

Ashgrove Connects - Stage 2 Concept Design

November 2022

https://ashgroveconnects.commonplace.is/

ABERDEEN CITY COUNCIL

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Introduction

Ashgrove Connects gets local people involved in making Ashgrove Road and Ashgrove Road West work better for those who live, work, study and visit here.

This is part of a programme of improvements across the city that will help provide everyone with safer, healthier and more sustainable transport and lifestyle options.

The project considers opportunities that complement the proposed infrastructure changes along the Berryden Corridor to ensure the communities of Ashgrove Connects benefit.

Aberdeen City Council recognises that to enable all people (regardless of age or ability) to travel by active and sustainable modes and to engage in community activities, a holistic solution for the built environment is required. That is why this project has been developed in partnership with the communities who live and work in the area.



Report purpose

The purpose of this report is to present the Concept Design for Ashgrove Connects which has been developed following the feedback received from stakeholders and community on the Initial Design Ideas.

You can view the feedback we received on the Initial Design Ideas here: https://ashgroveconnects.commonplace.is/en-GB/proposals/findings-from-stage-2/step1.

Please read through this report to view the Concept Design which will be developed further during Stages 3-4 of the project subject to funding.

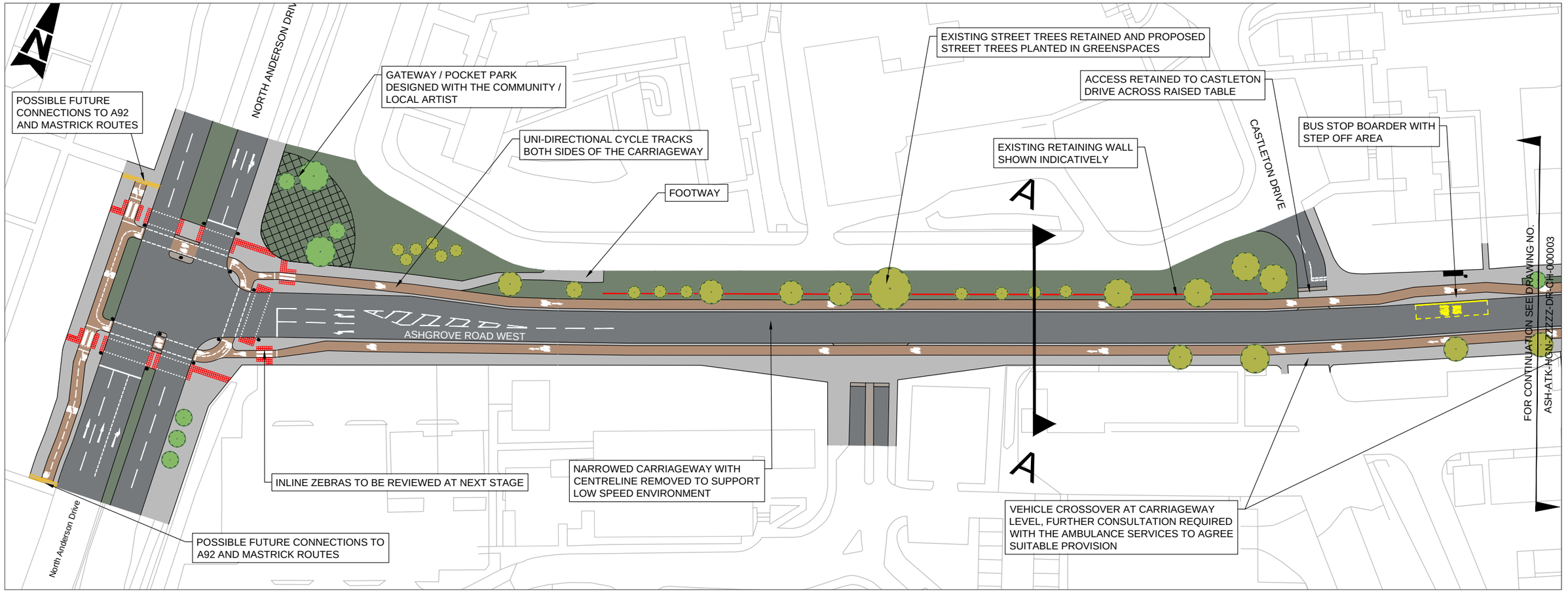
Concept Design Overview



Note:

All designs are subject to further development, investigation and engagement with stakeholders and the community as the project progresses into Stages 3-4 once funding is secured.

