

# Aberdeenshire Council Integrated Travel Towns Project.

## Community Engagement Document

Inverurie  
May-July  
2015

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



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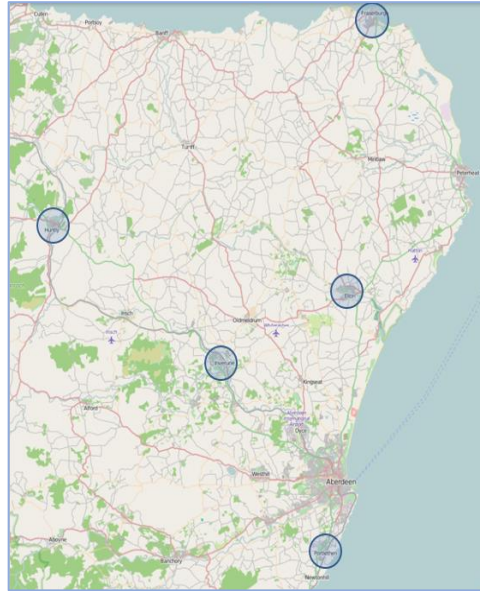
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# Integrated Travel Towns: An Introduction

## 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 Inverurie 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

- Shared use infrastructure on Burghmuir Drive, connecting the north of Inverurie to Blackhall Industrial Estate.
- Shared use path connecting Blackhall Road to developments west of A96.
- Shared use path to new development at Uryside.
- Many cycle storage facilities already installed are covered.
- Generally, there is a good network of high quality paths within parks.
- Paths are generally well lit.

## Weaknesses

- No suitable disabled/cyclist access between platforms at railway station.
- Excessive Cyclist Dismount signs on Burghmuir Drive.
- Only one crossing between Port Elphinstone and Inverurie. The historic nature of the bridge limits opportunities for cycling infrastructure.
- Lack of permeability from Burghmuir Drive into Strathburn Park.
- On road parking on Harlaw Road and North Street may make town centre penetration difficult.
- Poor pedestrian and cycle access to Thainstone Business Park.

## Opportunities

- Increase signage for recreational routes along the river.
- Increase permeability from the west of A96 to Inverurie Town Centre; the need for this is likely to increase as development to the west of the A96 increases.
- Potential to create a direct shared use route between Blackhall Road and St James's Place- either via Kellands Road/Manse Road or Firholme Place /Kellands Park.
- Ensure that existing routes link to longer distance routes (such as Meldrum Meg Way).

## Threats

- Ongoing and new developments will generate additional traffic and should be designed with shared use facilities in mind.
- Current traffic levels throughout Inverurie are a barrier to adequate on road cycle lane provision or widening existing paths for shared use.
- Some schemes may be expensive.
- Flooding of the River Don and River Ury may prevent effective implementation of riverside routes.

# ITTs: Planning for Travel

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

Many major employers are located in Industrial Estates within Inverurie, as well as at Thainstone to the south of the town. The choices that commuters make when planning their journey to work has an impact on the local community.

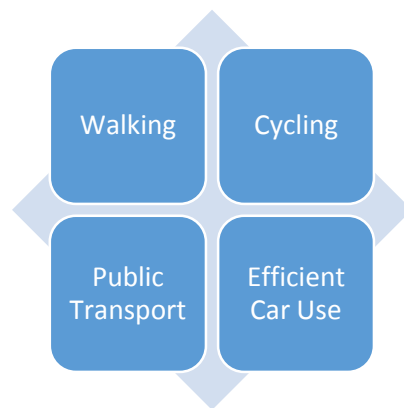
Working with local businesses, there is potential for Aberdeenshire Council to facilitate **Travel Plans** for individual businesses or for Industrial Estates as a whole, looking at options to increase the number of sustainable trips made to the area.

