

# Aberdeenshire Council Integrated Travel Towns Project.

## Community Engagement Document

Portlethen  
May-July  
2015

Car Clubs   **Public Transport**  
Use Paths   Shared   **Walking**   Events   **Electric Vehicles**  
Sign   **Cycle Parking**  
Posting  
Cycling   Bus  
**Maps**   Shelters  
Information   **Car sharing**



NEEDA  
LWK +  
LWKE  
C/S

Devaar  
Prostis??

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Luskimyre  
Windy Ridge  
Davoria

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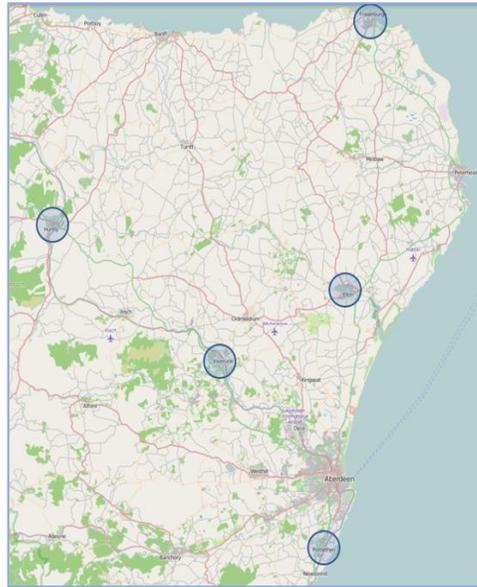
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# Integrated Travel Towns: An Introduction

## What are Integrated Travel Towns?

Aberdeenshire Council has successfully secured funding from Sustrans and Paths for All, with the aim to improve walking, cycling and access to public transport across five Aberdeenshire towns over the next 12 months.

A major part of the Sustrans funding is the implementation of the Integrated Travel Towns (ITTs) project, which focuses on Fraserburgh, Ellon, Inverurie, Portlethen and Huntly and follows the success of the Peterhead Cycling Demonstration Town project.



## Why have community engagement?

Community engagement is vital for the ITT project to be a success, giving residents the opportunity to work with Council officers in delivering the improvements that they require. In relation to walking, cycling and access to Public Transport, the Council is particularly interested to hear:

- What problems and issues currently exist.
- What opportunities there are to improve routes and infrastructure.

Should you have any queries, Council officers can be contacted via:

E-mail: [transportation@aberdeenshire.gov.uk](mailto:transportation@aberdeenshire.gov.uk)

Telephone: 01224 664 822

Website: [www.aberdeenshire.gov.uk/integratedtraveltowns](http://www.aberdeenshire.gov.uk/integratedtraveltowns)

## CASE STUDY -Peterhead Cycling Demonstration Town

The Peterhead CDT project was delivered in partnership with the local community to provide new and improved infrastructure underpinned with a promotional and marketing campaign. The nationally recognised project delivered new cycle paths, an annual bike ride and cycle events resulting in a year on year increase in cycling of 50%. Levels of walking and cycling amongst primary school pupils are now amongst the highest in Aberdeenshire. (Hands Up Scotland Survey, 2014)



# ITTs: SWOT Analysis

A site visit to Portlethen was undertaken in October 2014 to establish a comprehensive picture of the current situation of walking and cycling in the town. Following this, a Strengths, Weaknesses, Opportunities and Threats (SWOT) Analysis was undertaken to highlight the key findings. These are presented below.

## Strengths

- Excellent provision of paths, crossings and advantages for walking and cycling in the Hillside area.
- Widespread 20mph speed limits in residential areas.
- Cycle parking at some key locations.
- Traffic speeds and volumes low in many streets.
- Permeability of walking paths in residential areas.
- Ongoing provision of dropped kerbs.
- Short distances between residential areas and key destination.

## Opportunities

- Many streets have significant space available for new infrastructure, although designated lanes may not be necessary on quieter streets.
- Some existing paths could be wide enough to accommodate designated shared use.
- Walking (especially leisure, jogging, dog walking etc.) at Portlethen Moss.
- New business park & Park and Ride to north of Portlethen benefits from good existing path links.

