

Tell us what you think of the initial designs for Ashgrove Connects

Welcome to the **Design Stage of Ashgrove Connects** where you can view and feedback on the initial designs which have been developed from what you told us is important to you.

Please have a look through this booklet to view the initial designs and feedback to us by **Sunday 17th July** either through the project website, at Cornhill Library or pop along to one of the upcoming activities detailed on page 41.

We are presenting initial design ideas and we need your feedback to help steer the development of a concept design during the next stage of the project.

If you or your neighbours need support to view or feedback on the initial designs, please contact us.

Contact Us

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ABERDEEN CITY COUNCIL

About the Project

Overview

Ashgrove Connects gets local people involved in making Ashgrove Road, Ashgrove Road West and Laurelwood Avenue 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. The initial designs assume the Berryden Corridor is in place by the time Ashgrove Connects is delivered.

Your feedback is vital to ensure we understand your priorities.

Who is involved?

Aberdeen City Council

Leading the delivery of the project.

Nestrans

Funding Stages 1-2.



Atkins

Working on behalf of Aberdeen City Council to deliver the initial stages of the project.

Stakeholder Working Group

Providing stakeholder and community representation to help the project remain in line with community priorities.

Timeline

An indicative timeline of the key project stages is outlined below. We are currently in Stage 2.

Stage 1: Define → **Stage 2: Develop** → **Stage 3: Design** → **Stage 4: Detail** → **Stage 5: Deliver**

Spring to Autumn 2022
(Atkins commission)

Approximately 2 to 5 years
(subject to approvals and funding)

Emerging Themes

What have we done so far?

During the first stage of the project, we asked you to share your experiences of using the streets.

Through **surveys**, we collected information on traffic speed and flow, number of people walking and cycling, public life and parking demand.

These activities have helped to build up an understanding of how the streets and public spaces are perceived and used locally to inform the development of initial designs.

1,800 visitors to the project website

10 engagement activities

130 respondents to first survey

670 contributions to first survey

6 news blogs

3 meetings with the Stakeholder Working Group



Community Walking Audit

What have we found out?

There was a wide range of comments submitted during the first stage of the project, reflecting the number of opportunities to improve the streets and public spaces. The **topics** people commented on were:



A detailed summary of these findings is available in the **Stage 1 Report**.

From the information gathered, the following **themes** emerged:

- Create a slower, quieter street environment.
- More crossings and improved junctions that feel safer to use.
- Improved place quality and better access to greenspace.
- More enjoyable and accessible for people walking and wheeling.
- Improved conditions for people cycling.
- Improved parking layout to reduce the impact on people moving around.

Design Objectives

Overview

The emerging themes from Stage 1 were used to develop design objectives.

These set out what the project should achieve and will be used to ensure the designs remain in line with community priorities as they develop.

Design Objectives



Traffic

The street is a slower, quieter, and calmer environment where traffic access is retained but people feel safer, and traffic is less of a barrier to community activity for people of all ages and abilities.



Crossings and Junctions

Using junctions and crossings is an easier and more comfortable experience, which is accessible for people of all ages and abilities by all means of travel.



Place Quality and Greenspace

The street feels more attractive and safer for people to spend time in, with improved access to and through local greenspaces, the distinctive feel of local spaces enhanced, and an overall net gain of ‘green’.



Walking

People of all ages and abilities can more easily walk to access facilities safely, comfortably, and independently.



Cycling

People of all ages and abilities are able to move around by bicycle safely, comfortably and independently.



Parking and loading

Provide parking and loading within a reasonable distance of homes and businesses ensuring equitable access for all.

Study Area

Overview

We have used the design objectives to guide the development of **initial designs**.

To present this, we have split the study area into two: Ashgrove Road West, and Ashgrove Road and Laurelwood Avenue. We have done this to ensure we respond to the different characteristics of each area. Within each area we have focussed in on key sections of the design to provide more detail. In some sections we have developed two or three Ideas to show what could be possible. Elements of each design can be incorporated into different sections depending on the feedback from the community.

We are asking you to consider the different design ideas and feedback on what you like and what you would change, combine or improve. The feedback we receive will help to steer the development of a concept design for the study area.

Area 1: Ashgrove Road West
(see pages 7-23)

Area 2: Ashgrove Road and Laurelwood Avenue
(pages 24-41)



North Anderson Drive
(see pages 12-13)

Foresterhill
(see pages 14-15)

Cornhill
(see pages 16-20)

Westburn Drive
(see pages 21-23)

Ashgrove Road and Laurelwood Avenue
(see pages 24-41)

Key Design Features 1/2

Overview

Throughout the design, you will read about some key features that you may not be familiar with. We have highlighted these below to provide you with a better understanding of these features with examples from other parts of the country.

20mph Speed Limit
This is where the maximum speed limit is set at 20mph and the street is designed to encourage drivers to adhere to slower speeds.



Gateway
This indicates the transition to a slower speed street. This can include features such as signage, artwork, planting and seating.



Bus stop bypass
This is an arrangement that allows people to cycle behind a bus stop while keeping the footway separate for people walking. Tactile paving is used to guide people across the cycle lane to the bus stop.



Pocket park
This is an area of greenspace that could also introduce resting places, informal play, opportunities for the local community to come together to plant flowers, plants and trees and design artwork.



Protected cycle lanes
This is a type of cycle lane that separates people cycling from traffic and those walking on the footway by using kerbs and other features as protectors. It allows people to feel safer and can either be one-way, with people cycling in the same direction as traffic, or two-way, with people cycling in two directions on the same side of the road.



Rain garden
This is an area of attractive, low maintenance, wildlife friendly space which manages surface water runoff from hard surfaces such as footways.



Key Design Features 2/2

Parallel crossings
This is a type of crossing that provides priority to people crossing the road on foot and by bicycle. People cycling and walking have separate space and can be with traffic lights or with zebras where drivers give way.



Continuous footway
This is where the footway extends across a side road, giving priority to those walking and cycling. The continuous footway is set at the same level as the rest of the footway, further reducing vehicle speeds.



Quiet street
This is a type of street with low traffic speed and flow to allow cycling on the road to feel safer. Quiet streets are normally implemented with traffic calming features and with a low flow of through traffic movement.



False one-way street
This is a type of street that allows through traffic to flow one-way but residential access is permitted in both directions.



Modal filter
This is used to allow the passage of people walking and cycling but not motor vehicles. This can create safe and attractive routes for people walking and cycling between residential streets.



Secure bicycle storage
This provides secure cycle storage on street for those with limited space at home for bikes.



Informal play
This is a space which allows people to explore and enjoy their local area in a natural setting. This can incorporate plants, trees and informal play features which encourage fun on the move.



Cycle signals
At junctions with protected cycle lanes, people cycling can be provided with separate instruction to proceed. This can be run alongside people walking who are in a separate space. This helps to make all movements safer.



Ashgrove Road West Overview

Overview

The Ashgrove Road West area incorporates the space from North Anderson Drive to Westburn Drive and the junctions of Foresterhill and Cornhill. In developing design ideas, we have considered:

- Opportunities: what can be done to deliver community priorities; and
- Constraints: factors that place a limit on what can be done

The opportunities and constraints are presented over the next two pages followed by the design ideas for the individual sections.

Area 1: Ashgrove Road West
(see pages 7-23)



North Anderson Drive
(see pages 12-13)

Foresterhill
(see pages 14-15)

Cornhill
(see pages 16-20)

Westburn Drive
(see pages 21-23)

Ashgrove Road West Opportunities and Constraints 1/2



Traffic

Opportunities:

- Reduce speed limit to 20mph
- Provide junction ‘gateways’ to influence driver behaviour
- Narrow the road to control speed and reduce noise
- Make the route less attractive to through traffic

Constraints:

- Berryden Corridor Improvement Project is a committed project and is assumed to be in place
- Access is retained for heavy goods vehicles and buses
- Speed humps are not favoured as this is a bus and emergency route
- We will collaborate with the team delivering the A92 Multi-Modal Transport Study (North Anderson Drive)



Crossings and Junctions

Opportunities:

- More dedicated crossings
- Reduce the width of junctions
- Prioritise people over vehicles at side streets
- Improve the layout of signalised junctions and signal times
- Vehicle access changes at some side streets

Constraints:

- Current access for heavy goods vehicles and buses must be retained
- Landowners have not yet been consulted
- Private driveway access must be retained



Place Quality and Greenspace

Opportunities:

- Direct routes into pockets of adjacent greenspace
- More green space and resting places
- More trees which will last and won’t negatively impact on footways and properties
- Improve bus stop waiting environments
- Provide ‘gateways’ to create more of a community feel

Constraints:

- Retaining existing heavy goods access presents some limitations on space

Ashgrove Road West Opportunities and Constraints 2/2



Walking

Opportunities:

- Reduce speed limit to 20mph
- Narrow the road and add traffic calming measures
- More dedicated crossings
- Make the route less attractive to through traffic
- More green space and resting places
- Dissuade cycling on footways by providing a separate, safe space

Constraints:

- Raised crossings are not favoured as this is a bus and emergency route



Cycling

Opportunities:

- Reduce traffic on side streets to a safe level
- Provide a consistent and protected space for people to cycle on
- Separate people cycling from people walking and traffic at bus stops and through junctions
- Provide dedicated crossings
- Improve signage and cycle parking
- Consider onward travel connections to the city centre and further afield

Constraints:

- Traffic flow will remain too high for people, particularly children, to cycle on the road



Parking and loading

Opportunities:

- Only 2-3 vehicles park overnight, indicating low residential demand that could be accommodated elsewhere
- Prioritise community need over occasional parking
- Remove opportunities to park on footways and at junctions
- Ensure commuters use off-street parking
- Provide for loading access to businesses using off-street parking

Constraints:

- Resources to extend and manage Controlled Parking Zones are limited
- Providing space for community priorities means reducing the number of on street parking spaces available

Ashgrove Road West Existing Environment 1/2

Approach

The ideas for Ashgrove Road West aim to reduce traffic speed, dissuade unnecessary through traffic and provide better opportunities for people to travel sustainably and enjoy the area.

Reducing the speed limit to 20mph and re-allocating road space, as indicated in the street width diagrams (see page 11), will allow for safe space for walking and cycling by all ages, more crossings, more trees and greenspace, resting places and improved bus waiting areas. This is detailed further for each of the sections that follow.

Traffic

On average, there are over 10,000 vehicles travelling along stretches of Ashgrove Road West in a normal day (over 600 vehicles in the peak hour). 62% of vehicles travel above 30mph and almost all above 20mph.

We recommend a 20mph speed limit and a carriageway width of 6.5metres (currently between 10-12m) to better control speed and reduce noise. We have modelled the initial designs with current traffic flows to ensure this can be accommodated, although the designs aim to dissuade unnecessary through traffic.

Crossings, junctions and walking

There are currently 4 traffic signal junctions that provide opportunities to cross Ashgrove Road West.

Responding to need of the community, the initial designs propose adding an additional two parallel crossings at Castleton Drive and Cornhill Terrace.

Cycling changes

Overall traffic flow (7% of which is heavy goods vehicles) is way beyond the threshold considered appropriate for people to cycle, particularly children, on the road. This results in people cycling on the footways.

The initial designs propose a protected cycle lane on both sides of the street to enable people of all ages to cycle and keep the footway clear and safe for people walking.

Parking changes

Very few residents park on the street overnight (approximately 2-3 vehicles). A variety of other daytime users including deliveries and commuters occasionally park here but demand overall is low.

The initial designs propose no parking bays along Ashgrove Road West in order to improve junction safety and provide space for trees, greenspace, improved bus stops and protected cycle lanes. People would be required to park in off-street spaces or side streets where there is space available.

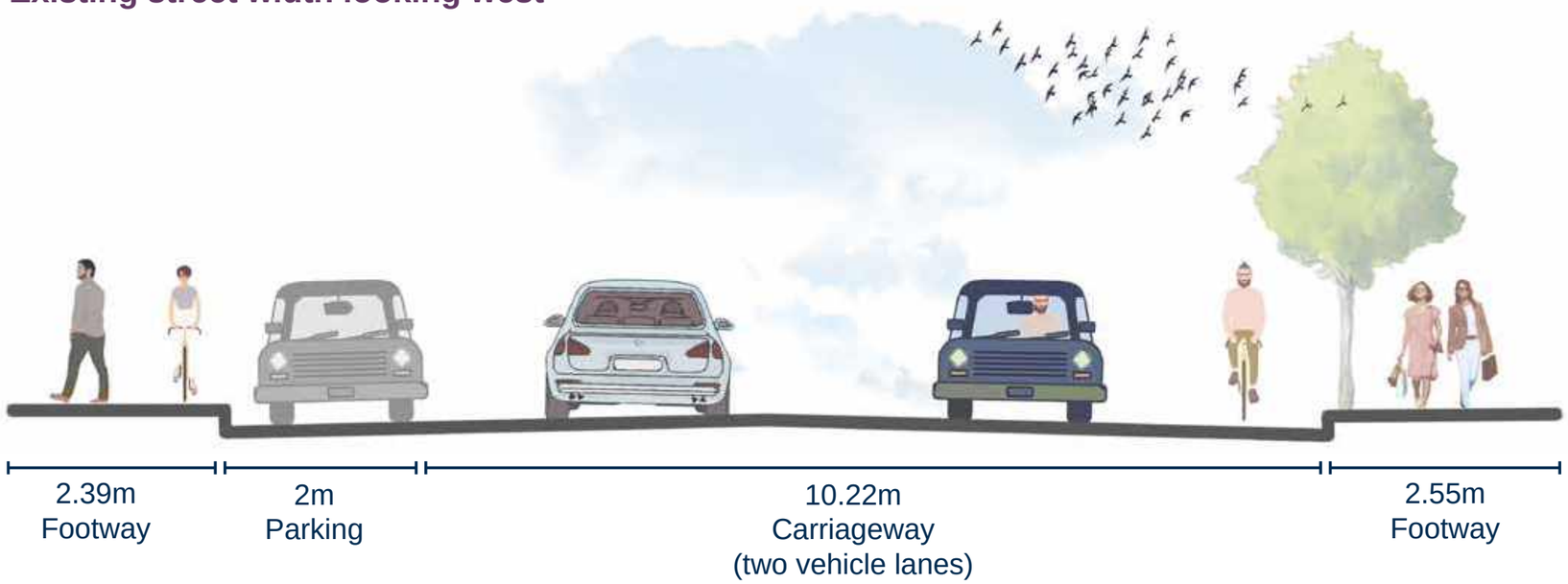
Ashgrove Road West Existing Environment 2/2

Place quality and greenspace changes

The initial designs retain space for the existing street trees while looking at opportunities for additional trees, greenspace, rain gardens, improved bus stops and resting places.