## Benefits of Travel Plans

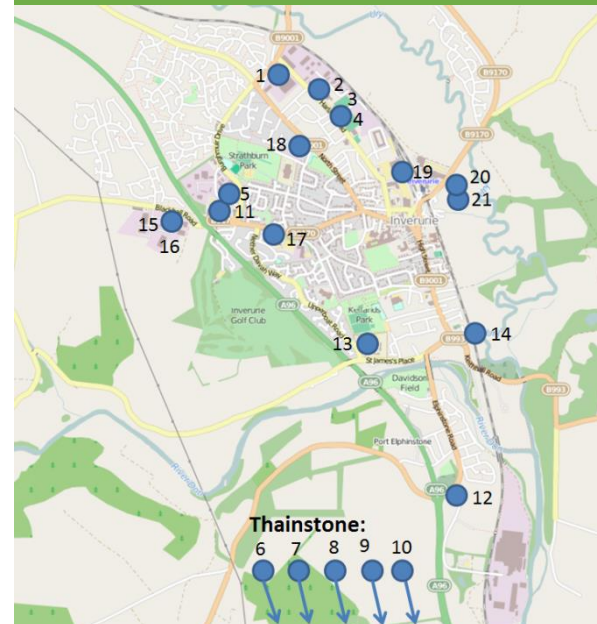
Providing Travel Plans for businesses can provide many potential benefits, including:

- 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.



## Main employer locations



<b>Harlaw Industrial Estate:</b> 1- Schlumberger 2- Tawes Tyres 3- Ferguson Modular 4- Tesco	7- Hunter Construction 8- Filpumps Ltd. 9- Scottish Agricultural College 10- ANM Group	<b>Other locations:</b> 11- Morrisons 12- Lawrence of Kemnay 13- Inverurie Hospital 14- Gairloch Care Home 15- Andersons of Inverurie (Furniture) 16- I & K Motors	House) 18- Scotbeef 19- Royal Mail 20- Scotframe Timber Engineering 21- Arnlea Systems Ltd.
<b>Blackhall Industrial Estate:</b> 5- First eBusiness Solutions	<b>Thainstone:</b> 6- Johnston Carmichael	17- Aberdeenshire Council (Gordon	

# 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:

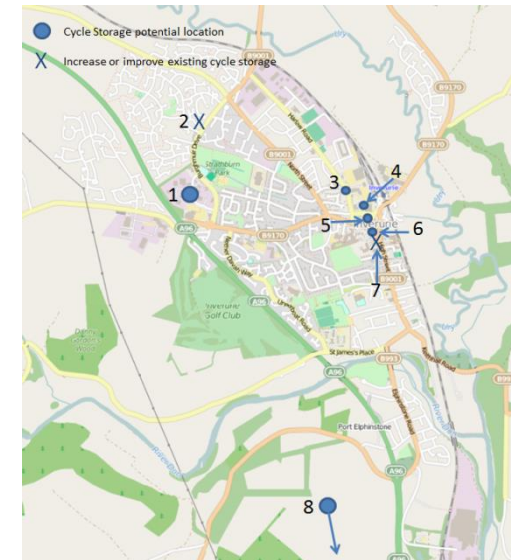
- Improved Cycle Parking,
- Development of Walking Maps
- Development of Cycle Maps
- Events
- Infrastructure Improvements

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

## Proposed Cycle Parking.

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

- **1. Blackhall Industrial Estate** - cycle storage here may encourage more people to cycle to work.
- **2. Co-op store on Burghmuir Drive** – Sheffield stands may be more user friendly rather than the existing ‘wheel grabber’ stands.
- **3. Corner of Constitution Street and one way road (at Garioch Centre)** - currently a gravelled area, there is potential to provide cycle storage.
- **4. Marks and Spencer’s (adjacent to one way street)** - there is a large, open tarmacked path to the west side of the store, which could be a storage area.
- **5. Station Square**- there is sufficient space in front on the shops on Burn Lane to provide cycle storage.
- **6. North end of Market Place Car Park** – the Town Centre is a key destination.
- **7. South end of Market Place Car Park**- there is sufficient space for additional cycle storage close to The Ashvale Restaurant.
- **8. Thainstone Business Park**- a key destination.



Example of cycle storage





# 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.



Car Club vehicle

## 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?

- 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?





