

## **REPORT TO KINCARDINE & MEARN'S AREA COMMITTEE – 20 NOVEMBER 2018**

### **CROSS CITY CONNECTIONS CONSULTATION**

#### **1 Recommendations**

**The Committee is recommended to:**

**1.1 Provide comments on the options set out in the Cross City Connections Consultation for consideration at Infrastructure Services Committee on 29 November 2018**

#### **2 Background**

- 2.1 Aberdeen City Council has taken forward the Aberdeen Cross City Transport Connections Study, with the objective of examining public transport and active travel connections between new areas of development on the periphery of Aberdeen, and in areas of Aberdeenshire close to the Aberdeen City boundary. The overall aim is to provide viable, attractive and direct linkages, as an alternative to the private car.
- 2.2 The study is being undertaken in line with Scottish Transport Appraisal Guidance (STAG), and Peter Brett Associates (PBA) are currently progressing the STAG Part 2 Appraisal, continuing on from the STAG Part 1 Appraisal which was completed in May 2017. Whilst led by Aberdeen City Council, officers from both Aberdeenshire Council and Nestrans have contributed to all stages of the work to date.
- 2.3 On 8 October 2018, Aberdeen City Council announced a public consultation on the final set of options that have been developed and are in the process of being appraised in detail. The consultation will conclude at the end of November.
- 2.4 As the study area includes significant settlements within Aberdeenshire, including Blackdog, Westhill and Chapelton, the relevant Area Committees are being asked to provide comments on the options presented in the consultation. These comments will be verbally fed back to the meeting of the Infrastructure Services Committee on 29 November, alongside officer observations.

#### **Public Transport**

- 2.5 Public transport options were developed considering:
- a) Adapting existing bus services i.e. increasing current service frequency and/or extending existing bus routes;
  - b) New bus routes utilising existing infrastructure; and
  - c) New routes utilising new infrastructure.
- 2.6 Nine public transport options are being appraised, all of which relate to new bus services. Options have been appraised based on the assumption that all

services operate with a 30 minute bus frequency. A description of each option with a supporting map is included in **Appendix 1**.

- 2.7 Two of the options (C1, C2) outline proposed routes that link into the Kincardine and Mearns Area at Chapelton. These options are variations of a proposed route from Craibstone to Chapelton running via Kingswells, Countesswells, and Portlethen.
- 2.8 Aberdeenshire Council officers generally note that in the absence of additional revenue financial support, these options appear relatively long-term and aspirational depending on the build out of the various development allocations and the associated emerging travel demand. It is assumed that any new bus services would be commercially operated, and therefore require bus operators to accept the revenue risk of any new services.

### **Active Travel**

- 2.9 Active travel option development focused on creating a network for commuting use and, given the distances involved, has been primarily focused on cycling connections. Consideration was given to providing links:
- a) Between each pair of adjacent development sites;
  - b) To the established interchange points; and
  - c) To nearby key employment areas (particularly in the south)
- 2.10 A total of 22 active travel connections are being considered at this stage of the study, as highlighted in the map shown in **Appendix 2**. The majority of connections being considered are within the Aberdeen City Council boundary, with five linking into Aberdeenshire (Routes 34, 35, 39, 40, and 45).
- 2.11 It is considered that Aberdeenshire Council officers are already aware of, and are working towards development of the active travel connections being considered, that impact on the Aberdeenshire Council area. To bring them forward will require funding streams to be secured.

### **Next Steps**

- 2.12 Nestrans, Aberdeen City Council and their consultants will use the feedback received during the public consultation to inform the selection or rejection of options at the STAG Part 2 Appraisal Stage.
- 2.13 It is expected that a report detailing the outcomes of the STAG Part 2 Appraisal Stage process and the recommendations on which option would be worthy of progressing further will be available in early 2019. This would then come back to Aberdeenshire Council for further consideration.
- 2.14 As the options set out in the consultation involve a significant level of cross boundary proposals, officers have flagged to Aberdeen City Council and Nestrans colleagues the role that the Regional Transport Partnership should be taking in this consultative process.
- 2.15 The Monitoring Officers within Business Services have been consulted in the preparation of this report and their comments are incorporated within the report

and are satisfied that the report complies with the Scheme of Governance and relevant legislation.

### **3 Scheme of Governance**

- 3.1 The Committee is able to consider this item in terms of Section B1.2 of the List of Committee Powers in Part 2A of the Scheme of Governance, which delegates powers to Area Committees to consider, comment on, and make recommendations to any other appropriate Committee on any matter or policy which impacts their Area.

### **4 Implications and Risk**

- 4.1 An equality impact assessment is not required as the scheme is being promoted by Aberdeen City Council and a preferred option has not been identified at this stage therefore there is no differential impact on those with protected characteristics.
- 4.2 There are no staffing and financial implications arising from this report. Officers will continue to work in collaboration with Nestrans, Aberdeen City Council and Peter Brett Associates as the assessment processes continue.
- 4.3 No Risks have been identified at Corporate or Strategic Level as no preferred options for any projects have been identified at this stage.
- 4.4 A Town Centre Impact Assessment has not been undertaken as no preferred options for any projects have been identified at this stage.