Where trees are found to be in poor health or damaging footways and properties, they would be replanted.

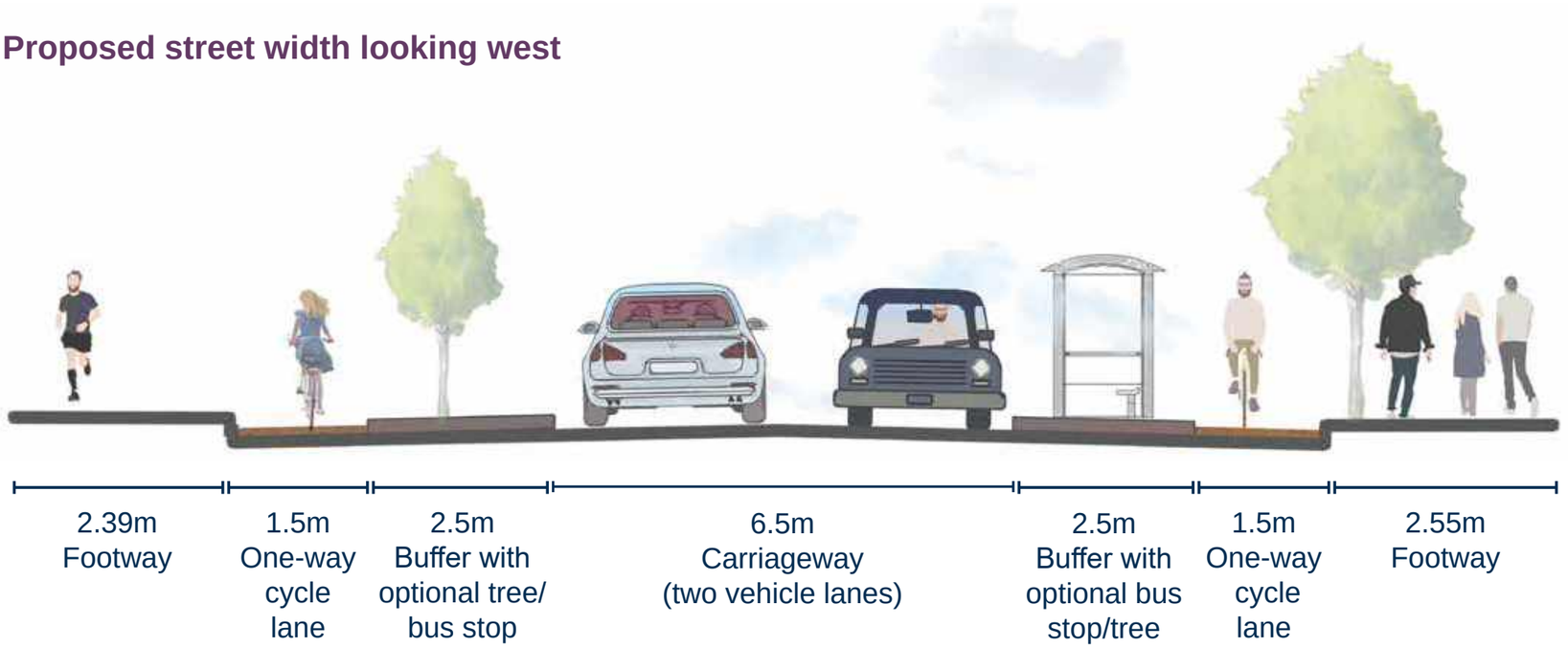
Existing street width looking west



Location of street width



Proposed street width looking west



North Anderson Drive Existing Environment

Overview

You told us that the layout of this junction prioritises traffic movement and does not adequately recognise this as a gateway into the community. While North Anderson Drive will remain a significant road corridor, there are opportunities to ensure that people can move across it more easily.

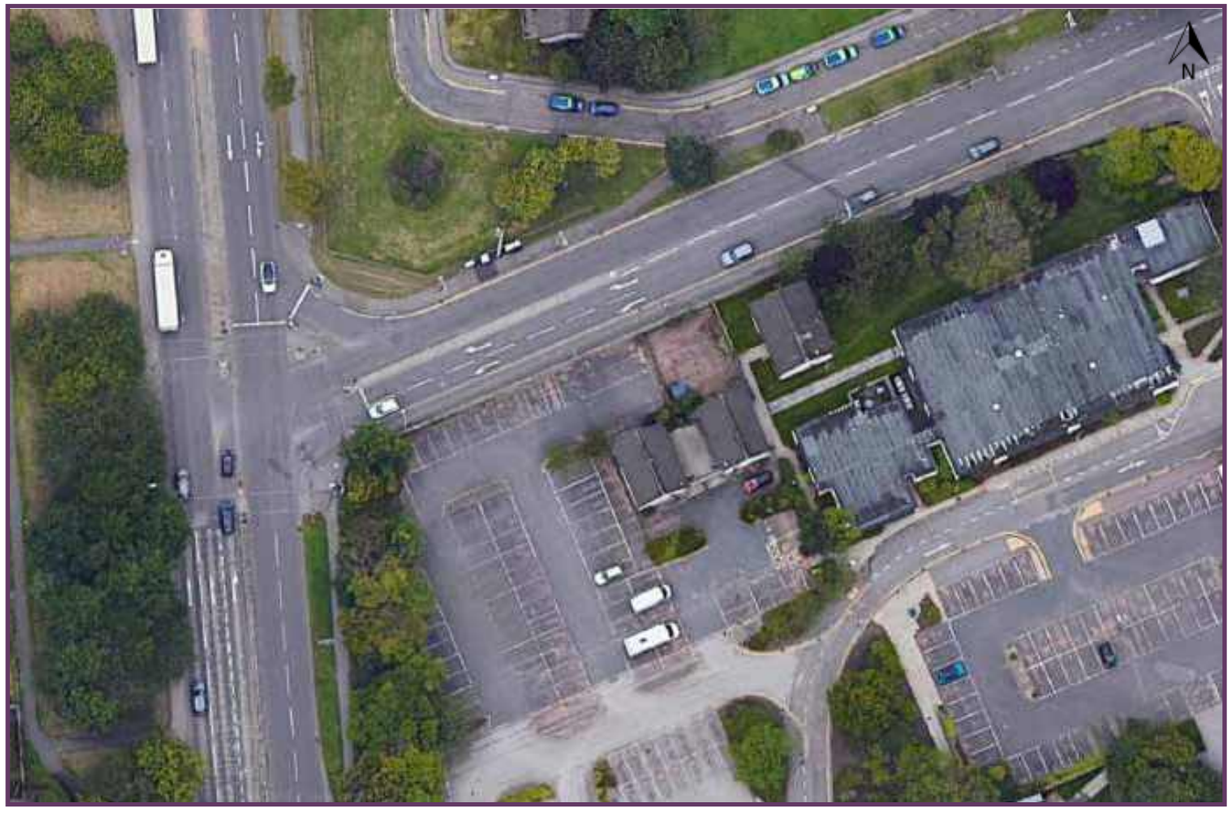
For this section, we have developed an idea for you to consider and feedback on.



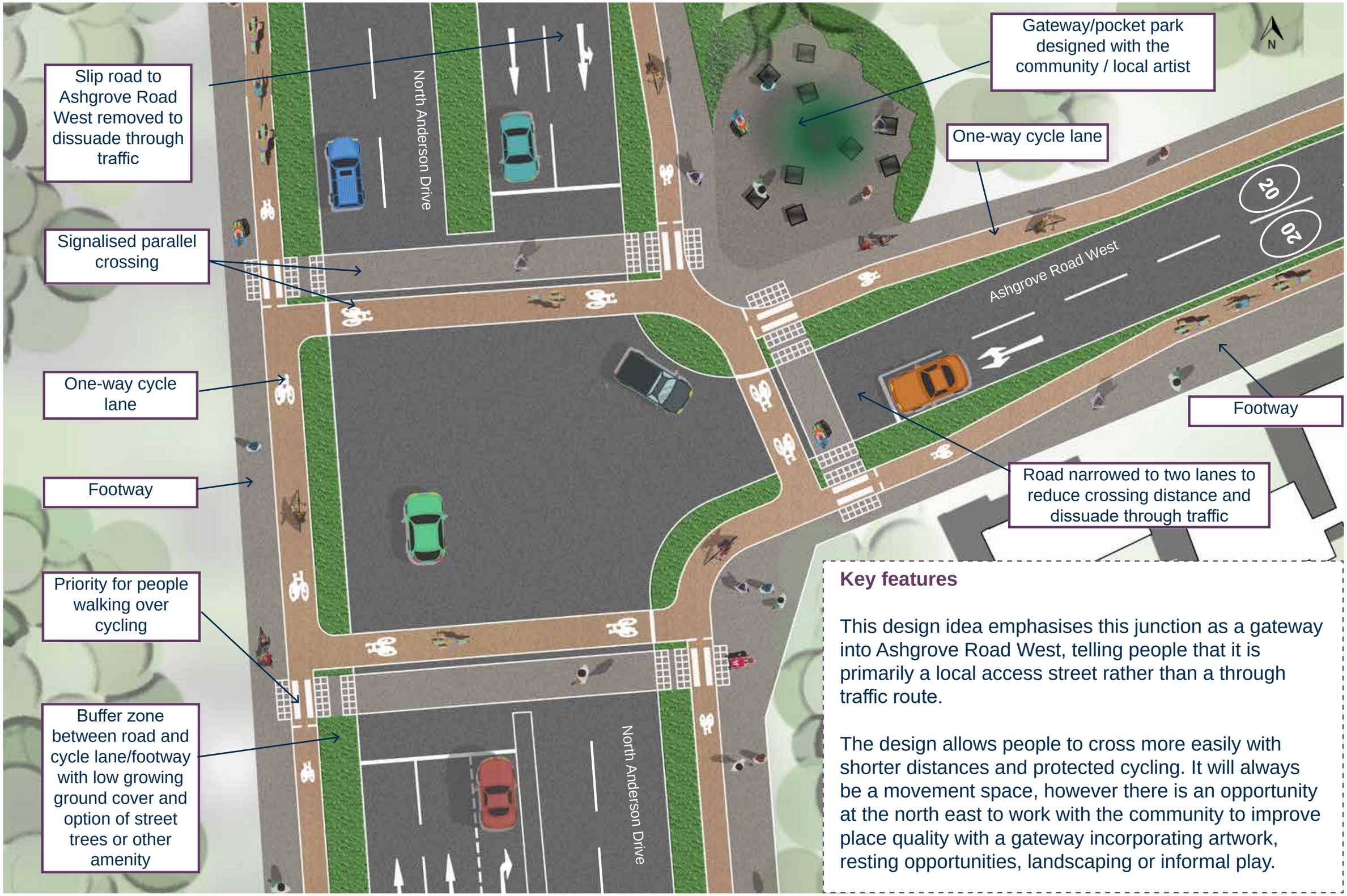
You said:

- Wide entrance encourages high vehicles speeds and through traffic.
- Difficult to cross the junction in time.
- Appearance gives impression this is a through route for traffic.
- Difficult to cross the junction in time.
- Not pleasant to cross by bike.
- Parking provision is rarely used which creates the impression of a wide road.

Existing layout:



North Anderson Drive Design Idea



Key features

This design idea emphasises this 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 at the north east to work with the community to improve place quality with a gateway incorporating artwork, resting opportunities, landscaping or informal play.

Foresterhill Existing Environment

Overview

This is a key junction for people going to the Foresterhill Health Campus, Stockethill and Cornhill and for emergency access. There is an opportunity to simplify the signalised junction to make this feel safer to use by all modes of travel.

For this section, we have developed an idea for you to consider and feedback on.



You said:

- Congested environment with high traffic speeds.
- Confusing and complicated staggered traffic lights with poor signal times for all users.
- Trees are much loved but negatively impact the footway.
- Slow to cross the road in all directions.
- Difficult environment to cycle in.
- Parked vehicles cause confusion on western approach to traffic lights.