## Weaknesses

- Cycle/pedestrian directional signage is very limited away from Hillside (occasional National Cycle Network signs only).
- Excessive Cyclist Dismount and End of Route signage at Hillside.
- Muirend Road cycle lanes are ineffective.
- Pedestrian and cycle access to ASDA/retail park is very poor.
- Cycle lanes/paths are often discontinuous at junctions.
- National Cycle Network route is of poor standard.

## Threats

- Ongoing and new developments must design in sustainable transport access (to avoid issues which exist at ASDA).
- Traffic levels at Muirend Road/A90 acting as a barrier to cycling/walking.

# ITTs: Planning for Travel

## Why it's important to plan for travel.

Many major employers are located in Badentoy Industrial Estate, to the north west of Portlethen. The choices that commuters make when planning their journey to work has an impact on the local community.

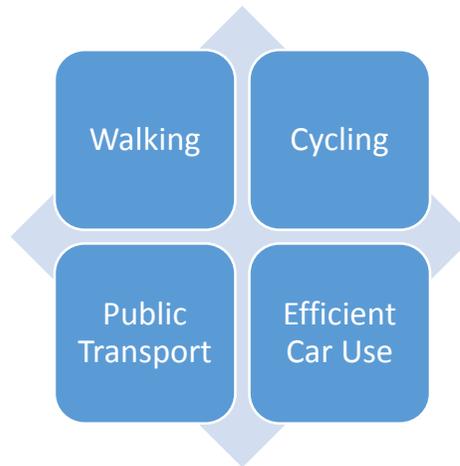
Working with local businesses, there is potential for Aberdeenshire Council to facilitate **Travel Plans** for individual businesses or for Badentoy Industrial Estate as a whole, looking at options to increase the number of sustainable trips made to the area.

## Benefits of Travel Plans

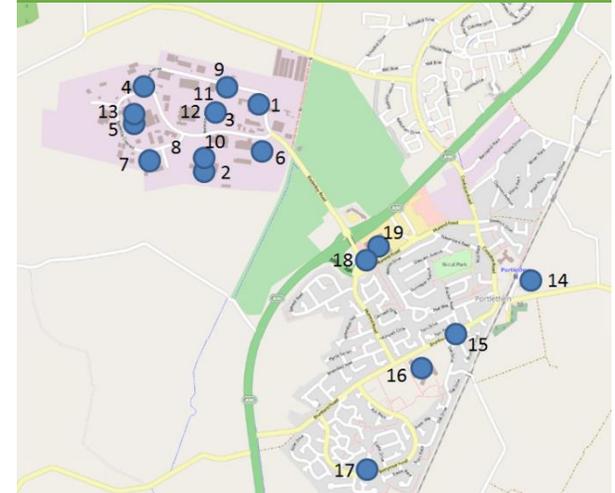
Providing Travel Plans for businesses can provide many potential benefits, including:

- Reduced transport costs
- Increased productivity
- Reduced need for parking facilities
- Reduced number of days taken as sick leave

Substituting one regular single occupancy car journey for a more sustainable option can have a significant impact on Carbon Emissions, Local Air Quality and individual health benefits.



## Business Locations



### Badentoy Industrial Estate:

- 1- Downhole Products
- 2- National Oilwell Varco
- 3- EnSCO Offshore
- 4- Warburtons Ltd.
- 5- Chubb Fire and Security
- 6- Ramco Oil Services
- 7- Aker Solutions
- 8- Baker Hughes Ltd.
- 9- Cameron Ltd.

### Other locations:

- 10- Hunting Energy Services
- 11- Schlumberger
- 12- Tuboscope
- 13- Bluewater Services
- 14- Portlethen Medical Centre
- 15- Opito
- 16- Portlethen Academy
- 17- Barchester Healthcare
- 18- Matalan
- 19- Asda

# ITTs: Walking & Cycling

## Walking & Cycling: Part of the Sustainable Mix.

Walking and cycling are both easily accessible, affordable and healthy forms of travel. Whether walking or cycling as part of a daily commute, once a week or substituting a short car journey for one by bike or foot, there are a number of health, environmental and often financial benefits to be realised.

