



Tayside and Central Scotland
Transport Partnership

Active Travel Audit

Executive Summary: North East,
Dundee

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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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Ove Arup & Partners Ltd
Scotstoun House
South Queensferry
Edinburgh EH30 9SE
United Kingdom
www.arup.com

ARUP

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1 Introduction

North East Dundee is an area of approximately 16,000 residents, located within the local authority area of Dundee City Council. The study area covers the broad local government ward of North East Dundee, which includes Fintry, Whitfield, Mill O’Mains, Claverhouse, and the Baldovie Industrial Estate. Michelin is a long-standing employer in the area. Whitfield is in the process of significant regeneration. The area continues to expand with a proposed long-term employment development to the north (around Jack Martin Way), and a housing development across the nearby Angus Council boundary further to the north-east. North East Dundee has local retail centres in Fintry and Whitfield (Lothian Crescent). Elsewhere, significant green spaces in the area include Finlathen Park (which forms part of the Dighty Water Green Circular route), Drumgeith Park, and smaller areas of greenspace interspersed within the Whitfield regeneration area. The Whitfield Planning Framework includes references to active travel across the area.

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 North East, Dundee seeks to support this action and will assist in delivering Dundee City Council’s Local Transport Strategy and Cycling Strategy.

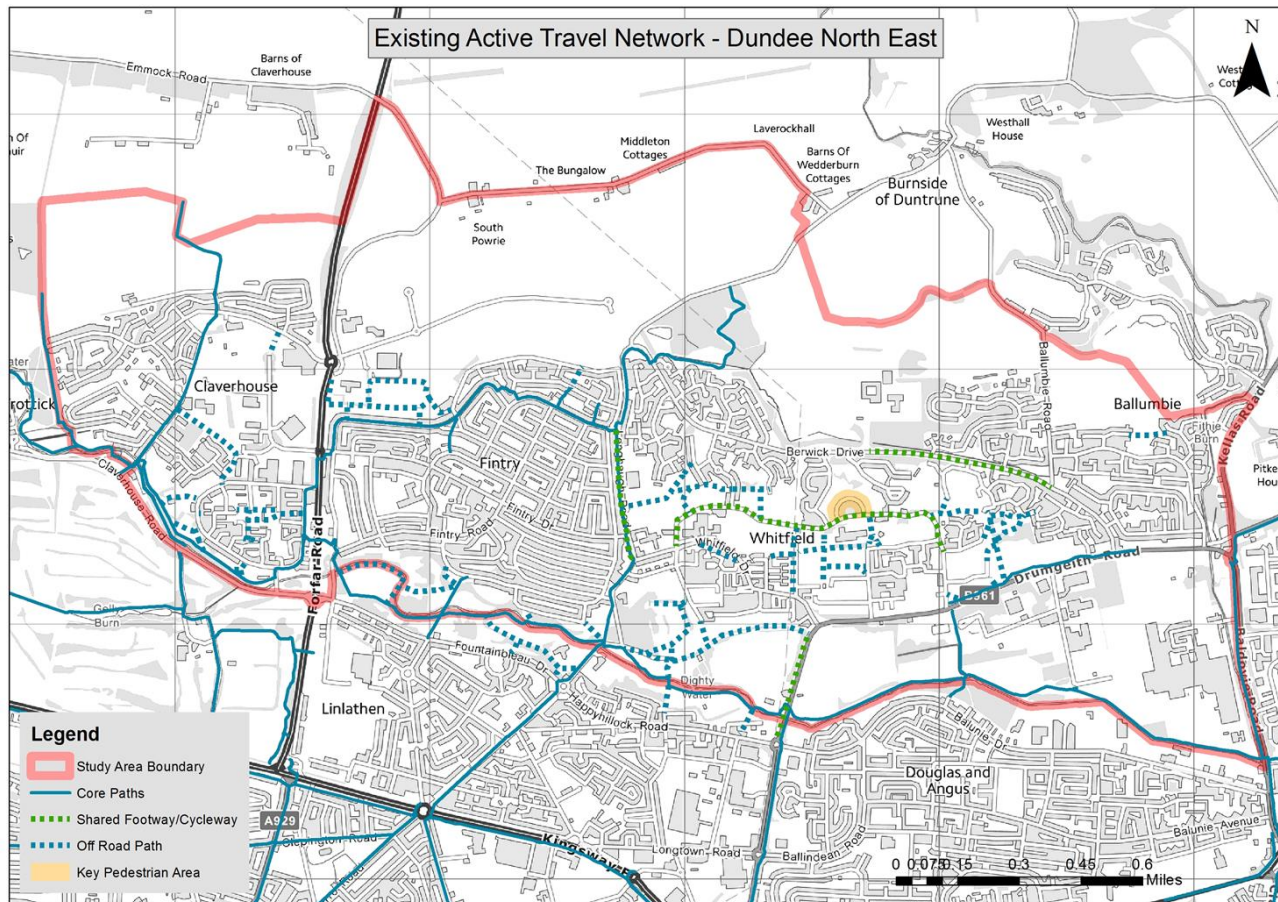
The aims of the Active Travel Audit are to provide:

