



Tayside and Central Scotland
Transport Partnership

Active Travel Audit

Executive Summary: Scone &
Bridgend

Issue | 28 August 2017



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.

Job number 253786

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

ARUP

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1 Introduction

Scone is a village of approximately 5,000 residents outside the green belt of the city of Perth. Bridgend, Gannochy and Kinnoull are located together adjacent to Perth on the banks of the River Tay. Bridgend, Gannochy and Kinnoull area will, throughout this report, be referred to as “Bridgend”. All these settlements form the study area within the local authority area of Perth & Kinross. The main employment areas lie in Perth city centre to the west, across the River Tay. Scone is a village which grew in a planned manner as a relocation of the original village from the current grounds of Scone Palace in the 19th Century. The Murray Royal Hospital is a significant employer to the east of the river. Scone continues to expand on its boundaries, with significant housing proposals in the north. Both Bridgend and Scone have their own local retail core, with the former recognised as a neighbourhood centre in the Local Development Plan. There are significant green spaces around the periphery of housing areas, including Kinnoull Hill (to the south east), Quarrymile Woodland Park (part of the Gannochy Trust’s estate in the west), and Rodney Gardens (to the south west) with Stormont Park and Gannochy duck pond additionally forming attractive local spaces.

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 Arbroath seeks to support this action and will assist in delivering Perth & Kinross Council’s, Shaping Perth’s Future: A Transport Strategy for Perth and the Wider Region.

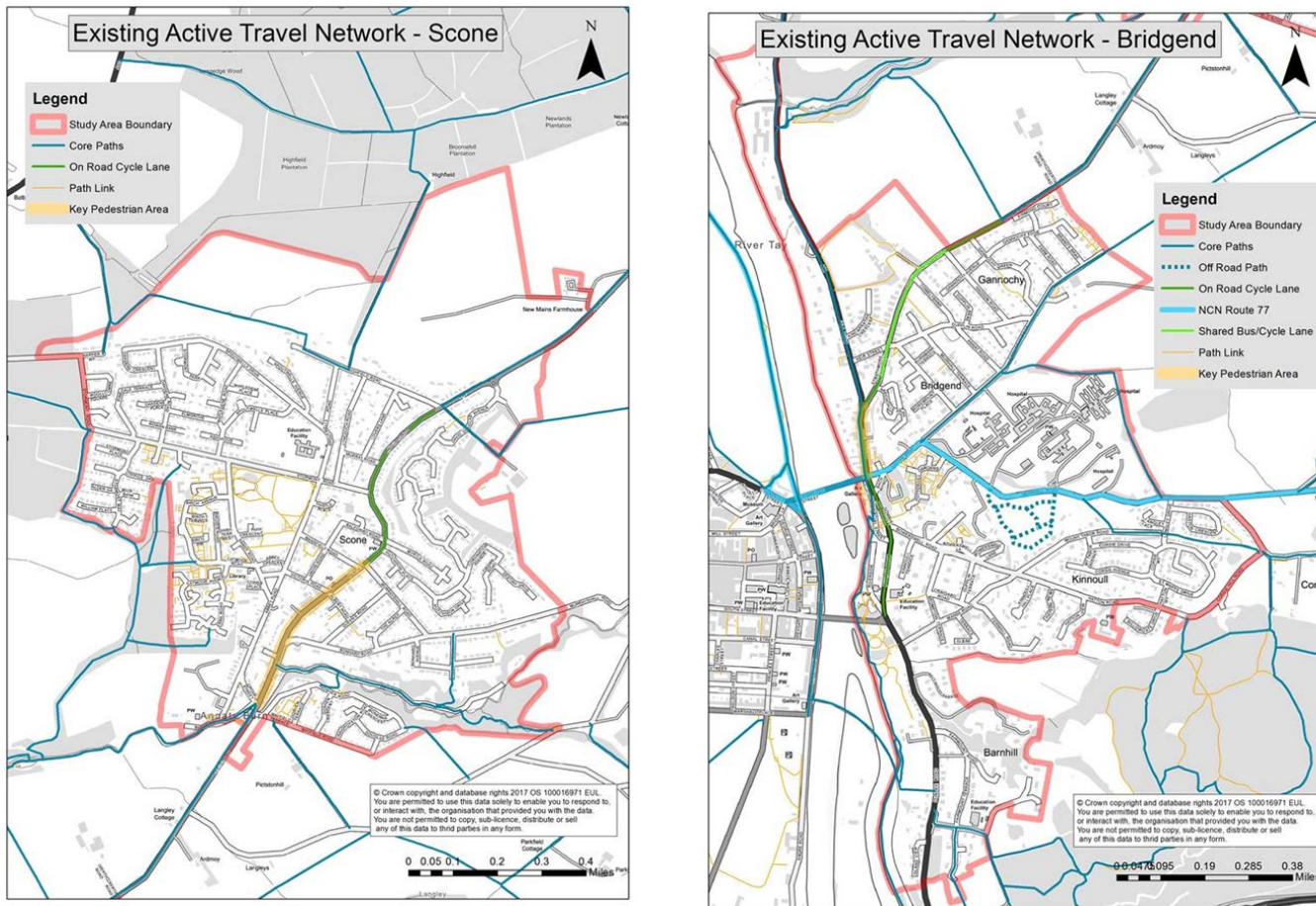
The aims of the Active Travel Audit are to provide:

