



Tayside and Central Scotland
Transport Partnership

Active Travel Audit

Executive Summary: Lochee

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This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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1 Introduction

The Lochee area has approximately 19,000 residents, and is located towards the west of Dundee within the local authority area of Dundee City Council. The study area covers the local government ward of Lochee, which includes Menzieshill, Charleston, and the ‘Western Villages’ development area. A number of retail, office, and industrial employment areas exist in the west and north of Lochee. Ninewells Hospital is located immediately to the south. The area continues to expand with the substantial housing development to the west. Lochee has a local retail core consisting of Lochee High Street, one of the five recognised district shopping centres around the centre of Dundee. Elsewhere, green spaces in the town include South Road Park, Miley Nature Reserve, and the Green Circular active travel route, with Camperdown Park, Lochee Park, Victoria Park, and Balgay Park on the boundaries.

Active Travel is one of the key sub-strategies within the TACTRAN Regional Transport Strategy Refresh (2015 – 2036). Specifically, Action AT6, Audit, identifies that “*Where opportunities arise, locally focused active travel audits will identify priorities for future investment in developing the regional walking and cycling network*”, and this Active Travel Audit for Lochee seeks to support this action and will assist in delivering Dundee City Council’s Local Transport Strategy and Cycling Strategy.

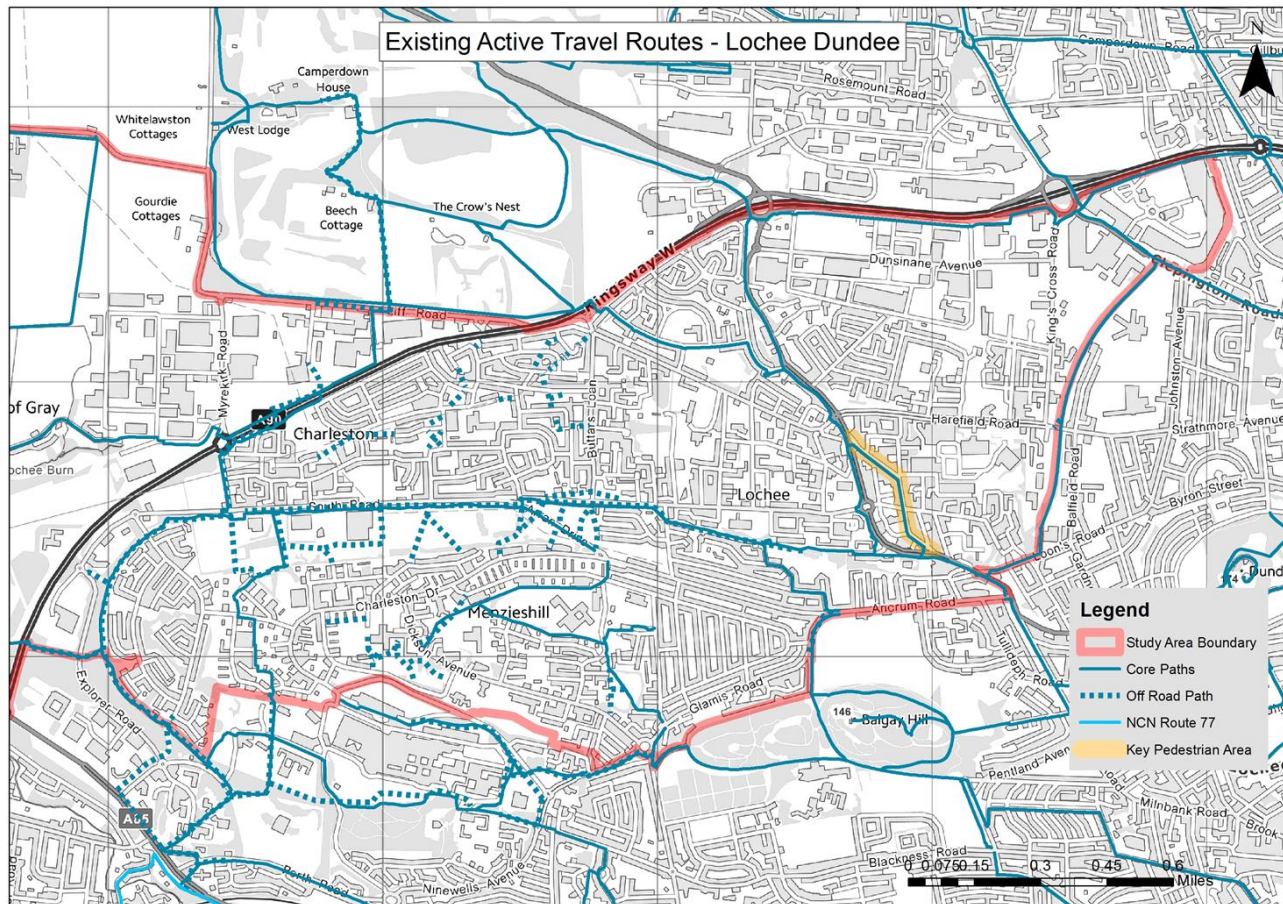
The aims of the Active Travel Audit are to provide:

