and cycling as their main mode of travel to work	Scottish Household Survey (SHS)
An increase in the proportion of children walking, cycling and scooting as their main mode of travel to school	Hands Up Survey
An increase in the proportion of adults walking more than a quarter of a mile as a means of transport in the previous seven days	SHS
An increase in the proportion of adults walking more than a quarter of a mile for pleasure or to keep fit in the previous seven days	SHS
An increase in cycling levels on key corridors	Aberdeen Cycle Forum counts; automatic pedestrian and cycle counter data (ACC)
An increase in investment in road, footway and cycleway maintenance	ACC
A decline in the number of accidents and casualties involving people walking and cycling	Road Accidents Scotland; ACC
An increase in the number of schools delivering and pupils participating in Bikeability Scotland	ACC
Travel behaviour change events delivered at key points each year, tying into national and European campaigns	ACC/Getabout
Positive feedback from events regarding behavioural change	ACC/Getabout
Increased participation in behaviour change events	ACC/Getabout
All schools having adequate cycle parking facilities in place	ACC
An increase in the number of schools with scooter parking facilities	ACC
Delivery of projects to Lock in the Benefits of the AWPR	ACC
Delivery of projects that contribute to improved walking and cycling environment	ACC

Table 4.1: Monitoring Framework

Appendix A 2016-2021 Network Development Plan

Priority Area		Project	Est. Cost	Funding Partners
1	City Centre and Beachfront	City Centre routes/CCMP/SUMP	Undefined	Undefined
		North Dee area improvements	Undefined	Undefined
2	A956/A90 South (Aberdeen to Stonehaven)	Marywell to Aberdeen cycle route	£150,000	Nestrans, Developers, Aberdeenshire Council
		NCN Coastal Route around harbour	£500,000	Aberdeen Harbour Board
3	A956/A90 North (Aberdeen to Balmedie)	A90 Ellon Road pedestrian and cycle route linking Aberdeen and Balmedie	£1,000,000	AWPR NMU, Nestrans, Sustrans, Aberdeenshire Council
		A90 Parkway pedestrian and cycle route	£780,000	Nestrans, Sustrans
4	A96 (Aberdeen to Inverurie)	A96 pedestrian and cycle route from Aberdeen to Inverurie	£750,000	AWPR NMU, Nestrans, Sustrans, Aberdeenshire Council
5	A944 (Aberdeen to Westhill)	A944 pedestrian and cycle route from Aberdeen to Westhill	Undefined	Sustrans, Nestrans, Developers, Aberdeenshire Council
6	A90 Anderson Drive	Anderson Drive pedestrian and cycle route - Phases 1 and 3	£115,000	Nestrans, Sustrans
7	A93 (Aberdeen to Peterculter)	Pittengullies on Deeside Way	£150,000	Undefined
8	Access to Bucksburn/ Dyce and Cove/Altens	Wellington Road Improvements	£450,000	Nestrans, Developers
		Craigshaw Drive pedestrian and cycle route	£100,000	Nestrans, Sustrans
		Dyce Drive Improvements	£600,000	Nestrans, Sustrans
		A96 pedestrian and cycle route from Aberdeen to Inverurie	£750,000	AWPR NMU, Nestrans, Sustrans, Aberdeenshire Council
9	Access to Universities	River Dee Path to RGU	£500,000	Nestrans, Sustrans
		River Don Pathways	£800,000	Nestrans, Sustrans
		King Street Improvements	Undefined	Undefined
10	Access to NHS sites	A944 Improvements	Undefined	Nestrans, Sustrans, Developers
		Berryden Corridor improvements	Undefined	ACC
11	Riverside Paths	River Don Pathways	£800,000	Nestrans, Sustrans
		NCN route 1 - Arjo Wiggins section	£75,000	Developers
		Mugiemoss bridge	£750,000	Nestrans, Developers