Existing layout:



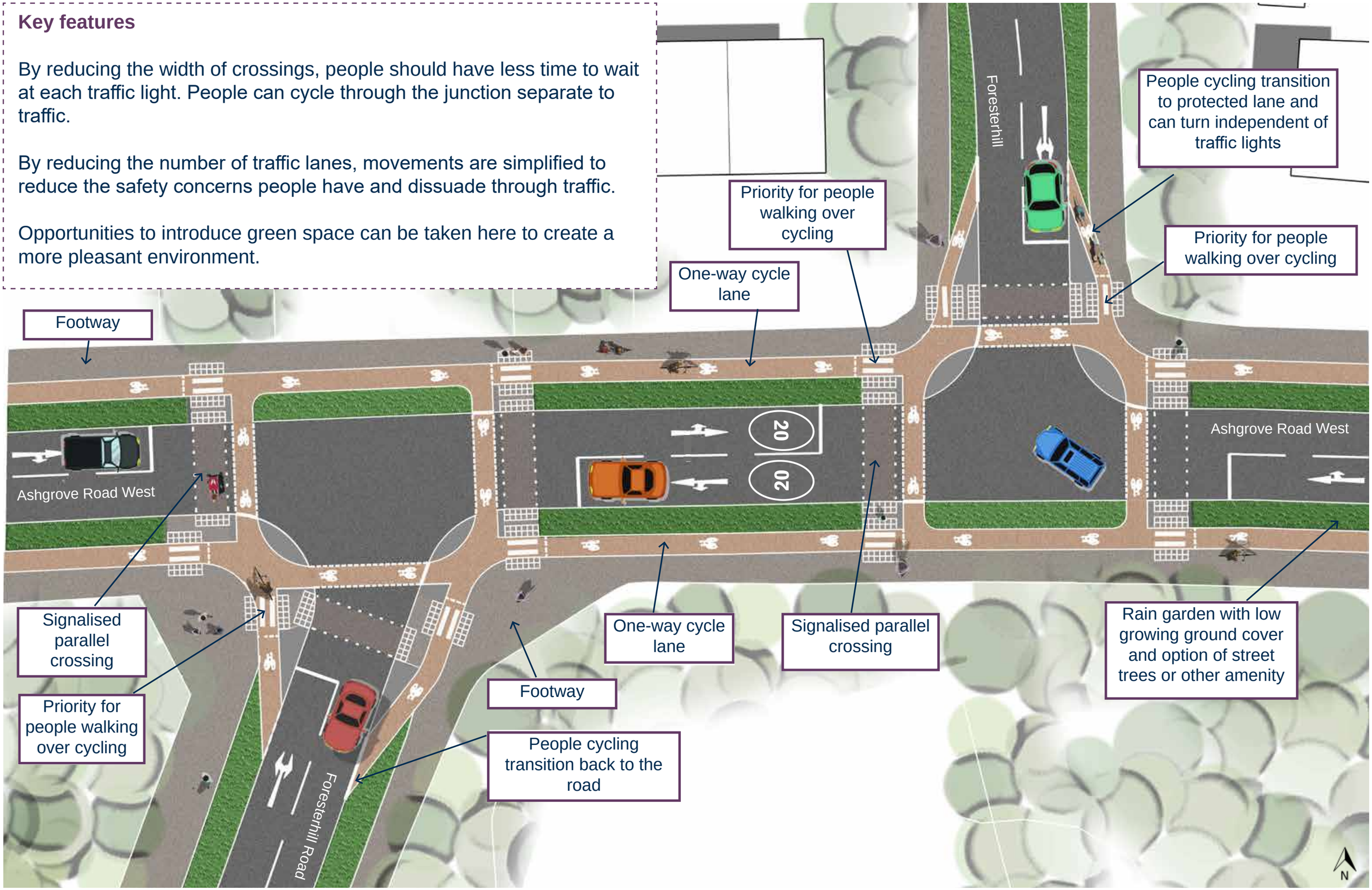
Foresterhill Design Idea

Key features

By reducing the width of crossings, people should have less time to wait at each traffic light. People can cycle through the junction separate to traffic.

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

Opportunities to introduce green space can be taken here to create a more pleasant environment.



Cornhill Existing Environment

Overview

This is a key junction for children going to school and students to the university campus. There is an opportunity to change the layout to enable people to cross the road, make the junction feel safer and more attractive.

For this section, we have developed two ideas for you to consider and feedback on.



You said:

- Confusion over right of way from Cornhill Terrace onto Ashgrove Road West causes accidents.
- No crossing for the popular route between Cornhill Terrace and Cornhill Road.
- Poor street lighting and no resting places.
- Difficult to cross the road and poor footway conditions.
- Difficult environment to cycle in.
- Signage for Controlled Parking Zone causes confusion.

Existing layout:



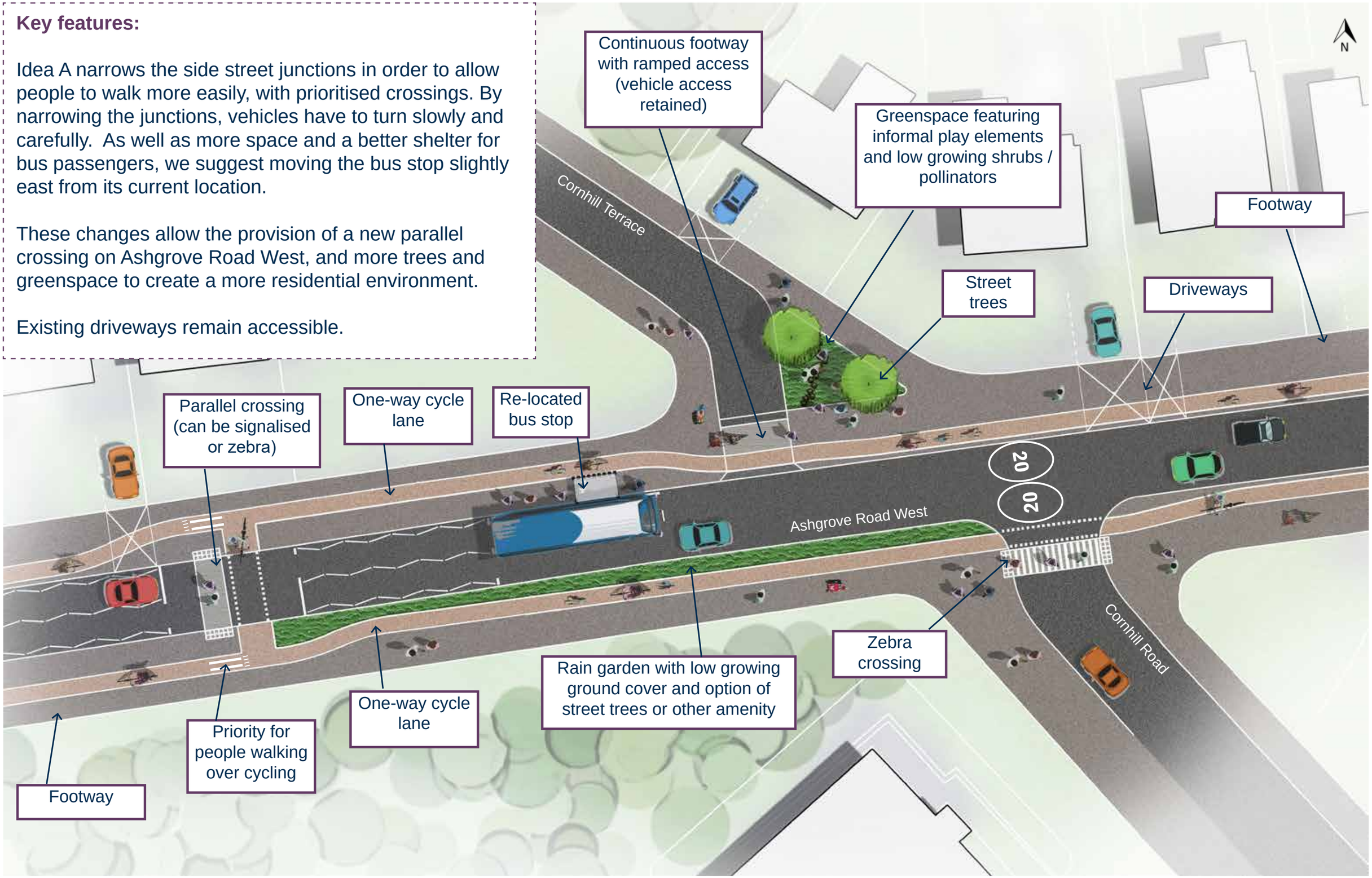
Cornhill Design Idea A (Small Greenspace)

Key features:

Idea A narrows the side street junctions in order 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, we suggest moving the bus stop slightly east from its current location.

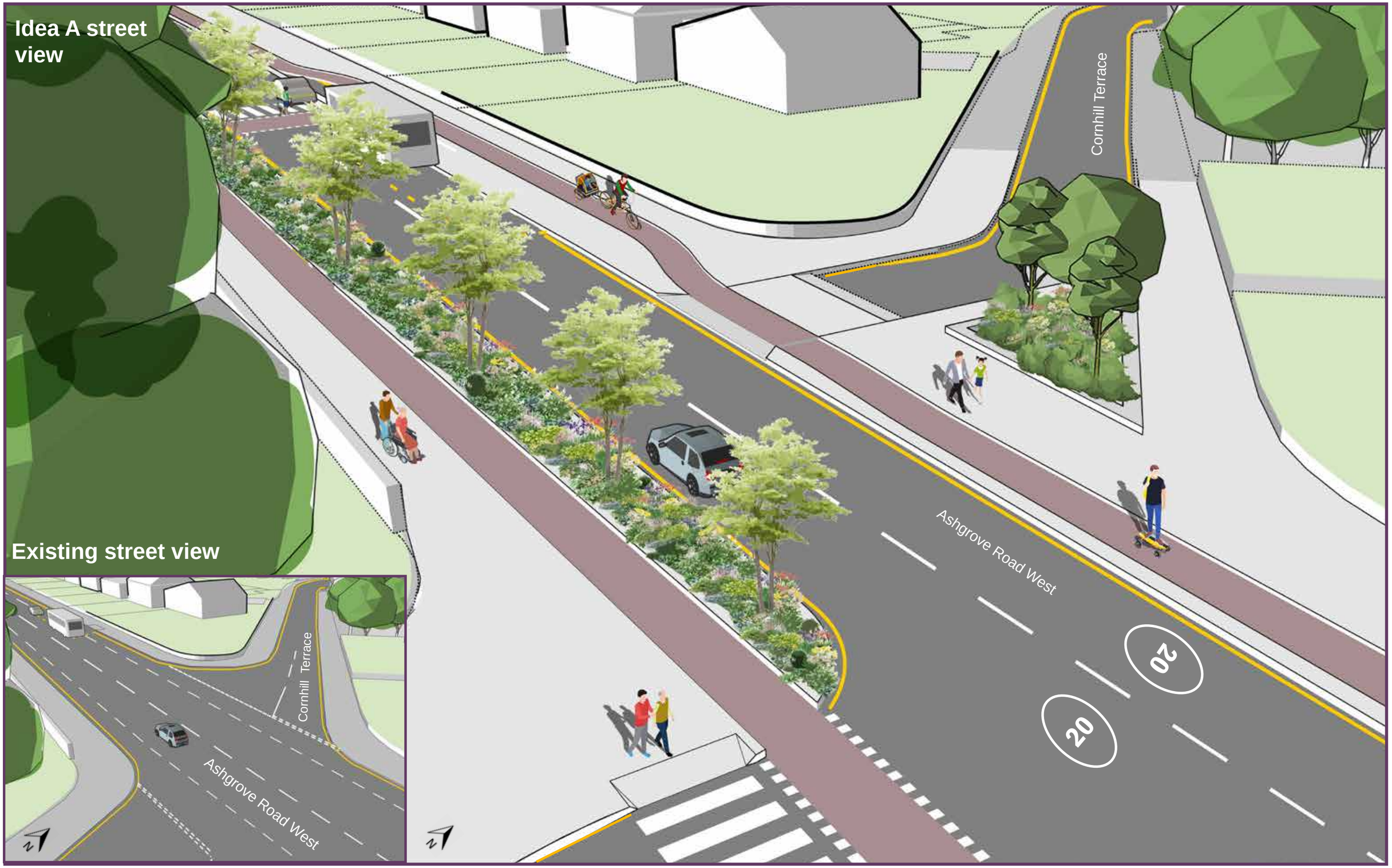
These changes allow the provision of a new parallel crossing on Ashgrove Road West, and more trees and greenspace to create a more residential environment.

Existing driveways remain accessible.



