

Ellon Park & Ride to Garthdee Transport Corridor Study



Aberdeen City Council is looking at options to improve walking, wheeling, cycling and public transport connections between Ellon Park & Ride, the City Centre and Garthdee as part of a Scottish Transport Appraisal Guidance (STAG)-based study using funding from Transport Scotland through the Bus Partnership Fund (BPF).

During 2020 and 2021, preliminary appraisal was undertaken to:



Identify problems and opportunities



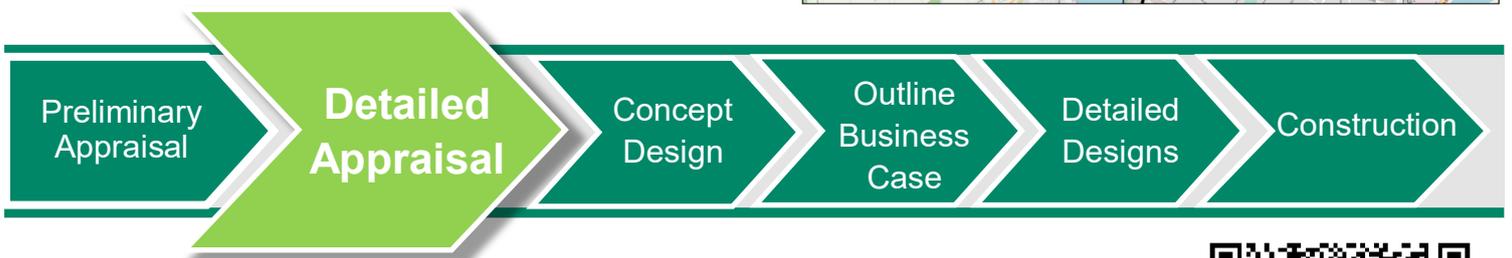
Develop Transport Planning Objectives



Generate options



Assess options against transport appraisal criteria



We are now undertaking detailed appraisal where work has been progressing on the options recommended during preliminary appraisal and **we would like to hear your views**.



Aberdeen Rapid Transit (ART)



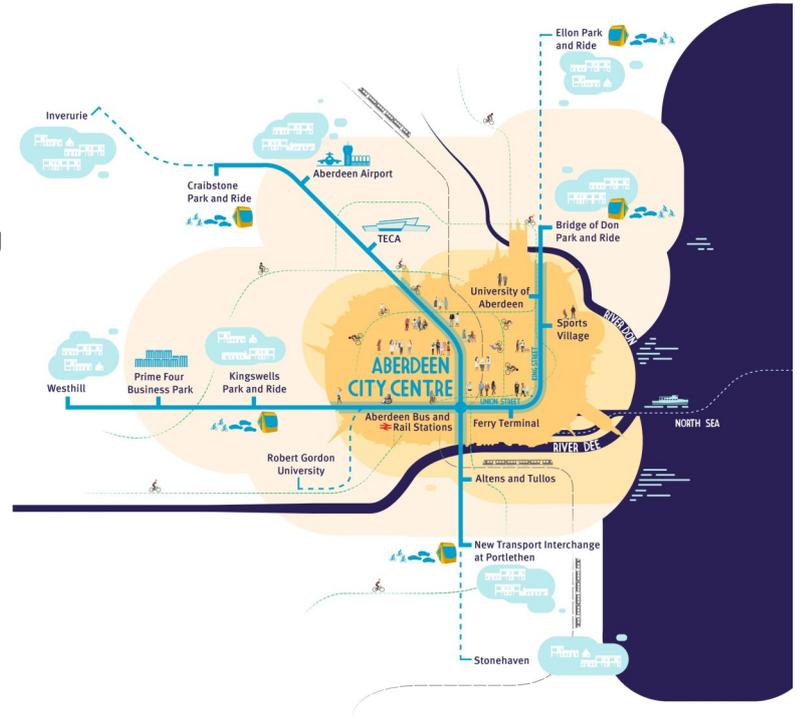
This study is closely aligned with the ongoing work to progress the development of **Aberdeen Rapid Transit**.

What is ART?

Nestrans, Aberdeen City Council, Aberdeenshire Council and the North East Bus Alliance are working to develop the concept of a rapid transit system.

It is the aim for Aberdeen Rapid Transit (ART) to deliver a next-generation transport system, helping establish the North East of Scotland as a revitalised, inclusive, sustainable and better-connected place in which to live, work, study and visit.