The ITT project recognises the importance of walking and cycling and Aberdeenshire Council would like to work with your community to help make walking and cycling, easier, more accessible and more attractive.

Ways we can achieve this include:

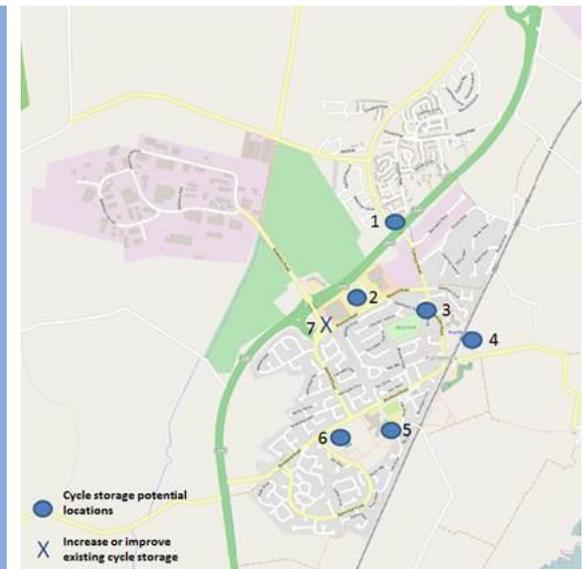
- Improved Cycle Parking,
- Development of Walking Maps
- Development of Cycle Maps
- Events
- Infrastructure Improvements

Your ideas and comments on how we can help provide this would be welcomed.

## Proposed Cycle Parking.

Our review of Portlethen suggests that new cycle parking would be beneficial at the following locations:

- **1. Bottom of steps at access for A90 (north side of underpass)**- Cycle storage located at the bottom of the ramp/stairs may benefit those accessing the bus stop on the A90.
- **2. Retail Park, Muirend Road** - a key destination for local residents and a main employer.
- **3. Co-op store, Cookston Road**- a key destination for local residents.
- **4. East side of Railway Station**- cycle storage on both sides of the railway station would save users time and increase efficiency.
- **5. Swimming pool, Oak Drive**- a key destination for local residents.
- **6. The Green**- a key destination for local residents.
- **7. Asda, Muirend Road**- Sheffield stands located close to the entrance could replace the more inefficient 'grab-style' racks increasing the number and quality of provision.



Cycle storage at Portlethen Rail Station



# ITTs: Public Transport



## Public Transport

Although Aberdeenshire Council do not have control over timetables operated by private Public Transport operators, we do have influence over the following areas:

- 1) Real Time Passenger Information systems
- 2) Cycle storage at/near to bus stops
- 3) Bus shelters
- 4) Links between bus stops and cycle/walking routes

In addition to this, Aberdeenshire Council supports Area Bus Forums, which act as the principal focus for consultation on Public Transport matters. These are held approximately once every six months in each of Aberdeenshire's six administrative areas.

The Forums allow members of the public to discuss and review Public Transport infrastructure, scrutinise existing and proposed service provision and act as a consultation platform on public transport policies and proposals, bringing together bus companies and service users.

# ITTs: Efficient Car Use - Electric Vehicles

## Our Commitment to Electric Vehicles

Aberdeenshire Council recognises that a number of people will continue to use a car for their daily commute or utility purposes either through choice or necessity. Electric Vehicles have a role to play by enabling these individuals to continue to use a car in a way that does not contribute to tail pipe air quality problems while supporting a move towards lower Carbon Emissions.

## Electric Vehicle Charging Points

Aberdeenshire Council's Local Transport Strategy supports the adoption of alternative fuel types including electrically powered vehicles. We have been installing publicly accessible charging points across Aberdeenshire since 2010 using funding from the Government's 'Plugged In Places' initiative and have an evolving network of 50kw, 22kw and 7kw Charging posts.