Ashgrove Road West - North Anderson Drive to Castleton Drive



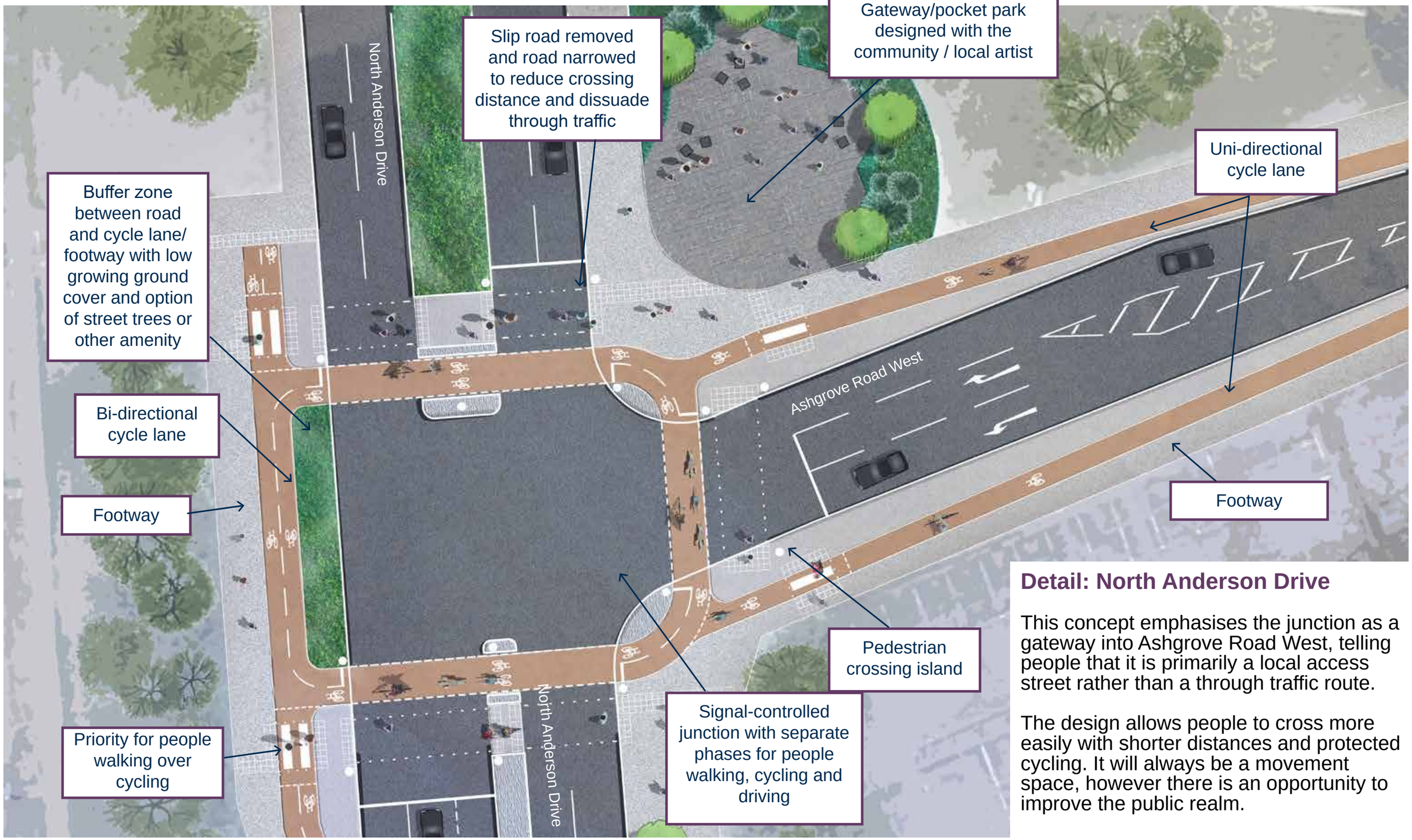


Example Gateway treatment of neighbourhood street in Dumfries. (Image: still from Youtube)

Key feature: Gateway treatment

The design of Ashgrove Road West marks a transition from the surrounding, car-dominated, dual carriageway to a slower, quieter neighbourhood street. Removing the slip road communicates that Ashgrove Road West is no longer meant to be an easy through route. Instead it is a local residential street primarily used by the people who live and work in the area.

“Tightening” the junction means that crossing distances are shorter and the addition of protected cycle lanes demonstrates new priority for people cycling. There is an opportunity to improve the public realm at the corner of Ashgrove Road West, incorporating artwork, resting opportunities, landscaping or informal play to create a gateway into the neighbourhood.

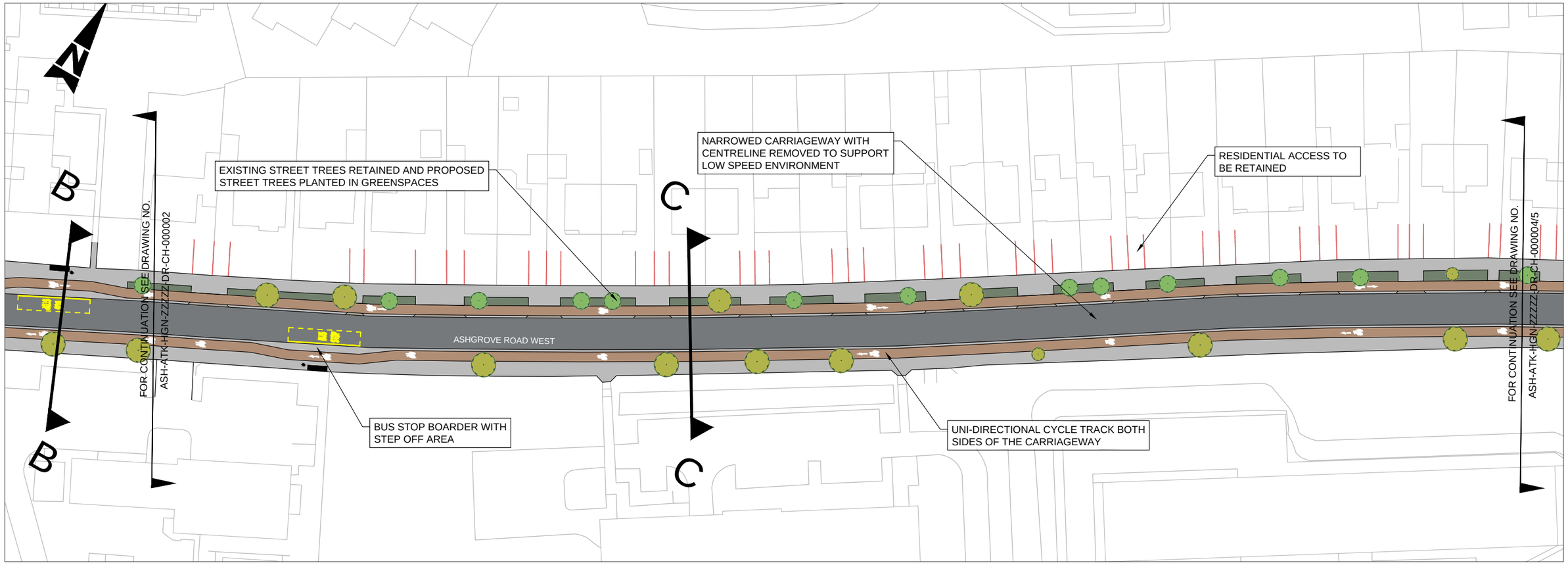


Detail: North Anderson Drive

This concept emphasises the junction as a gateway into Ashgrove Road West, telling people that it is primarily a local access street rather than a through traffic route.

The design allows people to cross more easily with shorter distances and protected cycling. It will always be a movement space, however there is an opportunity to improve the public realm.

Ashgrove Road West - Castleton Drive to Foresterhill





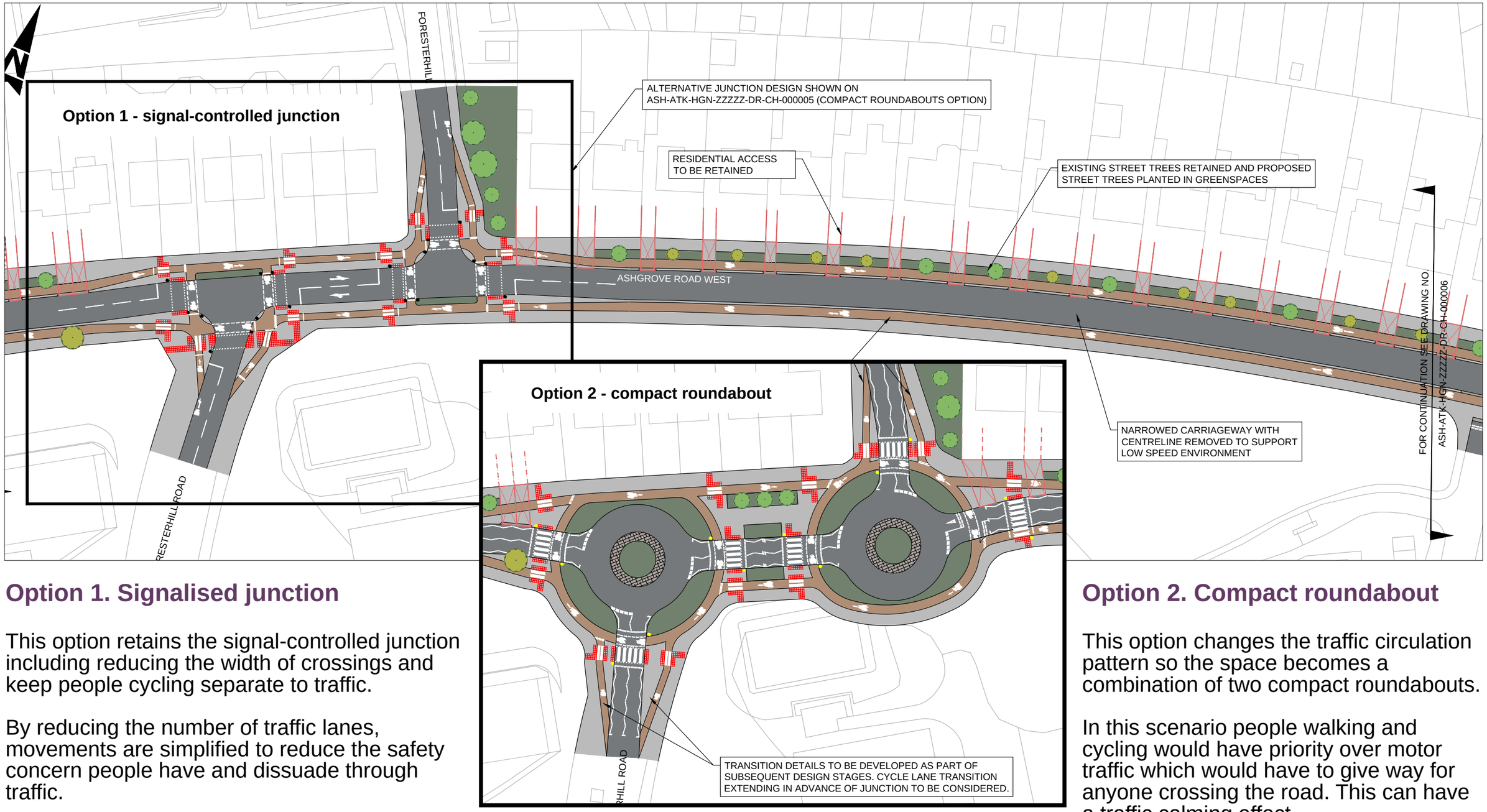
Example of a residential street with cycle track and driveway access. Image: aviewfromthecyclepath.com