The aspiration for ART is to provide fast, frequent and reliable public transport services. This could be achieved through a combination of dedicated bus lanes, off board fare collection, fast and efficient boarding and alighting. It is the aim of ART to provide high-capacity and high-quality vehicles, and journey times competitive to car, to provide an attractive way to travel, being accessible and easy to use.



The vision is for a cross-city network of ART priority routes that connect people to the places they want to go to: key education, employment, healthcare, retail and leisure destinations; the airport and rail station, as well as the city centre.

How is the Ellon Park and Ride to Garthdee study linked to the ART proposals?

It is essential that detailed planning is undertaken to understand how ART could be implemented so it best meets local needs. This study has helped to identify opportunities for transport improvements on the corridor, including for buses. This has included options to introduce bus priority, which would facilitate the effective operation of ART services as well as benefitting existing bus travel.

We are therefore looking for feedback on our bus priority options and packages as part of this consultation to provide wider support for the aspirations of ART to deliver a system that is more than 'just a better bus service.'



You Told Us...



Public and stakeholder feedback was received during the first stage of the study in 2021. This has supported the progression of the study to the current stage.

Economic benefits can be gained from locating cycle infrastructure near local services

Support for Bus Rapid Transit services (such as ART)

Bus quality improvements would encourage people to travel by bus more often

Segregated and continuous cycle routes would encourage uptake

Improved bus service provision required

Coherent cycle network required



Design Options

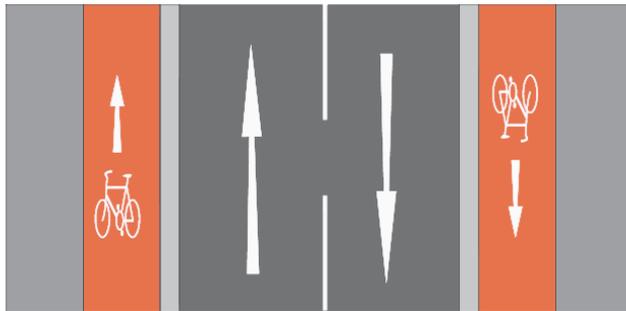


The following images show potential future layouts for along the study corridor which have been developed.

ACTIVE TRAVEL PRIORITY PACKAGE

The Active Travel Priority Package would provide with -flow segregated cycle lanes between Murcar and Garthdee with a quiet route between Ellon and Murcar.

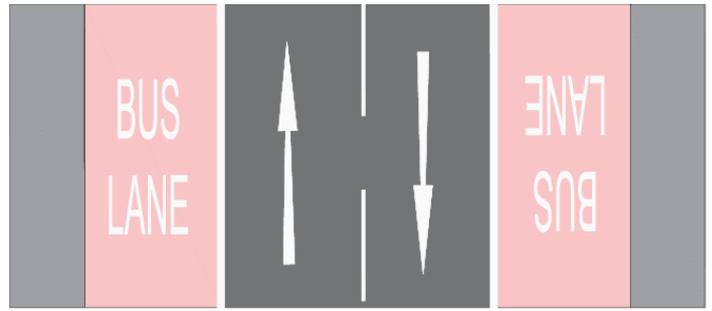
This would provide 19.2km of segregated cycle lane (including on Ellon Road, King Street, Holburn Street and Garthdee Road) and 18km of shared active travel route between Ellon and Murcar.



PUBLIC TRANSPORT PRIORITY PACKAGE

The Public Transport Priority Package would provide a city bound bus lane from Murcar to the Parkway and bus lanes in both directions between the Parkway and Garthdee Roundabout.

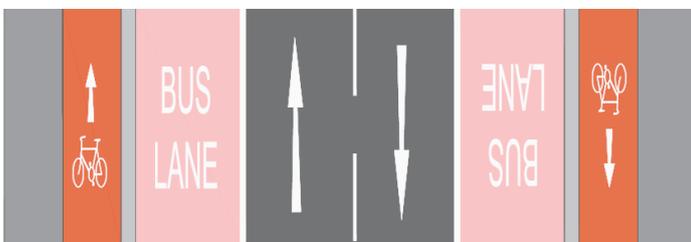
This would provide 12.9km of bus lanes which would support the implementation of Aberdeen Rapid Transit along with junction improvements to accommodate bus priority.



MULTI-MODAL TRANSPORT & TRAVEL PACKAGE

This package would provide both dedicated facilities for active travel and public transport between Murcar and Garthdee with a quiet shared active travel route between Ellon and Murcar. Third party land along Holburn Street and King Street would be required to deliver this option.

This would provide 19.2km of segregated cycle lane (including on Ellon Road, King Street, Holburn Street and Garthdee Road), 18km of shared active travel route between Ellon and Murcar and 15.3km of bus lane.