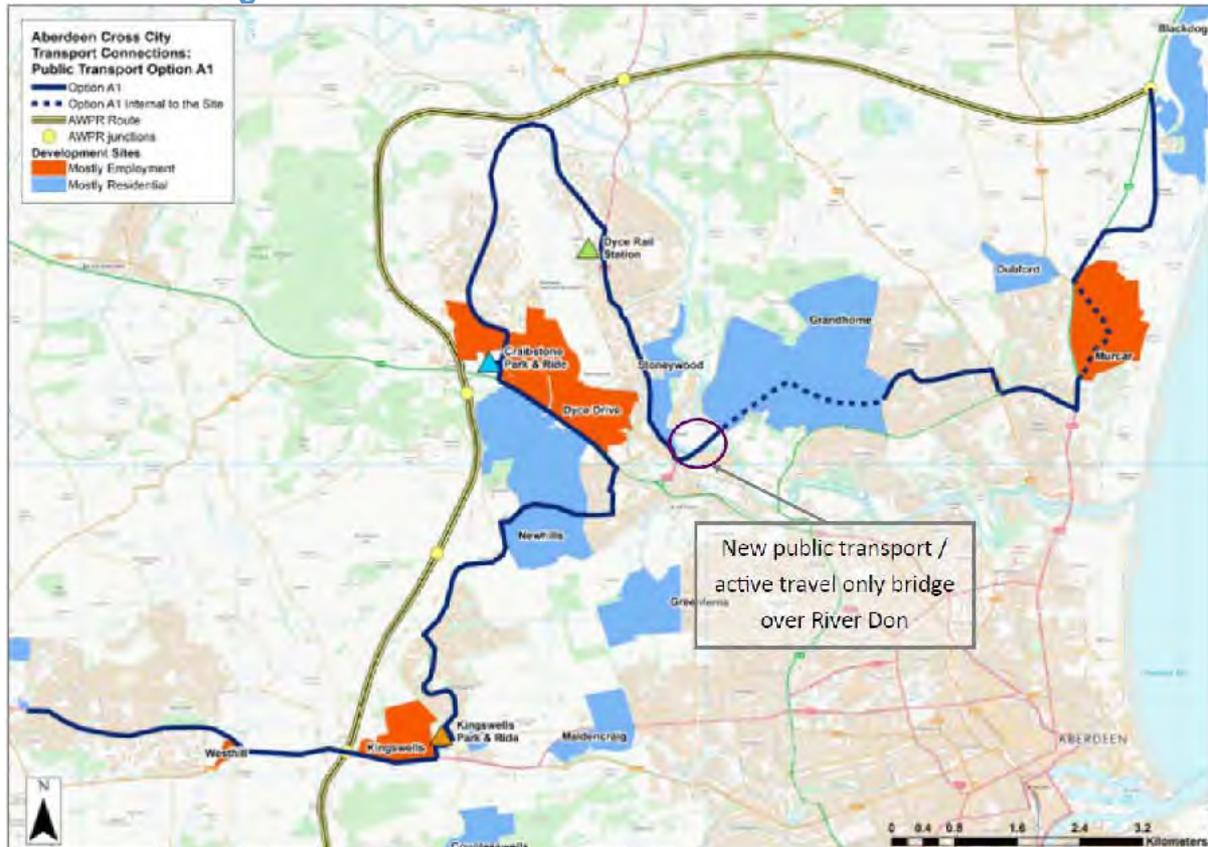
**Stephen Archer**  
**Director of Infrastructure Services**

Report prepared by Paul Finch, Strategic Transportation Projects Manager  
12 October 2018