Key feature: cycle lanes and driveways

People often ask whether a protected cycle lane will block driveways. When a cycle lane runs next to the road, it can make it easier and safer to access driveways because there is a wider area to improve visibility.

Another question is, whether cycle lanes will cause issues for emergency vehicles. If cars are blocking the road it is possible to mount the cycle lane to create space for an ambulance to pass.

Ashgrove Road West - Foresterhill and Foresterhill Road junction options



Option 1. Signalised junction

This option retains the signal-controlled junction including reducing the width of crossings and keep people cycling separate to traffic.

By reducing the number of traffic lanes, movements are simplified to reduce the safety concern people have and dissuade through traffic.

Improvements to the traffic signal times can also help the junction run more efficiently.

Option 2. Compact roundabout

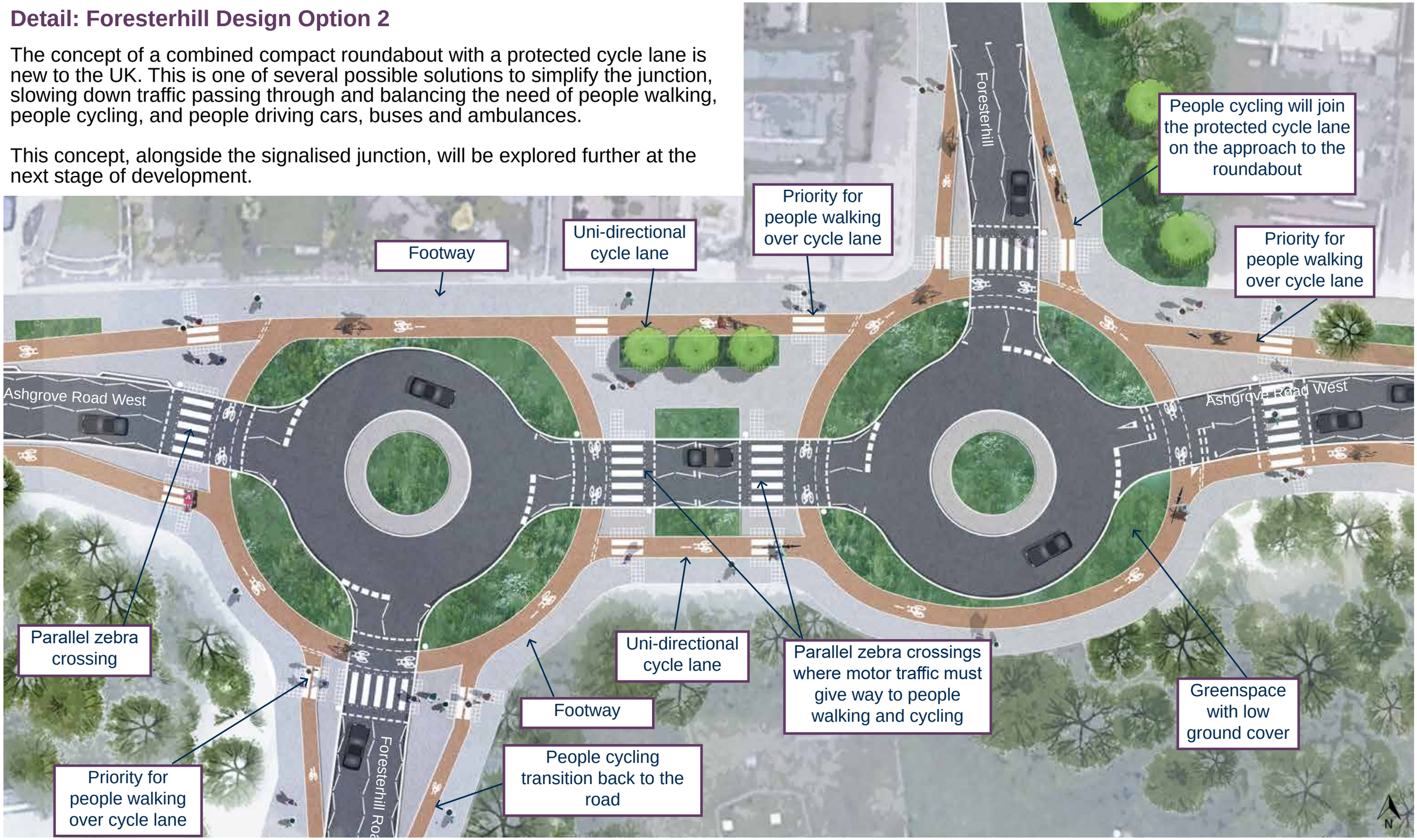
This option changes the traffic circulation pattern so the space becomes a combination of two compact roundabouts.

In this scenario people walking and cycling would have priority over motor traffic which would have to give way for anyone crossing the road. This can have a traffic calming effect.