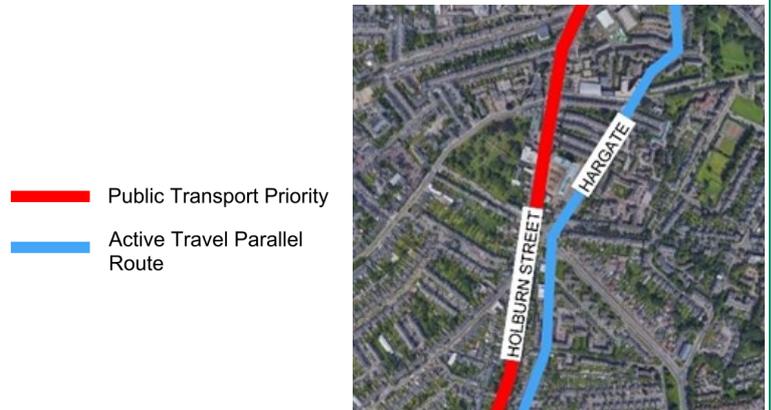


PUBLIC TRANSPORT PRIORITY & ACTIVE TRAVEL PARALLEL ROUTES PACKAGE

This package would provide dedicated facilities for public transport and alternative facilities for active travel. To reduce the requirement for third party land to deliver this option, this would consist of bus lanes along the main corridor and active travel on parallel routes along Golf Road and Hardgate.

This would provide 12.9km of bus lanes, 9.7km of segregated cycle lanes (on Ellon Road and Garthdee Road), 5.8km of parallel routes and 18km of shared active travel route between Ellon and Murcar.

The cross section along the main corridor would be a combination of the packages above.



At this stage **we are looking for feedback and views** on these packages to inform the next stage of the study—the preparation of an Outline Business Case for the preferred package. This will be selected following this consultation and completion of the appraisal work by the study team.

Appraisal



To allow the study team to identify the design option which best delivers the objectives of the study, including support for the development of Aberdeen Rapid Transit, an appraisal exercise is underway. This is applying the principles of Scottish Transport Appraisal Guidance (STAG).

The options are being assessed in terms of their performance against four Transport Planning Objectives (TPOs):