		River Dee Path to RGU	£500,000	Nestrans, Sustrans
12	Local Improvements	AWPR Locking in the Benefit schemes (Removal of roundabouts to traffic signals)	Undefined	Undefined
		AWPR mitigation measures	Undefined	Undefined
		NCN Route 1 improvements	Undefined	Undefined
		Countesswells route	Undefined	Undefined
		On Street Bike rental	Undefined	Undefined
		Other local improvements	Undefined	Undefined

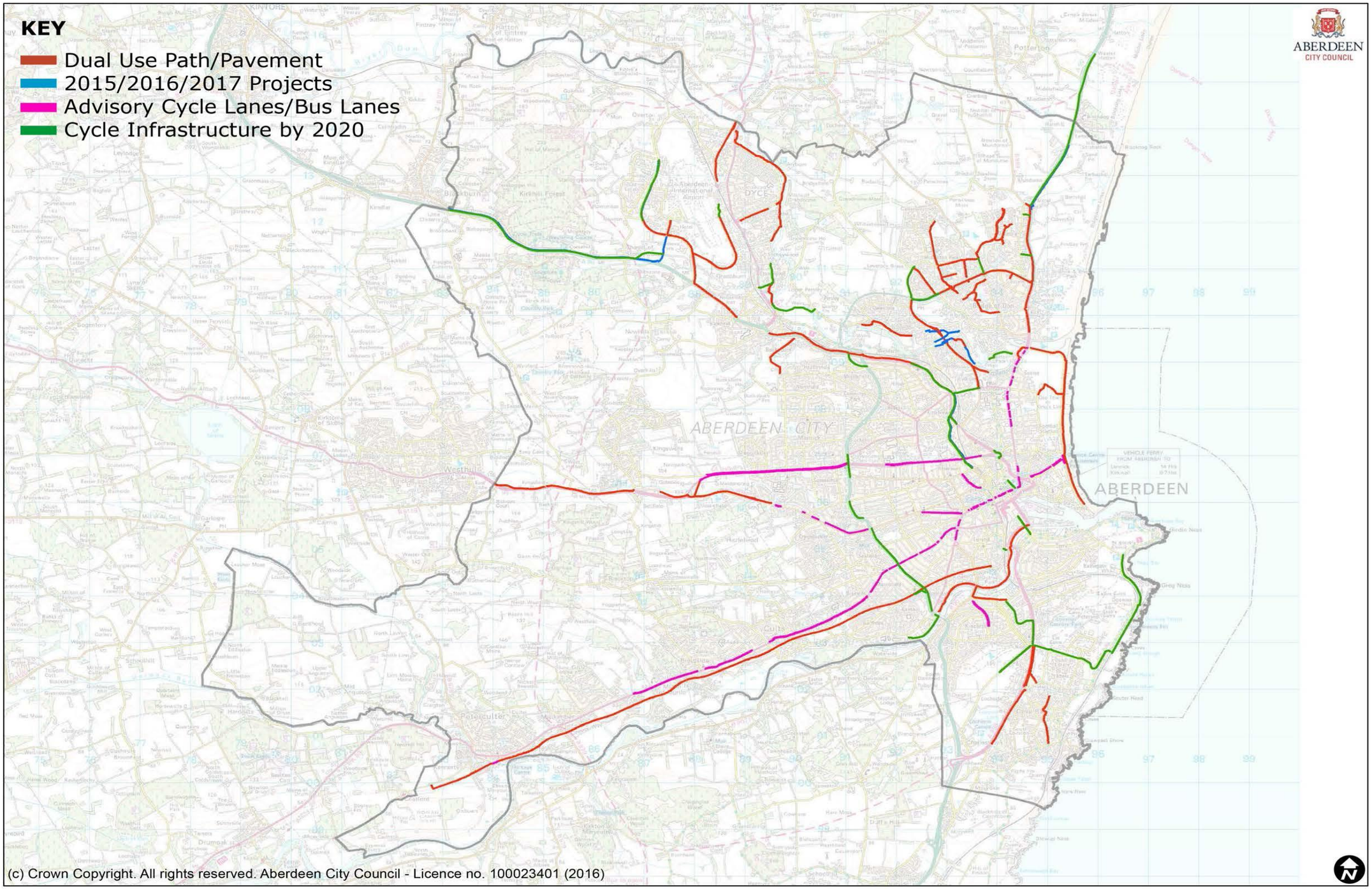

Figure A1: Current and Proposed Cycle Network, Aberdeen City

Appendix B 2016/17 Network Development Plan

	Location	Project	Progress / Timescales	Cost	Funding Sources
1	City Centre and Beachfront	Part-pedestrianisation of Broad Street (Upperkirkgate to Queen Street)	Construction work will commence in early 2017	Approx. £3.5 million (2016/17 – 2017/18)	ACC via land deal between ACC and Muse/ Sustrans/Developer Obligations
		Union Terrace Gardens rejuvenation	Public consultation on designs undertaken in December 2016. Decision on detailed design to be made by March 2017	Up to £1.2 million for design work	City Centre Regeneration Capital Fund
		Schoolhill Pocket Park	Design consultant has been appointed	Undefined at present	ACC
		Prohibition of parking on footpath in Palmerston Area (Palmerston Road, Poynernook Road, Stell Road, Raik Road, Russell Road, Old Ford Road)	TTRO to be made permanent	£1,500	CWSS
2	A956/A90 South (Aberdeen to Stonehaven)	Feasibility study of options for linking south Aberdeenshire to the City	Part of a wider study being undertaken by Aberdeenshire Council		
		STAG appraisal of options for Wellington Road	Consultant appointed in December 2016	£100,000	Nestrans
		Feasibility and design of cycle route along Craigshaw Drive	Design process underway	TBC	Nestrans /Sustrans
		Realignment of National Cycle Network Route 1 (NCN1) in Nigg Bay area	Design process underway	TBC	Aberdeen Harbour Board/Sustrans
3	A956/A90 North (Aberdeen to Balmedie)	Implementation of A90 trunk road cycle road along Ellon Road (Parkway to Murcar roundabout) and the Parkway (Ellon Road to Balgownie Road)	Completed in July 2016	£562,500	Nestrans/Sustrans/ AWPR NMU