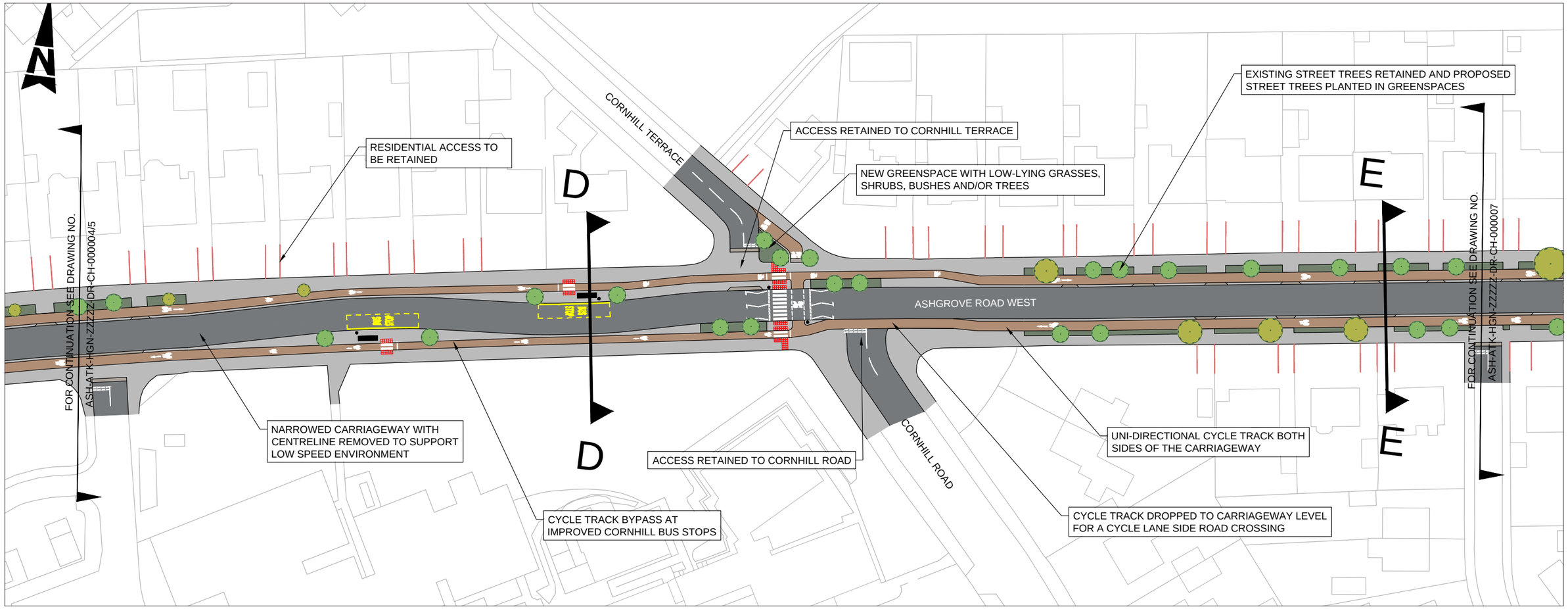
Detail: Foresterhill Design Option 2

The concept of a combined compact roundabout with a protected cycle lane is new to the UK. This is one of several possible solutions to simplify the junction, slowing down traffic passing through and balancing the need of people walking, people cycling, and people driving cars, buses and ambulances.

This concept, alongside the signalised junction, will be explored further at the next stage of development.



Ashgrove Road West - Cornhill Terrace and Cornhill Road





Example of a bus stop bypass.

Key feature: improved bus stops

The bus stop at the Aberdeen University Campus is often very busy with passengers narrowing the footway. The proposed design creates much more space for passengers to gather and wait at this popular bus stop without narrowing the footway. It also creates a safe cycle lane to keep people walking, using the bus and driving separate.

The solution is called a bus stop bypass with space for improved bus shelters, street trees and other public realm improvements such as cycle stands.

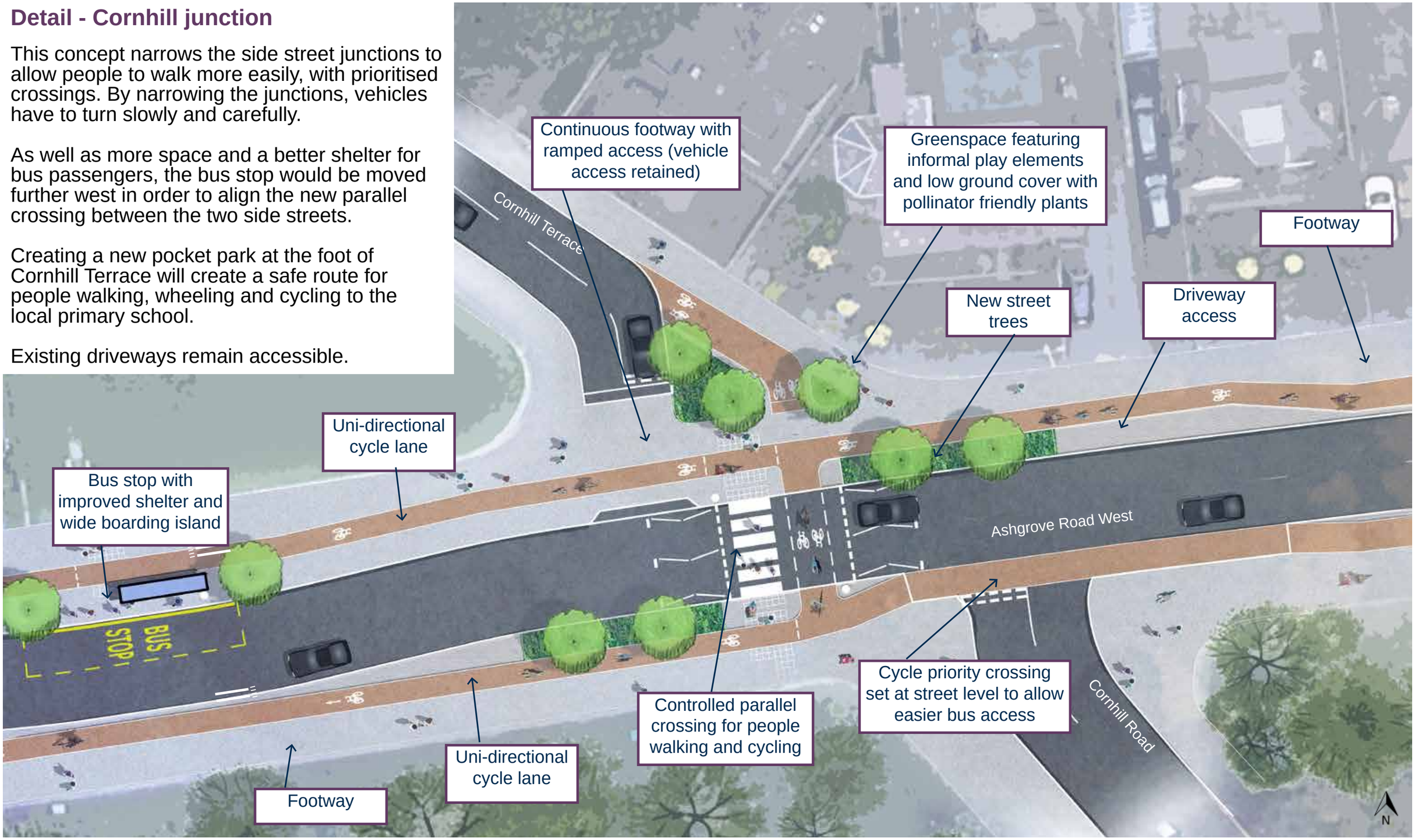
Detail - Cornhill junction

This concept narrows the side street junctions to allow people to walk more easily, with prioritised crossings. By narrowing the junctions, vehicles have to turn slowly and carefully.