- 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 North East, Dundee to include an account of recommended infrastructure and facilities needed within North East, Dundee; and,
- A proposal for investment in active travel infrastructure in North East, Dundee, 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 North East, Dundee. 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 North East, Dundee. 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 schools (running east-west through the area), centres of retail and other employment (located to the south-east and towards Dundee city centre), and leisure (including the Dighty Water green corridor running to the south). Figure 2 highlights these routes and identifies the proposed infrastructure type.

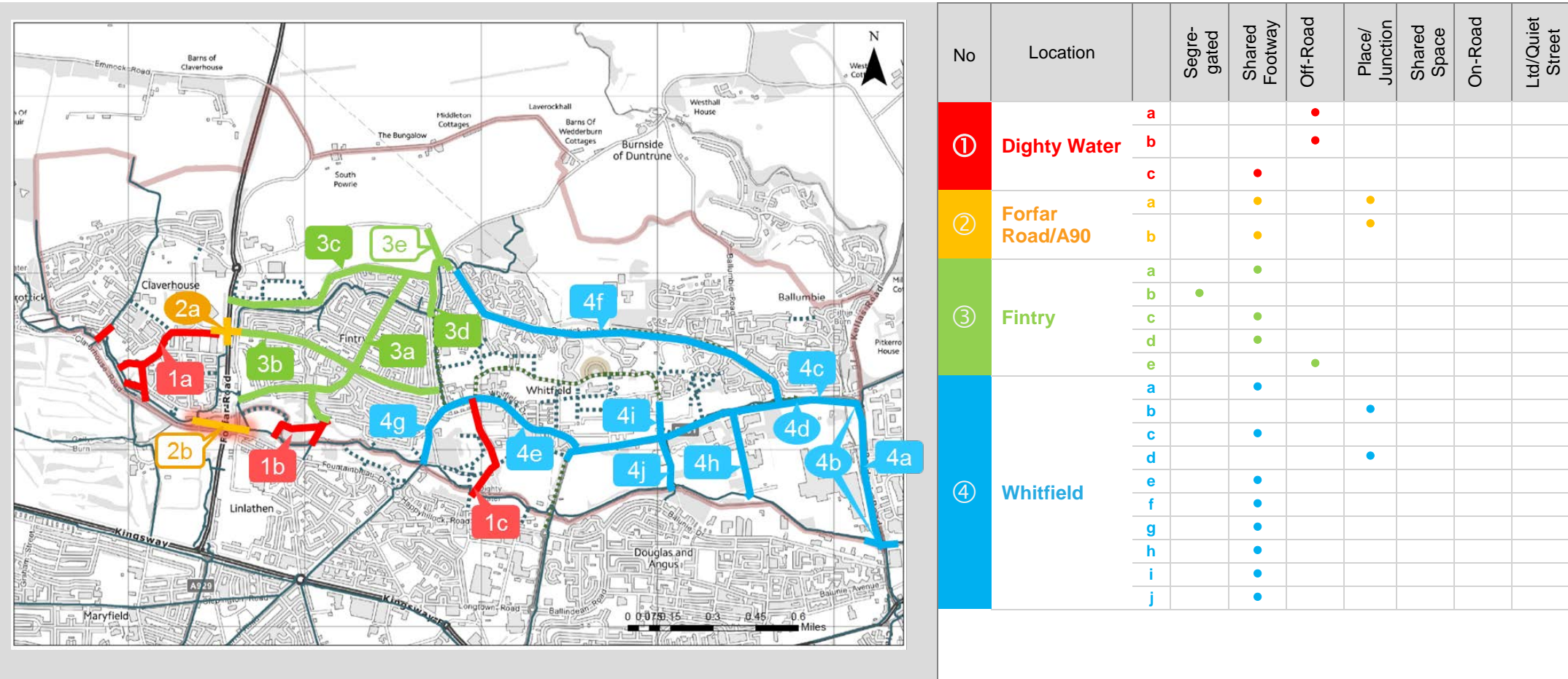
Significant development areas in the north and large-scale regeneration within Whitfield was also taken into account, alongside providing strategic active travel routes to and from existing residential neighbourhoods.