- Up-to-date information of existing active travel networks to include an account of infrastructure and facilities for walking and cycling;
- Information and mapping of potential active travel networks of Lochee to include an account of recommended infrastructure and facilities needed within Lochee; and,
- A proposal for investment in active travel infrastructure in Lochee, with an indicative action plan, to help guide and secure potential future active travel investment.

2 Information on existing active travel networks

A multi-stage approach to data gathering has been followed. The approach combines the use of available secondary data with site visits, audits and observations and local insight and knowledge through stakeholder interviews to give a comprehensive understanding and record of the existing active travel network. The information collated resulted in a baseline report. Figure 1 shows the existing active travel network identified through this process. Throughout the data gathering exercise four aspects of active travel quality have been analysed (comfort, accessibility, safety and information).

Figure 1 – Existing Active Travel Networks



As Figure 1 displays, there are currently gaps in the active travel network in Lochee. Existing infrastructure does not always join up and as a consequence an active travel user is presented with a series of intermittent routes rather than a complete network. It is these gaps in which the focus lies moving forward as areas for potential interventions and upgrading. Further details are available in a Baseline Report on the Tactran website.

3 Information and mapping of potential active travel network

A series of high-level aims and objectives have been identified in response to the identified issues and barriers to achieving a comprehensive and high quality active travel network in Lochee. The aims and objectives were generated from a review of the existing active travel network. This process involved identifying key active travel routes between everyday activity destinations, and the level of service provided by the current active travel network. The spatial coverage of the current network was reviewed against key existing and future land uses.

Strategic desire lines to provide for key east-west and north-south movements within the study area were identified. In these locations upgraded or new active travel infrastructure would serve or potentially generate a demand for active travel. Example movements include routes to and from the significant centres of employment (located to the north, south, east and west), retail (located in the north and east), leisure (including Camperdown Park to the north and Victoria Park to the east) and other parts of the Dundee urban area to the north and east.

