Ashgrove Connects Introduction

Project background

Aberdeen City Council have developed proposals for improvements to the transport network on Ashgrove Road, Ashgrove Road West and Laurelwood Avenue/ Elm Place, connecting to the Berryden Corridor Improvement proposals at Berryden and with Mastrick at North Anderson Drive.

Aberdeen City Council recognises that to enable all people (regardless of age or ability) to travel by active and sustainable ways 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.

The final designs are in response to several community consultation exercises and discussions with other organisations. The main change since the last consultation is the road width on Ashgrove Road West has been increased. This is to better accommodate emergency services and road maintenance operations. This information day is a chance for everyone to view the final plans and ask questions before it progresses to tender and construction.



New roundabout at Westburn Drive



New junction at Foresterhill

Proposals

Proposals include the following key features:

- Improved pavements
- Segregated cycleways
- New pedestrian crossings
- New planting
- Tree removal and replanting to address root damage to pavements
- Reduced road widths and removal of some on street parking
- Major junction upgrades at North Anderson Drive, Foresterhill Road and Westburn Drive

View online:

Ashgrove Connects
Major Junctions

ABERDEEN CITY COUNCIL

North Anderson Drive

The junction will be improved for pedestrians and cyclists. The left turn slip lane will be removed to make space for this. On the west side of the junction the paths will be widened to allow cycling and better links with Mastrick. The segregated cycleways start on the east side of the junction.



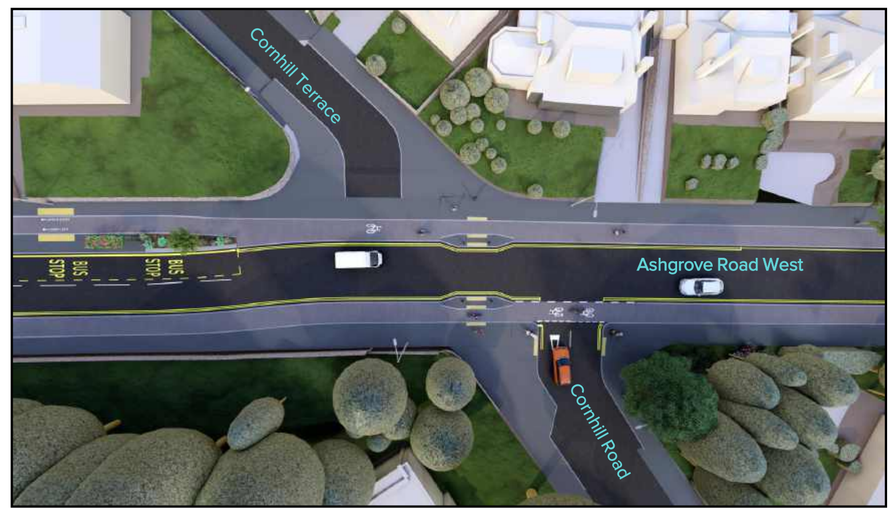
Foresterhill

This junction has been designed to allow cyclists and pedestrians to cross the road in their own separate lanes. Pedestrians cross the cycle lane over a mini zebra crossing to a safe island before waiting for the green man to cross the main road. This allows safe crossing without causing major traffic congestion.



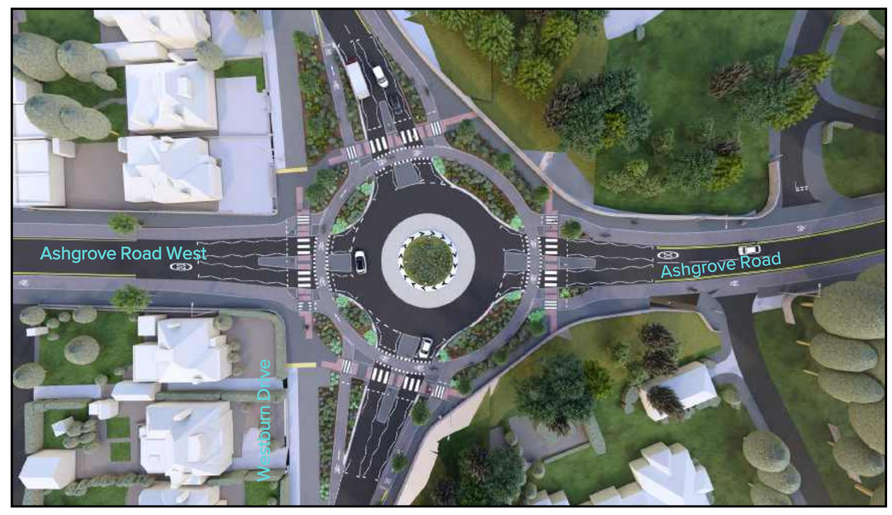
Cornhill

The north side is designed as a continuous footway to clearly show that pedestrians and cyclists priority over cars. The south side is a standard junction due to the higher volume of traffic anticipated at this location. Ashgrove Road West is narrowed with small islands to allow pedestrians to cross Ashgrove Road West. The layout has been simplified since the last consultation.