### Did you know...?

- There are now three types of EV's on the market; Pure EVs, Plug-in Hybrid EVs and Range-Extended EVs.
- In the UK, Sales of Pure EV's have increased by 58% since January 2014, with sales of Plug-in Hybrids increasing 1,035% in the same time period.
- There are typically three types of charger: Rapid (22-50kw), Fast (11-22kw) and trickle (7-11kw). A rapid charge post can deliver an 80% charge in less than 30 minutes.
- An average round trip commute is less than 60 miles; an Electric Vehicle will typically have a range of 80-100 miles on a single charge.



# ITTs: Car Clubs – What they Are.

## What is a Car Club?

A Car Club is a member based organisation that provides access to vehicles on a 'pay as you' go basis. Cars are usually parked in dedicated and marked parking spaces, strategically placed close to residential areas or places of work.

## What are the benefits of Car Clubs?

There are numerous benefits of being a member of a Car Club. Car Clubs provide:

- A cost effective alternative to car ownership.
- Access to fuel efficient vehicles.
- No road tax, fuel, MOT or car servicing to pay; all that is required is membership and car hire.
- Reduction in personal impact on the environment.
- Potential to increase independence.



## Case Study: Huntly and District Car Club

Huntly Development Trust has funding to run a community Car Club in the Huntly District, giving members all of the benefits previously listed. Further details of the Huntly and District Car Club are provided below.

- Members have access to three vehicles; two Diesel Engine Vehicles and one Electric Vehicle.
- Membership may include access to a fleet of E-bikes for shorter journeys.
- Car Club members pay a small membership fee (£25) and then only pay when they use a vehicle (13 pence per mile for the Hybrid vehicle). Full price details are shown below.

	Hybrid	Electric
Per hour	£4.50	£3.75
Overnight	£9.00	£7.50
Per day	£27.00	£22.50

# ITTs: Infrastructure

## Where are the infrastructure gaps?

As part of the community engagement event, we asked the public to consider areas where improvements to existing infrastructure would help support more active and sustainable travel and greater integration with other travel options. For example:

- Where would additional bus shelters be of use?
- Where would you like to see cycle parking?
- Are there any routes which could be improved for cyclists?
- Would widening of existing footpaths to create shared use paths be useful?
- Would route signage for walking and cycling help?

Comments received at the community engagement events have been collated onto a map and have been provided in this document.

Using the contact details provided in this document, please contact us with any suggestions where you think new or improved paths, bus shelters or cycle parking should be considered.



# ITTs: Monitoring and Evaluation

## The Value of Monitoring and Evaluation.

It's important that any investment made to support the Integrated Travel Towns project is underpinned by a structured monitoring regime. This will ensure that Aberdeenshire Council delivers cost effective and tailored measures.

We will undertake community surveys at regular intervals, review the number of any website visits, distribution of promotional materials and measure the level of walking and cycling in the community.

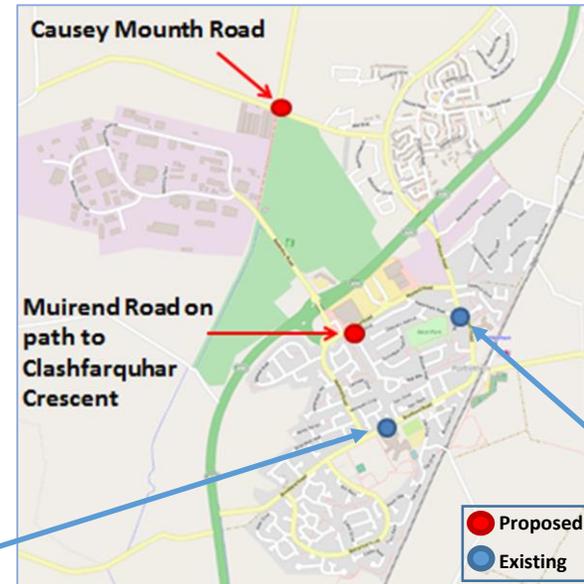
Walking and cycling data is collected before new/improved infrastructure has been implemented so that the impact of any interventions can be monitored and measured against a baseline.

This data can be used to:

- Examine the performance of a route or development;
- Report back to funders;
- Generate public support for new/improved infrastructure;
- Provide justification and enhance the case for new/improved infrastructure; and
- Forecast usage for similar routes.