Cornhill Design Idea A (Small Greenspace)

Idea A street view



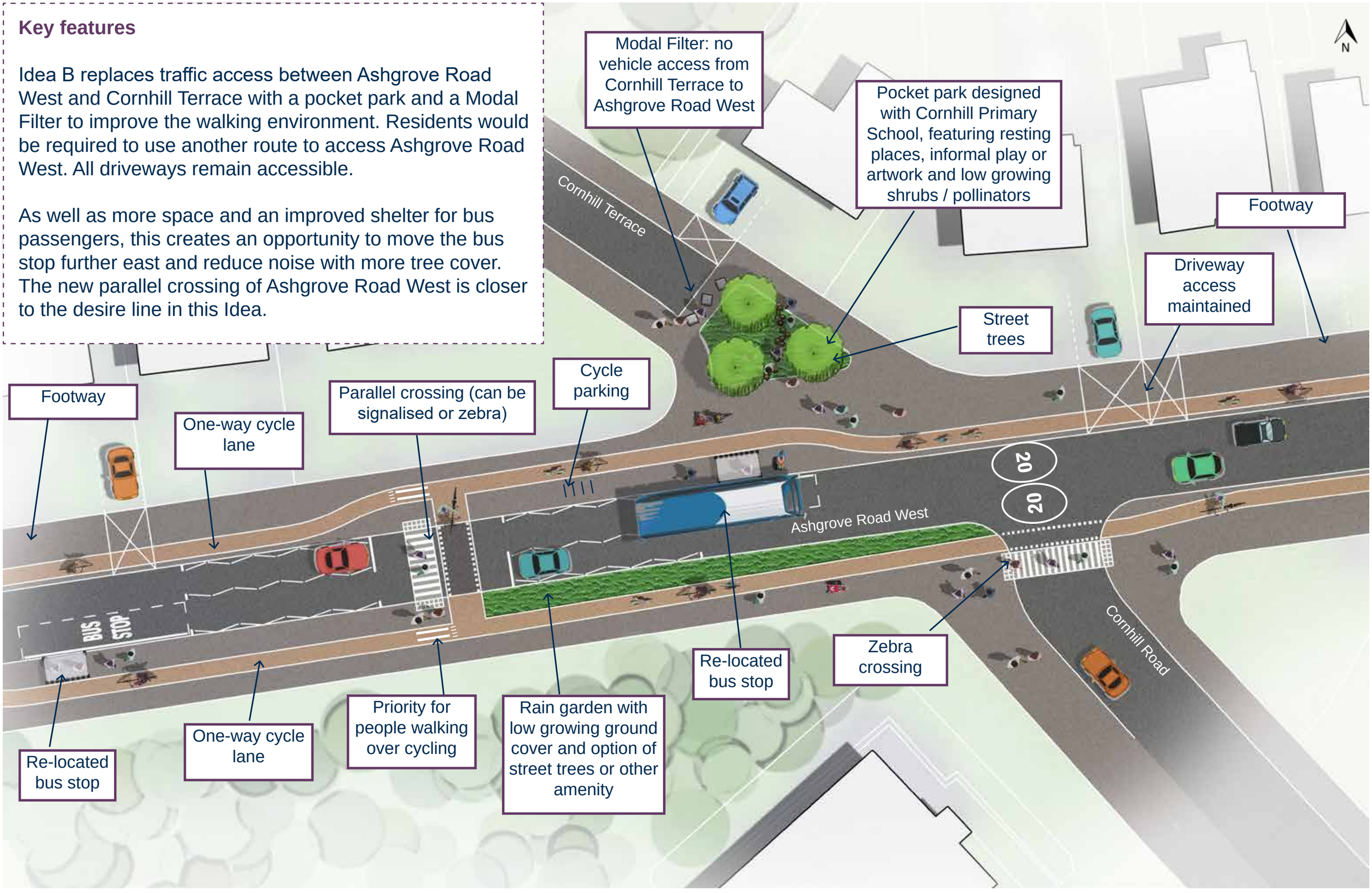
Existing street view

Cornhill Design Idea B (Pocket Park and Modal Filter)

Key features

Idea B replaces traffic access between Ashgrove Road West and Cornhill Terrace with a pocket park and a Modal Filter to improve the walking environment. Residents would be required to use another route to access Ashgrove Road West. All driveways remain accessible.

As well as more space and an improved shelter for bus passengers, this creates an opportunity to move the bus stop further east and reduce noise with more tree cover. The new parallel crossing of Ashgrove Road West is closer to the desire line in this Idea.



Cornhill Design Idea B (Pocket Park and Modal Filter)

Idea B street view



Existing street view

Westburn Drive Existing Environment

Overview

This is a key junction linking Ashgrove Road West and Ashgrove Road with Westburn Drive. There is an opportunity to change the layout of this signalised junction to provide more priority to people walking and cycling and make the junction feel safer for all travel modes.

For this section, we have developed two ideas for you to consider and feedback on.



You said:

- High vehicle speeds attempt to beat the traffic lights.
- Not enough time between traffic lights changing with drivers jumping red lights.
- Underutilised greenspace and high walls can feel intimidating to some.
- High vehicle speeds can make walking feel unsafe.
- Difficult environment to cycle in.
- Signage for Controlled Parking Zone causes confusion.

Existing layout:

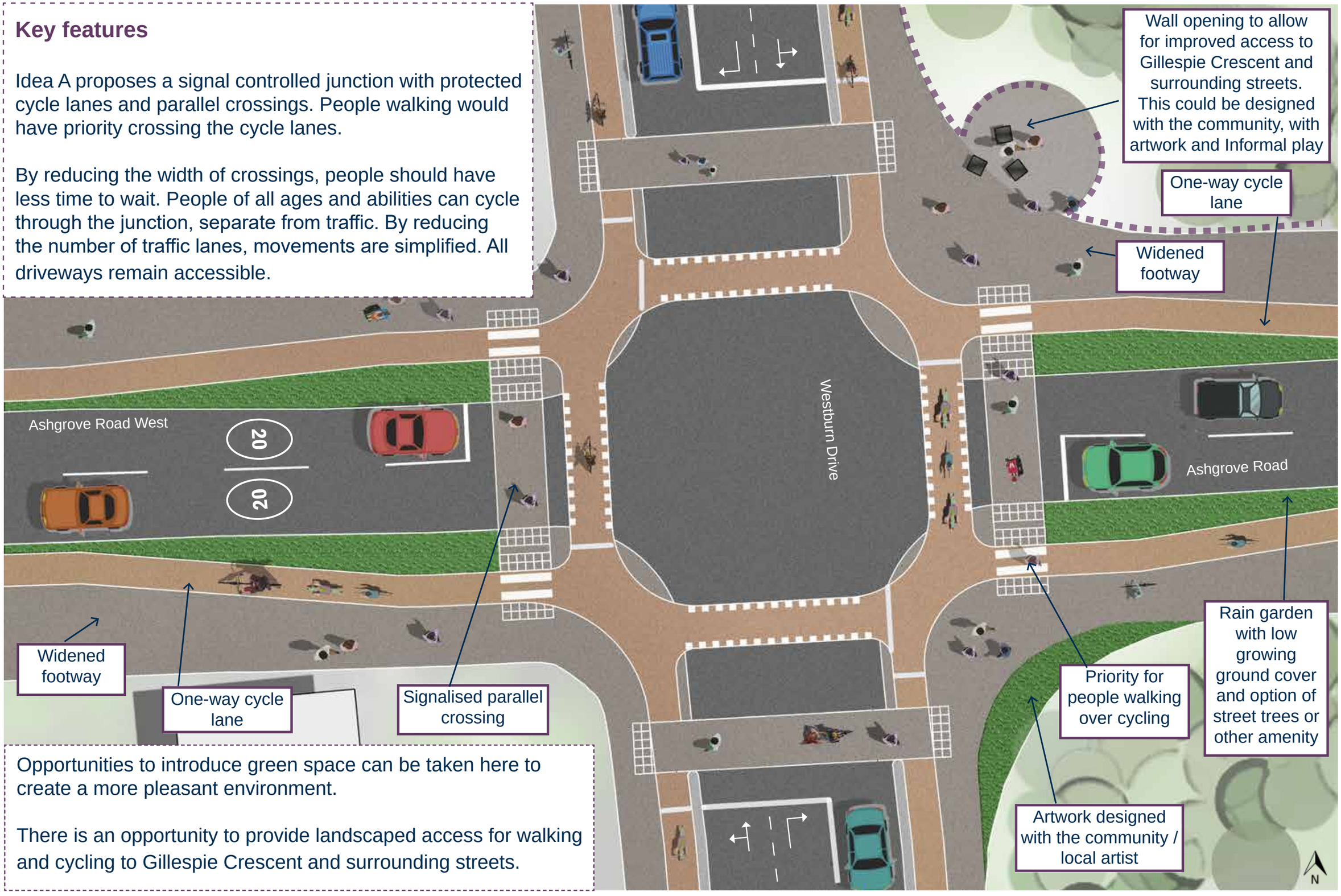


Westburn Drive Design Idea A (Traffic signals)

Key features

Idea A proposes a signal controlled junction with protected cycle lanes and parallel crossings. People walking would have priority crossing the cycle lanes.

By reducing the width of crossings, people should have less time to wait. People of all ages and abilities can cycle through the junction, separate from traffic. By reducing the number of traffic lanes, movements are simplified. All driveways remain accessible.



Opportunities to introduce green space can be taken here to create a more pleasant environment.

There is an opportunity to provide landscaped access for walking and cycling to Gillespie Crescent and surrounding streets.

Westburn Drive Design Idea B (Roundabout)

Key features

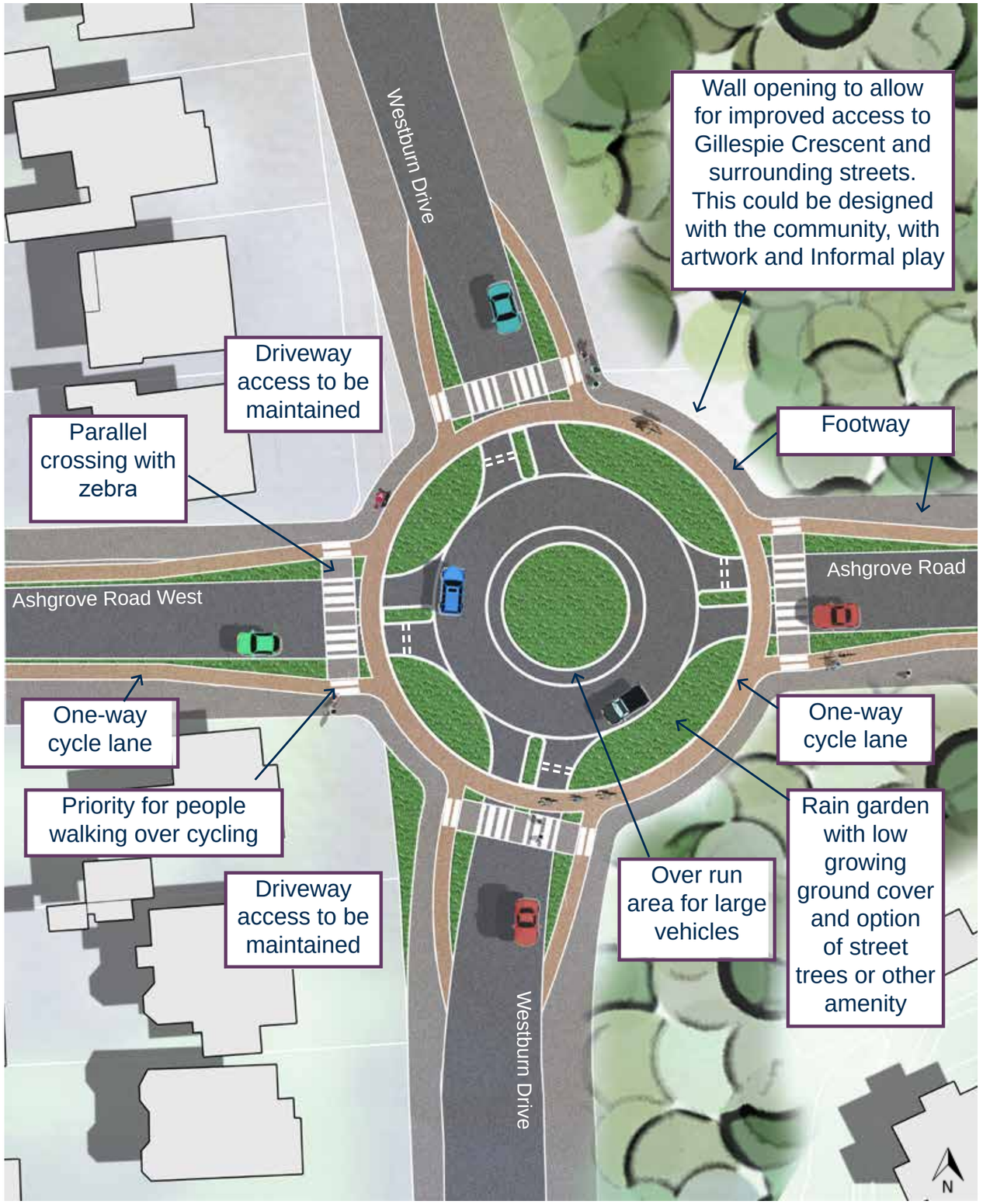
Idea B proposes a roundabout that provides priority over traffic for people walking and cycling through the junction using parallel crossings. This concept is common in other countries but relatively new to the UK.

Many people walking and cycling prefer the immediate priority over traffic so that they have less time to wait. People walking have priority over those cycling. Drivers are required to drive more slowly than at a traditional roundabout, but would experience less delay than at traffic signals.

This Idea requires more land than traffic signals and negotiations would be required with landowners to the north-east and south-east if this was something the community was interested in progressing at this location. We do not anticipate this would require land purchase to the north-west or south-west, however in these locations, arrangements to maintain driveway access would require consideration with those residents.



Example
Credit: PA Images / Alamy Stock Photo



Ashgrove Road and Laurelwood Avenue Overview

Overview

The Ashgrove Road and Laurelwood Avenue area incorporates the space from Berryden Road to Westburn Drive. We have particularly focussed in this section on the area to the east of May Baird Avenue. In developing design ideas we have considered:

- Opportunities: what can be done to deliver community priorities; and
- Constraints: factors that place a limit on what can be done

The opportunities and constraints are presented over the next two pages followed by three design Ideas for this area.