		Extension of the Parkway shared pedestrian and cycle route from Scotstown Road to the Diamond Bridge	Construction should be substantially complete by spring 2017	£330,000	Nestrans/Sustrans
		Installation of toucan crossing on the Parkway near the Ellon Road junction	Implementation should be complete by the end of March 2017		
		Detailed design of an extension to the Ellon Road shared pedestrian and cycle route between Murcar and Blackdog	Designs due for completion in early 2017, with a view to implement in 2017/18	£60,000	Sustrans/AWPR NMU
		Design of a toucan crossing of A90 Ellon Road south of Murcar			
4	A96 (Aberdeen to Inverurie)	Detailed design of a pedestrian and cycle route along the A96 between Dyce and Blackburn	Design is ongoing, with a view to implement in 2018/19 following the opening of the AWPR	£60,000	Sustrans/AWPR NMU
		Detailed design of improvements to the existing A96 pedestrian and cycle route between Woodside and Bucksburn	Designs will be complete by March 2017 with a view to implement in 2017/18		
		A96 Park and Choose site and associated active travel links	Due to open in January 2017	TBC	ACC/Sustrans
5	A944 (Aberdeen to Westhill)	Westhill to Kingswells – review of existing active travel facilities and design of options for improvements	Feasibility study and preliminary design of options should be complete by March 2017	£12,500	Nestrans/Sustrans
		Kingswells to Aberdeen cycle route – feasibility and design being taken forward as part of Community Links PLUS competition	Proposals and designs currently being progressed. Applications to the second stage of the competition are due in February 2017	£10,000	Sustrans
6	A90 Anderson Drive	Design of a shared pedestrian and cycle facility on Anderson Drive between the Deeside Way and Bridge of Dee, including the installation of two toucan crossings at the Bridge of Dee roundabout	Detailed design, tree removal and replanting should be complete by the end of March 2017	TBC	Nestrans/Sustrans