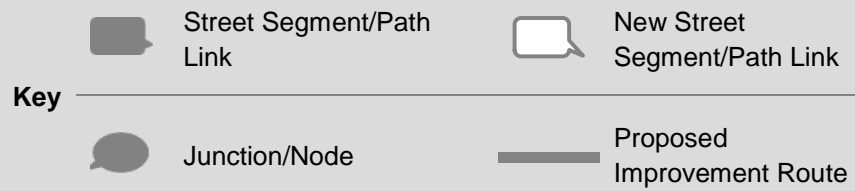
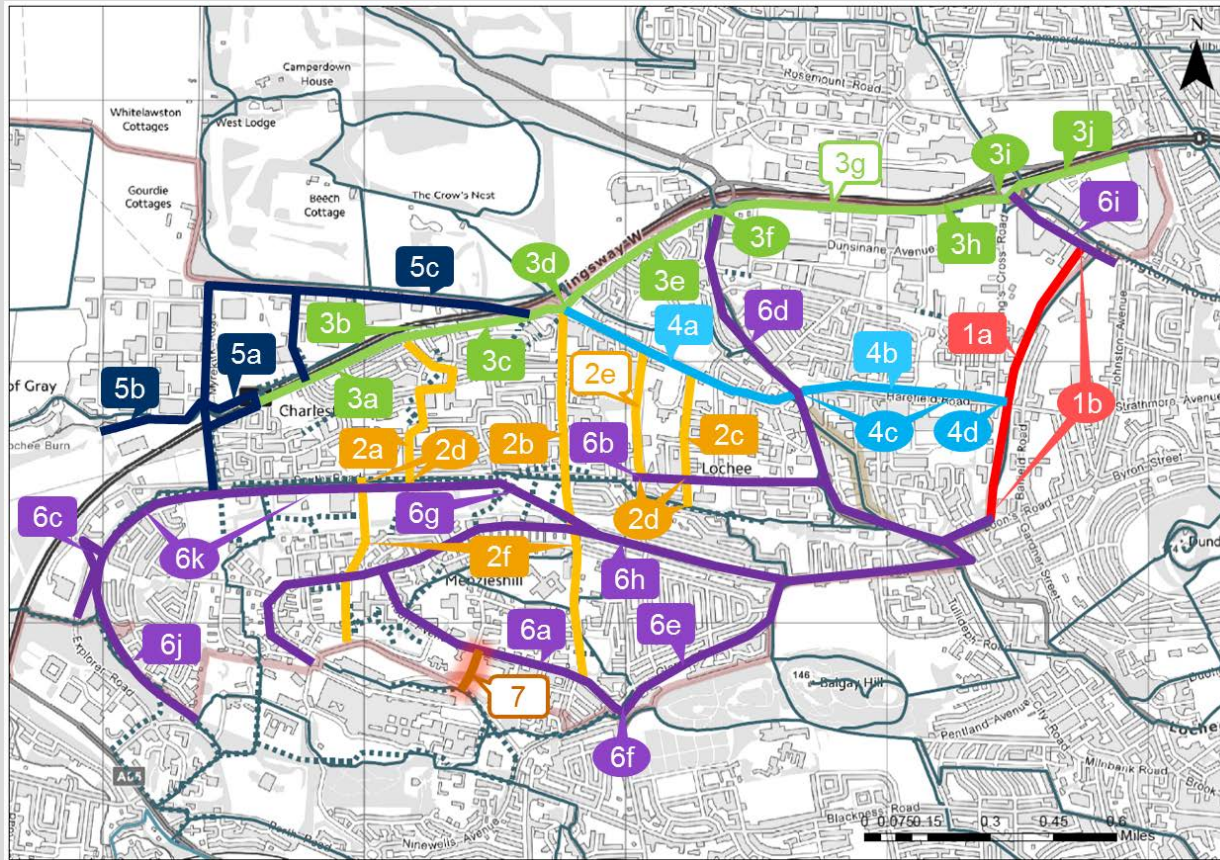
Significant development areas in the west were also taken into account, alongside providing strategic active travel routes to and from existing residential neighbourhoods. A particularly challenge was to provide for north-south active travel movements, given the pattern of the existing established active travel network. Figure 2 highlights these routes and identifies the proposed infrastructure type.

The proposed measures highlighted in Figure 2 were subject to two forms of analysis/modelling:

1. Multi-criteria assessment (MCA) considering all aspects of the active travel network, such as accessibility, safety, attractiveness, delivery; and,
2. Spatial Dynamic Network Analysis (sDNA) used to assess network connectivity and completeness and to predict potential usage.