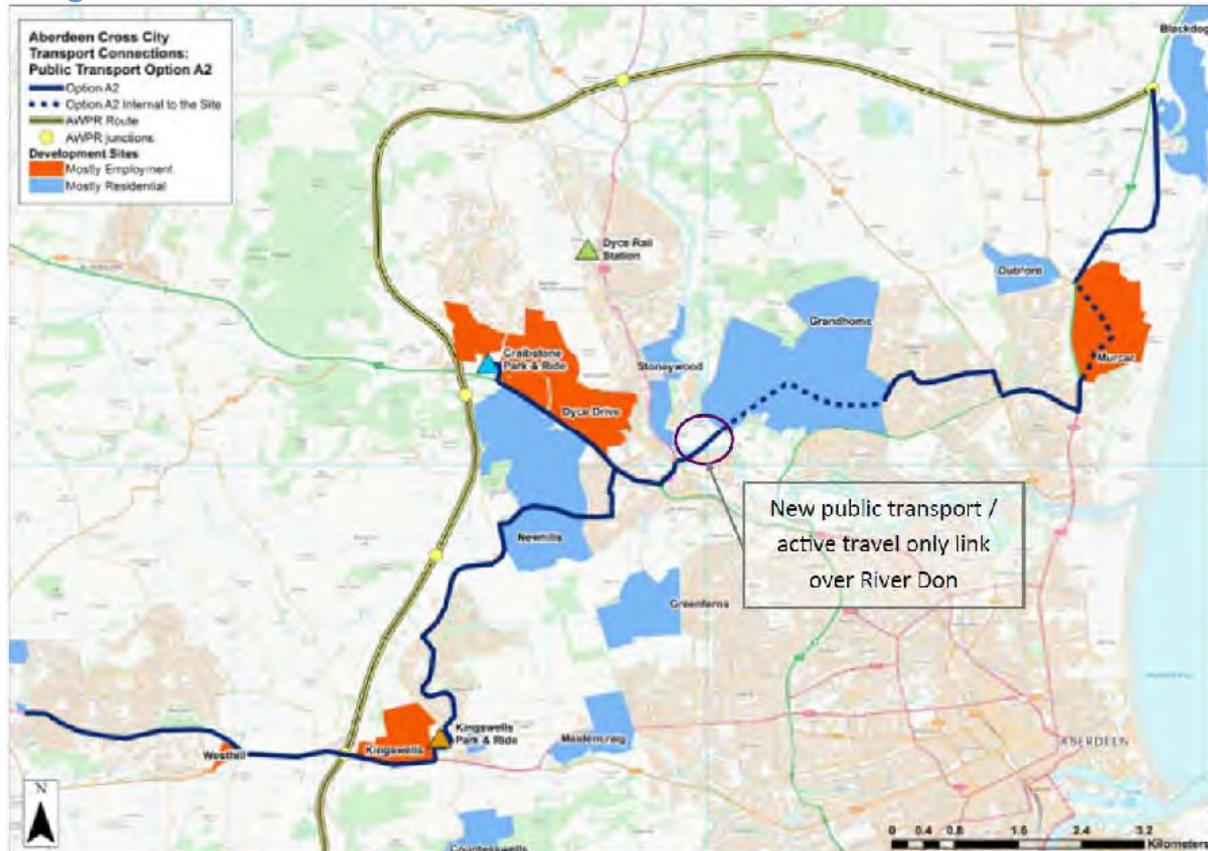
## Appendix 1: Public Transport Options

The following Figures show the Public Transport Options that are being considered as part of the Cross City Transport Connections Study.

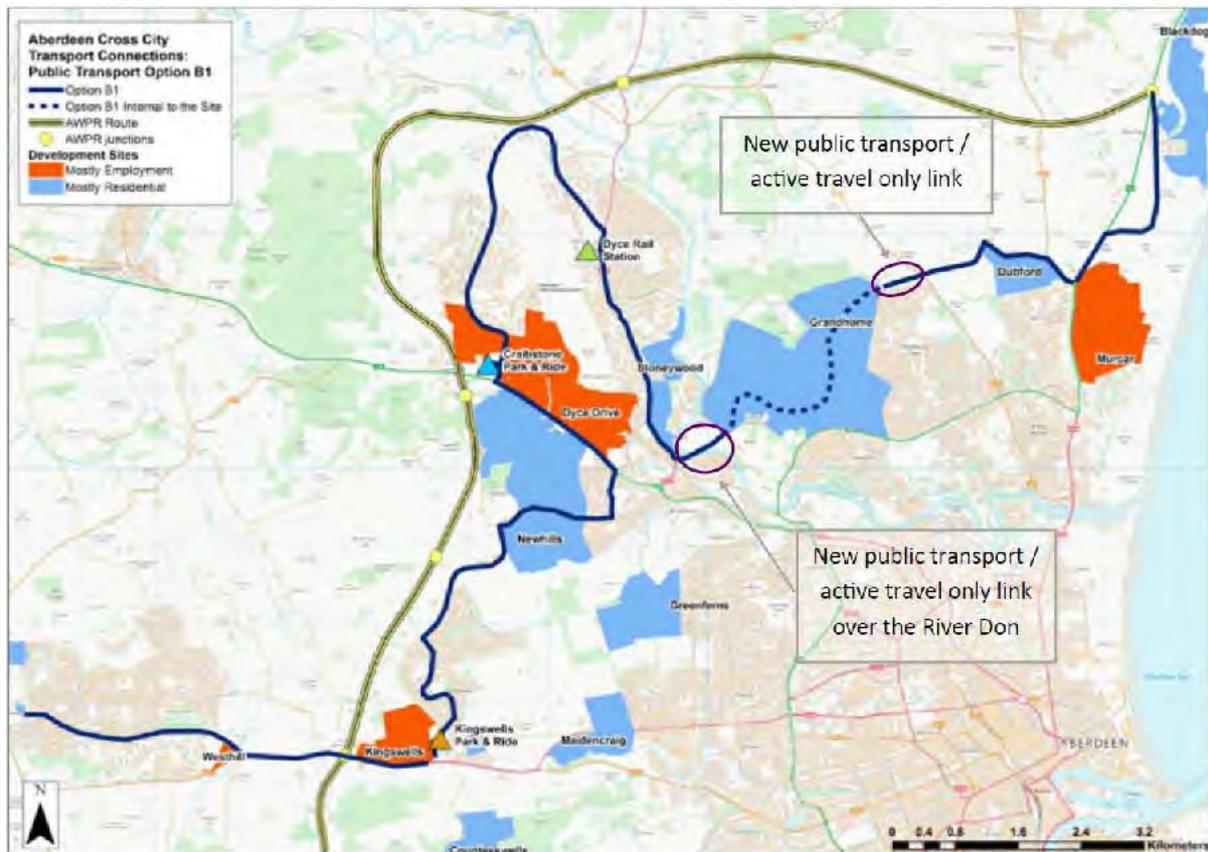
### Option A1 – New orbital service linking Blackdog, Dyce Rail Station, Kirkhill Industrial Estate, Craibstone Park & Ride, Kingswells Park & Ride and Westhill, with a new bridge over the River Don