Area 2: Ashgrove Road and Laurelwood Avenue
(pages 24-40)



Ashgrove Road and Laurelwood Avenue Constraints and Opportunities 1/2



Traffic

Opportunities:

- Reduce speed limit to 20mph
- Traffic circulation patterns can be adapted to reduce traffic flow
- Provide junction ‘gateways’ to influence driver behaviour
- Narrow the road to control speed and reduce noise
- Traffic calming measures at junctions
- More greenspace to ‘absorb’ noise

Constraints:

- Berryden Corridor Improvement is a committed project and is assumed to be in place
- The right turn for traffic from Elm Place to Berryden Road (south) must be retained
- The left turn for traffic from Berryden Road into Ashgrove Road must be retained
- While unnecessary through traffic can be dissuaded, full removal of through traffic is not being considered



Crossings and Junctions

Opportunities:

- More dedicated crossings
- Reduce the width of junctions
- Prioritise people over vehicles at side streets
- Vehicle turning restrictions can be introduced to restrict through traffic within the constraints noted under ‘Traffic’

Constraints:

- Private driveway access to be retained



Place Quality and Greenspace

Opportunities:

- More green space and resting places
- More trees which will last and won’t negatively impact on footways and properties
- Provide ‘gateways’ to create more of a community feel

Constraints:

- Retaining existing heavy goods vehicle access presents some limitations on opportunities

Ashgrove Road and Laurelwood Avenue Constraints and Opportunities 2/2



Walking

Opportunities:

- Reduce speed limit to 20mph
- Narrow the road and add traffic calming measures
- More dedicated crossings
- Make the route less attractive to through traffic
- More green space and resting places
- Dissuade cycling on footways by providing a separate, safe space

Constraints:

- Vertical traffic calming is not favoured as this is an emergency route



Cycling

Opportunities:

- Reduce traffic below 200 per hours (two way) or provide a consistent and protected space for people of all ages to cycle on
- Separate people cycling from people walking and traffic
- Provide dedicated crossings
- Improve signage and cycle parking
- Consider onward travel connections to the city centre and further afield

Constraints:

- Current traffic flow



Parking

Opportunities:

- Define designated bays for parking
- Prioritise residential needs over occasional parking use
- Remove opportunities to park on footways and at junctions
- Ensure commuters use off-street parking
- On-street parking can be moved within a reasonable distance from those homes without off-street options

Constraints:

- Provide for loading access to businesses using off-street parking
- Resources to extend and manage
- Controlled Parking Zones may be limited
- Providing space for other community priorities means reducing the number of on street parking spaces available
- Discussion will be required with the community to determine the correct balance of priorities

Ashgrove Road and Laurelwood Avenue Existing Environment 1/3

Overview

The primary functions of Ashgrove Road and Laurelwood Avenue are residential streets, connections to and from other parts of the area, and in the case of Ashgrove Road access to businesses. In the future we have assumed that the committed Berryden Corridor Improvement project is in place.

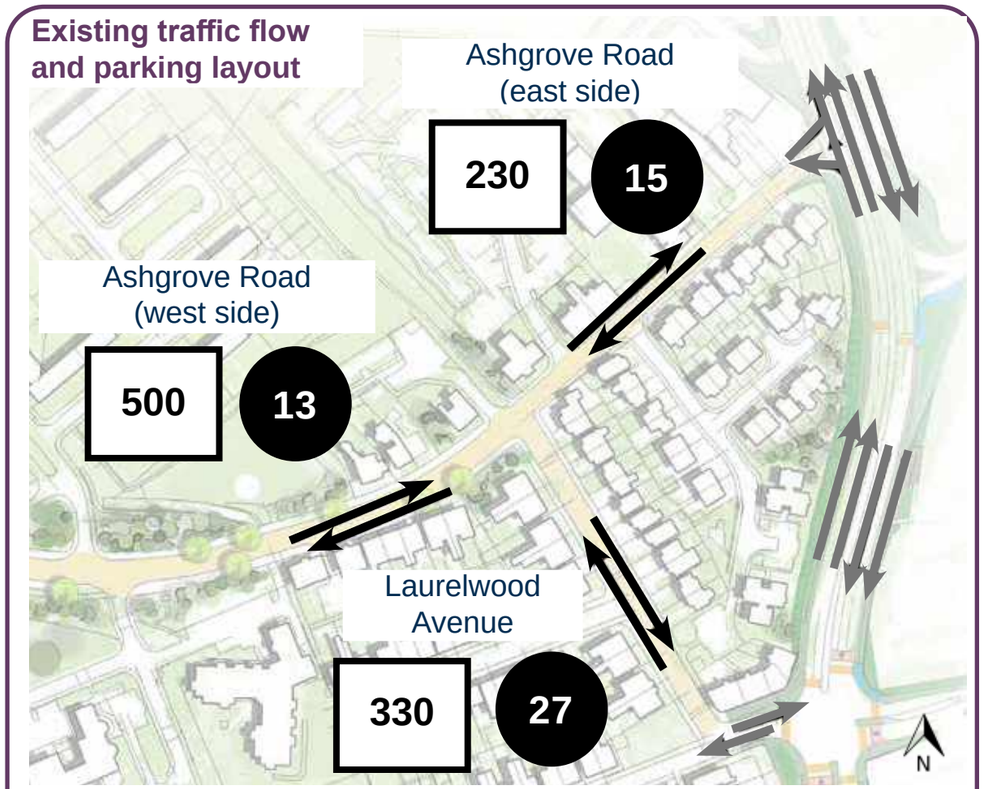
You told us that speed and flow of traffic is too high and walking and cycling in the area is difficult, particularly at junctions. There is an opportunity to consider changing traffic circulation and to adapt street layouts and junctions, within the context of the Berryden Corridor. By making such changes, there are different trade-offs to be made for the use of space, which we introduce here and develop within three design Ideas.

Traffic

On average, there are over 6,000 vehicles travelling along stretches of Ashgrove Road in a normal day. The diagram indicates (black arrows and boxes) the existing maximum hourly traffic flow (500 in the peak hour) in a normal day. This assumes the Berryden Corridor Improvement project has been implemented. The opportunities and constraints for changing traffic movements are listed on page 25.

A 20mph speed limit and traffic calming is already in place on Laurelwood Avenue.

Existing traffic flow and parking layout



Key

500 — Approx number of vehicles per hour

13 — Number of parking spaces

Traffic direction

Traffic direction (Berryden Road Corridor Improvement project)

Notes on traffic flows:

Existing traffic flows are based on counts from this project and models from the Berryden Corridor Improvement Project

Parking

On Ashgrove Road and Laurelwood Avenue, many properties have driveways and/or garages. Although there are no designated on-street bays, parking is permitted on multiple sections on both streets. On both streets, parking on the footway is also common, restricting the space for people walking and damaging footways. On Laurelwood Avenue, parking itself can have a traffic calming effect, however when cars are not parked, this effect is lost and through traffic speeds up. The number of vehicles that can legally park on these streets is indicated in the diagram (black circles). The majority of these spaces are occupied in the late evening, most likely by residents. Short stays are common in the daytime, indicating use by commuters and customers.

Ashgrove Road and Laurelwood Avenue Existing Environment 2/3



Cycling

When two-way traffic flow is over 200 vehicles per hour (100 vehicles in each direction), cycling with traffic is uncomfortable and perceived as unsafe for many people, including most children. People will therefore tend to cycle on the footway or not at all.

The presence of heavy goods vehicles also deters a lot of people and currently around 5% of traffic on Ashgrove Road is heavy goods vehicles. The diagram indicates (red arrows) that, on Ashgrove Road and Laurelwood Avenue, the traffic flow is beyond this comfort threshold for people.



Crossing, junctions and walking

People told us it was difficult to cross Ashgrove Road and Laurelwood Avenue, in particular for people with restricted mobility and buggies/prams.

The Berryden Corridor Improvement project will reduce traffic queuing and the initial designs identify additional crossing opportunities.



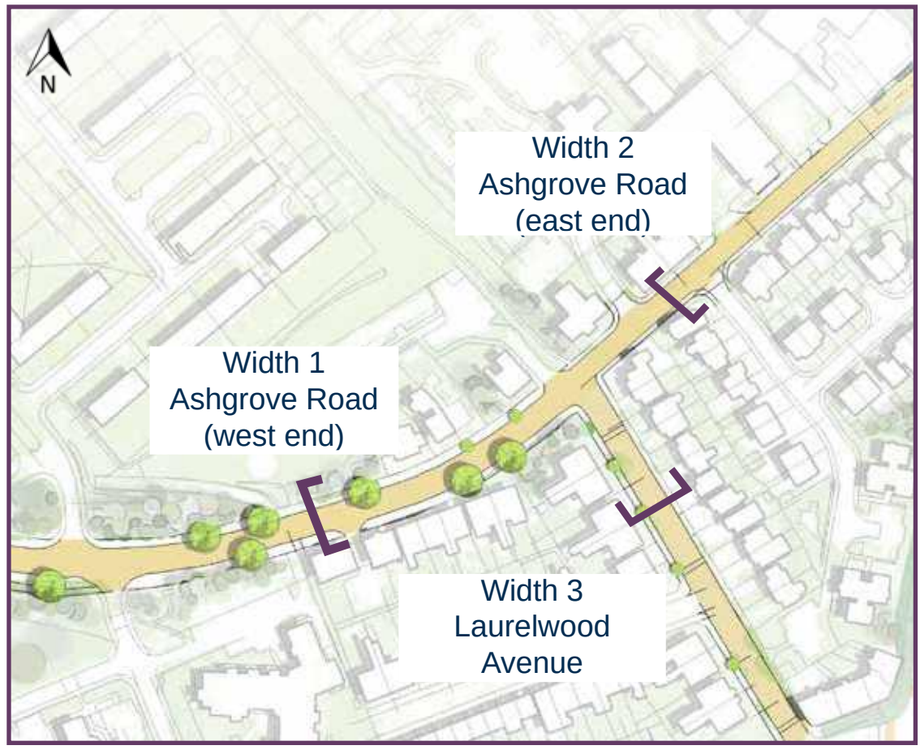
Place quality and greenspace

There are currently 12 trees on Ashgrove Road and Laurelwood Avenue between May Baird Avenue and Berryden Road. The initial designs aim to retain existing street trees and provide more trees where possible. We have indicated any change in numbers in the Design Ideas.

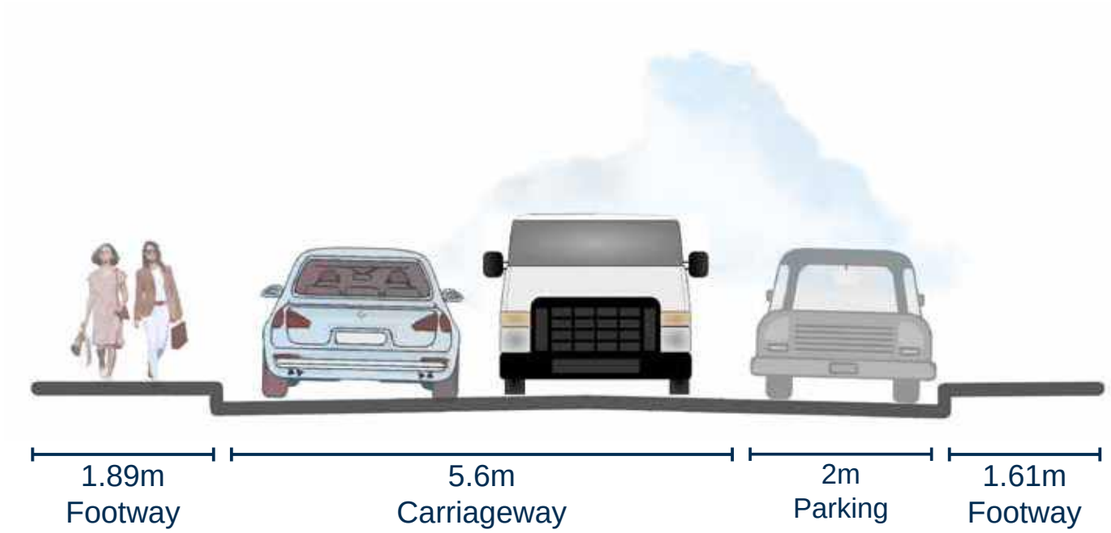
Where trees are found to be in poor health or damaging footways and properties, they would be replanted

Ashgrove Road and Laurelwood Avenue Existing Environment 3/3

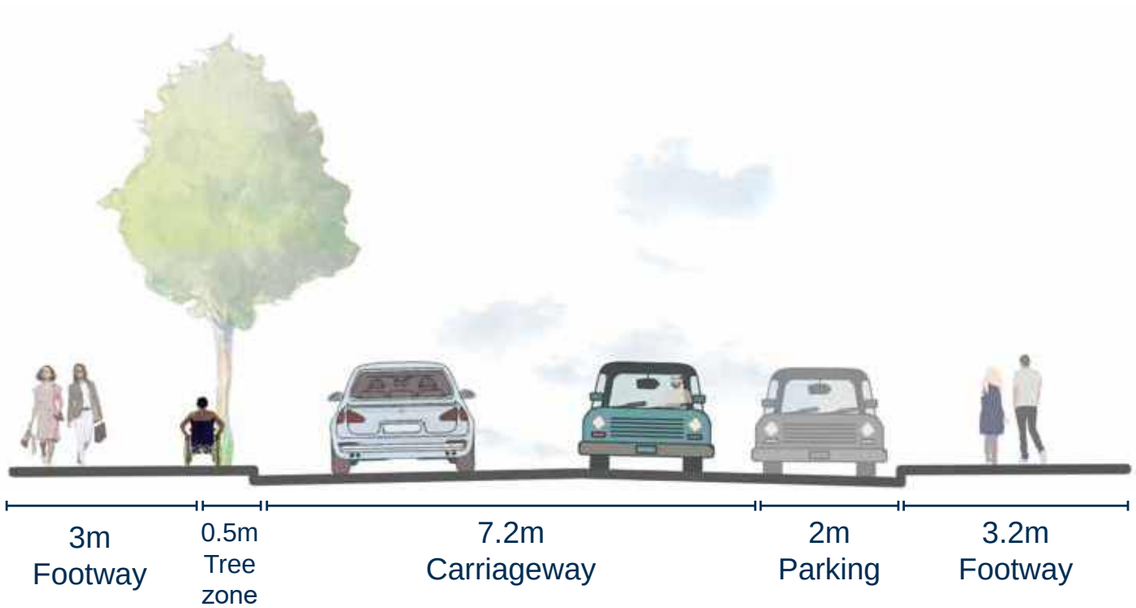
Location of existing street widths



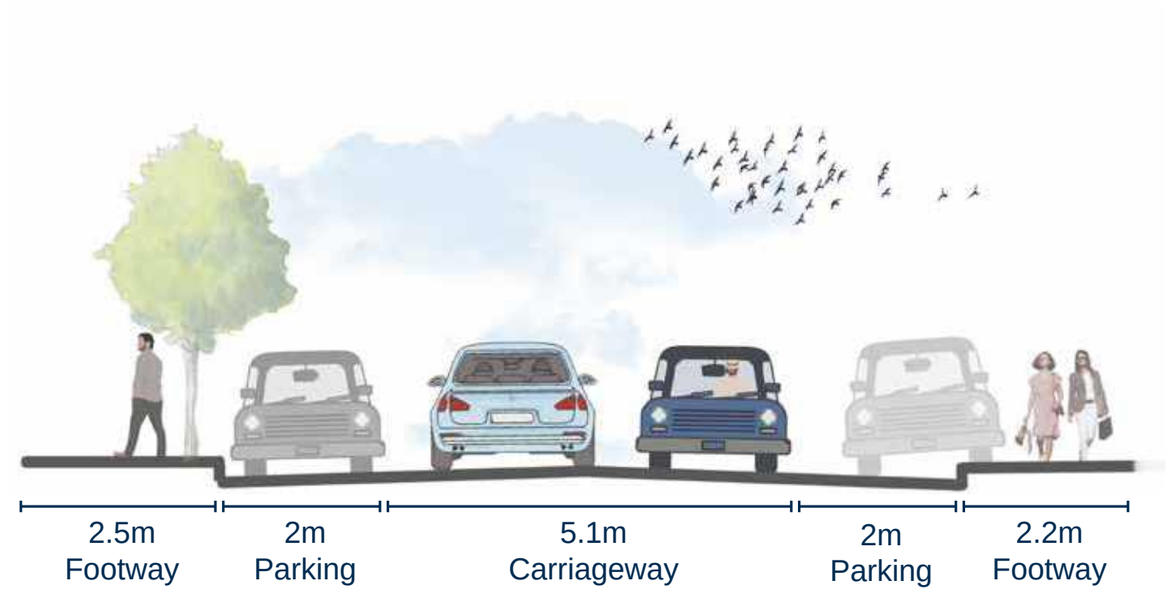
Width 2: Ashgrove Road looking east between Laurelwood Avenue and Berryden Road