Westburn Drive

This may be Scotland's first "protected" roundabout. The design is based on Dutch guidance that minimises traffic congestion and allows pedestrians and cyclists to cross safely "protecting" them with a series of mini-zebra crossings. This work is due to happen towards the end of the construction period, in the meantime the existing traffic signals will be modified slightly to accommodate cyclists.



Laurelwood

Laurelwood will become one-way going south with minor alterations to parking. Raised tables (level road crossings) will be provided at either end as traffic calming and easier pedestrian crossings. Since the last consultation islands have been added to give more protection to cyclists and pedestrians.



TRANSPORT SCOTLAND
COMHDHAIL ALBA

Ashgrove Connects

IronsideFarrar
EnvironmentalConsultants

Ashgrove Connects Detail Design

Cycleways

There are two types of cycleway on the project. The first is a one-way ‘stepped’ cycleway with a 50mm kerb up from the road to the cycleway and another 50mm kerb from the cycleway to the pavement (footway). The second is a two-way cycleway where the cycleway is level with the pavement with a raised kerb (20mm) in-between. The kerbs are replaced with tactile edges at crossing points to provide guidance to visually impaired users. The cycleway designs are similar to South College Street and Craigshaw Drive with a reddish chip finish.





Continuous footways

Continuous footways reinforce the Highway Code with priority to pedestrians and cyclists crossing the road. Pedestrians no longer have to step off a kerb making it much easier to cross for those with mobility issues.



Bus stops

To improve the look and feel of the street, planting is being included around the bus stops. Existing shelters will also be replaced by new shelters with green roofs. The bus stop islands are bypassed by the cycleway, keeping bus users and cyclists separated. Mini-zebra crossings give priority to pedestrians crossing the cycleway.



Crossings

Road narrowings act as traffic calming and improve visibility. This makes the crossing distance shorter making these crossing locations safer and more convenient for pedestrians. The green man crossing proposed at May Baird Avenue has been changed to a zebra crossing since the last consultation.



Raised tables

Raised tables (level road crossings) at each end of Laurelwood change the character of the street, acting as traffic calming and providing easier crossings points for pedestrians.



Ashgrove Connects Phasing

Concept to construction

Upon completion of the design stage in April 2026, Aberdeen City Council will make applications for external funding to support the construction phase.

