

# Aberdeenshire Council Integrated Travel Towns Project.

## Community Engagement Document

Huntly  
May-July  
2015

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



NEPA  
LW +  
LW +  
LW +  
LW +

Davonla  
Photos??

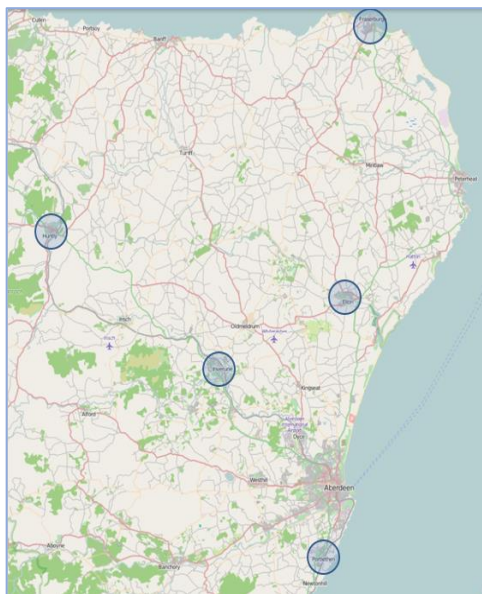
ESME cur  
Luskimyrre

# 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 Huntly was undertaken in November 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

- Deveron Park has a high quality shared use path network (wide even surfaces and signposted), providing connectivity to Tesco.
- A path connects the Huntly Industrial Estate to the north of the town at Deveron Road- with permeability to Deveron Park, Scott Court and Clashmach View. However, this is very poor quality in places.
- Sufficient space to widen existing path on Deveron Road (north side).
- Good cycle storage at Asda and Tesco.
- Good provision of dropped kerbs across the town.
- Good connectivity to other towns via public transport.
- Sufficient space in The Square for cycle storage facilities. The layout also lends itself well to low traffic speeds.

## Weaknesses

- Shared use paths are limited to only Deveron Park.
- No cycle storage in the Town Centre.
- Poor infrastructure and connectivity for cyclists across the town- including to/from the station.
- No bridge linking the two station platforms. Southbound platform access is via the A97.
- Lack of permeability between Huntly and areas to the south of A96.

## Opportunities

- Extend the shared use path network to incorporate Deveron Road, and links between the river and Rowan Avenue/Burnside Road.
- Increase permeability at various locations across the town.
- Develop the riverside path as an attractive option for recreational activities.
- Implement a comprehensive network of walking and cycling routes to the schools.

## Threats

- Some schemes may be expensive.
- Difficult for any future developments to the south of the A96 and east of River Bogie to have permeability with other parts of Huntly. Any new developments will likely generate additional traffic and should be designed with shared use facilities in mind.
- Traffic levels on key arterial routes (Deveron Street/Road, Bogie Street and George V Avenue) may cause traffic related issues.

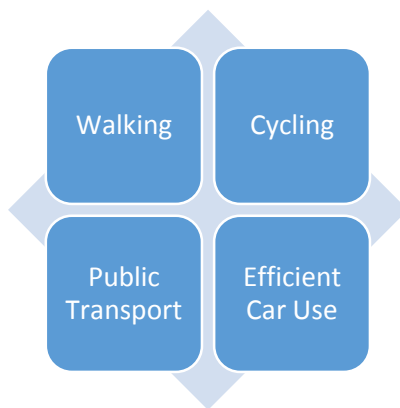
# ITTs: Planning for Travel

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

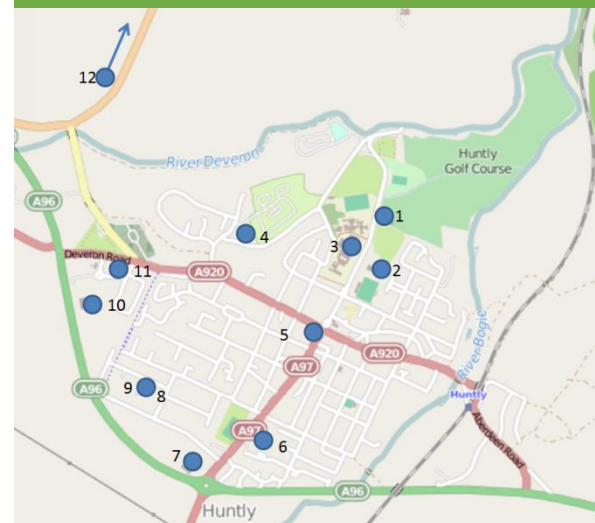
Main employers are located across Huntly. The choices that commuters make when planning their journey to work has an impact on the local community.