- 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 Scone and Bridgend to include an account of recommended infrastructure and facilities needed within Scone and Bridgend; and,
- A proposal for investment in active travel infrastructure in Scone and Bridgend, 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 Scone & Bridgend. 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 Scone & Bridgend. 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 retail centres (Bridgend Main Street and Scone High Street), leisure (including access to the extensive local off-road path network around Scone and Kinnoull, and the NCN), and the centre of employment in Perth (accessible via the two road and one rail bridge across the River Tay).

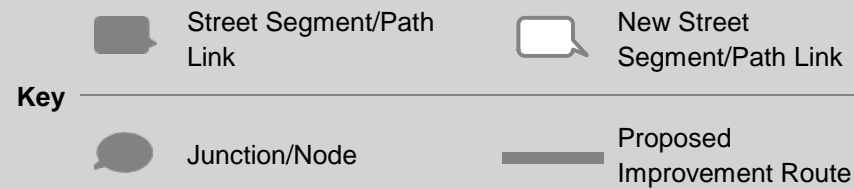
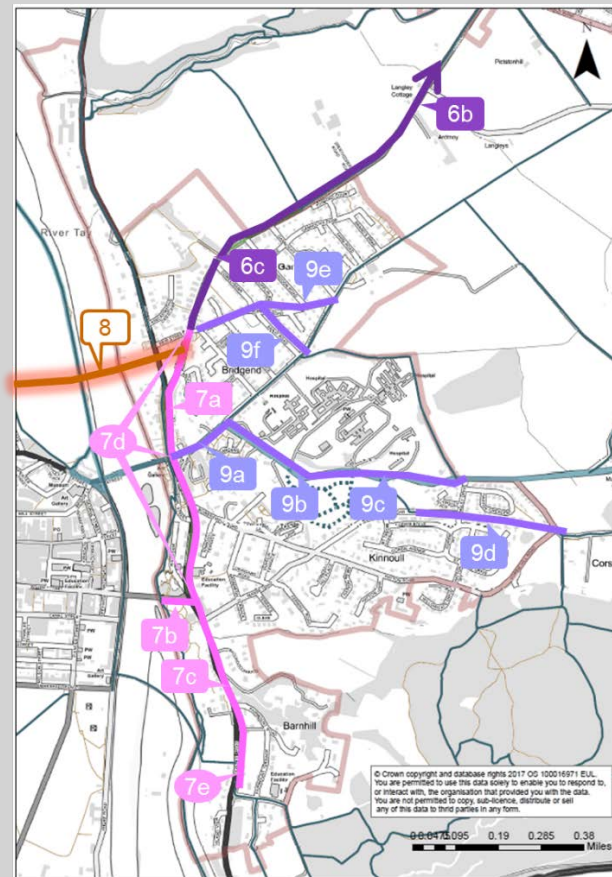
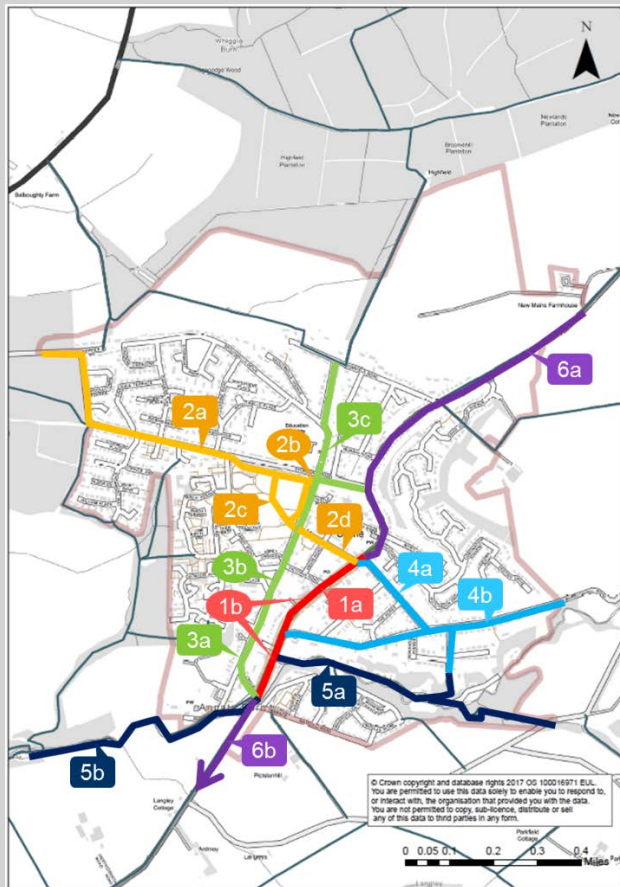
Significant development areas in the north and the impacts of the proposed Cross Tay Link Road were also taken into account, alongside providing strategic active travel routes to and from existing residential neighbourhoods. Figure 2 highlights these routes and identifies the proposed infrastructure 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.