As well as more space and a better shelter for bus passengers, the bus stop would be moved further west in order to align the new parallel crossing between the two side streets.

Creating a new pocket park at the foot of Cornhill Terrace will create a safe route for people walking, wheeling and cycling to the local primary school.

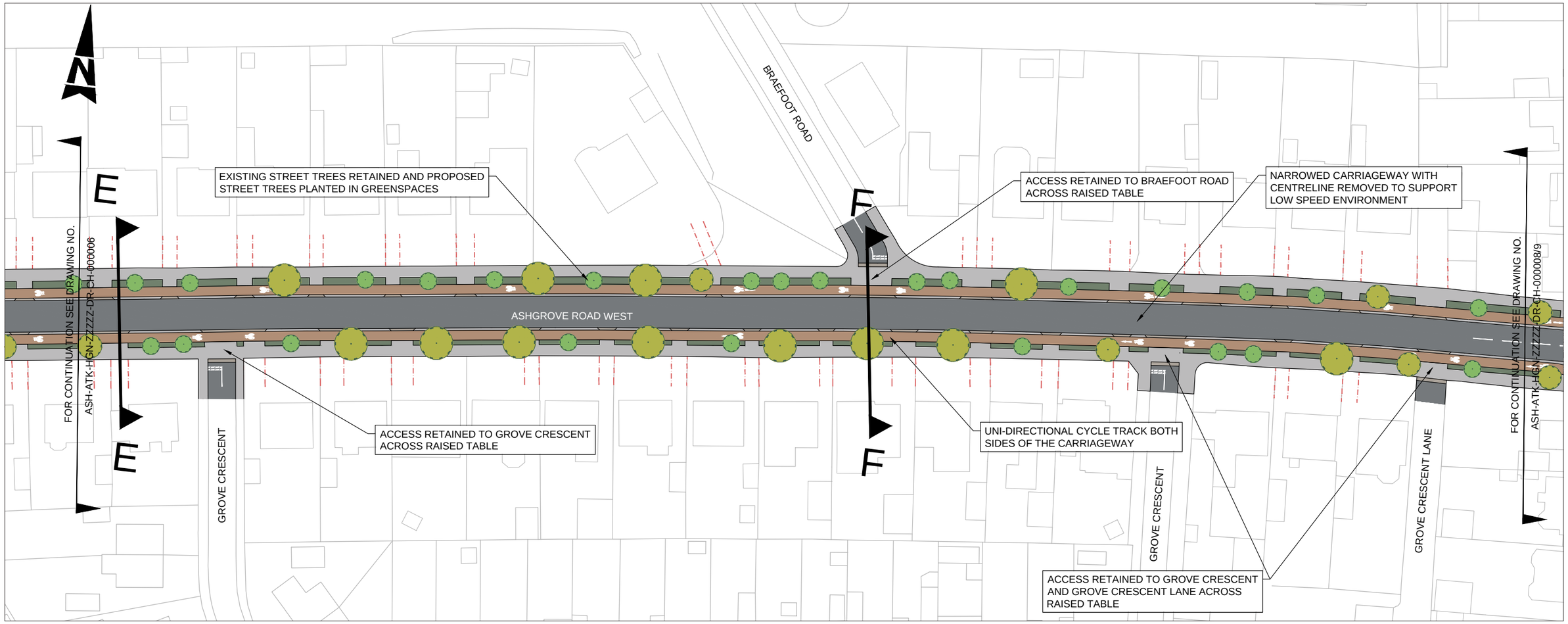
Existing driveways remain accessible.



Ashgrove Road West - Street view looking at Cornhill Terrace



Ashgrove Road West - North Anderson Drive to Castleton Drive





Example of a continuous footway.

Key feature: continuous footways and cycle lanes

For all quieter side streets along Ashgrove Road West and Ashgrove Road, the footways and cycle lanes will be continuous.

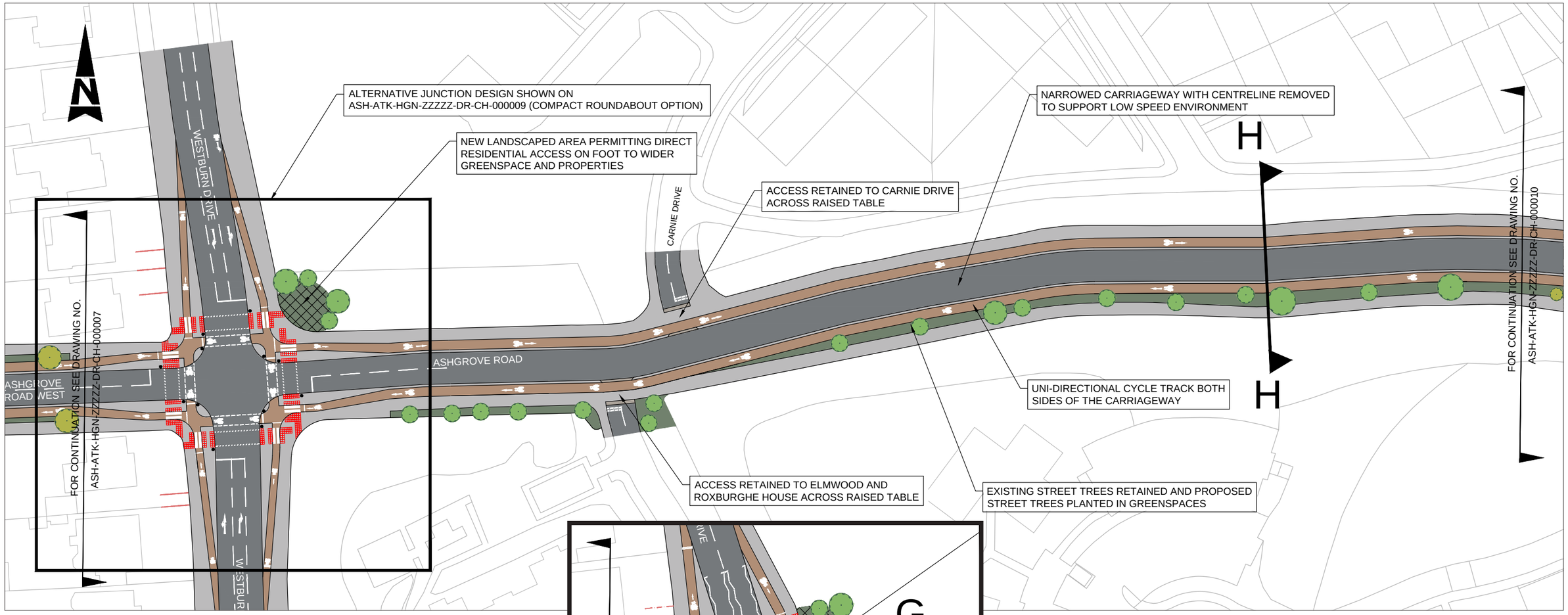
This means that they continue uninterrupted beside the road and that any vehicles crossing into a quieter side street must always give way to people walking and cycling (which the Highway Code also specifies).