		Junction Improvements – design of options to improve pedestrian and cycle facilities at the Lang Stracht/Westburn Road, Broomhill Road and King's Gate junctions	Preliminary design has been undertaken. Detailed design of the Lang Stracht/Westburn Road junction is now being taken forward for detailed design as part of the A944 corridor study (see section 5).	£50,000	Nestrans/Sustrans
8	Access to Bucksburn/ Dyce and Cove/Altens	Implementation of shared pedestrian and cycle route on Dyce Drive between Dyce Avenue and Kirkhill Place	Due for completion in spring 2017	£570,141	Nestrans/Sustrans/ACC/ CWSS
		Introduction of a pedestrian phase at the Dyce Avenue/Dyce Drive signalised junction and an area of hard standing and pavement to link to the bus stop from the crossing			
		Design of an extension of the Wellheads Drive shared use path northwards to Farburn Terrace, bypassing the roundabout.	Designs will be complete by the end of March 2017.	£18,500	Nestrans
		Design of a cut-through at the Market Street closure to create a safe and coherent cycle connection with the Wellheads route.			
		Pedestrian and cycle access improvements to Dyce Station from Farburn Terrace.	Due for completion in spring 2017	£40,000	Nestrans
		A947 improvements at Stoneywood	Preliminary investigations underway	TBC	TBC
		Feasibility and design of cycle route along Craigshaw Drive	Design process underway	TBC	Nestrans/Sustrans
9	Access to Universities	Design of a new pedestrian and cycle route between the Bridge of Dee and the Robert Gordon University	Design due for completion by the end of March 2017	£60,000	Nestrans/Sustrans
		Seaton Park improvements	St Machar Cathedral entrance improved in 2016. Design of the new eastern entrance will be completed by the end of March	£50,000	Nestrans/Sustrans/ACC

			2017, with a view to implement in 2017/18.		
10	Access to NHS Sites	A944 corridor improvements	See section 5 above		
		Berryden Corridor improvements	Advance demolition works are underway.	TBC	ACC
11	Riverside Paths	Opening of Diamond Bridge and associated active travel links	Opened in June 2016	£4.4 million (on cycling elements)	ACC/Sustrans
		Construction of a path on the south side of the River Don between the Diamond Bridge and Grandhome pedestrian bridge	A section of path running eastwards from the Diamond Bridge to the first set of steps (to Gordon's Mills Road) will be completed by the end of March 2017.	£108,000	Nestrans/Sustrans
		Design of three missing sections of the River Don pedestrian and cycle route from the beach to Dyce – Farburn Bridge, link to Stoneywood path and the Arjo Wiggins section	Designs will be completed by the end of March 2017, with a view to seeking funding for implementation in 2017/18.	£40,000	Nestrans/Sustrans
		Seaton Park East – raising of a currently submerged section of path.	Should be complete by the end of March 2017	£55,000	ACC/Sustrans
		Improvements at King George VI bridge / Riverside Drive junction	The feasibility and preliminary design processes are underway.	TBC	Nestrans/Sustrans
12	Local Improvements	Capital Footway Programme (and reserve list) 2016/17 – Various sites (see list below)	Throughout 2016/17	£600,000 (£878,000 on reserve list)	ACC
		Extension of 30mph speed restriction on Whitestripes road to the edge of the new Grandhome housing development	TRO process underway	TBC	ACC
		Introduction of 30mph speed limit on Scotstown Road between the Parkway and Dubford Road	TRO process underway	TBC	ACC
		Implementation of one way traffic flow on Greenbrae Crescent	TRO process underway	£2,000	ACC

		Implementation of pedestrian and cycle path from Grandholm Drive to Balgownie Drive	Design underway	£300,000 (2016/17 and 2017/18)	Sustrans/ACC
		Introduction of regulatory part-time 20mph speed limit on Kepplehills Road, Bucksburn	TRO process underway	TBC	ACC
		Introduction of 20mph speed limit on Gowanbrae Road and Prospecthill Road, Bieldside	TRO process underway	£1,000	CWSS
		Various traffic management measures around Cults School	TRO process underway	£1,300	CWSS
		Greyhope Road (currently NCN1) – reduction in speed limit to 30mph	TRO process underway	TBC	ACC

2016/17 Capital Footway Programme

VARIOUS SITES – Tree Removals and Footway Reinstatements.