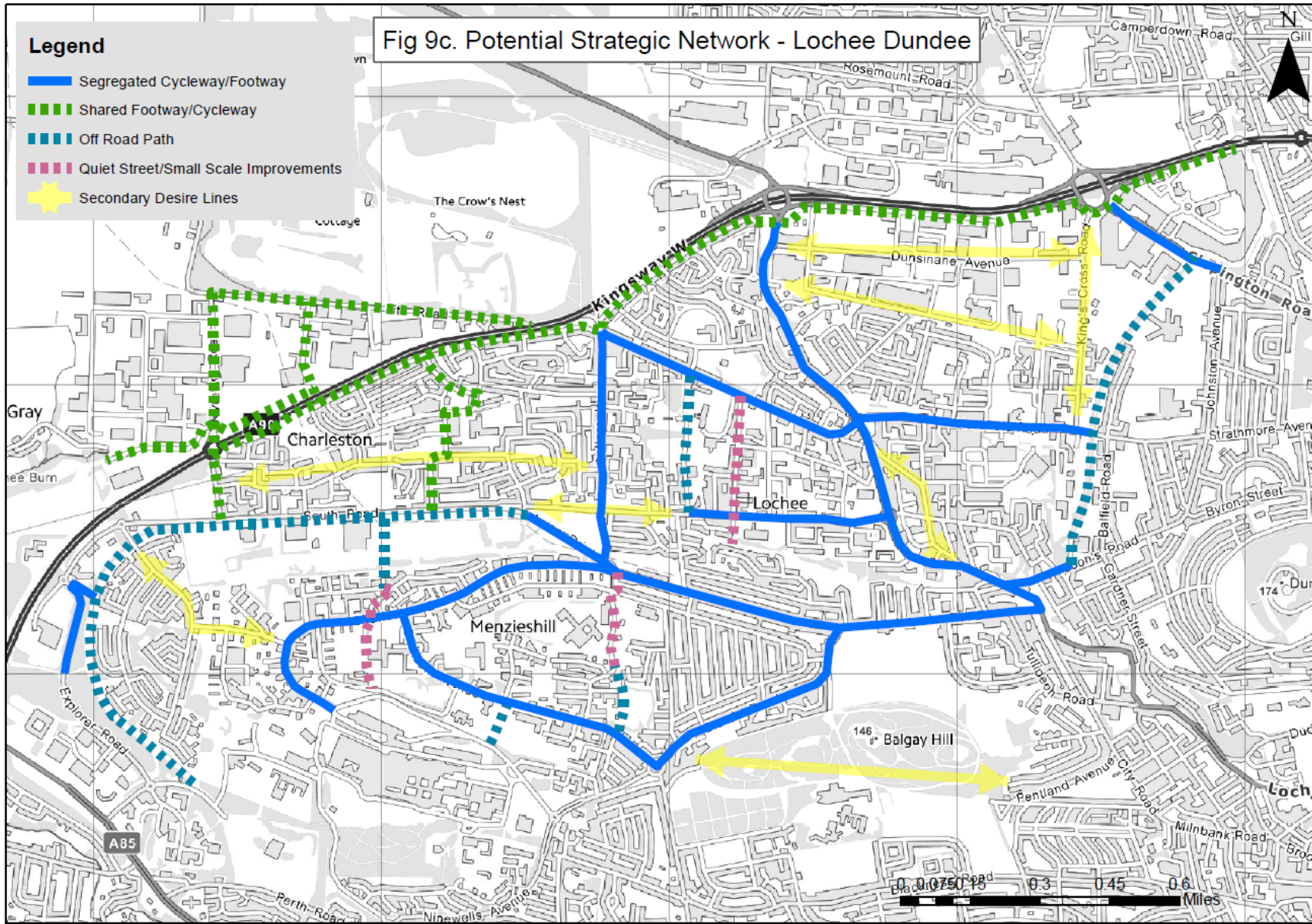
This analysis allowed for the performance of individual active travel actions to be reviewed and ranked. Figure 3 illustrates the resulting potential strategic active travel network.