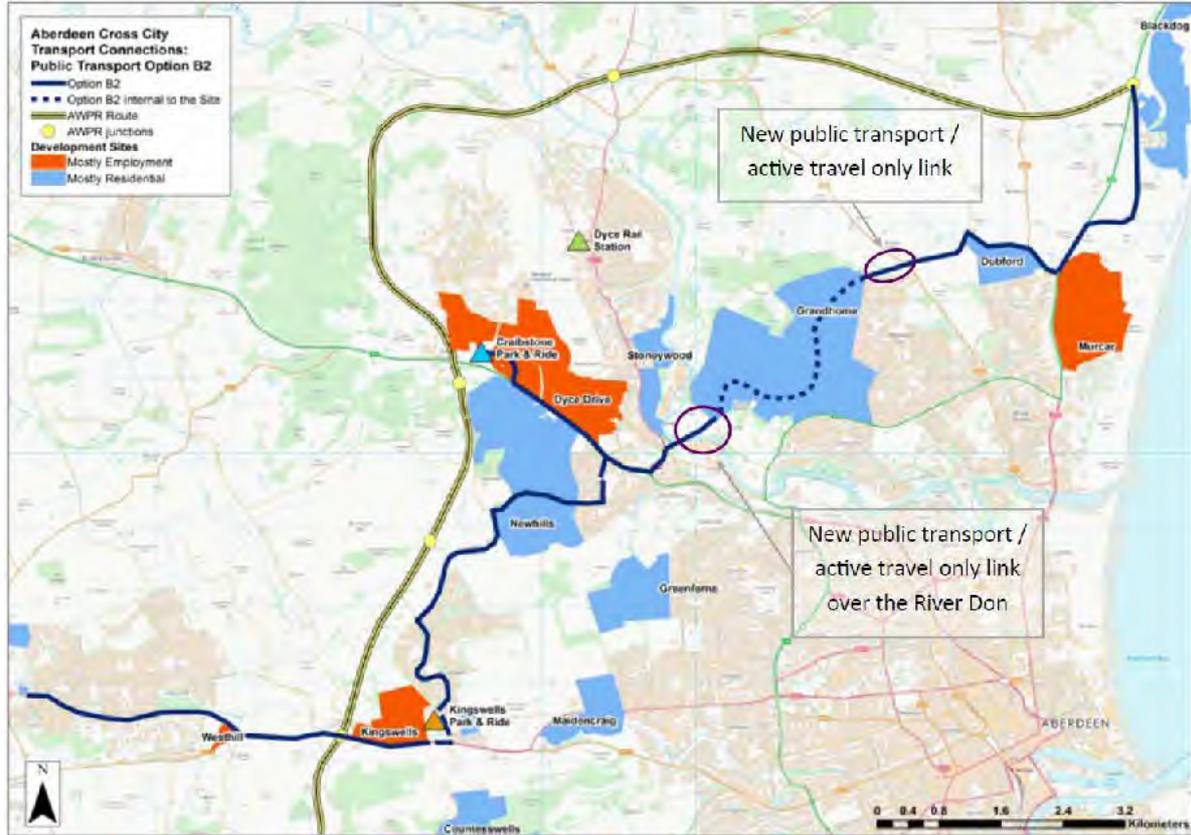
### Option A2 – New orbital service linking Blackdog, Kirkhill Industrial Estate, Craibstone Park & Ride, Kingswells Park & Ride and Westhill, with a new bridge over the River Don



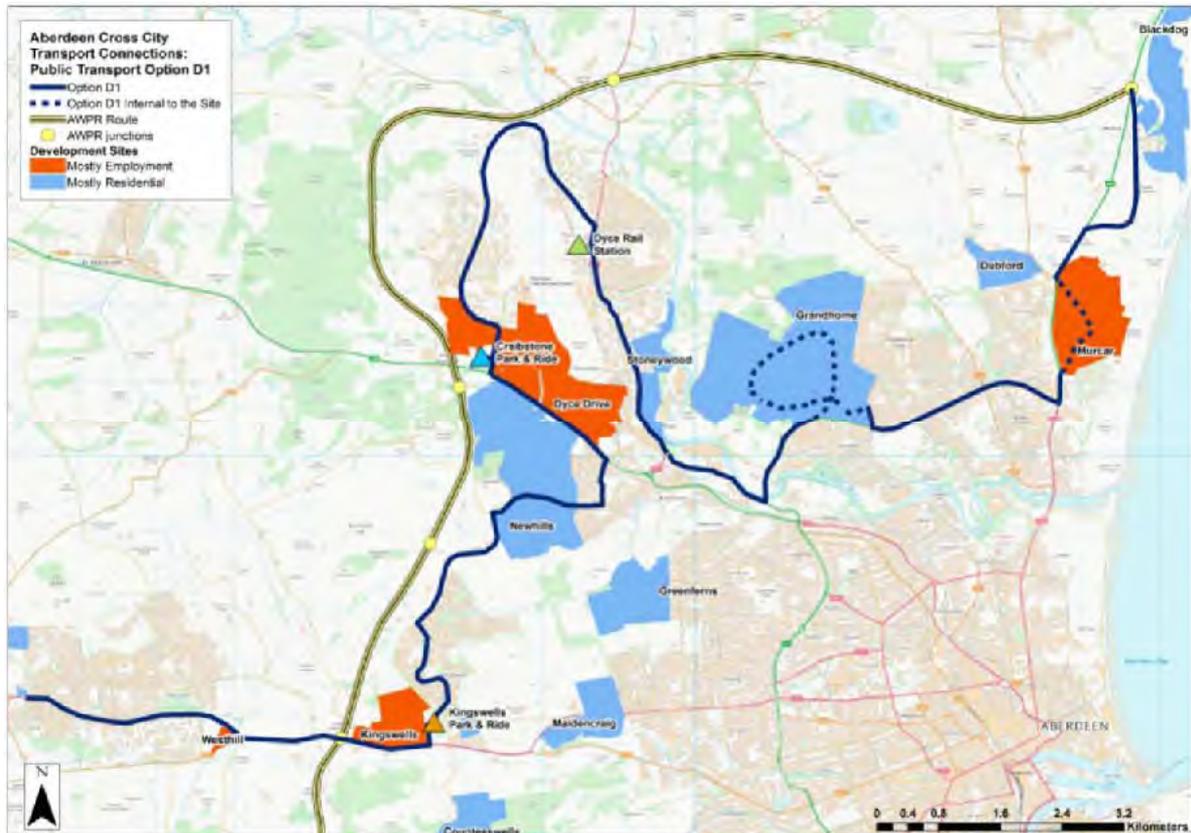
### Option B1 – As Option A1 but with direct route between Dubford and Grandhome sites