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

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



- |  |                                |
|--|--------------------------------|
| 1- Huntly Golf Club                      | 10- Tesco Superstore           |
| 2- Huntly Swimming Pool                  | 11- Balhousie Huntly Care Home |
| 3- The Gordon Schools                    | 12- Forestry Commission Home   |
| 4- The Meadows Nursing Home              |                                |
| 5- Co-op                                 |                                |
| 6- Jubilee Hospital & Health Care Centre |                                |
| 7- Asda                                  |                                |
| 8- Sellar's Agriculture Ltd.             |                                |
| 9- R&M Engineering                       |                                |

## 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

# 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:

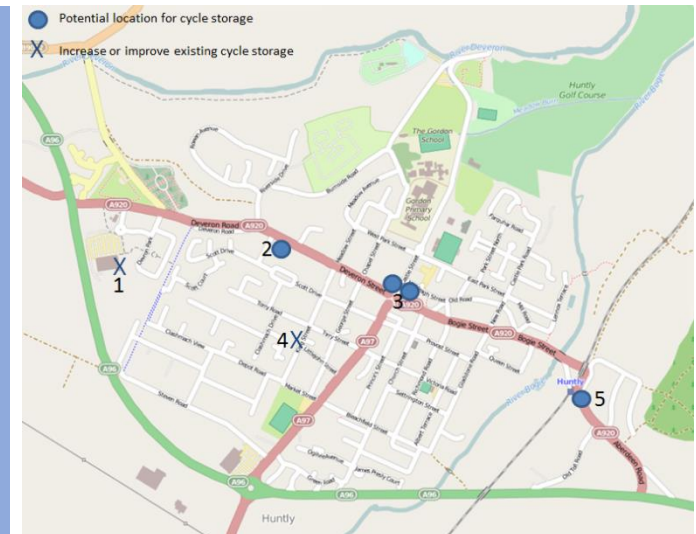
- Improved Cycle Parking,
- Development of Walking Maps
- Development of Cycle Maps
- Events
- Infrastructure Improvements

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

## Proposed Cycle Parking.

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

- **1. Tesco, Deveron Road**- a key destination for local residents and a main employer. Cycle storage is already provided, but a location closer to the entrance would be beneficial.
- **2. Huntly Family Centre, Deveron Road**- a key destination for local residents.
- **3. The Square, Town Centre (east and west side)** - there are many areas in The Square where there is sufficient space for cycle storage to be installed.
- **4. Duncan Taylor Whisky, Upper Kirkgate**- a main employer in the town. Whilst there is some cycle storage available, it is in the form of wheel grabber stands- Sheffield stands may provide greater benefits (although there may be a lack of space for these).
- **5. East platform of Railway Station**- providing cycle storage on both sides of the railway station is important, saving time and increasing efficiency.