Reduce bus journey times



Improve bus service reliability

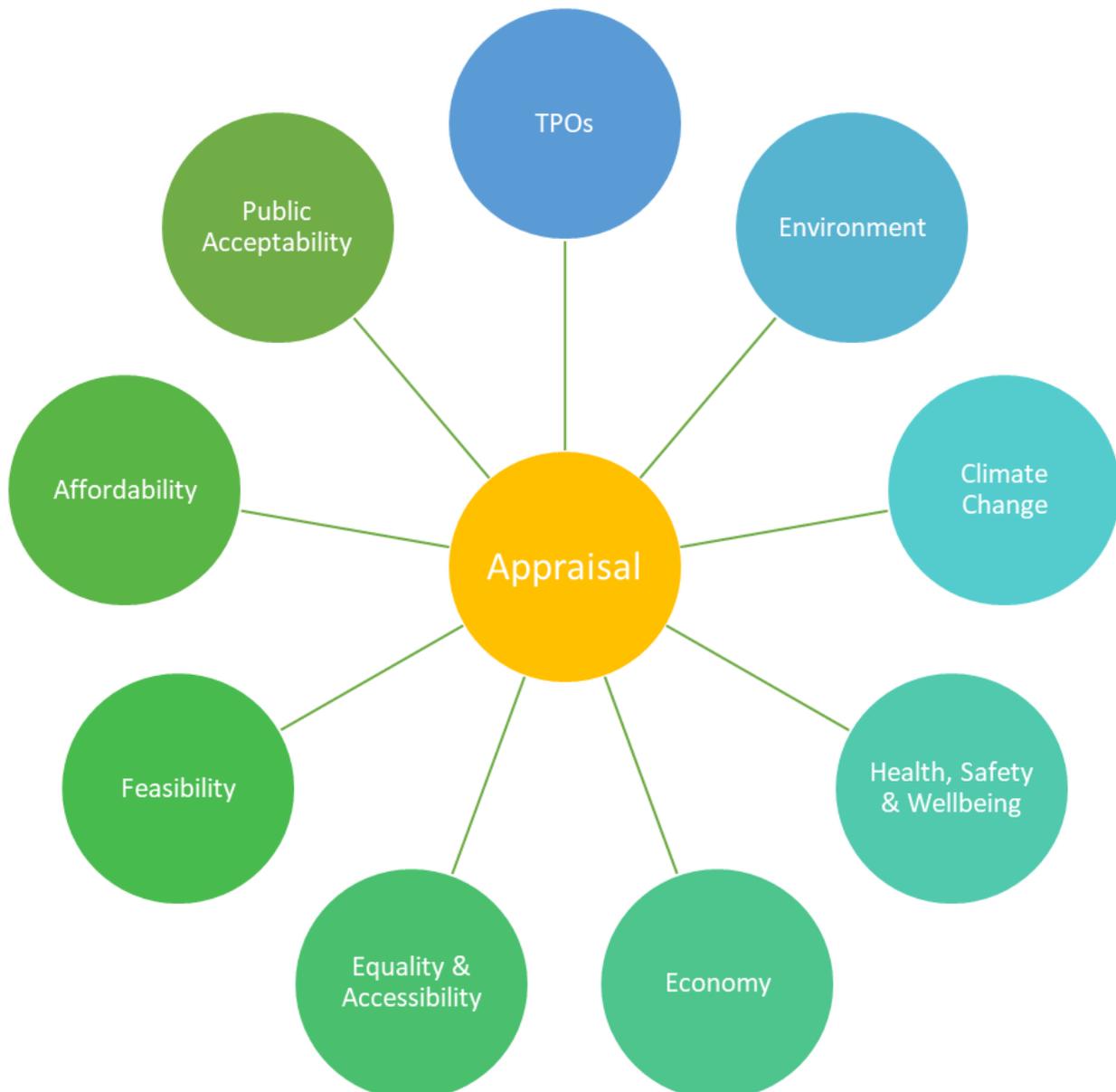


Improve quality of bus travel



Increase walking and cycling uptake

The diagram below shows the criteria that will be reviewed to assess how each option performs.



Further information on STAG is available at:

www.transport.gov.scot/publication/scottish-transport-appraisal-guidance-managers-guide/

Impacts



The effects of the options on the study appraisal criteria are currently being determined.

The potential advantages and disadvantages of each option on the study corridor are shown below.

POTENTIAL ADVANTAGES	ACTIVE TRAVEL	PUBLIC TRANSPORT	MULTI-MODAL	PARALLEL ROUTES
Provides continuous and direct network for people wishing to walk, wheel or cycle	✓✓✓		✓✓✓	✓
Supports modal shift to active travel	✓✓✓		✓✓✓	✓
Provides long-distance active travel opportunities	✓✓✓		✓✓✓	✓✓✓
Improves bus journey times and supports service reliability		✓✓✓	✓✓✓	✓✓✓
Supports modal shift to public transport		✓✓✓	✓✓✓	✓✓✓
Supports the implementation of Aberdeen Rapid Transit		✓✓✓	✓✓✓	✓✓✓

POTENTIAL IMPACTS	ACTIVE TRAVEL	PUBLIC TRANSPORT	MULTI-MODAL	PARALLEL ROUTES
Reduction to footway width on Holburn Street and King Street	x	x	x	x
No dedicated cycling facilities provided		xx		
Longer bus journey times	xxx			
Reduces the ability to deliver Aberdeen Rapid Transit	xxx			
Longer car journey times	x	x	x	x
Reduction in available on-street parking at all times	xx		xx	
Reduction in available on-street parking during bus lane hours of operation		xx		xx
Requirement for third party land			xxx	x

ESTIMATED CONSTRUCTION COSTS	ACTIVE TRAVEL	PUBLIC TRANSPORT	MULTI-MODAL	PARALLEL ROUTES
	£20m+	£10m+	£35m+	£15m+

✓	Minor positive impact	x	Minor negative impact
✓✓	Moderate positive impact	xx	Moderate negative impact
✓✓✓	Major positive impact	xxx	Major negative impact

Let us know what you think



What do you think of the designs for people walking, wheeling and cycling?

What do you think of the designs for people using public transport?

Which option do you prefer?

Anything else you'd like us to consider?



We'd love to hear from you!

You can provide feedback through the Citizen Space website or come see us in person at Ruthrieston Community Centre on Thursday 23rd March (16:00-20:00) or King's Church on Thursday 30th March (16:00-20:00).

Or you can send us an email to:

RoadsScotland@aecom.com

Next Steps

The key next steps for the study are:

- Completion of consultation to inform the detailed appraisal
- Development of Outline Business Case

The findings from this work will be reported to Aberdeen City Council in mid to late 2023, who will then consider the next steps to progress the preferred option to implementation.