

# **NESTRANS**

## **CYCLING IMPROVEMENTS November 2016**

### **Background**

Support for cycling is clearly documented in National, Regional and Local Transport Strategies and increasing the numbers cycling can have a significant contribution to accessibility, health and environmental objectives and assist towards social integration and economic aims. Nestrans has therefore worked with the Local Authorities, cycle groups and our Getabout partners to improve the provision of facilities and undertake promotion to encourage more people to walk and cycle within the north east.

### **Infrastructure Measures**

Nestrans began work as a statutory Transport Partnership in 2006 and since that time has made significant investment in cycling. In partnership with Aberdeen City and Aberdeenshire councils, who have been instrumental in the design and construction processes, and with the support of the national cycling charity, Sustrans, the following infrastructure has been provided to develop strategic cycle routes both within and between Aberdeen City and Shire between 2011 and 2016.

### **Capital Projects**

#### **Greenbrae Community Cycle Project (£253,000)**

Aberdeen City Council, with funding from Nestrans, launched the 'Community Cycle Challenge' to find a project that would deliver a range of improvements that would ultimately improve local access. It was identified that routes linking the neighbourhood to Greenbrae Primary School were important, but so too was access routes for the community as a whole. From this, Aberdeen's first community cycling project was launched. This involved working in partnership with pupils and staff from Greenbrae School and local residents to look at ways in which their neighbourhood could be made a safer and more pleasant place for local cyclists and walkers. From this partnership, a 20 link Action Plan evolved. Of these 20 links, 11 were completed over a two year period and a further two links are being revised. The remainder were removed from ongoing plan for a variety of reasons that made them unattainable. This project is still a "work in progress" and, as useful connections are identified, they will be assessed and may then be progressed further improving access to local amenities.

NESTRANS contributed around £248,000 towards this project which delivered over 3km of shared use paths, approx. 0.5km of remote path and a section of brand new pathway. Traffic calming measures were also introduced and Greenbrae Drive being narrowed to allow pedestrians an easier crossing point.



**Figure 1: Greenbrae School Path**



**Figure 2: Greenbrae Drive after carriageway narrowing**



**Figure 3: Project signing**

### Ellon - Integrated Cycle Town (£100,000)

This scheme was designed to create a new link between the town centre and the new Ellon community campus and academy and connecting in to a new bridge crossing the river. It is a high profile scheme passing through a riverside park area attractive to pupils and locals alike and has attracted new cyclists and resulted in large increase in number of cycle to school trips.

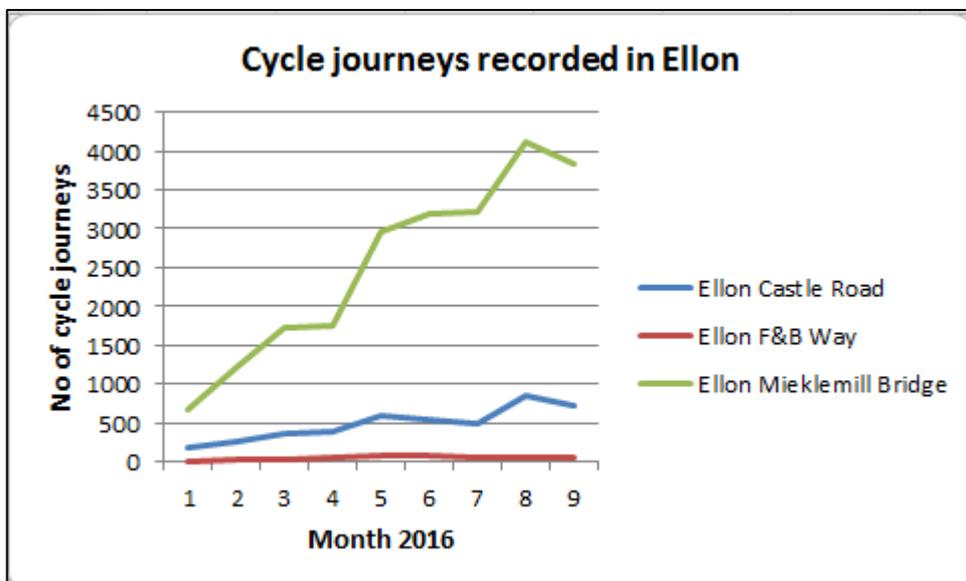


Figure 4: Graph showing increase in cycling activity around Meiklemill Primary School