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

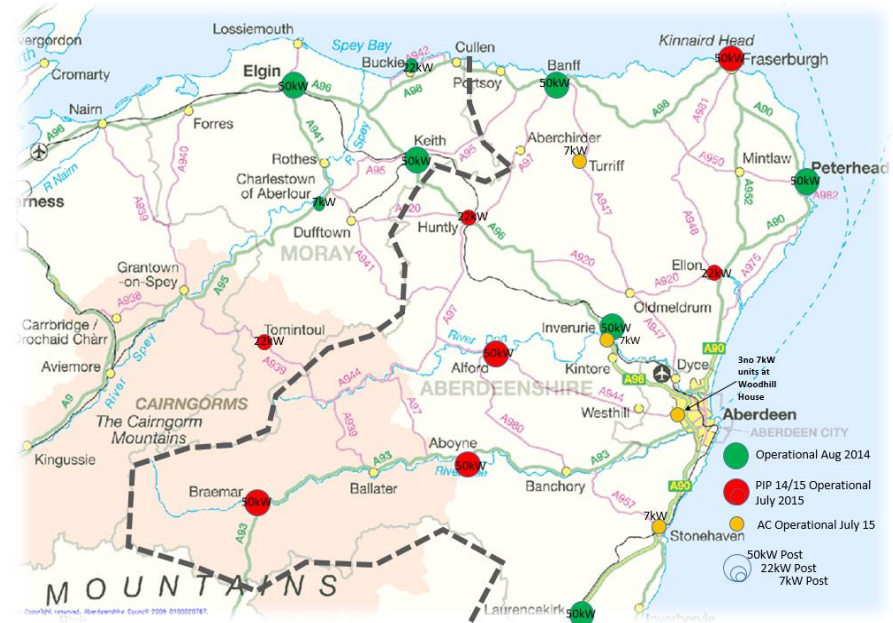
Aberdeenshire Council recognises that a number of people will continue to use a car for their daily commute or utility purposes either through choice or necessity. Electric Vehicles have a role to play by enabling these individuals to continue to use a car in a way that does not contribute to tail pipe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



## 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

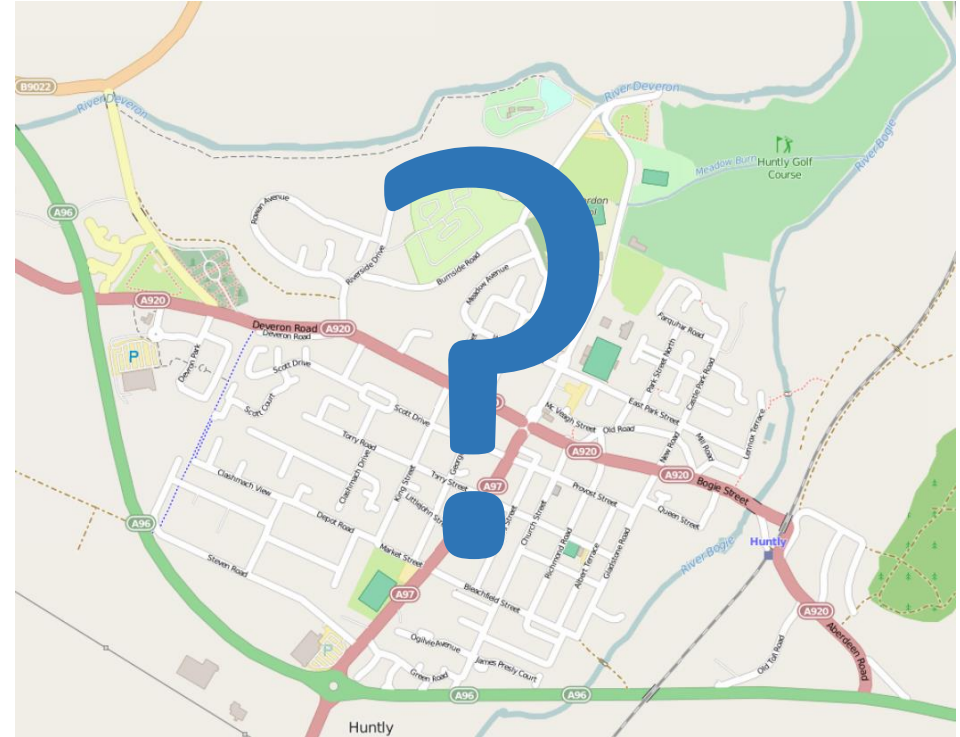
## Where are the infrastructure gaps?

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, four of which are proposed to be located in Huntly.