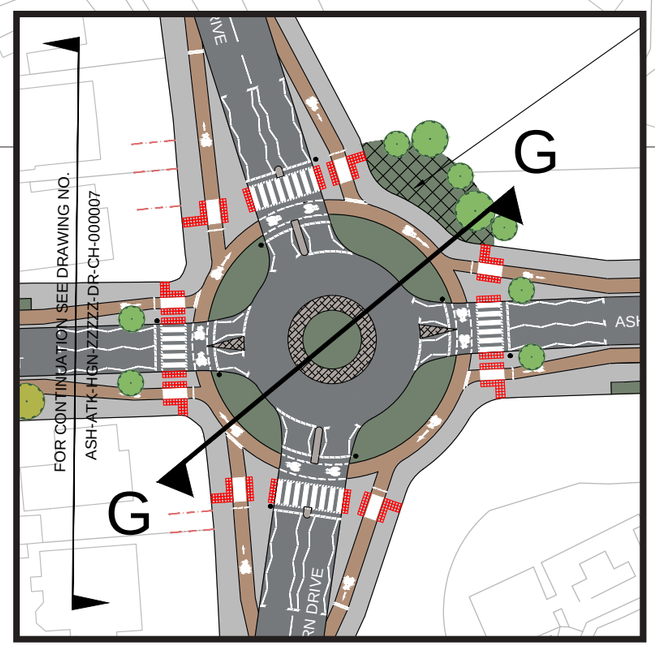
There will still be access to all the side streets but drivers will have to cross the continuous footway and cycle lane at slow speed.

Ashgrove Road West - Street view looking west



Ashgrove Road - Westburn Drive junction options





Option 1. Signalised junction

This option retains the signal-controlled junction with new parallel crossings.

The junction would have separate stages for people walking, cycling and driving. Improvements to the traffic signal stages could help it run more efficiently.

The right-turning lanes on Westburn Drive will be retained while both arms on Ashgrove Road West and Ashgrove Road are reduced to two lanes to reflect the change in amount and type of traffic on these streets. All driveways remain accessible.

Option 2. Compact roundabout

This option changes the traffic circulation pattern so the junction is changed to a compact roundabout.

In this scenario, people walking and cycling would have priority over motor traffic which would provide a traffic calming effect.

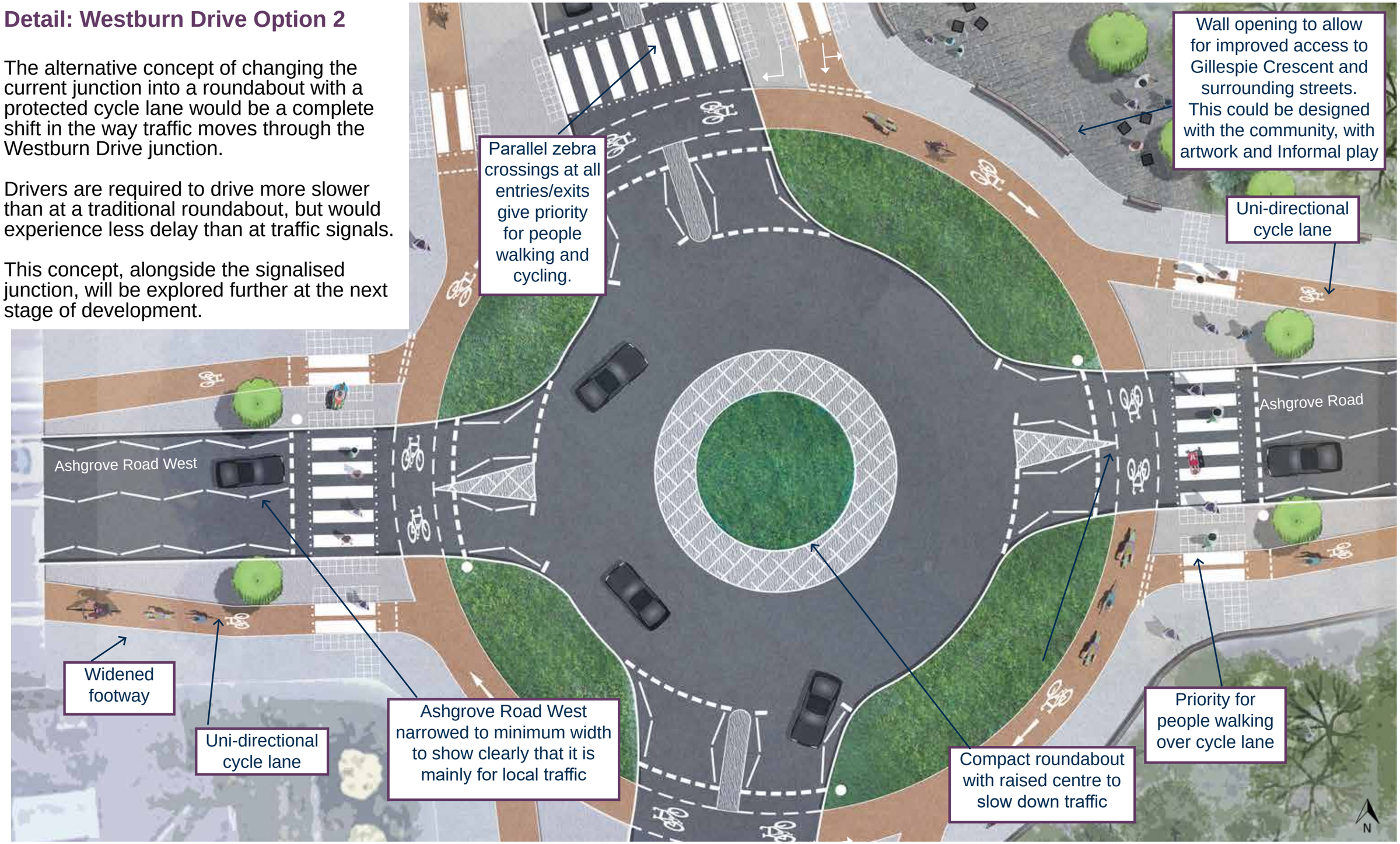
The benefit would be that motor traffic will flow more freely than in a signal-controlled option. All driveways remain accessible.