# 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.

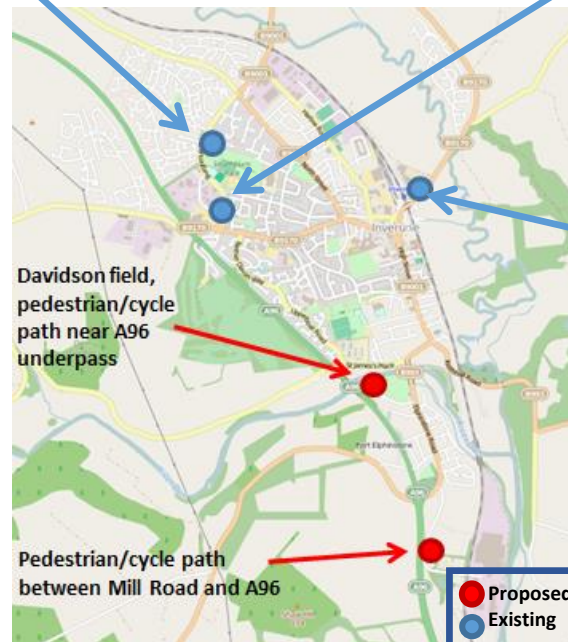
**Pedestrian and cycle counters** provide the most accurate method of data collection. 15 new counters are being installed across the five Integrated Travel Towns, three of which are proposed to be located in Inverurie; there are currently three counters located in the town.

Data outlined on this slide was recorded between May 2014 and May 2015.

	Pedestrians	Cyclists	Strathburn Park (Peds. and Cyclists)
Total	121,107	24,908	146,015
Daily Average	331	68	399
Monthly Average	10,072	2,072	12,143

	Pedestrians	Cyclists	Burghmuir Drive (Peds. and Cyclists)
Total	66,008	8,449	74,457
Daily Average	180	24	204
Monthly Average	5,489	702	6,191

	Pedestrians	Cyclists	Souterford (Peds. and Cyclists)
Total	86,194	7,605	93,799
Daily Average	235	21	256
Monthly Average	7,168	632	7,800



On path beside northbound carriageway, opposite Kintore Business Park

# 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.

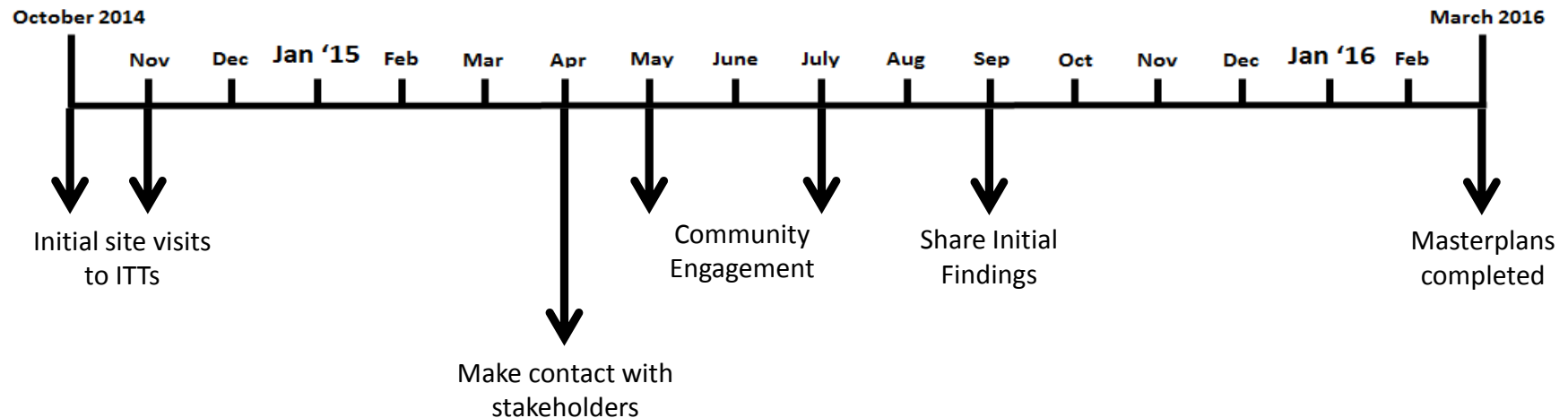
The proposed timetable for delivering on our ITT commitment is set out below.