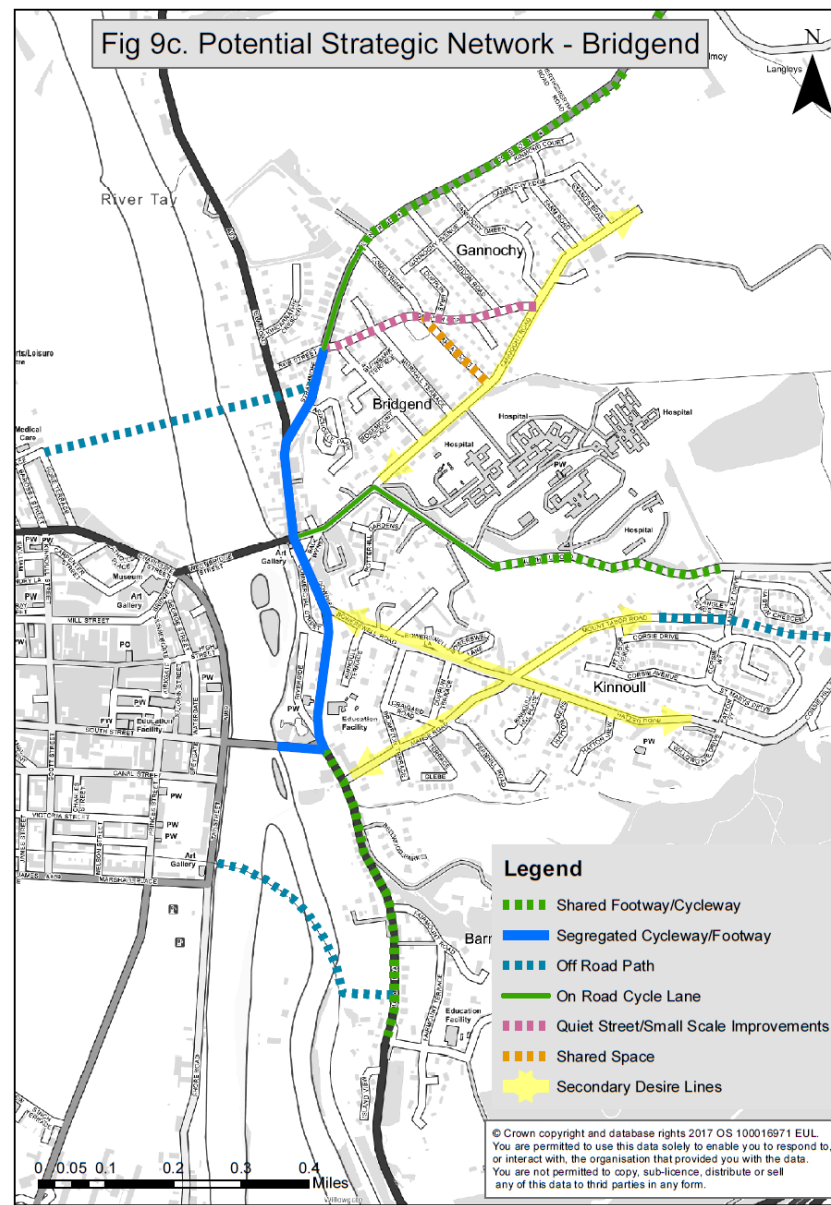
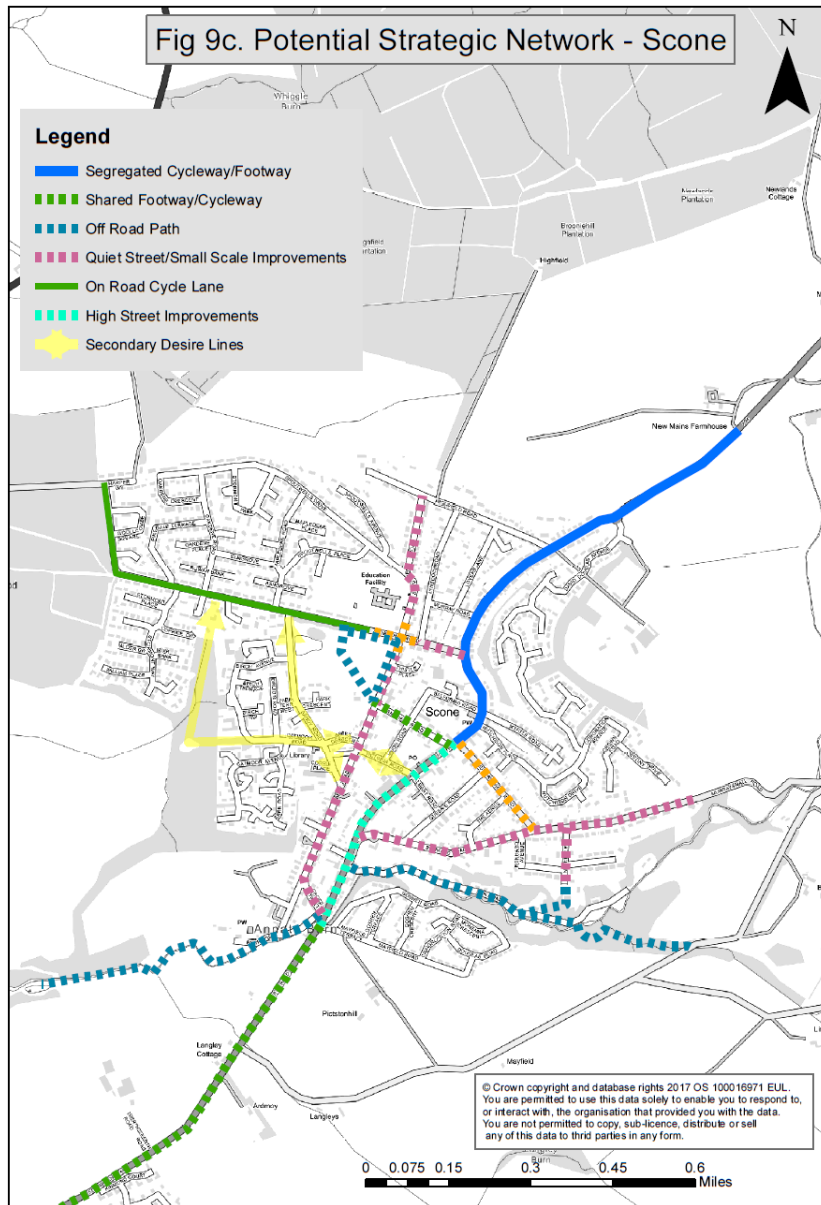
This analysis allowed for the performance of individual active travel actions to be reviewed and ranked. Figure 3 illustrates the resulting potential strategic active travel network.

