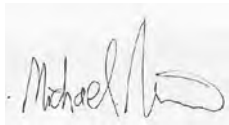
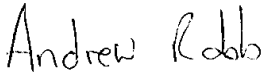
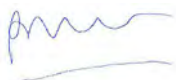


School Travel Assessment: Cove / Kincorth / Torry



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Executive Summary

Commission

AECOM has been commissioned by Aberdeen City Council Leisure and Learning Service to carry out an objective and independent assessment of travel to school for pupils affected by the proposed closures of Torry and Kincorth Academies, and the construction of a new Academy on the Bobby Calder Park site, Redmoss Road.

This school travel assessment has been prepared to contribute to the Committee Report and the findings from the statutory consultation to be reported to the Education Committee in September 2013.

Our Approach

In preparing this school travel assessment, a review of relevant travel to school policy and guidance at a national and local level has been conducted. Pupil consultations with both affected Academies and their associated feeder primaries were undertaken. In light of comments from the pupil consultations, possible routes to school from the three catchment communities of Cove, Kincorth and Torry were identified and assessed via site visits on foot, during school travel times. Identified routes have been assessed for their suitability as school travel routes and “required” and “desirable” interventions have been recommended alongside cost estimates. Local bus operators, First Aberdeen and Stagecoach Bluebird, have been consulted in order to understand the options for bus service provision to and from the proposed Academy site.

Specific regard has been paid to Aberdeen City Council's School Transport Policy (informed by the Education Scotland Act) which states that free transport will be provided by the Education Authority in the following instances:

- *“Where a child is enrolled in his / her zoned secondary school, and lives three or more miles from that school.*
- *Where a child lives less than the prescribed distance from his/her zoned school but cannot reach that school either by an available transport service or by an available safe walking route, accompanied if necessary by an adult.*
- *Where a child lives less than the prescribed distance from his/her zoned school, does not have access to a transport service, and is unable to walk the prescribed safe route due to his / her own medical condition or to the medical condition of the adult who would normally accompany him/her on the walking route to school.”*

School Gate Access Arrangements

The assessment has revealed the possibility of two access routes to the proposed Academy site; Redmoss Road and Wellington Circle. The provision of two accesses is recommended. An access on Redmoss Road will require careful design consideration to restrict vehicular / bus access and to offer priority to pedestrians and cyclists due to carriageway constraints. Wellington Circle is recognised as the best access for buses and vehicular access to the Academy site in addition to segregated provision for pedestrians and cyclists.

It should be recognised that the edge of catchment location of the new Academy will likely result in increased traffic movements from parental drop-offs and pick-ups, along the surrounding roads. Although efforts should be made to decrease the number of pupils travelling to the site by car, the risk of increased traffic is high.

Cove

Cove is an area currently undergoing development with several housing developments underway. In addition, an application for planning permission for the OP77 Loirston development site, to the south of the Academy site, was submitted in June 2013 and awaits a decision. This development site has the potential for 1500 new houses to be developed in phases over the next 10 years. As a result, the situation for pupils travelling from Cove the catchment is a dynamic one in which new paths and routes may be created in line with new development.

Safe walking routes to school of less than 3.0 miles have been identified for all pupils from Cove, assuming an access to the school site is made available via Wellington Circle. There is a requirement for improvements to crossing facilities at Souterhead roundabout. Currently, ACC provide support to First Group in order for 3 articulated buses to be provided from Cove to Kincorth Academy, although pupils using this service are required to pay. It is anticipated that the requirement for ACC to continue to

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support the provision of a bus service linking Cove and Kincorth Academy will diminish as a result of a shorter distance to school, the provision of a safe walking route to the school, and anticipated changes to the commercial bus network facilitated by new housing development. The current cost to ACC for supporting the existing bus arrangements is £34,515.00 per annum, with the cost per pupil being £321 (£486 for over 16s) per school year (2013 prices).

Kincorth

From Kincorth, the majority of pupils are expected to travel to the proposed site via Abbotswell Crescent and Redmoss Road. Subject to some upgrades to Redmoss Road, this route is of a suitable standard for walking to school and all pupils are within the 3.0 mile statutory walking distance. From Kincorth, there is the future possibility of improving an existing path from Boyd Orr Avenue to the Academy site, subject to carriageway and footpath improvements to the southern part of Redmoss Road. However, if this route was used in its current condition it would be considered unsafe.