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.

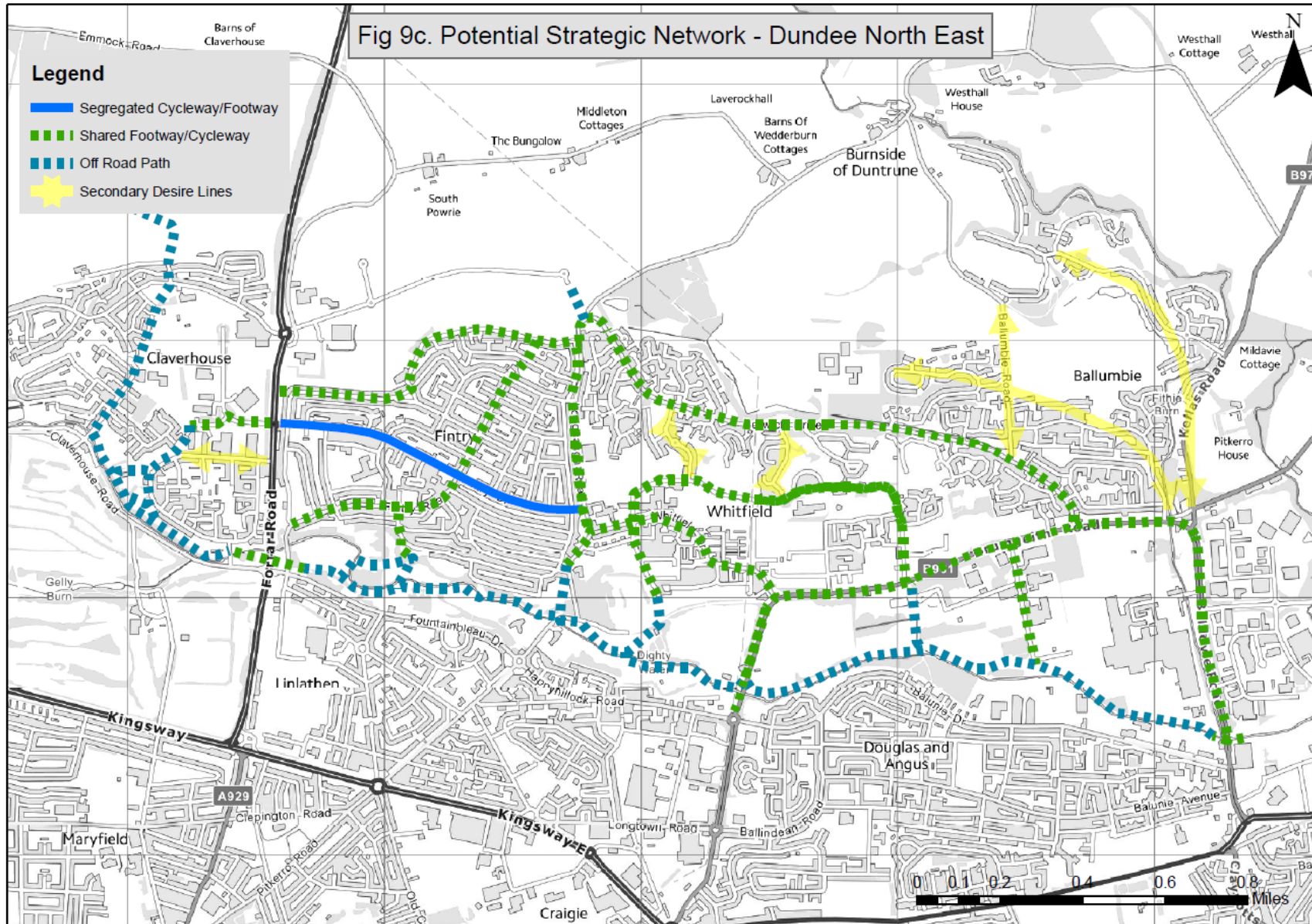
Figure 2 - Location of potential active travel infrastructure measures