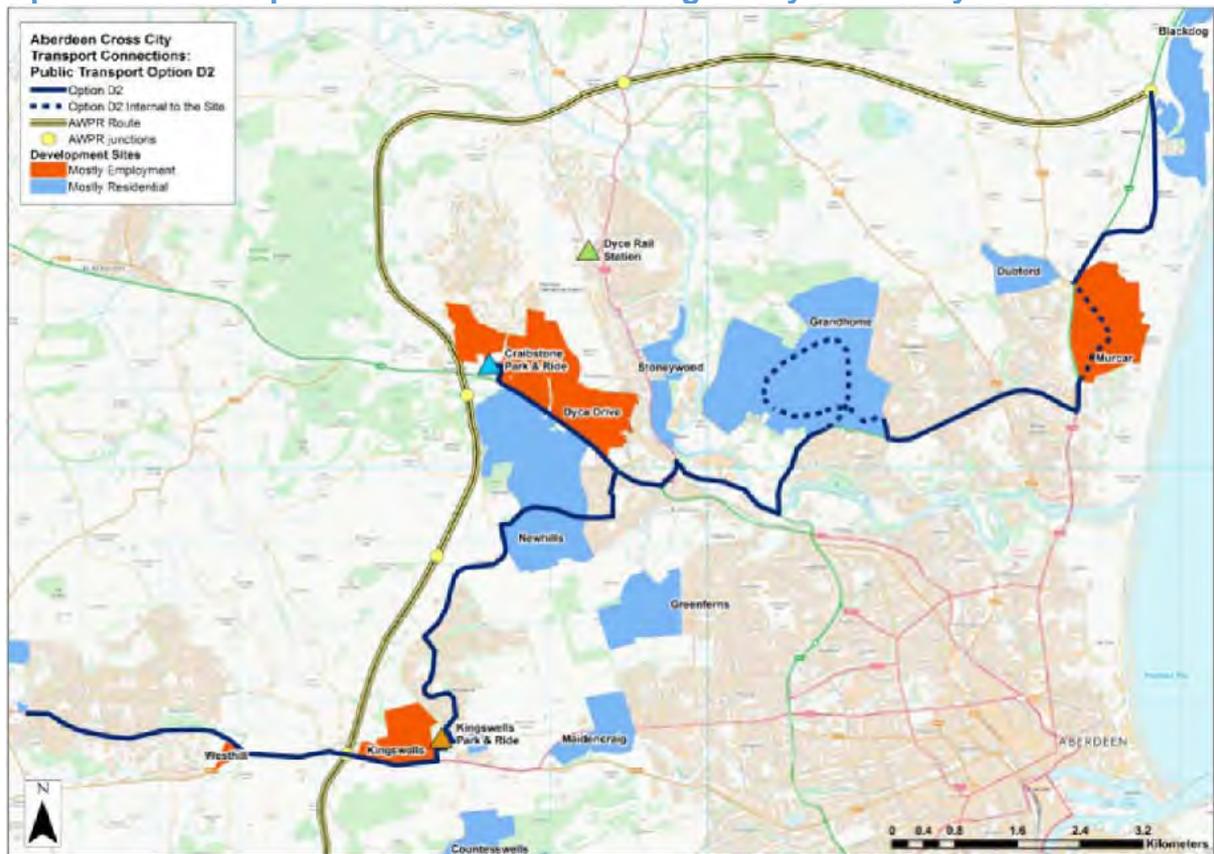
### Option B2 – As Option A2 but with direct route between Dubford and Grandhome sites