# 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:

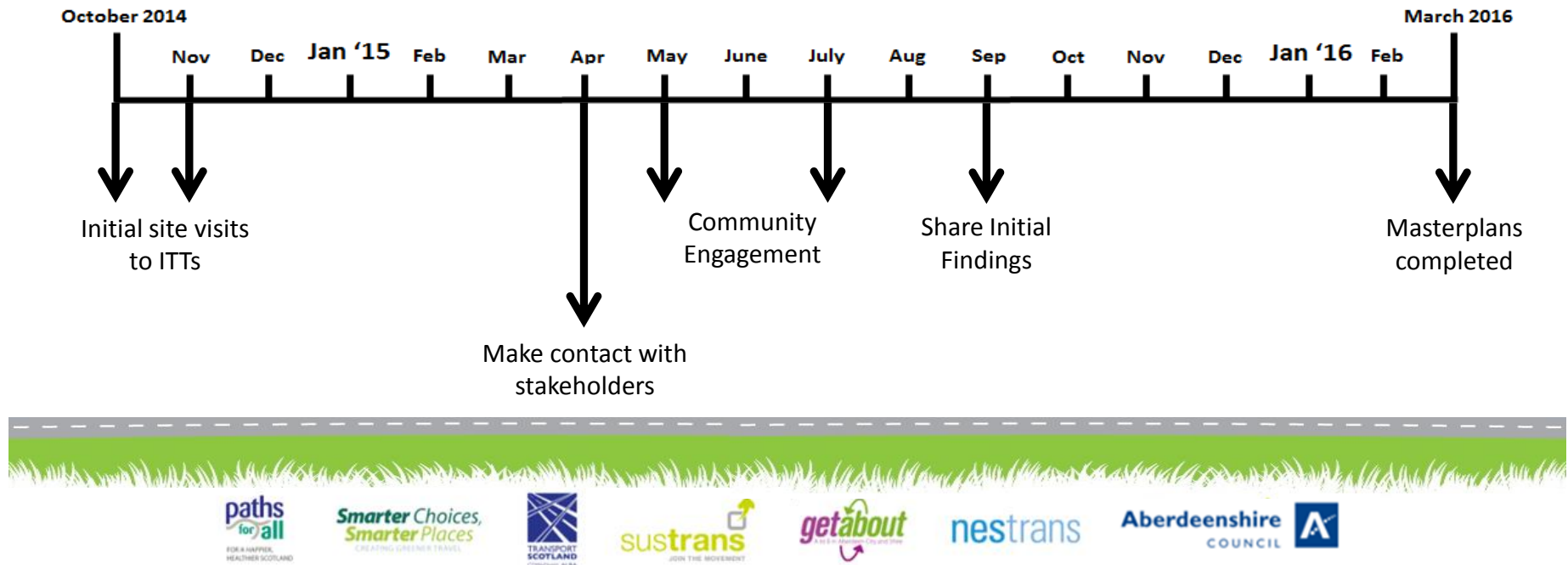
**Survey Monkey:**

[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. Opportunity to improve path link to school from Deveron Road/Riverside Drive.

2. High traffic volumes/parked vehicles on King Street/Meadow Street/West and East Park Street.

3. Challenging to walk to Auction Mart and beyond from Huntly as there are no pedestrian crossing facilities at the roundabout. Pedestrian and cycling facilities are required.