Key

- Street Segment/Path Link
- New Street Segment/Path Link
- Junction/Node
- Proposed Improvement Route

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 North East, Dundee, 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 North East, Dundee

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)	Scale of cost (£)		
	Action 4 Whitfield (Ranking 1, indicative cost £1M-£2.5M)							
N4	a	Baldovie Road	Shared footway/cycleway	Current shared use path/cycleway should be promoted better, and link to the remainder of the network.	2626 (inc. N4c)	S	£150k-£500k (inc. N4c)	
N4	b	Baldovie Road	Crossing	e.g. toucan/zebra crossings	2	S	£50k-£150k	
N4	c	Drumgeith Road	Shared footway/cycleway		See N4a	S	See N4a	
N4	d	Drumgeith Road	Crossing	e.g. toucan/zebra crossings	2	S	£50k-£150k	
N4	e	Whitfield Drive	Shared footway/cycleway	Passing school and going off-road where road becomes detached from surrounding urban settlement via 'flyover'	1235 (inc. N4g)	M	£150k-£500k (inc. N4g)	
N4	f	Berwick Drive	Shared footway/cycleway	Complete gaps in shared use facility	2140	S	£150k-£500k	
N4	g	Longhaugh Road (S)	Shared footway/cycleway	Complete gaps in shared use facility. A steep section, but with space to wind a path down the hill to bypass steps.	See N4e	S	See N4e	
N4	h	Forties Road	Shared footway/cycleway		487	S	£50k-£150k	
N4	i	Summerfield Avenue (eastern leg)	Shared footway/cycleway		229	S	<£50k	
N4	j	South of Summerfield Avenue (eastern leg)	Shared footway/cycleway	Upgrades to existing path where required	280	S	<£50k	
	Action 3 Fintry (Ranking 4, indicative cost £1M-£2.5M)							
N3	a	Fintry Road	Shared footway/cycleway	Fintry Road and Fintry Drive have excellent wide footways for most of their length, but cars are parked all over the path.	1347	M	£150k-£500k	
N3	b	Fintry Drive with link via Fintryside	Segregated cycleway		1245	L	£500k-£1M	
N3	c	Cheviot Crescent	Shared footway/cycleway	Protecting route from new development to north and linking to shops and multi-use green space.	1342	M	£150k-£500k	
N3	d	Longhaugh Road (N)	Shared footway/cycleway	Complete gaps in shared use facility	431	M	£50k-£150k	
N3	e	Link between Jack Martin Road and Longhaugh Road (N)	Off-road path	Formalise off-road path	151	S	<£50k	

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)	Scale of cost (£)	
	Action 2 Forfar Road/A90 (Ranking 2, indicative cost £2.5M-£5M)						
N2	a	A90	Junction	Crossing (e.g. toucan) at Fintry Drive/Charles Bowman Avenue	1	M	£150k-£500k
N2	b	A90	Junction/Underpass	Crossing improvements (e.g. toucan) at Dighty Burn/Fountainbleu Rd/Forfar Rd (A90)/Claverhouse Road to address long active travel waiting times, or more extensive scheme to provide an underpass below the A90 following the line of the Dighty Water.	300	L	>£1M
	Action 1 Dighty Water (Ranking 3, indicative cost <£500k)						
N1	a	Mill O'Mains	Off-road path linked to shared footway/cycleway	Through Mill O Mains to Dighty Burn, and between Hebrides Drive and Dighty Burn. Includes tarmacked and lit routes via shared path on Charles Bowman Avenue. May require private land purchase - green space around business units separated from path by wire fencing between Highland Chief Way (W) and path north of Hebrides Drive/Lewis Terrace. Hebrides Drive is 20mph with footways. Paths around the Dighty Water exist.	455	M	£50k-£150k
N1	b	Between Fintryside and Dighty Burn	Off-road path	Paths exist, but stairs are an issue.	933	M	£50k-£150k
N1	c	Murrayfield Drive	Off-road path linked to shared footway/cycleway	Linking to Dighty Burn via off-road link improvements south of Murrayfield Drive. A good multi use off road path exists here.	603	M	£50k-£150k

*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.