**Pedestrian and cycle counters** provide the most accurate method of data collection. 15 new counters are being installed across the five Integrated Travel Towns, two of which are proposed to be in Portlethen. There are currently two counters in the town.

Data outlined below was recorded between May 2014 and May 2015.



	Pedestrians	Cyclists	Bruntland Road (Peds. and Cyclists)		Pedestrians	Cyclists	Cookston Road (Peds. and Cyclists)
<b>Total</b>	54,705	2,835	57,540	<b>Total</b>	79,585	2,446	82,031
<b>Daily Average</b>	150	8	158	<b>Daily Average</b>	218	7	225
<b>Monthly Average</b>	4,459	236	4,785	<b>Monthly Average</b>	6,619	204	6,823

# Integrated Travel Towns: The Next Steps

Aberdeenshire Council recognises the value of engaging with local communities to identify local barriers to sustainable and active travel and will be using your input to develop a set of proposals and masterplan which will set out how these will be funded and delivered over a short and medium time period.

Your participation in the engagement process is important and we would invite you to share your ideas with the Strategy Team.

The proposed timetable for delivering on our ITT commitment is set out below.

Please consider how you would like to see your town become more integrated and share your ideas using the Survey Monkey Link or please contact us. Details are provided below:

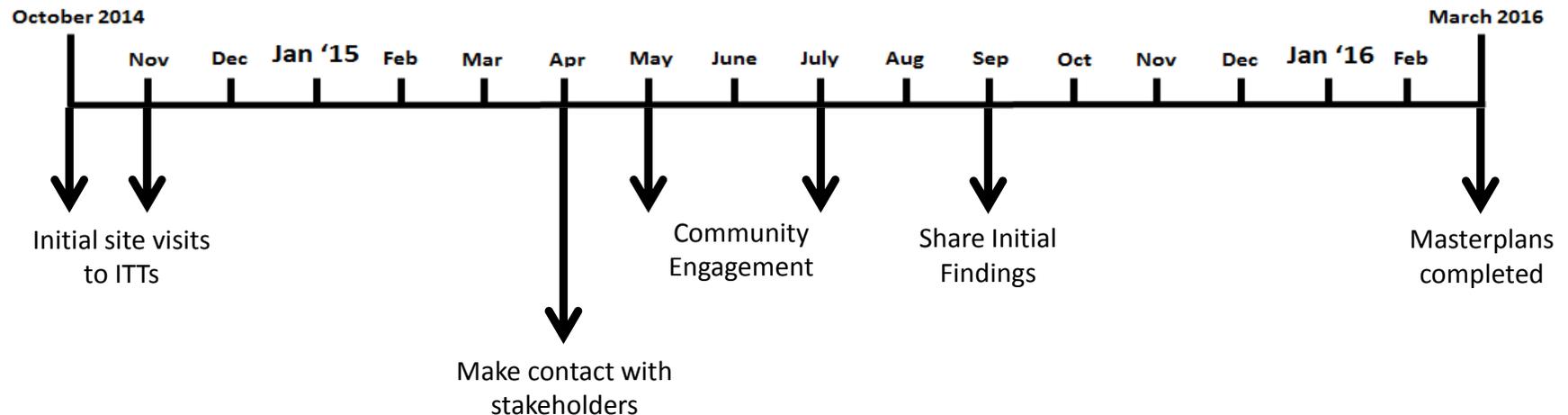
Survey Monkey:

[www.surveymonkey.com/r/AberdeenshireCouncilITTConsultationEvents](http://www.surveymonkey.com/r/AberdeenshireCouncilITTConsultationEvents)

E: [Transportation@aberdeenshire.gov.uk](mailto:Transportation@aberdeenshire.gov.uk)