4. Buses could be routed along Deveron Road/Riverside Drive/Burnside Road.

5. The cost of creating a bus parking facility at Burnside Road would be approximately £500,000.

6. Excessive speeding on West Park Street and East Park Street.

7. Vehicles overshoot the junction of Castle Street and West/East Park Street.

8. An opportunity to promote the car park on East Park Street as a Park and Stride location.

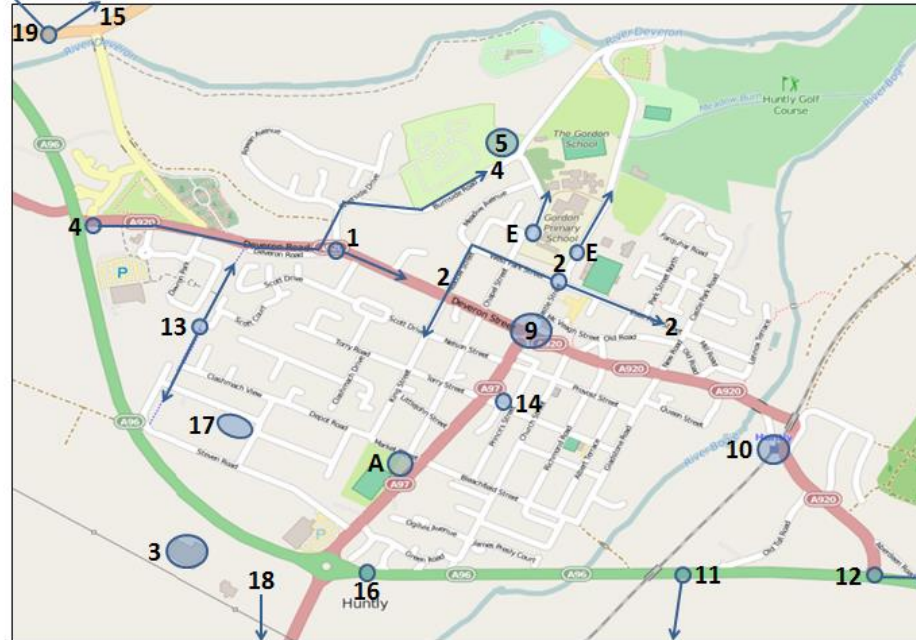
9. No cycle parking facilities in the Town Centre. Free parking in the Town Centre for first 30 minutes. Potential to pedestrianise the Town Centre.

10. Cycle parking facilities and additional car park spaces required at Rail Station. Pick up/drop off area also required.

11. No crossing facilities on A96 by Unclassified Road 785. A bridge or underpass across the A96 for paths extending south would be beneficial.

12. Links between Huntly and the A97 require improving.

13. If tarmacked, the path between Deveron Road and Steven Road should be shared use. Sign also required.



14. Pavement on Upperkirkgate at Duncan Taylor is too narrow for buggy and wheelchair access.

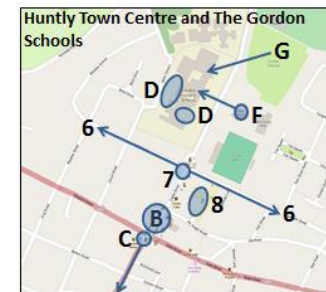
15. The Portsoy Road (C129S) should be made shared use.

16. Refuge island required on the A96 close to A97 roundabout junction.

17. Parked cars on Steven Road at the side of R&M Engineering obstructs access to businesses.

18. A fast track Park and Ride should be located to the south of the A96.

19. Link the Portsoy road to Bin Forest/Forestry Commission via a cycle path so families can cycle safely instead of taking the car.



## School related comments

- A) Potential to use Market Muir Car Park as a school bus drop-off zone with a 'walking bus' to the school. This would provide exercise, gives older pupils responsibility and the area already exists.
- B) School buses are sometimes used as a general service after dropping off school children, passing through the Town Centre.
- C) Large volume of traffic and parked vehicles during school AM and PM peaks on Gordon Street.
- D) Car park at Gordon Schools is inadequate for the number of teachers commuting to the school.
- E) Children are advised not to cycle into the school grounds due to the volume of cars/buses on The Avenue and Seton Terrace. Also, various modes conflict at the school during peak times, discouraging cycling and walking to school.
- F) Poor paths for children walking to school from the Linden Centre.
- G) Covered cycle storage is required at Gordon Schools.



# ITTs: Public Consultation Comments, May 2015

20. Path beside River Deveron and the steps could be widened to allow bikes.

21. Divide the path at Hill of Haugh so children can cycle and skiers can train simultaneously. Also the potential for a recreational outdoor skills area for young people at Battlehill or Nordic Ski Centre.