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 Street
①	Scone High Street	a			•			
		b			• 2			
②	West of Scone High Street	a			•		•	
		b			•	•		
		c		•				
③	Parallel to Scone High Street	a			•			•
		b						•
		c						•
④	East of Scone High Street	a				•	•	
		b						•
⑤	Off-Road/Quiet Routes	a		•				
		b			•			
⑥	A94 North and South of Scone High Street	a	•					
		b		•				
		c						•
⑦	Bridgend Main Street and Dundee Road	a	•					
		b	•					
		c		•				
		d				• 3		
e				•				
⑧	River Tay			•				
⑨	East of Bridgend Main Street	a					•	
		b					•	
		c		•				
		d			•			
		e						•
		f					•	

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 Scone & Bridgend, 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 Scone & Bridgend

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 9 E. of Bridgend Main Street (Ranking 1, indicative cost <£500k)						
S9	a	Lochie Brae	On-road route	Single lane traffic signal controlled bi-directional traffic with cycle bypass, linked to bridge signals	575 (east and west)	M	£50k-£150k
S9	b	Muirhall Road (west)	<i>Fietsstrook</i>	Dutch-style improvement with on-road cycle lanes in conjunction with removal of carriageway centerline markings (car parking permitting) such as implemented on Gogar Station Road, Edinburgh and general street improvements.		M	<£50k
S9	c	Muirhall Road (east)	Shared footway	Shared footway (north side)	559	M	£50k-£150k
S9	d	Path west of Mt Tabor Road to Corsie Hill Road	Off-road path	Upgrade surface/width	504	S	£50k-£150k
S9	e	Dupplin Road	Quiet street	Minor improvements (quiet street)	523	S	<£50k
S9	f	Annat Road	Shared space	Shared surface and place-making adjacent to pond	222	M	£150k-£500k
	Action 7 Bridgend Main Street and Dundee Road (Ranking 2, indicative cost <£500k)						
S7	a	Perth Road (A94) south of Keir St and Bridgend Main Street to South Bridge	Segregated cycleways	Segregated two-way one side cycleway with whole street improvements and place making for active travel	1112	M	£500k-£1M
S7	b	South Bridge	Segregated cycleways	Segregated two-way cycleway on South Bridge (removal of traffic lane) as part of wider traffic management measures (outside of study area)	1112	L	<£50k
S7	c	A94 South Bridge (N) to Fairmount Road (S)	Shared footway	Shared footway (west side)	729	M	£50k-£150k
S7	d	Junctions of A85/A93/A94	Junctions	Significant active travel ranking and place-making subject to feasibility investigations	729	L	£500k-£1M
S7	e	West of Fairmount Terrace	Crossing	Crossing of A85 linking Core Paths between Kinnoull Hill and pedestrian bridge on railway crossing of River Tay	1nr	S	<£50k
	Action 6 A94 N. & S. of Scone High St (Ranking 3, indicative cost £500k-£1M)						
S6	a	Perth Road (A94) north of Main Street	Segregated cycleways	Segregated cycleways or shared-use footway. Consider safety of cyclists who may choose not to use the facility	1382	M	£500k-£1M
S6	b	A94 south of Main Street to Comely Bank	Shared footway	e.g. Shared footway on one side	1437	M	£150k-£500k
S6	c	A94	Bus lane	Sharing with bus lane with enhanced cycle awareness	255	M	<£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 1 Scone High Street (Ranking 4, indicative cost <£500k)					
S1	a	Scone High Street	General street improvements	Provide footway treatments across junctions and 20mph speed limit	700	M	£500k-£1M
S1	b	Scone High Street	Crossing	Additional crossing of the A94	1nr	S	<£50k
		Action 5 Off-Road/Quiet Routes (Ranking 5, indicative cost <£500k)					
S5	a	Den Road	Off-road path	Resurface existing narrow road/path north of Burn. Possibly private road	2217	M	£150k-£500k
S5	b	Quarrymile Path	Off-road path	Allow cycling on existing path. Gannochy Trust ownership		M	<£50k
		Action 2 West of Scone High Street (Ranking 6, indicative cost <£500k)					
S2	a	Stormont Road	<i>Fietsstrook</i>	Dutch-style improvement with on-road cycle lanes in conjunction with removal of carriageway centerline markings (car parking permitting) such as implemented on Gogar Station Road, Edinburgh and general street improvements.	1125	M	£50k-£150k
S2	b	Stormont Road	Junction	Raised table/placemaking at junction with Abbey Road	1nr	M	£50k-£150k
S2	c	Stormont Park	Off-road path	Upgrade routes for cycling on north and east sides of park, linking to Stormont Road and Abbey Road	594	M	£50k-£150k
S2	d	Mansfield Road	Shared footway/cycleway		260	M	<£50k
		Action 3 Parallel to Scone High St (Ranking 7, indicative cost <£500k)					
S3	a	Abbey Road	Junctions	General street improvements e.g. raised tables at junctions	Multiple	S	£50k-£150k
S3	b	Abbey Road	Quiet street	Mini-holland street closure/filtered permeability adjacent to park south of Abbey Terrace/north of Sandy Road	1316	M	£50k-£150k
S3	c	Spoutwells Road	Quiet street	School Street (closed at Pick Up/Drop Off times)		S	<£50k
		Action 4 East of Scone High Street (Ranking 8, indicative cost <£500k)					
S4	a	Murrayshall Road	<i>Fietsstraat</i>	No overtaking cycles/Cycle Street	337	M	<£50k
S4	b	Bonard Road	Quiet street	Small scale improvements, e.g. chicanes with cycle bypasses (east of Murrayshall Road) and shared space principles in narrow section (west of Murrayshall Road), e.g. Glenogle Road, Edinburgh	1185	M	£50k-£150k
Significant Gap Schemes							
		Action 8 River Tay (Ranking 1, indicative cost >£5M)					
S8	a	E-W between A94 (east) and Barossa Place (west)	Pedestrian and cycle bridge	New bridge (hypothetical)	671	L	£5M-£10M

*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.