### Peterhead Peripheral Road and Cycle Demonstration Town (CDT) (£735,500)

Since the commencement of the peripheral route cycle path around Peterhead, further improvements have been undertaken. The peripheral route is now complete with the 'missing link' now completed. Upgrades of Meethill Road connecting to the town centre and also at the Catto Sports Centre have created shared pedestrian/cycle paths and work continues to improve the cycle links within this town.



Figure 5: Peterhead CDT



Figure 6: Cycle Lockers at Peterhead Bus Station

## **Aberdeen, Riverside Drive Cycle route (£200,000)**

The Riverside Drive Cycle Path, an important strategic route from Market Street to Wellington Suspension Bridge and on to RGU is being created in sections over a number of years. The sections from Market Street to Wellington Suspension Bridge and on to the KGVI Bridge have been substantially completed. The final section that links King George VI Bridge with the Robert Gordon University Garthdee campus is being undertaken in two phases. The first phase which covers the section of path sitting on the North bank of the River Dee between the King George VI Bridge and the Bridge of Dee (a scheduled ancient monument) has been implemented subject to quality links to Bridge itself and on to the next phase. The existing granite dust 1.1km path was upgraded to a three metre wide, fully formalised sealed surface shared use path. A ramped access to Riverside Drive at the western end of the site was also built which will provide a link to future and proposed cycle routes and small access path to the private access road which links to Holburn Street. Street lighting was not considered appropriate along this path, and solar LED lighting studs were incorporated as an alternative. These studs delineate the route of the path which still benefits from secondary lighting from the adjacent Riverside Drive.

A feasibility study for the remaining section of pathway, Bridge of Dee to RGU is currently underway and, along with upgraded links across the bridges, will provide the final link connecting the RGU to the City Centre.

## **A96 - Aberdeen to Inverurie**

### Aberdeen - Haudagain to Bucksburn 2011-2014 (£105,000)

This creation of a shared use pedestrian/cycle path between Bucksburn and the Haudagain roundabout was carried out over three years. The first phase comprised mainly accommodation works in the form of dropped kerbs and tactile paving and also sections of footpath resurfacing. The second phase, between Woodside to the Haudagain, extended the footway at the Bucksburn shops, installed a Toucan crossing facility and improvements to the A96 underpass at Bucksburn with the third phase completing the resurfacing.

### Kintore to Kintore Business Park 2015-2016 (£22,000)

This section between Kintore village and the Business Park which lies to the northwest of the village, has now been delivered and provided a high quality link between the town centre and the business park.

### Kintore Business Park to Inverurie (£125,000)

Phase 2 of the works is currently being finalised and when constructed will complete the link from Kintore to Inverurie.

## Aberdeen, Ellon Road and Parkway Cycle Routes (£674,884)

In 2013 a feasibility study for strategic cycle routes in the Bridge of Don area of Aberdeen City was carried out with a focus on the Ellon Road and Parkway corridors. From this shared use pedestrian and cycle routes along the western footway on Ellon Road and the southern verge of The Parkway were identified as important strategic additions to active travel facilities in this area.

The designs of these two routes were progressed as a single project, the A90 Trunk Road Cycle Route, and have now been substantially completed creating a total of 4.2km of high quality, 3m wide shared use paths. An upgraded toucan crossing (pedestrian/cycle) on the western leg of the AECC roundabout is also part of this year's works. The remaining section of path connecting the Parkway path to the Diamond Bridge project is currently undergoing detailed design as is the section of the Ellon Road from the Murcar roundabout to connect with the on-going AWPR project to the north and into Aberdeenshire in the near future.