Width 1: Ashgrove Road looking east between May Baird Avenue and Laurelwood Avenue



Width 3: Laurelwood Avenue looking north



Ashgrove Road and Laurelwood Avenue Idea A (One-way) 1/5



Key features

Idea A reduces the traffic carriageway space to 3.6metres for one-way traffic (on Ashgrove Road from Berryden Road to Laurelwood Avenue and on Laurelwood Avenue itself), and to 5.6m two-way on Ashgrove Road, west of Laurelwood Avenue.

The estimated traffic flow is detailed on the next page along with the parking bay locations.

This creates space for more trees and greenspace, a protected cycle lane, maintained footway widths and more crossings to allow all ages and abilities to get around. All driveways and businesses remain accessible.

Notes on design ideas:

Please note that elements of Ideas A, B and C are interchangeable. For example a one-way street or false-one way on Laurelwood Avenue is compatible with a two-way street on Ashgrove Road or a Quiet Street (if traffic conditions allow). The feedback you provide will help us understand your priorities to develop these ideas further.

Ashgrove Road and Laurelwood Avenue Idea A (One-way) 2/5

Traffic

This idea proposes the following arrangement for traffic circulation:

- Two-way traffic remains on Ashgrove Road between May Baird and Laurelwood Avenue;
- One-way traffic on Ashgrove Road from Berryden Road to Laurelwood Avenue (westbound);
- One-way traffic on Laurelwood Avenue to Elm Place (southbound).

The diagram on the right indicates our estimate of the likely worst case traffic flow on each street with these changes (see diagram notes). It indicates a reduction on Ashgrove Road (east side). A slight increase on Laurelwood Avenue overall is estimated, however because all the Laurelwood Avenue traffic would be travelling south, there would be less conflicts. The carriageway width and existing speed cushions will help to control speed.

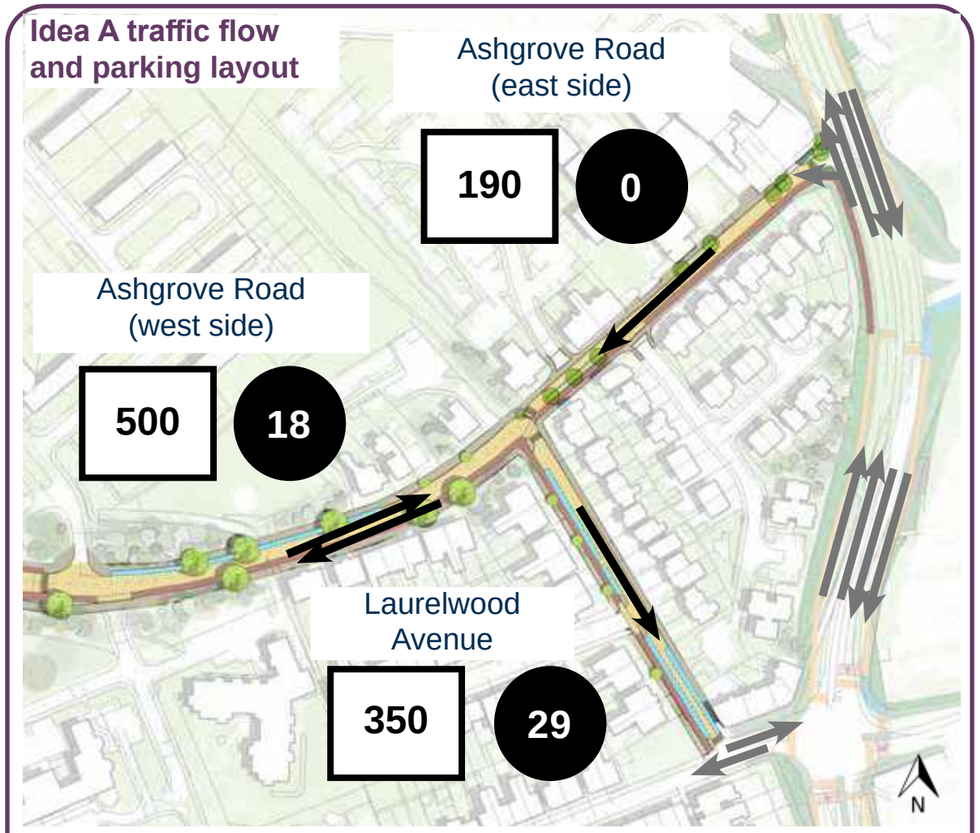
Parking

By providing a single two-way cycle lane instead of cycle lanes on both sides, we can maintain 47 of the existing 55 spaces and formalise these into bays.

The changes would be as follows:

- Ashgrove Road (May Baird to Laurelwood Avenue): From 13 to 18 spaces, located on the north side of the road;
- Ashgrove Road (Laurelwood Avenue to Berryden Road): From 15 to 0 spaces and with the opportunity for pavement parking removed, requiring residents to use driveways or park further along Ashgrove Road;
- Laurelwood Avenue: From 27 to 29 spaces, formalised in bays and with the opportunity for pavement parking removed.

Idea A traffic flow and parking layout



Key

500 — Approx number of vehicles per hour

18 — Number of parking spaces

Traffic direction

Traffic direction (Berryden Road Corridor Improvement Scheme)

Notes on traffic flows:

Existing traffic flows are based on counts from this project and models from the Berryden Corridor Improvement Project

We have used worst case traffic flow numbers. Our aim is to propose changes that will make Laurelwood Avenue and Ashgrove Road less attractive for through traffic. If this is successful, it is likely and that the overall flows will be lower than those shown because some of those vehicles will route elsewhere.

Ashgrove Road and Laurelwood Avenue Idea A (One-way) 3/5



Cycling

As traffic flows would still be uncomfortable for many people to cycle on Ashgrove Road and Laurelwood Avenue, Idea A includes a two-way protected cycle lane connecting with the cycling provision on Berryden Road.

However, should future analysis indicate that traffic can be reduced still further, the lessened need for a protected cycle lane on those streets could introduce the opportunity for a Quiet Street (Idea C, see page 40).

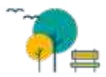




Crossings junctions and walking

With narrower road space and a 20mph speed limit, the environment will be more appropriate for a residential street. New crossings will help to slow traffic and make it easier to get around on foot:

- Ashgrove Road: three new crossings at May Baird Avenue, Laurelwood Avenue and Berryden Road; and
- Laurelwood Avenue: one new crossing at the junction with Ashgrove Road.



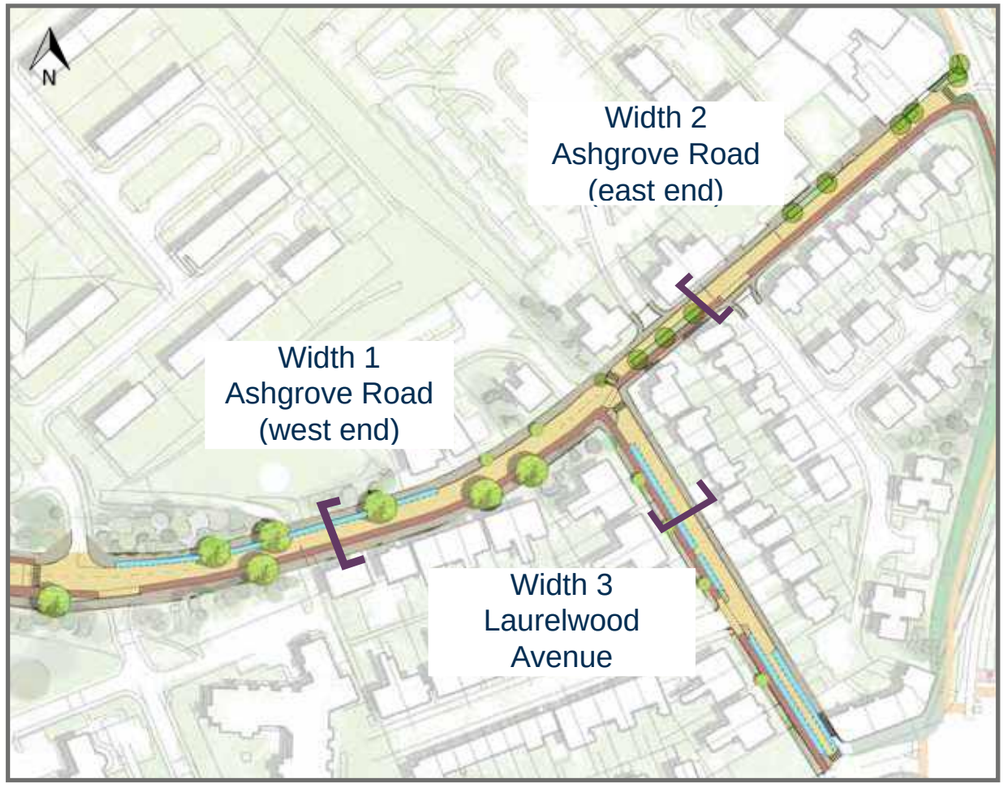
Place quality and greenspace changes

This idea could introduce up 10 new trees on Ashgrove Road, to increase the total number of trees from 12 to 20, with small opportunities for low growing greenspace or rain gardens.

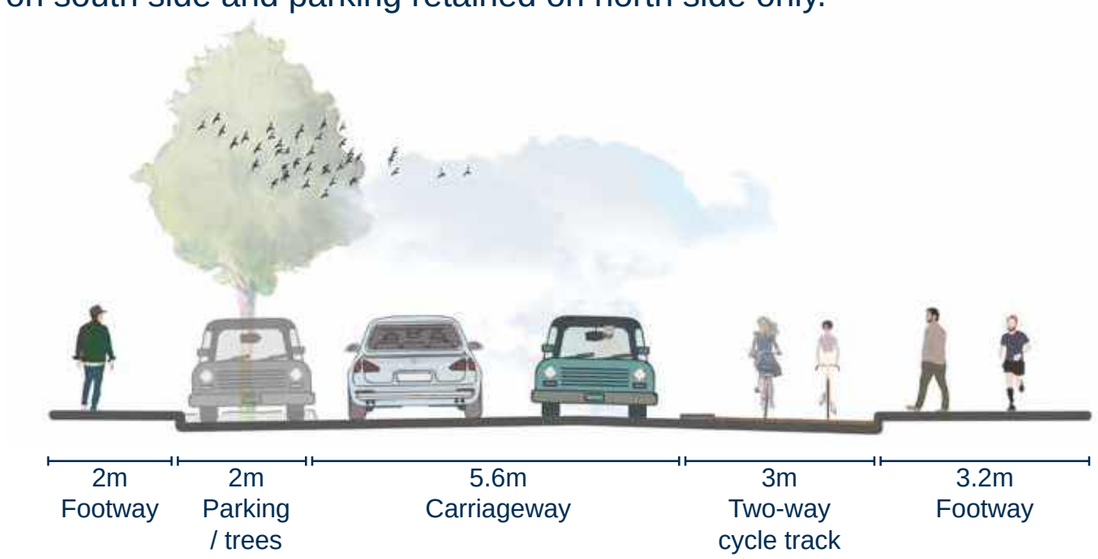
The location and mix of flora could be designed with the community.