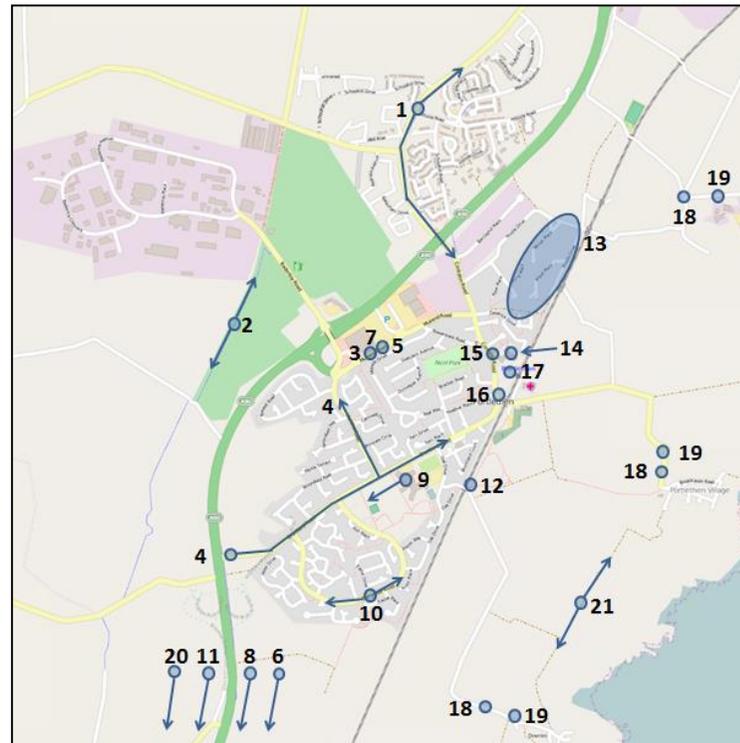
T: 01224 664 822

W: [www.Aberdeenshire.gov.uk/integratedtraveltowns](http://www.Aberdeenshire.gov.uk/integratedtraveltowns)



# ITTs: Public Consultation Comments, May 2015

1. Shared use paths need to extend beyond Hillside.
2. Causey Mounth Road should be preserved as Chapleton to Aberdeen route.
3. Red lights at the crossing on Muirend Road close to Asda are often ignored by drivers.
4. On road cycle lane markings on Muirend Road and Bruntland Road require repainting.
5. Pedestrian crossings would be helpful on Muirend Road near the Retail Park.
6. Travelling between Portlethen and Stonehaven is difficult at all times of day. Commuting times forces passengers to use the X7 bus from the very busy and dangerous A90.
7. Walking to Asda and the Retail Park is very dangerous, with few safe places to cross and few pedestrian routes in the car park itself.
8. Lack of cycle routes between Portlethen and Newtonhill.
9. Requirement for a cycle route between Newtonhill and Portlethen Academy.
10. Berrymuir Road is not served by bus services towards Portlethen Town Centre and Stonehaven.
11. The Cammachmore to Portlethen Academy route is not safe to cycle.
12. Increase access to Community Woodland on Road to Downies (near to railway crossing).
13. Good provision of paths in Thistle Drive/Ninian Place area, but they are often in a poor state of repair. Wider paths (particularly in Burnside Park) would help when pushing a buggy in particular.
14. Requirement for cycle storage at Portlethen Primary School.



15. The '20mph when lights flash' sign on Cookston Road close to Portlethen Primary School may be better placed at the bottom of the incline (closer to Muirend Road junction).