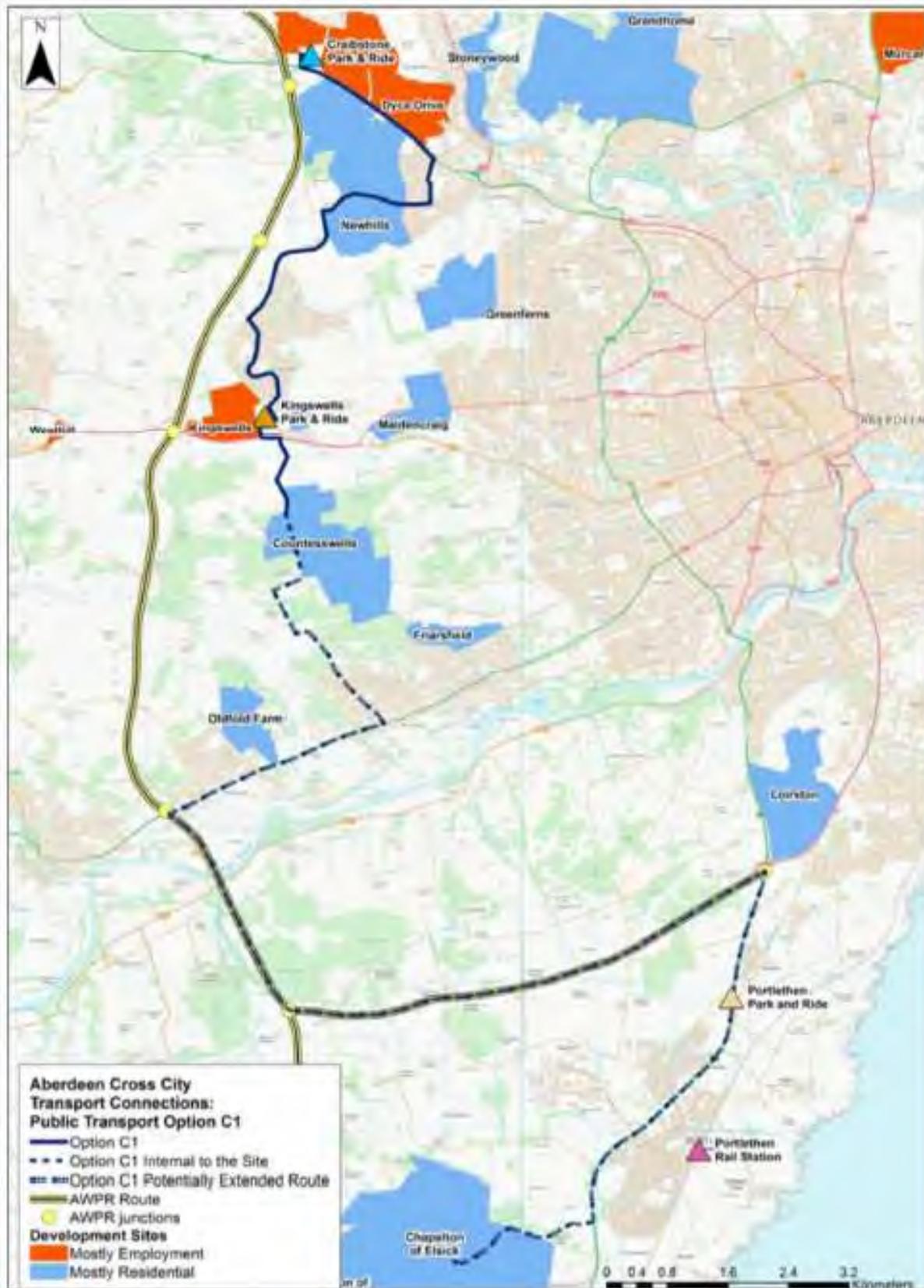
### Option D1 – Similar to Option A1 but utilising existing roads without any new infrastructure