22. Tarmac the area to the west of the memorial and use for cycle storage.

23. Direct public transport links between Huntly and Aberdeen Airport are required.

24. A path should be developed at River Bogie from Gladstone Road park to Castle Park and into town.

25. Repair or replace footbridge at Pirriesmill.

26. Potential to widen paths on Gladstone Road, Bogie Street and Deveron Street/Road.

27. Ensure there are dropped kerbs and signage between the Town Centre and Deveron Park to create a cycle route.

28. Path from Battlehill Car Park to Battlehill Wood could be modified to allow wheelchair access.

29. A link between Battlehill to the A97 which avoids the A96 would be beneficial.

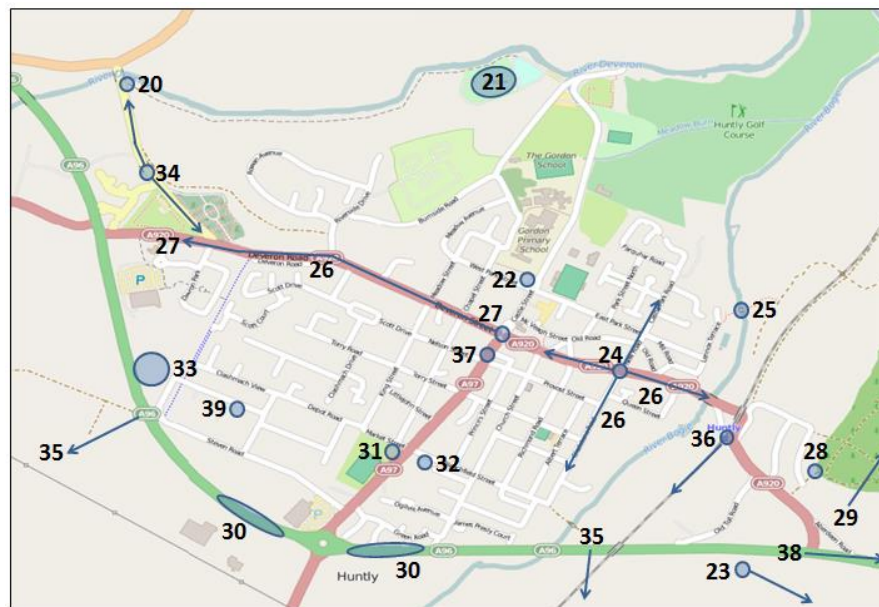
30. There's a requirement for bus stops on the A96 close to the roundabout.

31. Market Muir Car Park could be used as a location for an Electric charge unit.

32. Recently installed cycle stands at Jubilee Hospital need to be covered and made more clear.

33. Potential to develop the Muckle Torry Hillock area for children. This is designated in the Local Development Plan as P4, protected landscape buffer.

34. May be potential to improve cemetery lodge path for cycling.



35. Requirement for shared use infrastructure over the A96.

36. It would be good to have a train which arrives into Aberdeen around 8:30-8:45. Existing trains are either too early or too late for a 9am start. Also, there are no low cost off peak return fare options on the train between Huntly and Aberdeen or open return tickets (same day only are offered).