16. Poor visibility for pedestrians near the roundabout/Station/Health Centre of Bruntland Road.

17. Lack of signage around the Railway Station.

18. National speed limits on roads to Findon, Downies and Old Portlethen can be off putting.

19. No bus services or pedestrian/cycle links between Portlethen and Findon, Downies and Old Portlethen.

20. Missing links between Stonehaven and Muchalls.

21. Nave Nortrail Coastal Path signage is worn.

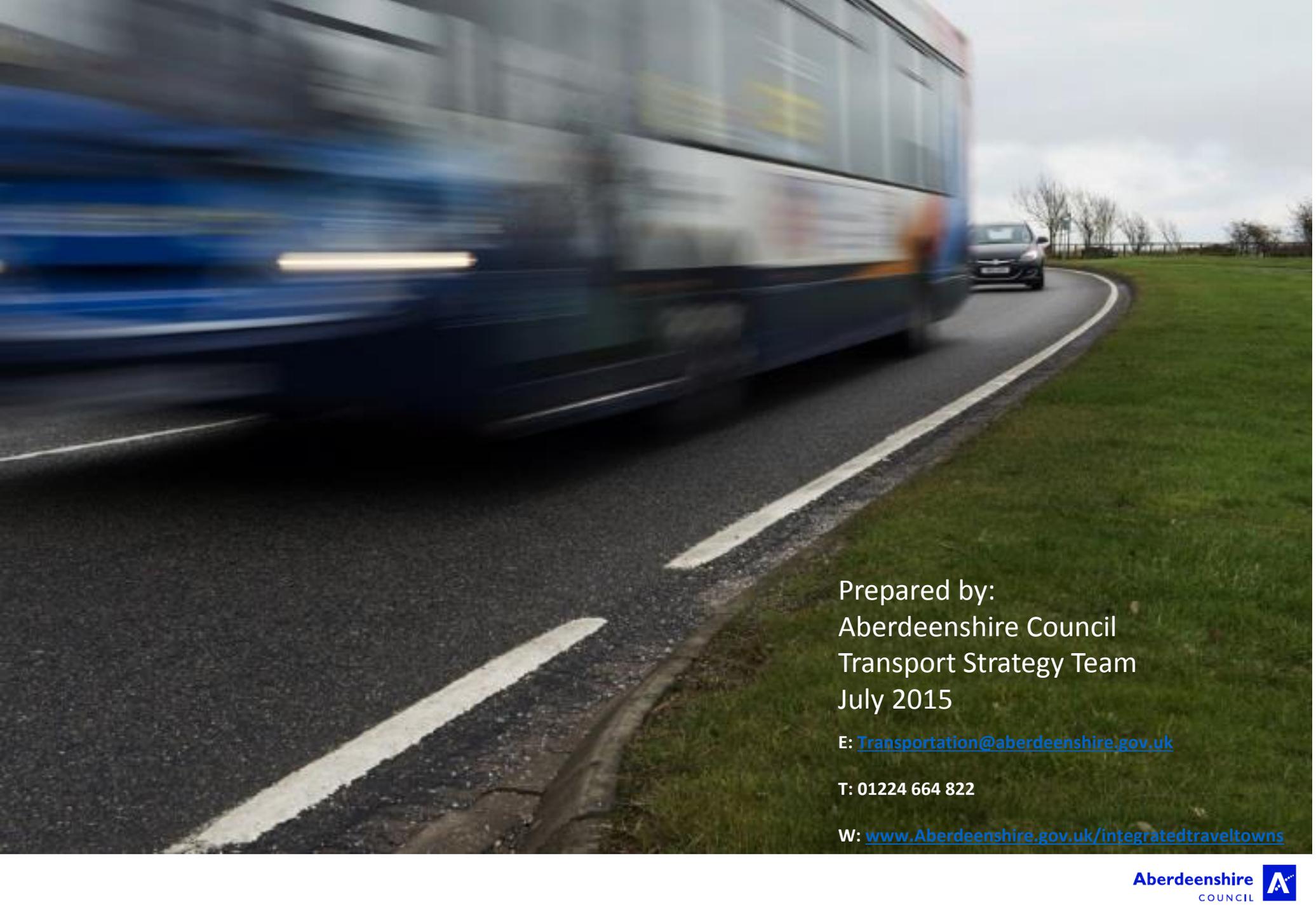
## Portlethen wide comments

- Requirement for additional buses or an in town mini bus service in Portlethen.
- Maps depicting dropped kerbs should be produced.
- Since the development of Leathan Fields, the bus service to Aberdeen is more frequent, but slower (with the exception of the X7). Bus services to Stonehaven are much worse (i.e. less frequent).
- Across Portlethen bushes are growing onto footpaths, obstructing the route.
- Requirement for more Electric Vehicles in Portlethen.

# Map of Portlethen

Please use this map as a guide for where new infrastructure may provide the greatest number of benefits.





Prepared by:  
Aberdeenshire Council  
Transport Strategy Team  
July 2015

E: [Transportation@aberdeenshire.gov.uk](mailto:Transportation@aberdeenshire.gov.uk)

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