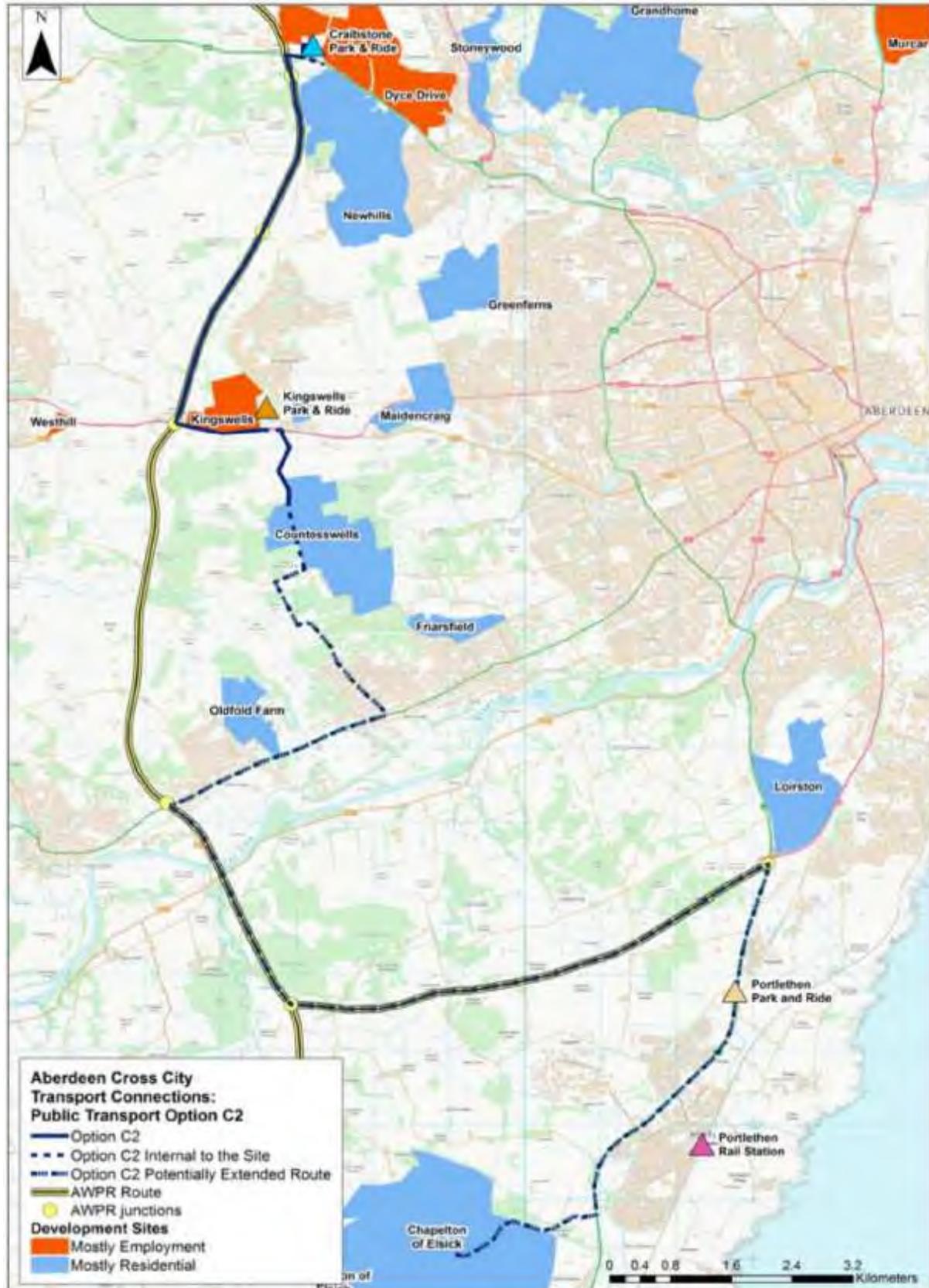
### Option D2 – As Option D1 but without routing via Dyce Railway Station



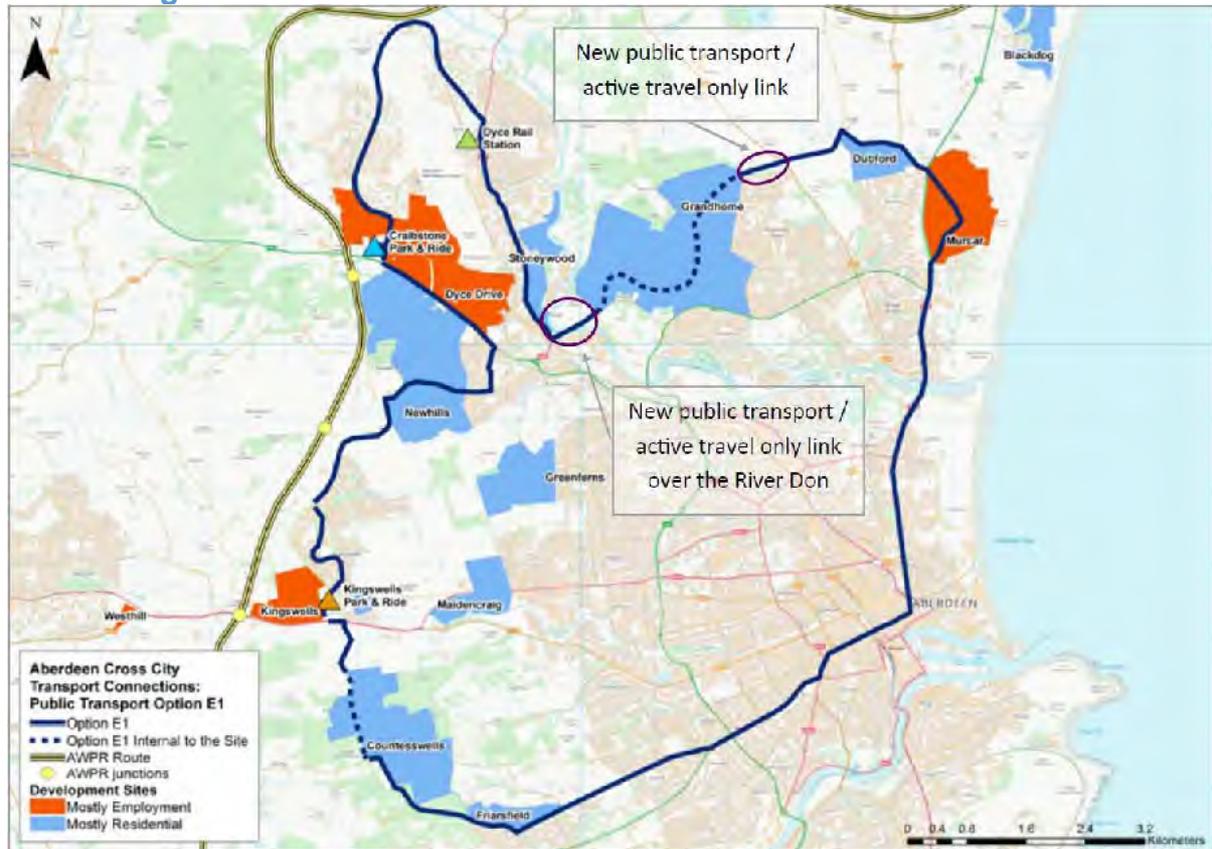
### Option C1 – New orbital service linking Craibstone Park & Ride, Kingswells Park & Ride and Countesswells with potential extension to Portlethen Park & Ride and Chapelton