Detail: Westburn Drive Option 2

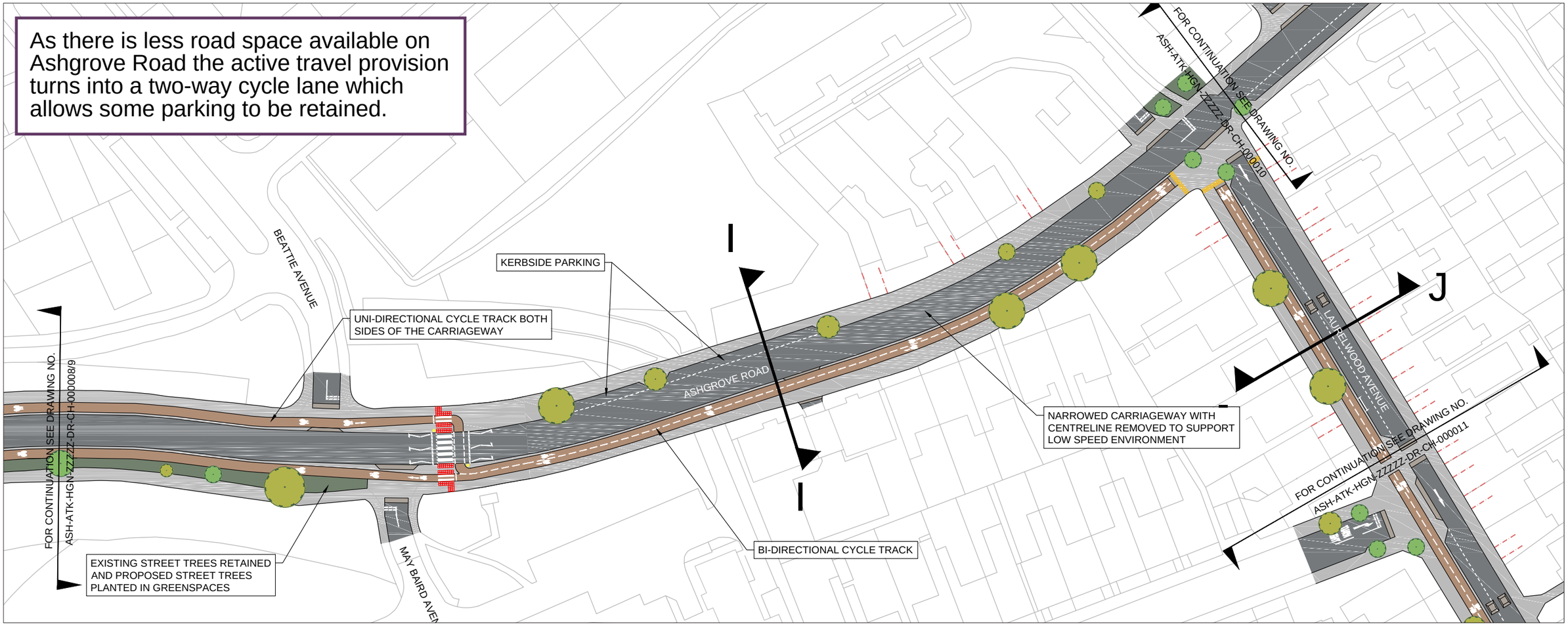
The alternative concept of changing the current junction into a roundabout with a protected cycle lane would be a complete shift in the way traffic moves through the Westburn Drive junction.

Drivers are required to drive more slower than at a traditional roundabout, but would experience less delay than at traffic signals.

This concept, alongside the signalised junction, will be explored further at the next stage of development.



Ashgrove Road - May Baird Avenue to Laurelwood Avenue





Example of a parallel zebra crossing with priority for people walking, wheeling and cycling.

Key feature: parallel crossing

A parallel zebra crossing is like a traditional zebra crossing but with a designated cycle lane included. This means that people walking and cycling have priority and drivers must give way when crossing.

Key feature: two-way cycle track

In locations where the road isn't wide enough to have cycle lanes on both sides of the street, a two-way cycle lane is an option. In this situation it will take up less space on the road and so allows us to retain the on-street parking which is currently well used.



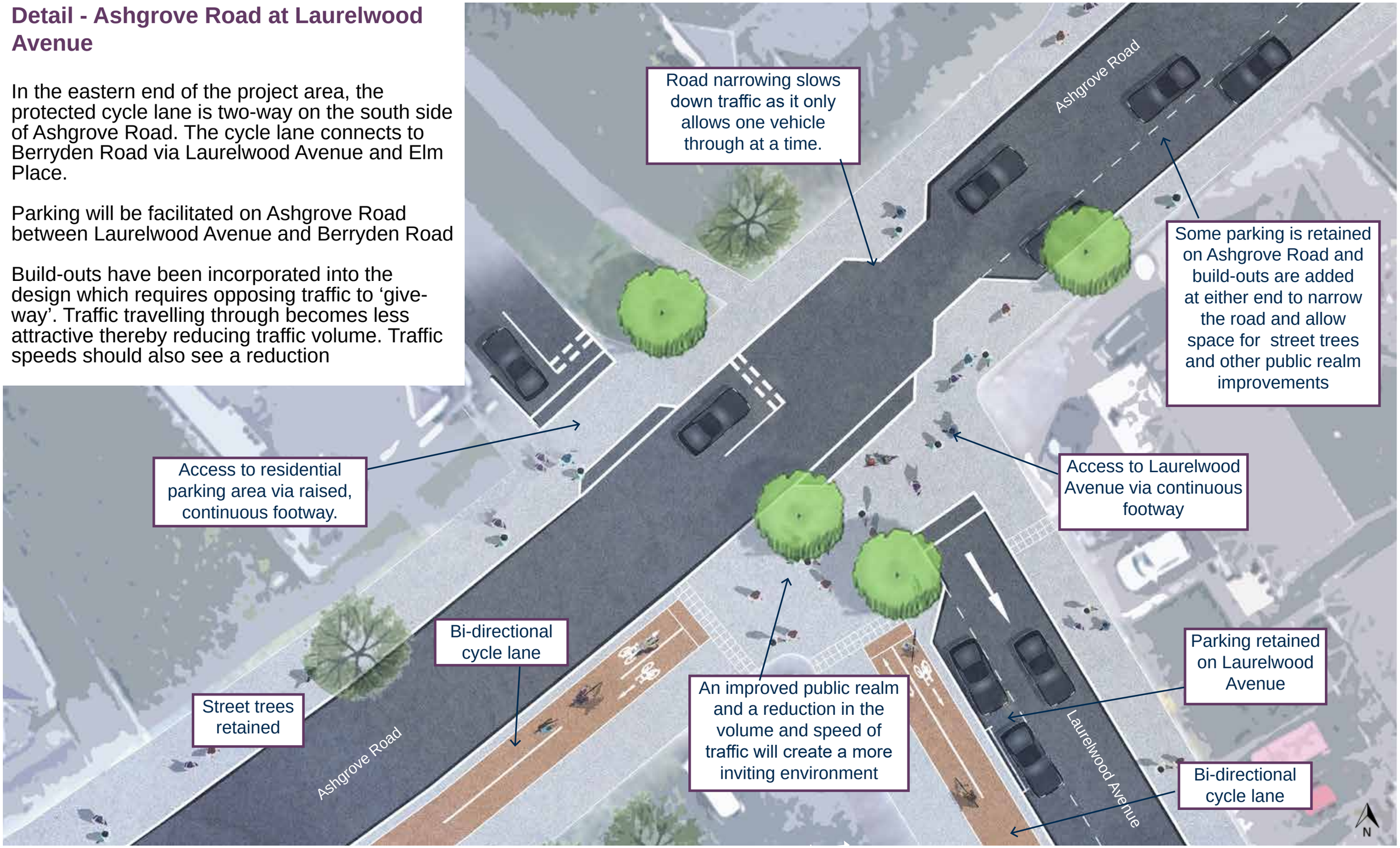
Example of a bi-directional cycle track with a landscaped buffer

Detail - Ashgrove Road at Laurelwood Avenue

In the eastern end of the project area, the protected cycle lane is two-way on the south side of Ashgrove Road. The cycle lane connects to Berryden Road via Laurelwood Avenue and Elm Place.