Figure 2 - Location of potential active travel infrastructure measures



No	Location	Segre-gated	Shared Footway	Off-Road	Place/Junction	Shared Space	On-Road	Ltd/Quiet St	
①	Miley Nature Reserve	a		•					
		b			2				
②	Charleston and Menzieshill	a	•						
		b		•					
		c						•	
		d				5			
		e			•				
		f			•				•
③	South of A90	a							
		b		•					
		c		•					
		d		•					
		e		•					
		f		•					
		g		•					
		h		•					
		i		•					
		j		•					
④	Liff Road and Harefield Road	a	•						
		b	•						
		c				2			
d				•					
⑤	Wester Gourdie Industrial Estate	a		•					
		b		•					
		c		•					
⑥	Menzieshill and Lochee	a	•						
		b	•						
		c	•						
		d	•						
		e	•						
		f	•						
		g	•						
		h	•						
		i	•						
		j	•						
		k	•						
⑦	Dickson Ave to Ninewells Hospital	a							
		b			•				

Figure 3 – Potential strategic active travel network



4 Opportunities for investment

The infrastructure action plan (Table 1) provides a description of proposed active travel infrastructure for Lochee, required to deliver the Potential Strategic Active Travel Network, covering:

- The type of infrastructure/intervention proposed, accompanied by a brief explanatory description;
- Approximate lengths of infrastructure (based on GIS measurements);
- Approximate duration of work (from feasibility to opening, assuming political and funding support);
- Indicative order of magnitude of cost.

Table 1 - Proposed action plan of active travel measures in Lochee

Action Ref.	Proposal				Delivery		
	Location	Type of action*	Supporting information	Extent (number/length of path (m))	Duration of work required (Short <1yr/ Medium <2yrs/ Long >2yrs)	Approx. scale of cost (£)	
	Action 6 Menzieshill and Lochee (Ranking 1, indicative cost £2.5M-£5M)						
L6	a	Dickson Avenue	Segregated cycleway		1050	M	£500k-£1M
L6	b	South Road (east of Elmwood Road)	Segregated cycleway	Including frequent crossing facilities of South Road	700	M	£150k-£500k
L6	c	Explorer Road	Segregated cycleway		421	M	£150k-£500k
L6	d	Coupar Angus Road	Segregated cycleway		1880	M	£500k-£1M
L6	e	Glamis Road	Segregated cycleway		817	M	£150k-£500k
L6	f	Around Glamis Road/Ninewells Road/Dickson Avenue roundabout and links to Dalrytemple St and path network	Junction	Significant remodelling of roundabout/crossings and placemaking	1	M	£150k-£500k
L6	g	Arran Drive	Segregated cycleway		393	S	£150k-£500k
L6	h	Charleston Drive/Ancrum Road	Segregated cycleway		3000	M	>£1M
L6	i	Clelington Road (western extent)	Segregated cycleway		446	S	£150k-£500k
L6	j	South Road/Greenway	Off-road path	Improve width and surfacing of South Road/Green Circular Path including links to it, e.g. from Explorer Road	2430	S	£150k-£500k
L6	k	South Road/Greenway	Crossings	Improve continuity of path network at crossing points, e.g. Tesco South Road, Maillaig Avenue, and introduce frequent crossing facilities of South Road	2	S	£50k-£150k
	Action 4 Liff Road and Harefield Road (Ranking 2, indicative cost £1M-£2.5M)						
L4	a	Liff Road	Segregated cycleway	Buttar's Loan junction covered in L3d	1803 (incs. L4b)	M	£500k-£1M (incs. L4b)
L4	b	Harefield Road	Segregated cycleway		See L4a	M	See L4a
L4	c	Harefield Road	Junction	Improvements (e.g. signalisation) at junctions (2) - mini-roundabout at the Stack - roundabout at Coupar Angus Road junctions	2	M	£150k-£500k
L4	d	Harefield Road	Crossing	Access improvements to Miley Path from Harefield Road where Miley Path passes under. Currently a gate/chicane with steps	1	S	<£50k
	Action 2 Charleston and Menzieshill (Ranking 3, indicative cost £500k-£1M)						
L2	a	Various streets between South Road and A90	Shared footway	Shared path to A90 path via school and shops utilising local path links where practical: - east side of streets (Craigowan Road/Charleston Rd/Balgarthno Rd) - west side (Brownhill Rd/Gourdie Place)	783	S	£50k-£150k
L2	b	Buttars Loan	Segregated cycleway	e.g. two-way, one side. Steep section up to Arran Drive has steps	792	S	£150k-£500k
L2	c	Gray Street	Quiet street/ <i>fietsstraat</i>	- Quiet wide street (Gray St, south of Wellgrove St) - Cycle street (Gray St, north of Wellgrove St)	513	S	£50k-£150k