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:

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

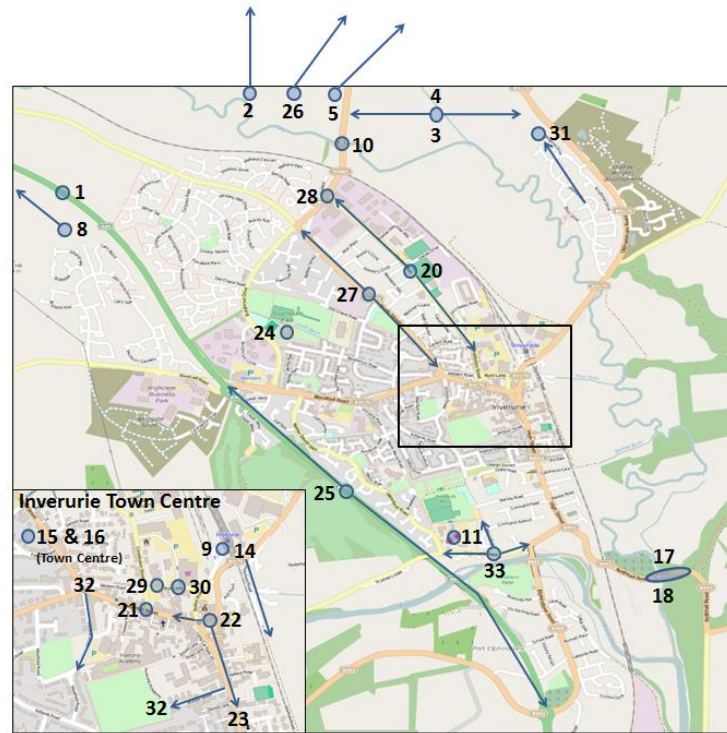
T: 01224 664 822

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



# ITTs: Public Consultation Comments, May 2015

1. Underpass south of Conglass is private access only.
2. Cycleway from Rothienorman to Inverurie via Daviot to Meldrum Meg Way.
3. Connect pathways of the north bypass to B9001 and B9170.
4. New link road between B9001 and B9170.
5. Meldrum Meg Way to connect Oldmeldrum to Inverurie via Lethenty. Also spur to Daviot.
6. Improve the crossing for pedestrians and cyclists at Thainstone. This would connect Inverurie and Kintore.
7. Improve existing paths to Kintore (currently badly maintained).
8. Develop a path along the A96 or on quieter roads between Whiteford and Inverurie.
9. Cycle parking (including lockers) facilities required at Inverurie train station.
10. Howford Bridge is constrained by the river/existing structure.
11. Cycle parking facilities and bus shelters required at Inverurie Hospital. Signage required from Town Centre and there are currently no cycle lanes to Inverurie Hospital.
12. Future Thainstone development.
13. New housing/employment/community development at Crichtie.
14. Proposed station/line upgrades at Inverurie Station.
15. Cycle and pedestrian friendly Town Centre.
16. Cycle parking facilities are required in Inverurie Town Centre.
17. Improve the route between Keithall Estate and Inverurie Old Cemetery for pedestrians and cyclists. Potential for shared use path.
18. 'Pedestrians in road ahead' signage at Old Cemetery to Keithall Estate.
19. New link between Inverurie and new Kintore Station required.
20. Potential for one way system on Harlaw Road.



21. Potential for no right turn from Constitution Street to West High Street.

22. Buses pick up and collect outside Town Hall, causing traffic jams on West High Street.

23. Express bus service required between Inverurie Town Hall and Aberdeen.

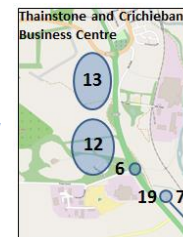
24. Cycle path to Sports Centre on Burghmuir Drive required.