Parking will be facilitated on Ashgrove Road between Laurelwood Avenue and Berryden Road

Build-outs have been incorporated into the design which requires opposing traffic to ‘give-way’. Traffic travelling through becomes less attractive thereby reducing traffic volume. Traffic speeds should also see a reduction

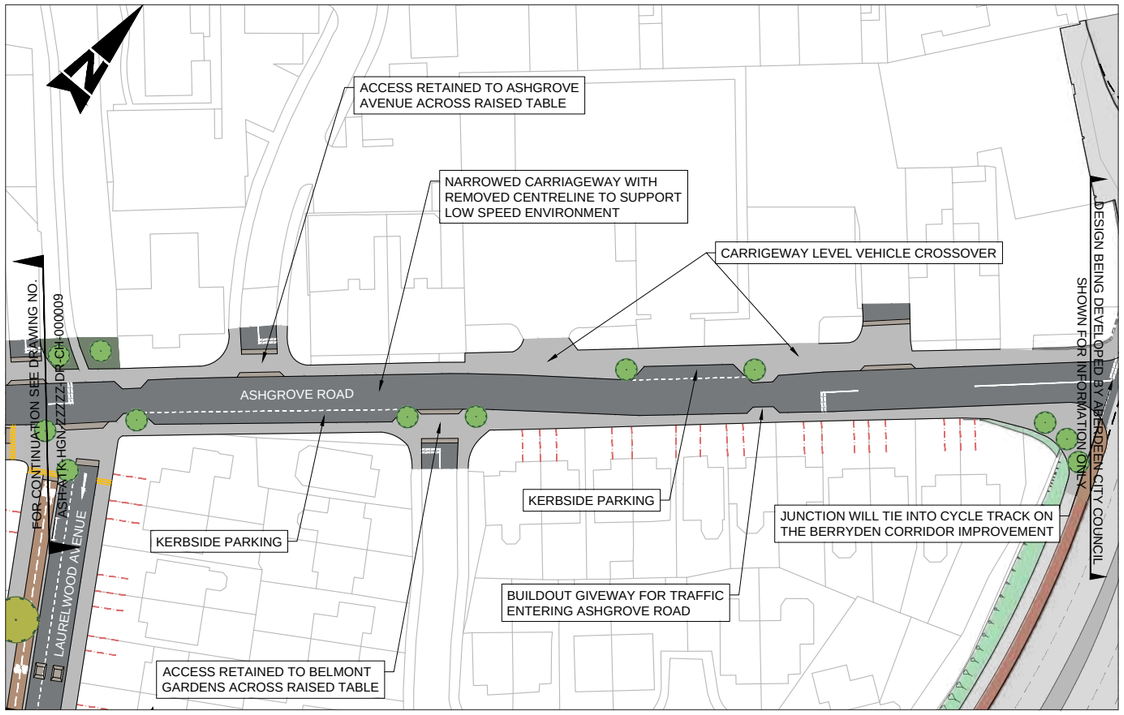


Ashgrove Road at Laurelwood Avenue - Street view looking east



Ashgrove Road - Laurelwood Avenue to Berryden Road



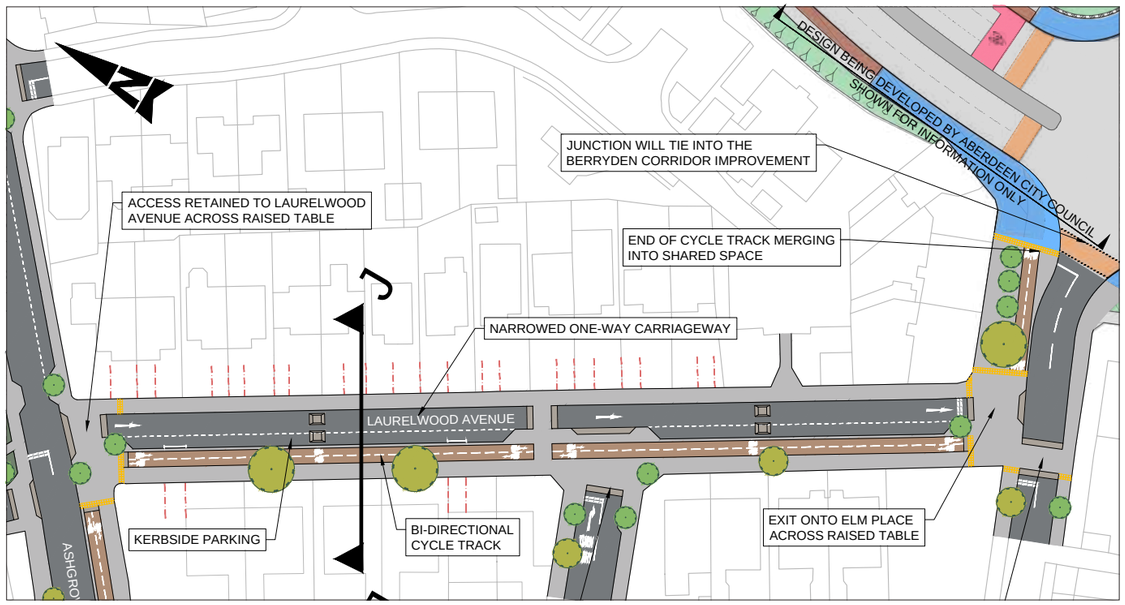


Key feature: new circulation pattern

Some of the key Design Objectives are improving the street environment and ensuring there is a safe and attractive route available for people walking and cycling. The design proposes a change to traffic circulation to achieve these objectives.

On the eastern section of Ashgrove Road, this will continue to operate much as it does today, with traffic flowing in both directions and on-street parking available. To slow down, and potentially reduce the volume of through traffic on the street, there are build-outs at either side where only one vehicle at a time can travel through. Some of the parking has also been moved to the opposite side of the street which will create a chicane effect to further reduce vehicle speeds.

On Laurelwood Avenue, the traffic is changed to a one-way vehicle flow. There will be a bi-directional cycle track but vehicles will only be able to travel southbound. Vehicles will have to cross a raised, shared crossing to enter Laurelwood Avenue, giving way to people walking, wheeling and cycling.



Next Steps

Thank you for taking the time to view the Concept Design for Ashgrove Connects.

Following completion of Stages 1 and 2, the project was successfully approved at Aberdeen City Council's City Growth and Resources Committee on the 21st of September.

An application has now been made for further funding to develop the project through Stages 3 and 4. These stages would include further opportunities for the community and stakeholders to view and feedback on the design as it develops in more detail.

Until funding has been secured for the next stages, there will be minimal progress made on the project. Further updates will continue to be communicated through the project website once funding has been secured for the next stages.

Please make sure to sign up to receive latest news through the website by visiting https://ashgroveconnects.commonplace.is/news.