Ashgrove Road and Laurelwood Avenue Idea A (One-way) 4/5

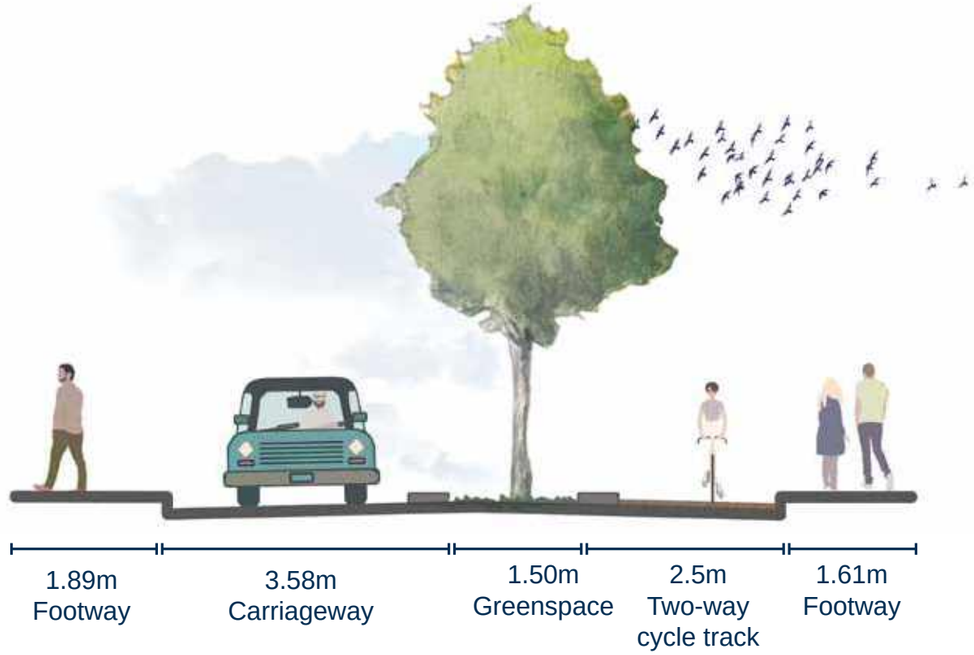
Location of street widths



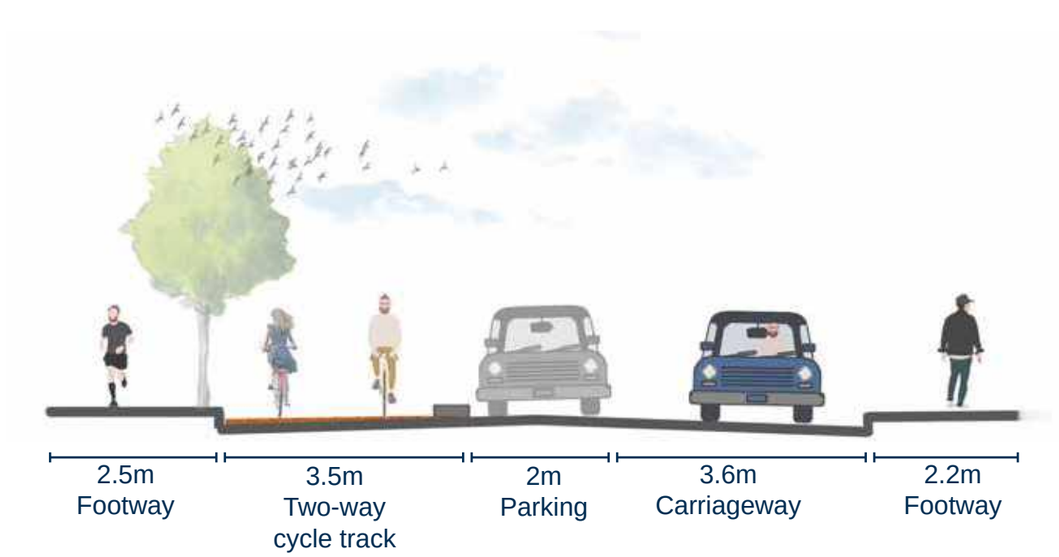
Width 1: Ashgrove Road looking east between May Baird and Laurelwood Avenue. Two-way traffic flow with a two-way cycle lane on south side and parking retained on north side only.



Width 2: Ashgrove Road looking east between Laurelwood Avenue and Berryden Road. One-way traffic flow with improved public realm and two-way cycle lanes on south side and no parking.



Width 3: Laurelwood Avenue looking north. One-way traffic flow with two-way cycle lane and parking retained.

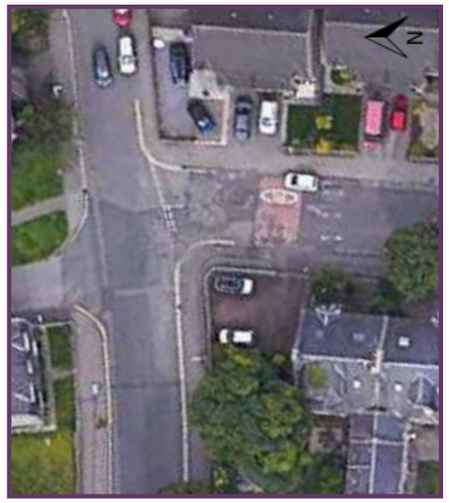


Ashgrove Road and Laurelwood Avenue Idea A (One-way) 5/5

Existing street view



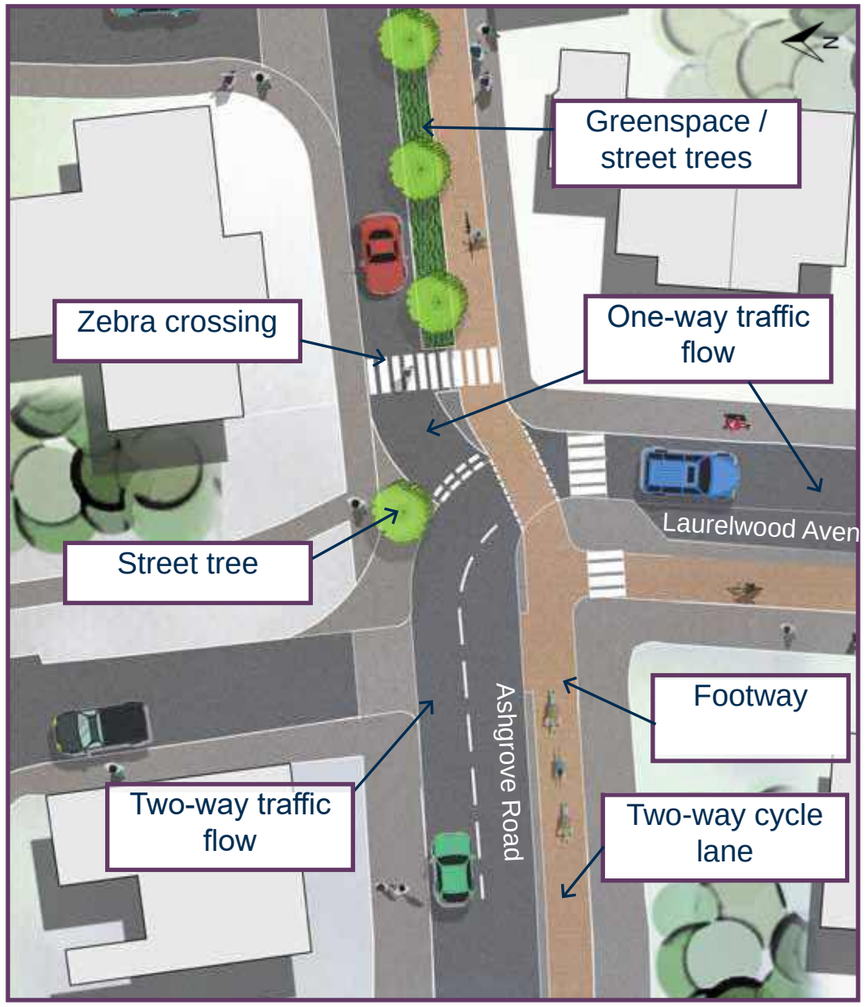
Existing layout



Idea A street view



Idea A layout



Ashgrove Road and Laurelwood Avenue Idea B (False one-way) 1/5



Key features

Idea B allows two-way traffic to remain on all the streets. However on Laurelwood Avenue, traffic would be prevented from turning into Ashgrove Road. This is called a ‘false one-way street’ and means that only residential access is permitted northbound on Laurelwood Avenue.

In this scenario, the traffic movement space on all streets can be reduced to between 5-5.6metres. The estimated traffic flow is detailed on the next page along with the parking bay locations.

This creates space for a protected cycle lane, maintained footway widths and more crossings to allow all ages and abilities to get around. All driveways and businesses remain accessible.

Notes on design ideas:

Please note that elements of Ideas A, B and C are interchangeable. For example a one-way street or false-one way on Laurelwood Avenue is compatible with a two-way street on Ashgrove Road or a Quiet Street (if traffic conditions allow). The feedback you provide will help us understand your priorities to develop these ideas further.

Ashgrove Road and Laurelwood Avenue Idea B (False one-way) 2/5

Traffic

This idea proposes the following arrangement for traffic circulation:

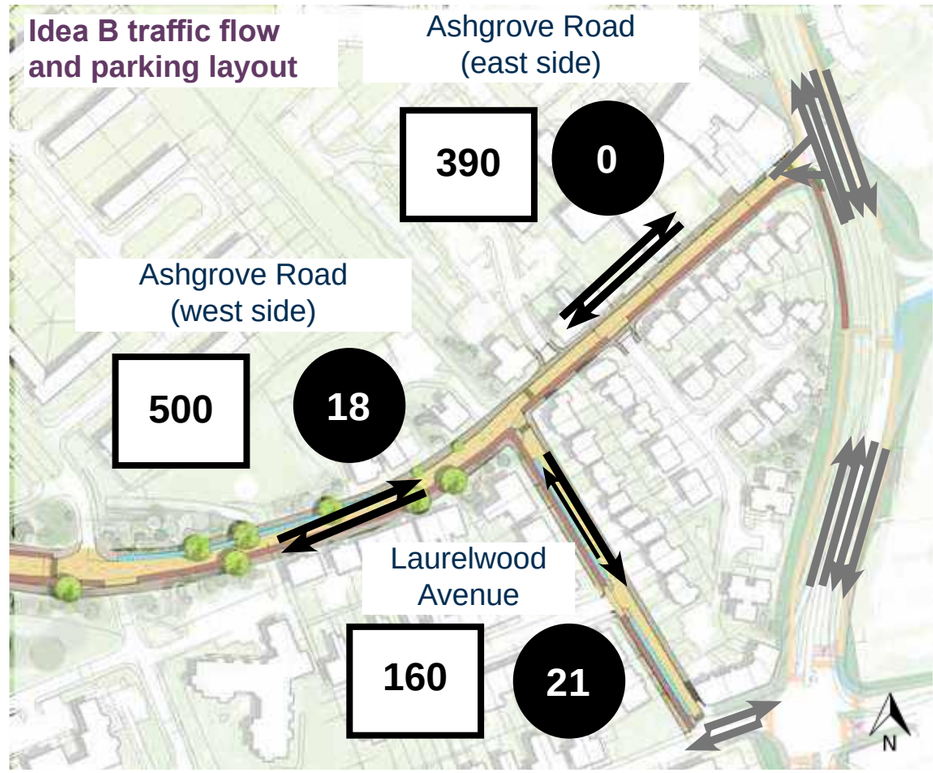
- Two-way traffic remains on Ashgrove Road;
- Traffic can still drive on Laurelwood Avenue to Elm Place (southbound)
- Only residents and visitors can drive from Elm Place to Laurelwood Avenue (northbound)

The diagram on the right indicates our estimate of the likely worst case traffic flow on each street with these changes (see diagram notes). It indicates a reduction on Laurelwood Avenue. A slight increase on Ashgrove Road overall is estimated. The carriageway width on both streets and speed cushions on Laurelwood Avenue will help to control speed.

Parking

By providing a single two-way cycle lane instead of cycle lanes on both sides, we can maintain 39 of the existing 55 spaces and formalise this into bays. The changes would be as follows:

- Ashgrove Road (May Baird to Laurelwood Avenue): From 13 to 18 spaces, located on the north side of the road;
- Ashgrove Road (Laurelwood Avenue to Berryden Road): From 15 to 0 spaces and with the opportunity for pavement parking removed, requiring residents to use driveways or park further along Ashgrove Road;
- Laurelwood Avenue: From 27 to 21 spaces, formalised in bays and with the opportunity for pavement parking removed.



Key

500 — Approx number of vehicles per hour

18 — Number of parking spaces

Traffic direction

Traffic direction (Berryden Road Corridor Improvement Scheme)

Traffic direction (residential access only)

Notes on traffic flows:

Existing traffic flows are based on counts from this project and models from the Berryden Corridor Improvement Project

We have used worst case traffic flow numbers. Our aim is to propose changes that will make Laurelwood Avenue and Ashgrove Road less attractive for through traffic. If this is successful, it is likely and that the overall flows will be lower than those shown because some of those vehicles will route elsewhere.

Ashgrove Road and Laurelwood Avenue Idea B (False one-way) 3/5



Cycling

Because traffic flows would still be uncomfortable for many people to cycle on Ashgrove Road and Laurelwood Avenue, Idea A includes a two-way protected cycle lane connecting with the cycling provision on Berryden Road.

However, should future analysis indicate that traffic can be reduced still further, the lessened need for a protected cycle lane on those streets could introduce the opportunity for a Quiet Street design (Idea C, see page 41).

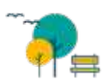




Crossings junctions and walking

With narrower road space and a 20mph speed limit, the environment will be more appropriate for a residential street. New crossings will help to slow traffic and make it easier to get around on foot:

- Ashgrove Road: three new crossings at May Baird Avenue, Laurelwood Avenue and Berryden Road; and
- Laurelwood Avenue: one new crossing at the junction with Ashgrove Road.