25. Shared use path from Blackhall Road to Thainstone Roundabout required.

26. Path along old railway line from Lethenty to Oldmeldrum.

27. Shared use path required on North Street.

28. Potential for traffic lights at Harlaw Road/Howford junction.



29. Lots of pupils crossing Burn Lane to go to Tesco from the Academy.

30. Crossing is required by Next on Burn Lane.

31. Safe route to new school required at Uryside.

32. Shared use path required on Jackson Street/Victoria Street.

33. Shared use path required on B993/St James's Place/Manse Road.

## Kemnay specific comments:

- Develop and improve the existing path between Port Elphinstone and Kemnay.
- General path improvement in Kemnay.
- Path to 'Ponds' from Bremner Way in Kemnay.
- Path between Kemnay and Inverurie should be cycleable as well as walkable.
- Signage required for preferred cycle route between Kemnay and Kintore.
- A dedicated Inverurie to Kemnay to Kintore circular cycle path would be beneficial.
- New cycle routes to the Primary School in Kemnay required.
- Upgrade path at Kemnay end of Inverurie-Kemnay route.

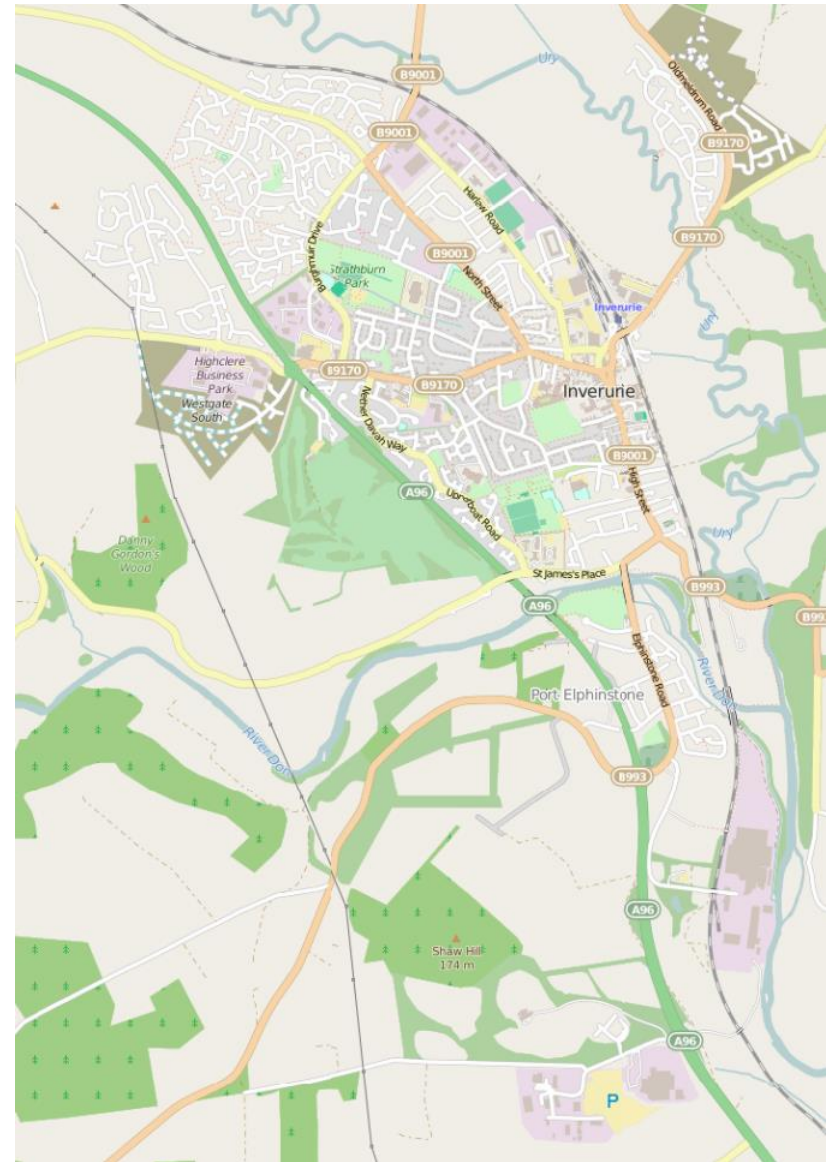
## Inverurie wide comments

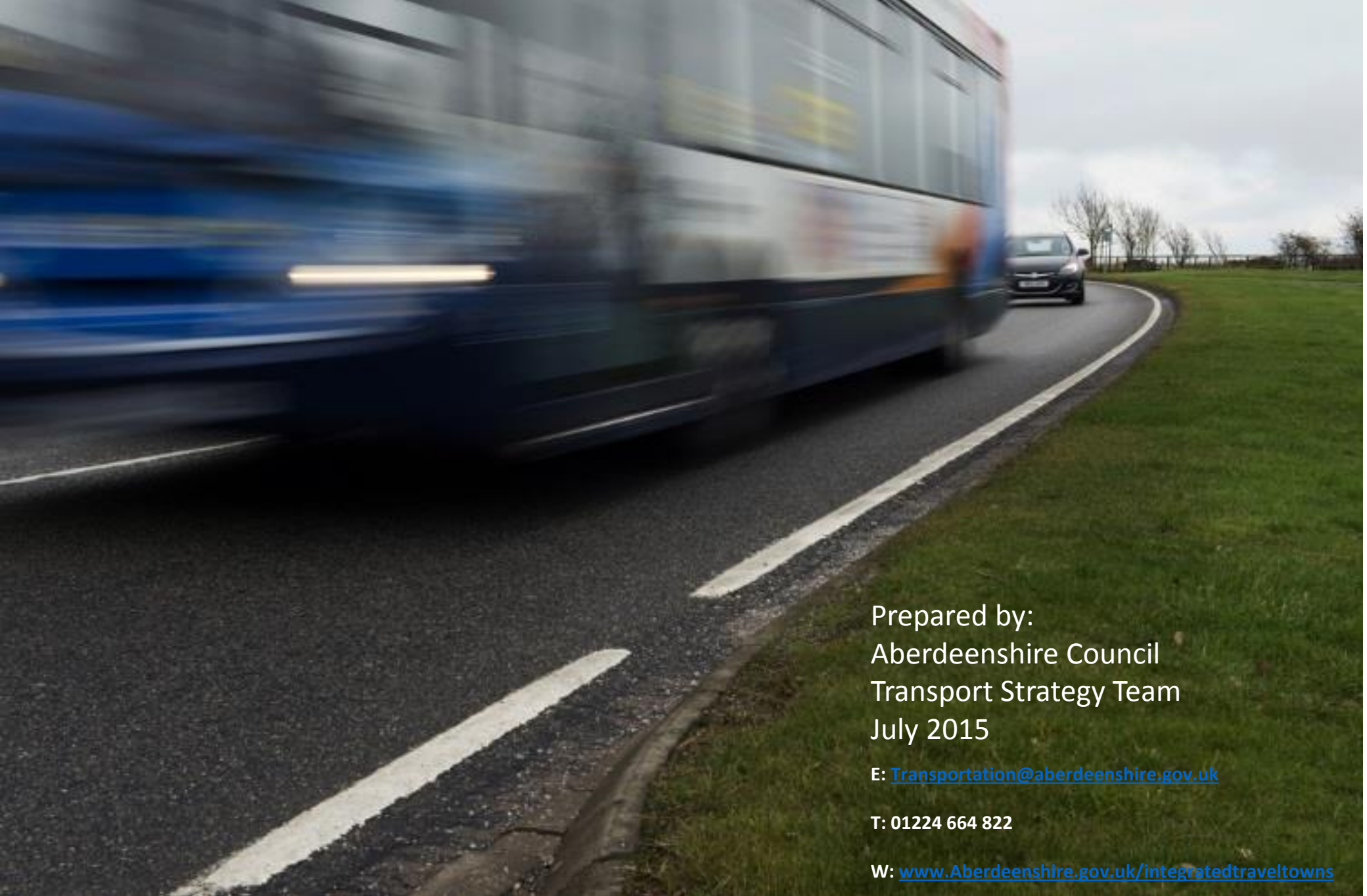
- Cycle lanes should be implemented on all main routes in and out of Inverurie.
- Consideration should be given to providing cycle racks when a new stretch of road is implemented.
- More safe cycling is required in and around Inverurie.
- Sharing cycle lanes with cars can be scary.
- Bus station required in Inverurie.
- Ensure paths are signposted.
- Bus timetables and route information should be displayed at shelters.



# ITTs: Map of Inverurie

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

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