This project will ultimately provide uninterrupted access along the A90 from Aberdeenshire along the Parkway to join in to the shared paths associated with Diamond Bridge giving a high quality connection across the River Don and on to the University of Aberdeen and ultimately the city centre.



Figure 7: Parkway shared use path during construction looking westwards



Figure 8: Completed section of shared use path on Parkway

## Diamond Bridge (Third Don Crossing)

This project delivered a direct multi-modal corridor from the north of Aberdeen towards the City Centre. Included in this project are significant upgrades to Aberdeen's cycle infrastructure network, including segregated cyclist and pedestrian facilities along the length of this multi-modal corridor. The improvements included associated cyclist priority measures, multiple toucan crossings, dedicated pedestrian/cyclist bridges and a pedestrian/cyclist underpass. These facilities segregate pedestrians and cyclists from general traffic, and result in a safe attractive route for users with priority over motorised vehicular movements.

During the construction stage of the project a number of additional walking and cycling links to surrounding residential and business developments on the north side of the River Don were identified, and these links will be developed to connect with the high quality active travel facilities of Diamond Bridge, and subsequently create a far superior connected and coherent active travel network in this area than was originally envisaged.



Figure 9: New pedestrian/cycle bridge over River Don looking eastwards

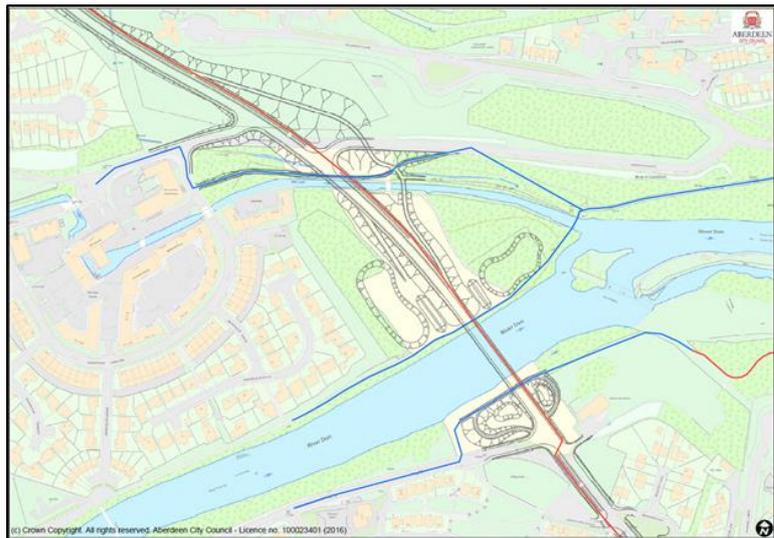


Figure 10: Diamond Bridge, over River Don with cycle facilities marked in blue and red

## A90, Muchalls – Stonehaven

A feasibility assessment is being conducted over this short section of the strategic Stonehaven to Aberdeen route. It will augment previous work which identified this section of the route as having greater obstacles to overcome to deliver a quality, long distance cycle path into Aberdeen from the south. The feasibility assessment should highlight the problems, issues, constraints and opportunities associated with the development of this section of cycle route between Stonehaven and Bridge of Muchalls

### **Aberdeen to Oldmeldrum (Meldrum Meg Way) (£3,000)**

Ongoing works are underway to develop a strategic link between Oldmeldrum and Inverurie railway station. Feasibility works for this section known as Meldrum Meg Way, are largely complete and a strategy for delivery is currently being developed.

### **Inverallochie to Cairnbulg (£50,000)**

This scheme supports short journeys by walking or cycling between the two rural settlements in Aberdeenshire as part of a longer term objective to support short journeys, under 5 miles, by bike.

### **Dyce Drive – Dyce Avenue to Howe Moss Avenue (£10,500)**

Feasibility and preliminary designs are currently being undertaken to design and construct a shared pedestrian/cycle facility starting on the east side of Dyce Drive from the termination of the existing shared use path. The new path would continue along the east to a Toucan crossing point adjacent to the Cloggy House and then continue along the west side of Dyce Drive to completion at Howe Moss Avenue.