Torry

From Torry, three possible routes were assessed and two of these are considered unsuitable for walking to school:

- a) via Wellington Road and;
- b) via Greenbank Road / Loirston Country Park.

The third route, via Abbotswell Road and Abbotswell Crescent has been assessed as meeting the standards required of a safe walking to school route as defined by Aberdeen City Council School Transport Policy (2013) and following guidance from Aberdeen City Council Guide to School Travel Plans (2012). Based on currently available information, all pupils within the Torry community are understood to be within the statutory 3.0 mile walk distance to the new Academy via this route.

Despite a safe walking route to the proposed Academy site existing, it may be unreasonable to expect the estimated 390 pupils travelling from Torry to the new Academy to have no option other than to walk, which may take up to an hour each way. Pupils residing in Cove and attending Kincorth Academy currently benefit from the provision of a bus service for which the pupils pay to use, despite being within the 3.0 mile statutory walk to school distance. Similarly, the walk route from Cove to Kincorth also requires a route alongside Wellington Road.

Using the same rationale, it is suggested that pupils from Torry should also benefit from the option of being able to use a bus service to the new Academy site, albeit one for which pupils are required to pay fares. Talks with local transport operators confirmed this would be a possibility with securing bus service provision for all pupils in Torry costing ACC an estimated £46,020.00 per annum, with the cost per pupil being £321 per school year (£486 for over 16s) at current (2013) prices.

Table A illustrates this public transport option but provides alternative costs, should ACC decide to offer all / some pupils travelling from Torry free public transport. To provide all pupils from Torry with free school bus travel would cost ACC an estimated £156,000.00 per annum. However, this would expose ACC to claims from parents of pupils from other Academy catchments living less than 3 miles for free school transport.

Required and Desirable Route Improvements

For the assessed routes, initial indicative pricings for required and desirable interventions to increase the safety and suitability of routes are summarised in Tables B and C below. Required interventions are estimated to cost £1,161,000.00 (initial budgetary cost estimate) and desirable interventions an additional £349,000. It is anticipated that the Transport Assessment required for the new school will develop these proposals to more detail, and it is also considered that there may be opportunities for some elements of new infrastructure to be associated with surrounding housing development sites (eg Boyd Orr Avenue to Redmoss Road).

Next Steps

This Report provides an overview on appropriate walking routes to the new academy, areas which would require upgrading to meet walk to school standards, and options for public transport provision. This document sets out an estimation of required work and its value to support the new Academy, if it is progressed.

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Proposals for the new Academy will be subject to a planning application and will require a supportive formal Transport Assessment to be submitted. The final scope of works required would be agreed with the local authority following post submission discussions of the Transport Assessment. A Travel Plan for the school would typically be a condition of planning approval.

Table A – Torry Public Transport Options and Costs

| | Tendered School Bus | De Minimis Arrangement with Bus Company | Estimated Cost to Council Per Annum (2013 prices) | Cost Per Pupil Per Annum (2013 prices) |
|--|---|--|--|--|
| 1. Council Arranges Bus Service All Torry pupils pay fares for this service, similar to current Cove arrangement | None | 1 x articulated bus + 3 x double decker buses | £46,020.00 | 390 pupils pay either £321 pa (under 16s) or £486 pa (over 16s) |
| 2. Free School transport for Torry pupils living beyond 2.5 miles (est 80 pupils) + bus service arranged for all other Torry Pupils | 1 x double decker bus | 2 x articulated buses + 1 double decker bus | £73,515.00 | 80 pupils travel free 310 pupils pay either £321 pa (under 16s) or £486 pa (over 16s) |
| 3. Free School Transport for Torry Pupils living beyond 2 miles (est 330 pupils) + bus service arranged for all other Torry Pupils | 2 x articulated buses + 1 double decker bus | 1 x double decker bus | £128,505.00 | 330 pupils free 60 pupils pay either £321 pa (under 16s) or £486 pa (over 16s) |
| 4. Free School Transport for All Torry Pupils | 1 x articulated bus + 3 x double decker buses | None | £156,000.00 | None |

1. Assumed capacity of 125 for articulated bus, 90 for double decker bus.
2. Budgetary estimate of £200 per bus per day assumed for a tendered arrangement.
3. Current estimate of 390 pupils living in Torry to go to new Academy.
4. If ACC pursue options 2, 3 or 4 above, there are likely to be additional costs arising from claims for free school transport from other school catchments within Aberdeen.