VARIOUS SITES – Small capital schemes individually under £10,000 in value, both bitmac and slabbed/pavoir locations.

VARIOUS SITES – Grind tree stumps and reinstate footway in bitmac or slabs.

DUNMAIL AVENUE – West Side. Renew kerbing and resurface footway in bitmac including regrading of pedestrian crossing points. Remove tree stump at entrance to Dunmail Manor to allow construction of pedestrian crossing point.

NORTH DEESIDE ROAD (CULTS) – South Side from Millden Road to St Devenicks Place. Replace kerbs where necessary and resurface footway in bitmac.

KIRKHILL ROAD (TORRY) – South Side from Ladywell Place to Kirkhill Place. Relay stone kerbs and resurface footway in bitmac.

TOLLOHILL GARDENS – North Side. Tollohill Gardens to driveway at No 34. Renew kerbs and resurface footways with bitmac

OSCAR ROAD – West Side from Grampian Place to Car Park o-p 61 (Excludes short section in front of Torry Neighbourhood Centre). Lay new K14 at rear of footway and resurface footway in bitmac (front kerbs ok).

PROVOST FRASER DRIVE – South Side from opposite No 12 to Upper Mastrick Way. Resurface sections of remote footway in bitmac (Sections 8m, 176m, 105m and 48m long).

AUCHINLECK CRESCENT – West Side from King's Court to Elphinstone Court. Renew kerbs and resurface footway in bitmac. Include entrance to King's Court.

DOMINIES ROAD – North Side from No 4 to Car Park entrance and short section o/s No 1.

AULDEARN ROAD – South Side from Auldearn Gdns to Auldearn Lane. Renew kerbs and resurface footway in bitmac.

OYNE ROAD – North Side. Renew kerbs and resurface footway in bitmac .

STRATHMORE DRIVE – West Side from No 17 to Gadie Crescent. Renew kerbs and resurface footway in bitmac.

Capital Footway £600,000

Footway Reserve List 2016-2017

MANOR WALK – West and North Side from Manor Avenue to opposite 17. Relay stone kerbs and replace slabs with bitmac.

DUNBAR STREET – West Side from 59 to 73. Resurface footway with precast concrete slabs. Install bollards.

KINKELL ROAD – West Side from Craigiebuckler Avenue to Kildrummy Road. Renew kerbs and resurface footways with bitmac.

WINDFORD ROAD – North Side. Renew kerbs and resurface footway in bitmac.

MANOR WALK – West and North Side from opposite 17 to Manor Drive. Relay stone kerbs and replace slabs with bitmac.

FERNHILL ROAD – North Side from no 16 (end of loop) to Fernhill Drive. Renew kerbs and resurface footway in bitmac.

MOIR DRIVE – 1 – 17/19 Moir Drive. Renew kerbs and resurface footway with bitmac.

BURNIEBOOZLE CRESCENT – South Side from No 88 to Craigiebuckler Avenue. Renew kerbs and resurface footway with bitmac.

KAIMHILL CIRCLE – Phase 2 Inner Section from lane opposite Ruthrie Terrace to No 72. Relay stone kerbs and replace slabs with bitmac.

BURNIEBOOZLE CRESCENT – North Side from No 109 to Craigiebuckler Avenue. Renew kerbs and resurface footway with bitmac.

TOLLOHILL GARDENS – North Side – East (Short) Section. Renew kerbs and resurface footways with bitmac

GIRDLENESS ROAD – Girdleness Gardens to No 88. Remote footway – Replace whin kerbs (North Side only) with concrete edging kerbs both sides and resurface footway in bitmac.