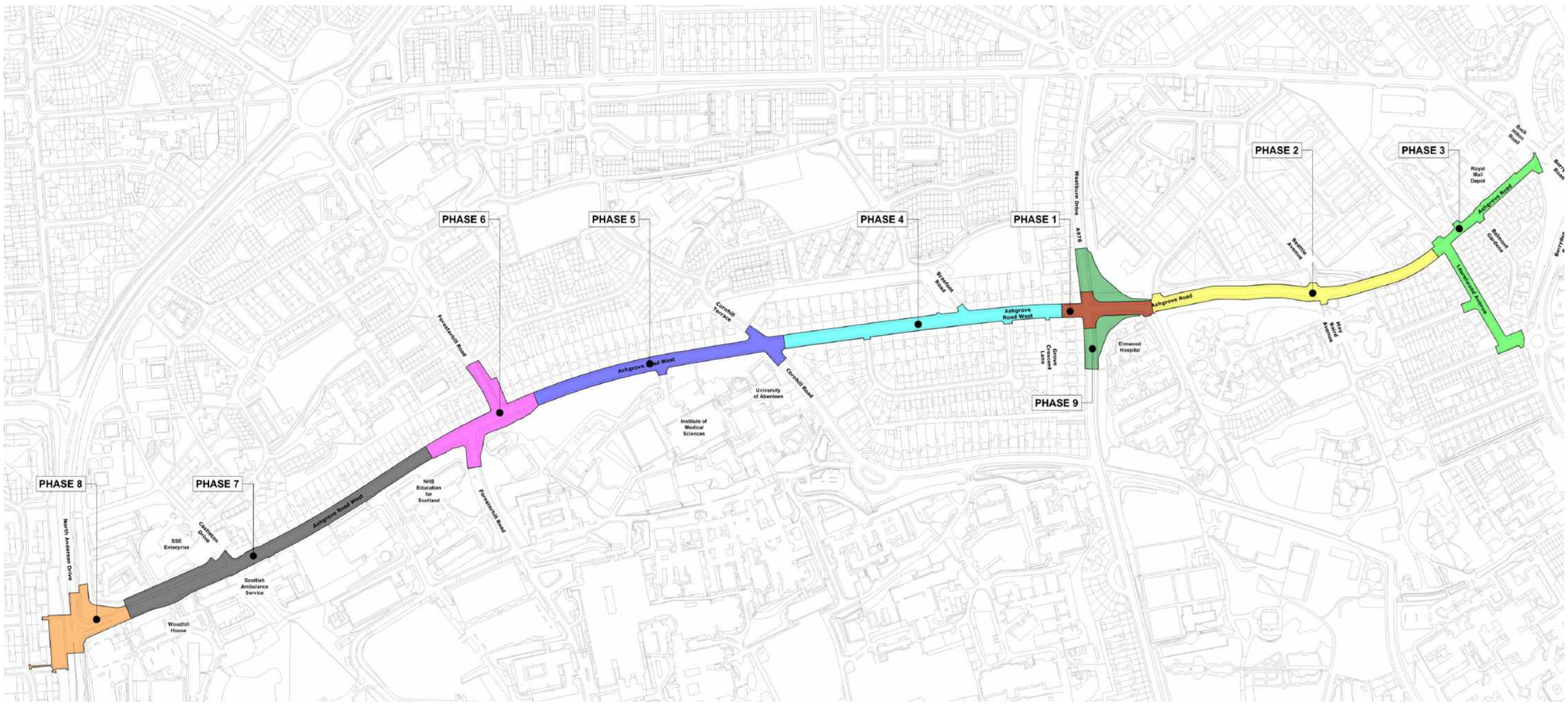
PROJECT TIMELINE

Design Stage 0-3	Design Stage 4 (Current)	Funding / Procurement	Construction
2022 to April 2025	April 2025 to April 2026	April 2026 to Autumn 2026	To be confirmed (Multi-year project)

Construction

A project of this scale is likely to take several years to complete the construction works. Some disruption will be unavoidable; however, we are working on phasing construction to minimise this. Due to the proximity to the hospital, there should be no full road closures. Access will be maintained to all properties.

Rather than working on the whole street for the entire duration of the project, the site will be split up into multiple phases as shown below. Sometimes 2 or 3 of these phases will be worked on simultaneously. There will also be significant underground utility diversions carried out alongside the roadworks.



Phasing plan

TRANSPORT SCOTLAND
COMHDHAIL ALBA

Ashgrove Connects

IronsideFarrar
EnvironmentalConsultants

Ashgrove Connects Parking

What's changing?

There are various types of parking in the surrounding area.

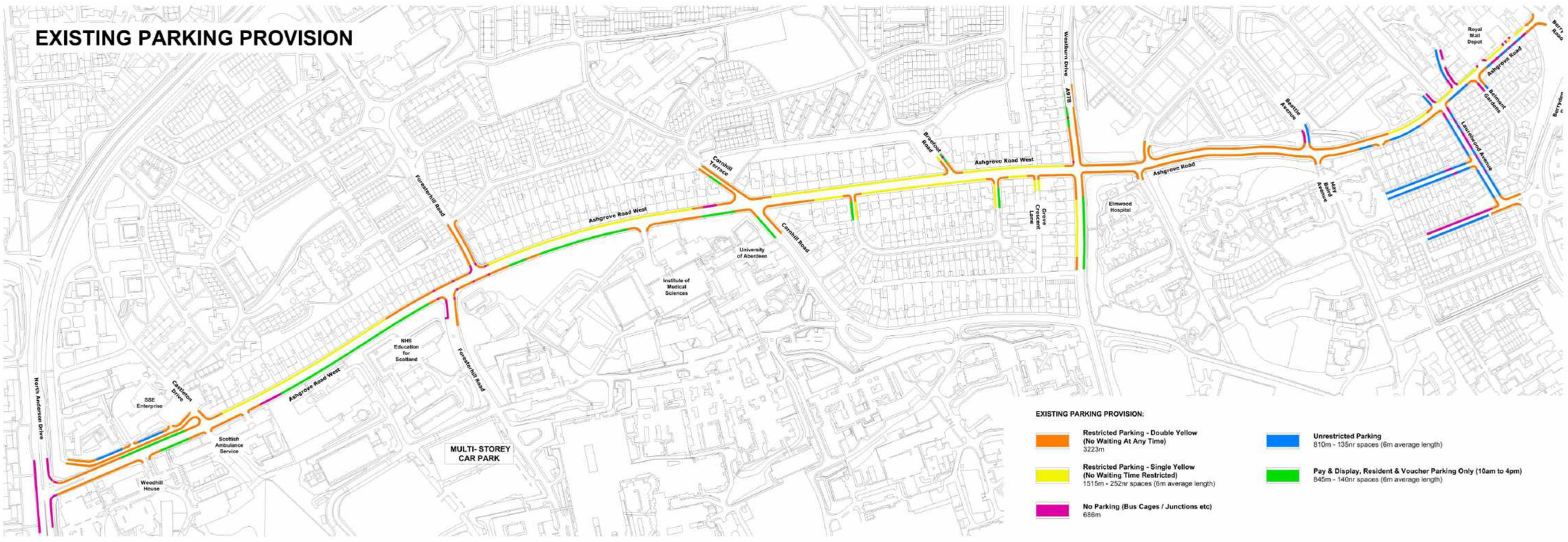
- Unrestricted Parking
- Pay & Display Parking
- Resident Parking
- Disabled Parking
- Single / Double Yellow Line Restrictions