### Option C2 – As Option C1 but with direct route between Craibstone Park & Ride and Kingswells Park & Ride via AWPR

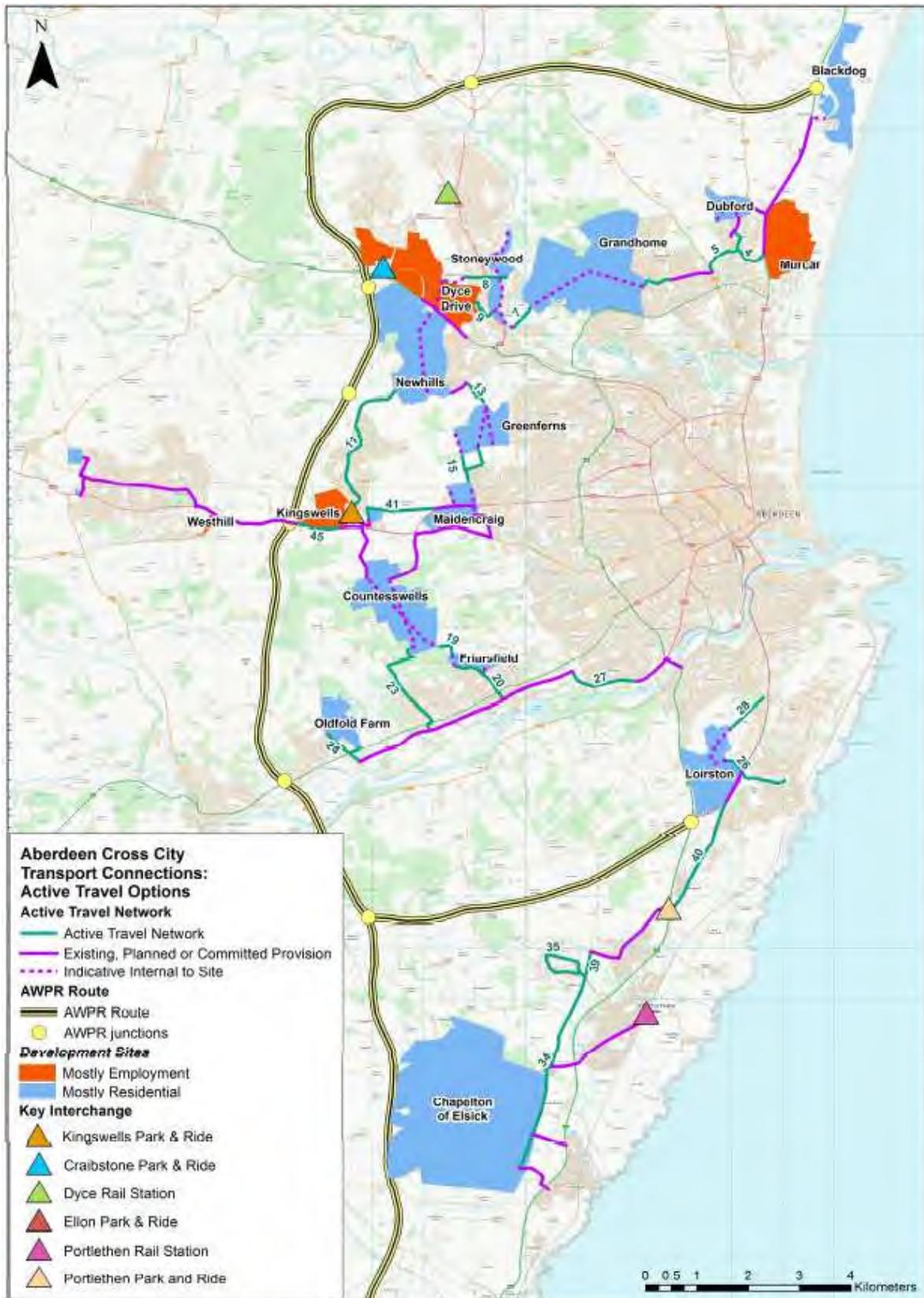


Option E1 – New circular service (operating both clockwise and anti-clockwise) linking development sites north of the A93 with Dyce Railway Station, Craibstone Park & Ride, Kingswells Park & Ride, and Aberdeen city centre with a new bridge over the River Don and a public transport only link connecting Grandhome and Dupford



## Appendix 2: Active Travel Connections

The following Figures show the Active Travel Connections that are being considered as part of the Cross City Transport Connections Study.



The table below provides a description of the active travel connections that provide links within and into Aberdeenshire.

<b>No</b>	<b>Description</b>
34	Upgrade Causey Mounth route between Chapelton site and Badentoy Road
35	Signage on Badentoy Road, Badentoy Avenue and Badentoy Crescent
39	Upgrade northern section of Causey Mounth route between Badentoy and existing shared use footway on Cookston Road
40	Connection along Old Stonehaven Road and Wellington Road. Both on-road and off-road route being considered
45	Upgrade of existing dual use facility on the A944 between Prime 4 development site and B9119, including provision of appropriate crossing facilities where the AWPR crosses the A944