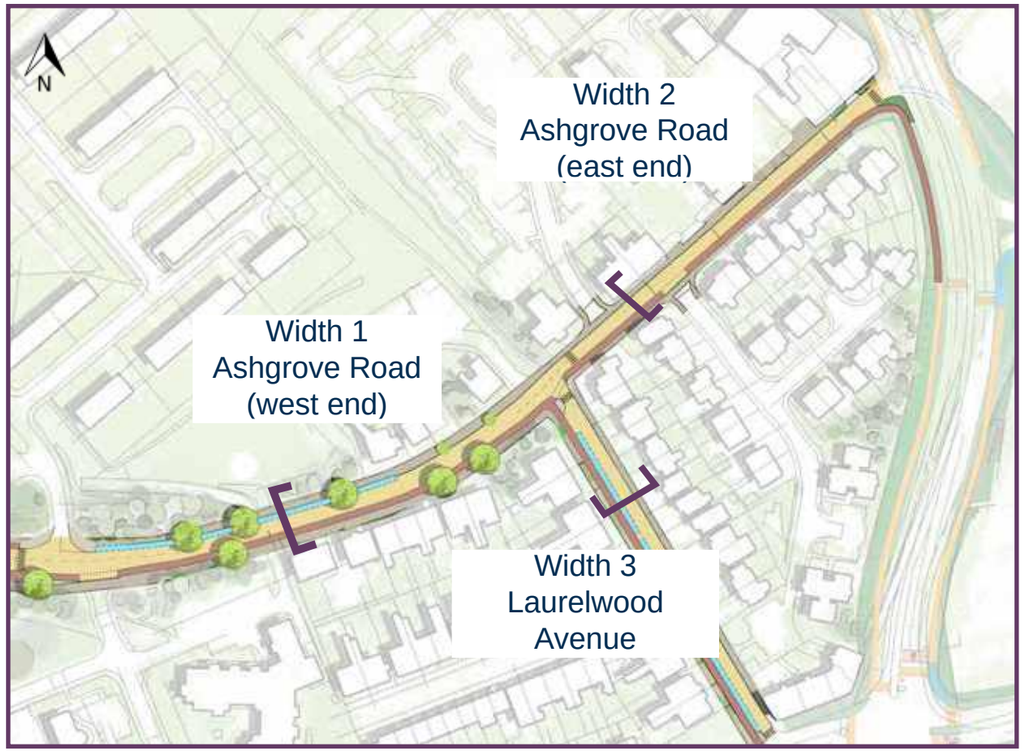
Place quality and greenspace changes

This Idea would maintain the same number of trees (8) on Ashgrove Road, however the trees on Laurelwood Avenue would likely require to be removed, with limited if any opportunities for low growing greenspace or rain gardens.

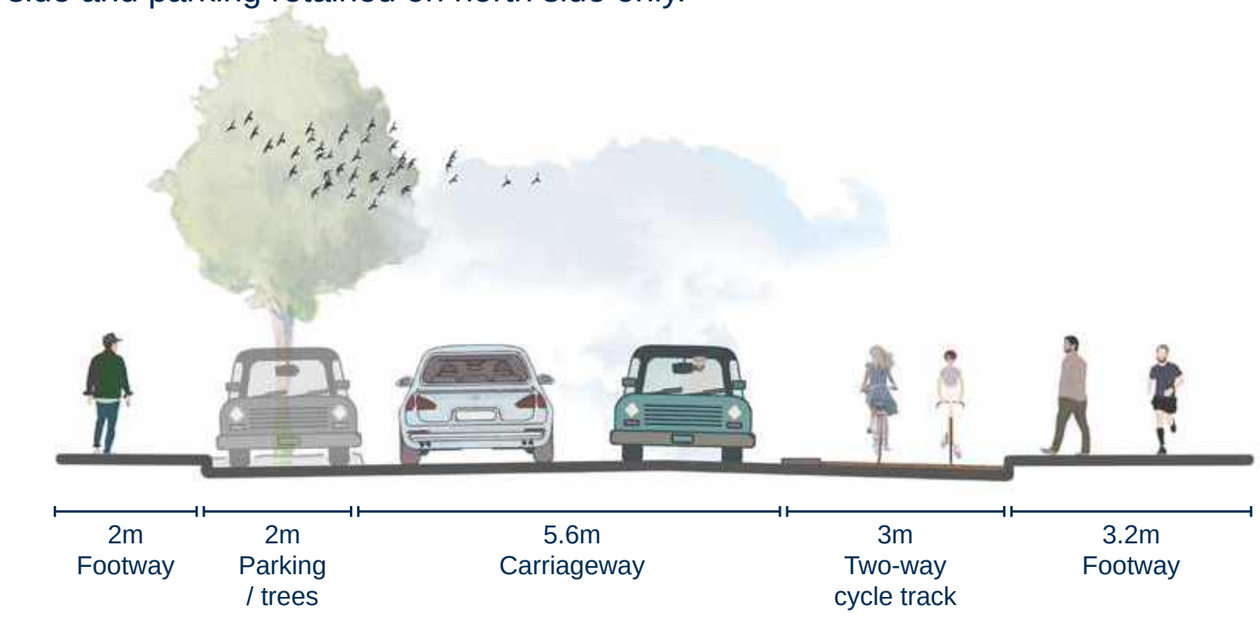
Overall, by reducing traffic the place quality on Laurelwood Avenue and Ashgrove Road is likely to improve.

Ashgrove Road and Laurelwood Avenue Idea B (False one-way) 4/5

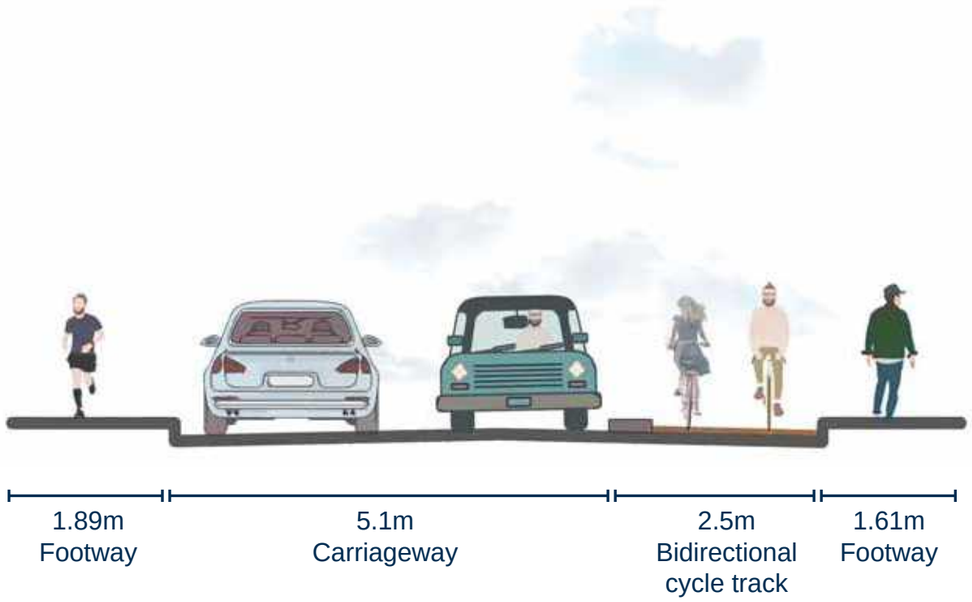
Location of street widths



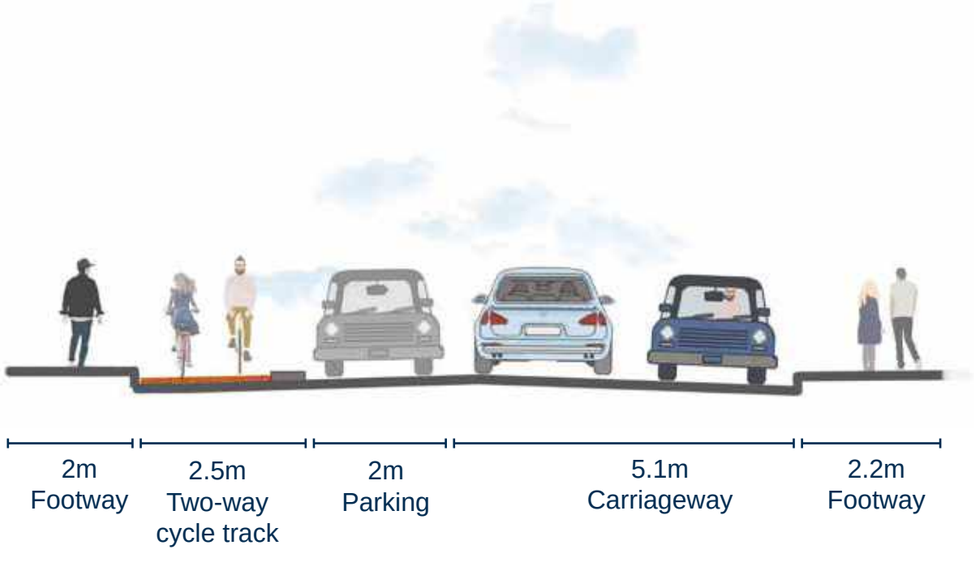
Width 1: Ashgrove Road looking east between May Baird Avenue and Laurelwood Avenue. Two-way traffic flow with a two-way cycle lane on south side and parking retained on north side only.



Width 2: Ashgrove Road looking east between Laurelwood Avenue Berryden Road. Two-way traffic with protected cycle track and no parking.



Width 3: Laurelwood Avenue looking north. Two-way street with protected cycle track and parking retained on west side.



Ashgrove Road and Laurelwood Avenue Idea B (False one-way) 5/5

Existing street view



Idea B street view



Ashgrove Road and Laurelwood Avenue Idea C (Quiet Street)

Key features

Idea C may be possible should future analysis indicate that traffic can be reduced still further to below 200 vehicles per hour (100 vehicles in each direction).

In this case, the lessened need for a protected cycle lane on those streets could introduce the opportunity for a Quiet Street design.

Quiet Streets use road narrowing, road surface and creative traffic calming features to give people of all ages confidence that they can cross the street and cycle on it without fear of traffic. We have shown some examples from other places and how the street widths could look on Laurelwood Avenue.

Typical features of this type of street include:

- Gateway features into the street, which can include artwork, trees and false one-way streets;
- Coloured carriageway surfaces to signal to drivers that they don't have priority;
- Speed cushions in the street to encourage people to cycle in the middle of the traffic lane;
- Central surface materials to discourage drivers from overtaking people cycling and control speed; and
- Defined parking bays.

This situation could allow for the existing number of parking bays to be formalised and the possibility that the existing number of street trees can be retained or increased, because a protected cycle lane would not be required.

Idea C may be dependent on broader restrictions on traffic access and it may not be possible. However we would welcome your feedback on this idea to understand if this is something we should explore further as a possibility on Laurelwood Avenue and/or Ashgrove Road (between Laurelwood Avenue and Berryden Road)

Examples of Quiet Streets

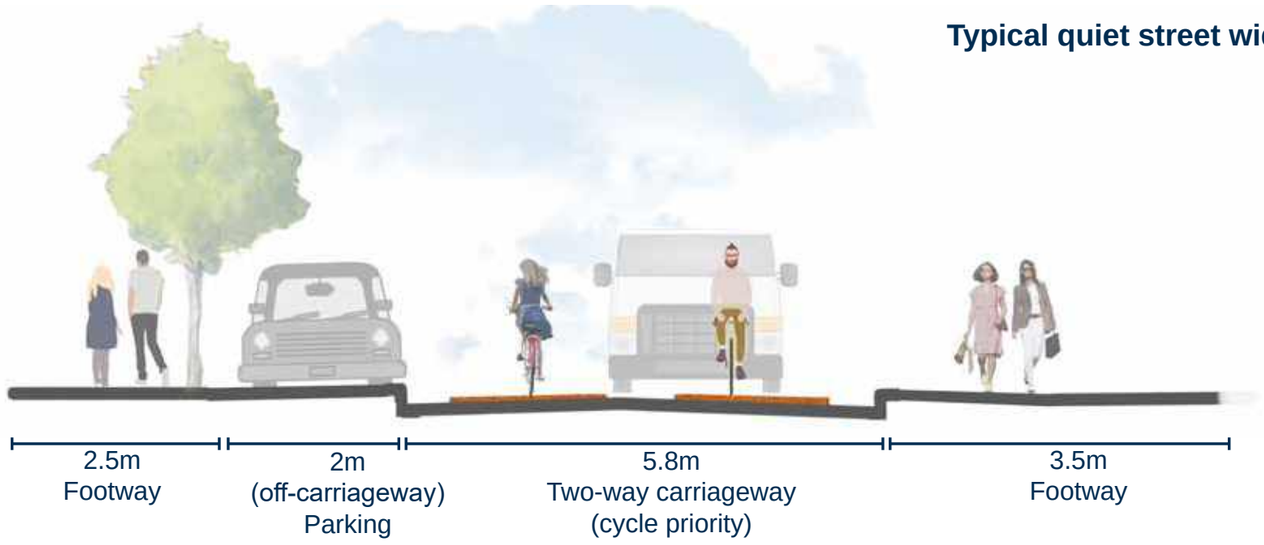








Typical quiet street width



Next Steps

Overview

Thank you for taking the time to view the initial design ideas for Ashgrove Connects. We now encourage you to feedback to us on what you like and what you would change, combine or improve.

How you can get involved

You can feedback on the initial designs through the following activities:

- **Visit** the project website or display in Cornhill Library*
- **Join** the live webinar on Tuesday 28th June between 7-8pm to find out more
- **Drop-in** to Cairncry Community Centre, anytime between 10-1pm, or Westburn Outdoor Centre, anytime between 4-7pm, on Tuesday 5th July to meet the team. Refreshments will be provided

*Opening hours: Tuesday/Wednesday/Thursday/Saturday: 10-1pm and Tuesday/Wednesday/Thursday: 2-5pm

Please feedback before Sunday 17th July. Your feedback will steer the development of a concept design during the next stage of the project.



Cornhill Primary School Walking Audit

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ABERDEEN CITY COUNCIL