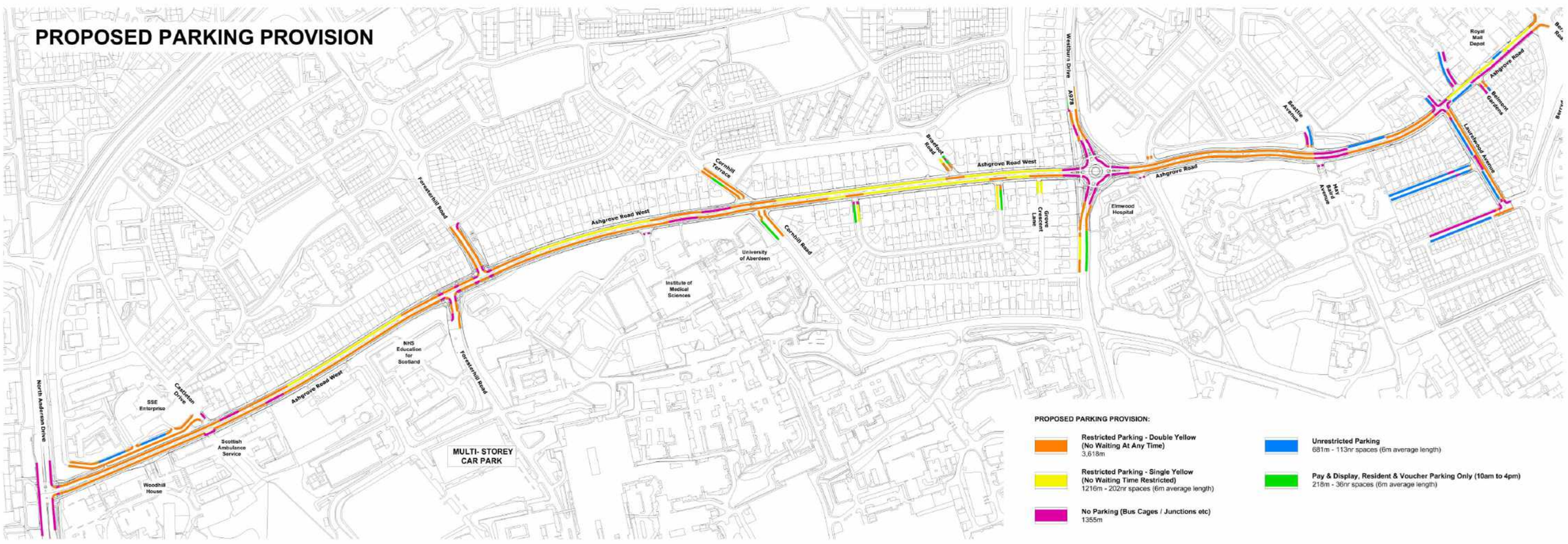
Parking surveys were originally carried out in 2022 and further parking surveys have been carried out in 2026. The results are currently under review.

The drawing below shows how parking may be affected.

To benefit the safety and experience of all road users the project requires a change in the use of the road space. The widths required to fit all users safely into the road has meant some existing parking will need to be removed. It will mostly be the existing Pay and Display parking which will be replaced with double yellow lines. Removing parked cars allows improvements to the character of the street such as additional planting.

The existing single yellow lining, which allows residents to park outside their homes in the evening, is generally retained with some minor adjustments near junctions / bus stops. We understand this may affect your use of the street, there will be a formal consultation as part of the traffic regulation order process.





TRANSPORT SCOTLAND
COMHDHAIL ALBA

Ashgrove Connects

IronsideFarrar
EnvironmentalConsultants

Ashgrove Connects Visualisations

ABERDEEN CITY COUNCIL

Pedestrian views



View at Foresterhill looking south



View at Westburn Drive Roundabout

TRANSPORT SCOTLAND COMHDHAIL ALBA

Ashgrove Connects

IronsideFarrar EnvironmentalConsultants