Proposal						Delivery	
Action Ref.	Location	Type of action*	Supporting information	Extent (number/length of path (m))	Duration of work required (Short <1yr/ Medium <2yrs/ Long >2yrs)	Approx. scale of cost (£)	
L2	d	South Road	Crossings	Safe crossing facilities across South Road where proposed routes cross and access to greenway at southern end. The steps at the south end of Donald St currently have a ramp by-pass.	5	S	£150k-£500k
L2	e	Stewart's Lane	Off-road path	Tarmac path. Land ownership uncertain.	479	L	£50k-£150k
L2	f	Off-road paths south of South Road	Off-road path	Mixed improvements to off-road paths south of South road linking to quiet streets, addressing steps and providing measures on Yarrow Terrace to mitigate increased traffic from proposed development. Steps/gradient an issue.	1225	m	£50k-£150k
Action 3 South of A90 (Ranking 4, indicative cost £1M-£2.5M)							
L3	a	Balgarthno Terrace	Shared footway/cycleway		3672	M	£500k-£1M
L3	b	Path north of Brownhill Road	Shared footway/cycleway		See L3a (incs. L3b-j)	M	See L3a (incs. L3b-j)
L3	c	Liff Terrace	Shared footway/cycleway	Quiet street a potential option.	See L3a	M	See L3a
L3	d	Liff Terrace/Liff Road/Buttars Loan	Junction	Crossing at Roundabout (including link to L4 proposed segregated corridor on Liff Road)	1	L	£150k-£500k
L3	e	Linton Road	Shared footway/cycleway	(e.g. shared footway/quiet street)	See L3a	M	See L3a
L3	f	Coupar Angus Road	Junction	Crossing	1	L	£150k-£500k
L3	g	Kinnoull Road	Shared footway/cycleway	(e.g. shared footway/quiet street). A shared use path will be contribute to this route to be completed as part of current planning conditions.	See L3a	M	See L3a
L3	h	North of Dunsinane Avenue	Shared footway/cycleway	(e.g. tarmacked off-road path)	See L3a	M	See L3a
L3	i	King's Cross Road and Clepington Road (A90 gyratory)	Junction	Crossings (2)	1	L	£150k-£500k
L3	j	North of Kingsway Retail Park	Shared footway/cycleway	(e.g. tarmacked off-road path)	See L3a	M	See L3a
Action 5 Wester Gourdie Industrial Estate (Ranking 5, indicative cost <£500k)							
L5	a	A90 junction	Shared footway/cycleway	e.g. signage and promotion of Myrekirk Road (N) to link to underpass below A90	236	M	<£50k
L5	b	Myrekirk Road S/N, Fulton Road, Whittle Place	Shared footway/cycleway	Links from A90 underpass to adjacent destinations along Denhead of Gray Right of Way	676	M	£50k-£150k
L5	c	Liff Road	Shared footway/cycleway	Improved link to underpass to be included	1905	S	£150k-£500k
Action 1 Miley Nature Reserve (Ranking 6, indicative cost <£500k)							
L1	a	Miley Nature Reserve	Off-road path	Tarmac path and comfort facilities such as seating	1190	S	£50k-£150k
L1	b	Clepington Road (N) Loon's Road (S)	Crossings	Crossing (2) (e.g. toucan) and gateway feature	2	S	£50k-£150k

Proposal					Delivery		
Action Ref.	Location	Type of action*	Supporting information	Extent (number/length of path (m))	Duration of work required (Short <1yr/ Medium <2yrs/ Long >2yrs)	Approx. scale of cost (£)	
Significant Gap Scheme							
	Action 7 Dickson Avenue to Ninewells Hospital (Ranking 1, indicative cost <£50k)						
L7	a	South of Dickson Avenue	Off-road path	New link to Ninewells Hospital	164	M	<£50k

*The type of action identified in the table above is the high-level optimum solution. Future detailed design work may result in the action type changing to a solution lower in the design hierarchy.