37. Double yellow lines on Gordon Street opposite Stewarts Hall require repainting.

38. Requirement to extend the footpath past service station to the Drumblade road access.

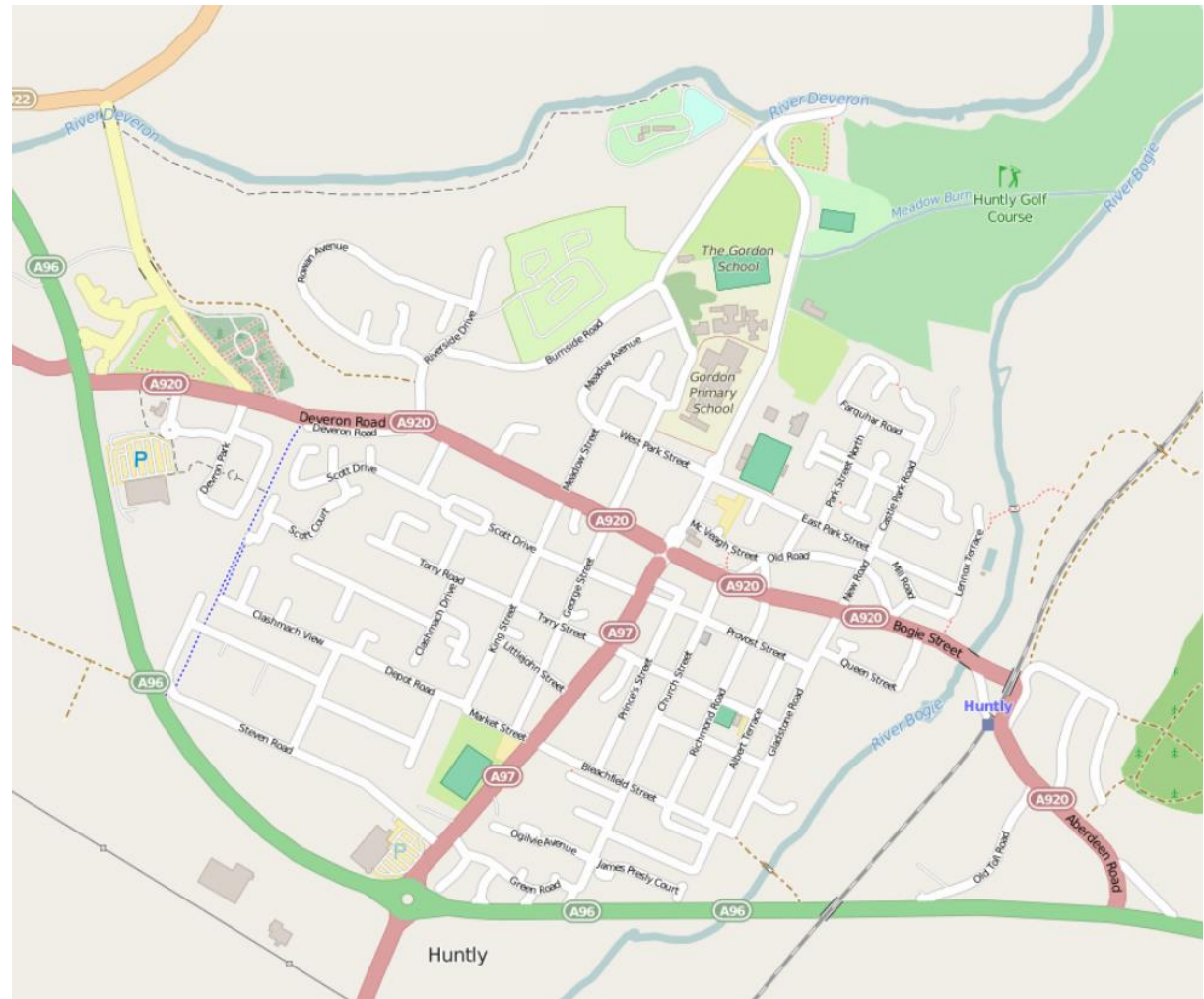
39. Networks of Wellbeing refurbish and recycle bikes.