RICHMONDHILL PLACE – East Side from Kingsgate to opposite 21. Relay stone kerbs and resurface footways in PC Slabs. Remove all 11 mature trees.

HOLBURN STREET – East Side. Entrance to Talisman Oil to Holburn Bar excluding section recently completed outside Tesco Express. Relay stone kerbs and resurface footway with precast concrete slabs. Install bollards.

GREAT NORTHERN ROAD – South Side. Sections outside Lloyds Pharmacy (451) and Iceland. Resurface footway with bitmac.

KINKELL ROAD – East Side from Craigiebuckler Avenue to Kildrummy Road. Renew kerbs and resurface footways with bitmac.

FERNHILL ROAD – North Side from Fernhill Rd to No 42 (start of loop). Renew kerbs and resurface footway in bitmac.

TOLLOHILL GARDENS – North Side – West (Long) Section. Renew kerbs and resurface footways with bitmac.

CRAIGIELEA AVENUE – East Side. Renew kerbs and resurface footways with bitmac.

WINDFORD ROAD – South Side. Renew kerbs and resurface footway in bitmac.

HARLAW TERRACE – East Side. Relay stone kerbs and resurface footway with bitmac. Remove four large mature trees.

TOLLOHILL GARDENS – South Side. Renew kerbs and resurface footways with bitmac.

MORAY PLACE – West Side from Carnegie Crescent to Rubislaw Den North. Renew kerbs and resurface footways with bitmac.

GARDNER ROAD – East Side from Hetherwick Rd to entrance to 145. Renew kerbs and resurface footways with bitmac.

FERNHILL ROAD – South Side from Fernhill Drive to Fernhill Place. Renew kerbs and resurface footway in bitmac.

ORCHARD ROAD – East Side from University Rd to lane. Relay stone kerbs and replace slabs with bitmac.

COUNTESSWELLS ROAD – In front of 209 – 219. Resurface footway in bitmac (no kerbing required).

ARNAGE DRIVE – East Side from Arnage Drive to Mastrick Road. Renew kerbs and resurface footways with bitmac.

TAY ROAD – Remaining areas of footway from Nos 24 and 26 to bus stop at Provost Fraser Drive. Renew K14 kerbs and resurface footway with bitmac.

KAIMHILL CIRCLE – Phase 3 Outer Section from Kaimhill Road to Garthdee Drive (2 sections). Relay stone kerbs and replace slabs with bitmac.

CATTOFIELD PLACE – South Side from Cattofield Terrace to Cattofield Gardens. Relay stone kerbs and resurface footway with precast concrete slabs. Remove 3 semi-mature trees (not elms).

CATTOFIELD PLACE – South Side from Cattofield Gardens to Back Hilton Road. Relay stone kerbs and resurface footway with precast concrete slabs.

CATTOFIELD PLACE – South Side from Cattofield Terrace to No 11. Relay stone kerbs and resurface footway with precast concrete slabs.

CATTOFIELD PLACE – North Side from Back Hilton Road to No 24. Relay stone kerbs and resurface footway with precast concrete slabs.

WELLWOOD TERRACE – North Side. Renew concrete kerbs and resurface footway in bitmac.

CRAIGIEVAR PLACE – South Side, Aboyne Gardens to Craigievar Crescent. Renew kerb and resurface footway with bitmac.

COUNTESSWELLS CRESCENT – Inner Circle from Countesswells Avenue to o/p 53/55. Renew kerbs and resurface footway in bitmac.

ARDBECK PLACE – South Side. Renew kerbs and resurface footways with bitmac.

STEWART CRESCENT – South Side from Longlands Place to Whin Park Road. Renew kerbs and resurface footway in bitmac.

ORCHARD ROAD – West Side from Orchard Walk to Orchard Street. Relay stone kerbs and resurface footway in bitmac.

ORCHARD ROAD – East Side from lane to 4/6. Relay stone kerbs and resurface footway in bitmac.

ARDBECK PLACE – South Side. Renew kerbs and resurface footways with bitmac. 7

Total £878,000