### **Core Paths 2011 – 2016**

#### **Formartine & Buchan Way (£519,448)**

Masonry repairs to the former railway bridge were undertaken to stop further structural decay at Whiteside Farm Bridge. A programme of bridge inspections was funded for use in preparing future projects along this popular route. Continued quality surfacing was undertaken between Dyce Station to Parkhill Bridge and the access to the A947 was upgraded.

#### **Stoneywood (£42,835)**

Nestrans contributed funding towards the extension of this new cycle path and associated signage. The route runs from Farburn Terrace through a new development to the new Davidson Mills area and serves the schools with off-road facilities and also accesses community facilities and local shops. A section of the path runs through private wooded area and has not yet been developed but is currently under discussion for completion.



**Figure 11: Completed new section**



**Figure 12: New solar studs under trial**

### **Deeside Way (£25,000)**

Following on from the construction of the West Cults Bridge, the route has benefitted from a continuous high quality bitmac surface from the start of the route at Duthie Park to the St Peter's Heritage Centre at Peterculter and from quality cycle route and pedestrian signage along the route.

This route has an average of just less than 400 cyclist journeys and almost 600 pedestrian journeys recorded per day making it one of the more popular routes into and within the City.

### **Supporting Measures**

#### Cycle Counters

13 Cycle counters across the strategic cycle routes in Aberdeen City and 44 across Aberdeenshire with a further 10 due to be implemented this financial year.

#### Cycling Officer Grant

The introduction (in 2014/15) of a Sustrans grant directly to the Cycling Development Officer for award to the two Local Authorities has resulted in

2014/15

The grant was used for the Shell Path extension and upgrade including solar studs along its length; the upgrade of the Riverside Drive path, the completion of the Stoneywood Cycle Path north and south and also a contribution to the Ellon Road cycle path project.

2015/16

Aberdeen City – This year the grant was used for a contribution towards the Toucan crossing on the Dyce Drive cycle path project, a contribution towards the purchase of 13 cycle counters on the main routes into the City and also towards the cycle access, and associated Toucan upgrade, at the Kingswells Park and Ride site.

Aberdeenshire – The grant contributed to the trialling of Falco LED waymarking lights in the Aberdeenshire area – the first in the northeast of Scotland.

2016/17

Aberdeenshire – A contribution was made to the funding of a feasibility study covering six Long Distance Routes in Aberdeenshire and crossing the boundary into Aberdeen City. A90 Ellon to Balmedie; A90 Inverurie to Aberdeen; A90 Stonehaven to Aberdeen; Formartine and Buchan Way; Deeside Way and Aberdeen to Westhill to Alford.

### **Moving forward**

The following financial year will see a number of capital projects being progressed across the north-east including:

#### Aberdeen City

- The extension of the Parkway cycle route between Balgownie Road and Diamond Bridge
- Phase1 of Anderson Drive from Ruthrieston Road to Garthdee Road
- Craigshaw Drive extending the Shell Path, that currently runs along West Tullos Road, to Wellington Road and with the industrial estates beyond
- Continuation of the River Don south path and further improvements within Seaton Park

#### Aberdeenshire

- Kintore Railway Station - design and Compulsory Purchase works
- A93 Crathes Mini Interchange Hub - detailed Design completed in 2015/16. The scheme is currently at planning stage and will include improved lighting within the car park, lit footpaths and enhanced shelters
- A96 Inverurie / Kintore Cycleway - tender documents will be issued early December 2016 following alterations to the original proposals
- Feasibility and Design of Future Cycleway Schemes (Long Distance Paths).  
Construction of the A90 Ellon to Aberdeen, A90 Stonehaven to Aberdeen, Formartine & Buchan Way and Deeside Way to begin shortly and completed by March 2017.  
Aberdeen to Westhill to Alford feasibility study is on-going
- A90 Inverurie to Aberdeen detailed design is on-going

**Important links**

[www.Nestrans.org.uk](http://www.Nestrans.org.uk)

[www.Getabout.org.uk](http://www.Getabout.org.uk)