## Huntly wide comments

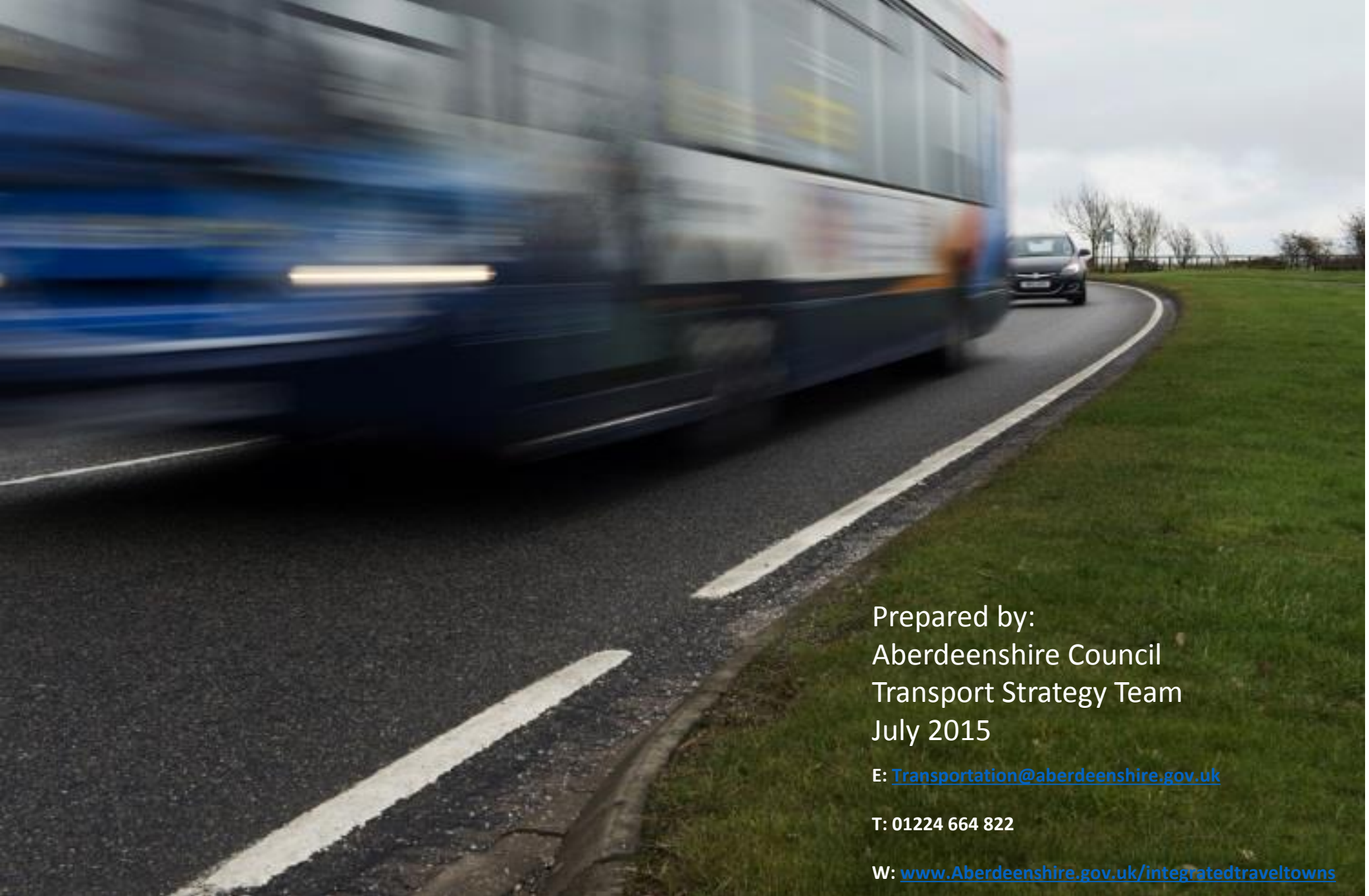
- Some areas surrounding Huntly are excluded from the dial-a-bus scheme.
- Lack of signage to popular destinations, such as the Station, Tesco and the hospital.
- Not all paths should be shared use, some should be for cyclists only.
- Entire town should be a 20mph zone.
- Create a network of shared use paths across Huntly.
- Greater number of walking and cycling paths for people of all ages required.
- Public paths along River Bogie would be good.
- Guided walks in the town ceased in March/April 2011.
- Poor consideration has been given by the Council for how people get to services such as job club in Buckie using public transport. The Council could do more to provide services where access is easier for those without a car.
- More bus forums are required.
- An Electric Vehicle rapid charge point is required.
- A walking and cycling map of Huntly would be good.
- Recently installed cycle storage racks are very individual in appearance. They could be more appropriate to the local environment. Cycle storage should be available at key locations, not just The Square.
- Lack of cycle signage which indicate 'short cuts'.
- Any future dualling of A96 needs to include and improve the experience of cyclists and pedestrians using the road.

# ITTs: Map of Huntly

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)

T: 01224 664 822

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