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Table B – Required Route Interventions Costs Summary

| Route | No. | Work | Cost Estimate |
|--------------------------------------|-----|---|----------------------|
| Site Access | | | |
| 001A Redmoss Road | 1 | Carriageway widening Redmoss Road for 500m, including streetlighting | £442,000.00 |
| | 2 | 20mph speed limit and associated traffic management at school entrance | £25,000.00 |
| | 3 | High quality & continuous footway from existing paths to school entrance, 3.0m wide over 500m length, with new lighting columns | £125,000.00 |
| | 4 | Clear waymarking of recommended route | £5,000.00 |
| 001B Wellington Circle | 1 | Signal controlled crossings of Wellington Circle and Makro entrance | £30,000.00 |
| | 2 | Speed limit reduced to 20mph and associated traffic management at school entrance | £25,000.00 |
| From Cove | | | |
| 002A Via Old Wellington Rd | 1 | New pedestrian and cycle path at Old Wellington Road, 3.0m over 150m | £26,000.00 |
| | 2 | Signal controlled crossing of Souterhead Roundabout (Wellington Road South arm) | £30,000.00 |
| 002C Via Redmoss Ave | 1 | Improve Souterhead Road crossing e.g. pedestrian refuge | £5,000.00 |
| | 2 | Additional lighting between Wellington Road and Redmoss Avenue | £7,500.00 |
| From Kincorth | | | |
| 003A Nigg Way | 1 | Path upgrades to improve surfacing and drainage on Nigg Way, 1600m length, with street-lighting | £200,000.00 |
| 003B From Boyd Orr Ave | 1 | Formalise link path from Boyd Orr Avenue (3.0m wide by 60m) | £10,000.00 |
| | 2 | Resurfacing and drainage improvements to Core Path 82, 3.0m wide for 550m, with streetlighting | £75,000.00 |
| | 3 | New path on Redmoss Road south of school site, 3.0m over 700m | £145,000.00 |
| From Torry | | | |
| 004A Via Abbotswell Rd | 1 | Pedestrian priority at premises on Abbotswell Road | £5,000.00 |
| | 2 | Formalise path from West Tullos Road to Abbotswell Crescent, 3.0m over 30m, with dropped kerbs on Abbotswell Crescent | £5,500.00 |
| Total | | | £1,161,000.00 |

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Table C - Desirable Route Interventions Costs Summary

| Route | No. | Work | Cost Estimate |
|----------------------|-----|--|-----------------|
| Site Access | | | |
| 001A | 5 | Segregated cycling and pedestrian paths (cost additional to providing shared facility) | £125,000.00 |
| From Cove | | | |
| 002B | 1 | Widen paths on Langdykes Road, 1.5m widening over 170m | £15,000.00 |
| 002C | 3 | 20mph speed limit on Redmoss Avenue | £10,000.00 |
| From Kincorth | | | |
| 003B | 4 | Fully segregated cycle route on Redmoss Road (cost additional to providing shared facility) | £145,000.00 |
| 003C | 1 | Upgraded crossing point at Arbroath Way | £10,000.00 |
| | 2 | Widen footpath on Abbotswell Crescent, 1.0m widening with 1.0m carriageway widening to other side, over a 200m distance. | £44,000.00 |
| Total | | | £349,000 |

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1 Introduction

1.1 Commission

Aberdeen City Council proposes to close the existing Torry and Kincorth Academies, to be replaced by a new Academy on the Bobby Calder Park site, as shown in Figure 1.1.

AECOM was commissioned to undertake an objective and independent assessment of travel to the new Academy site for pupils living within the proposed catchment area of Cove, Kincorth and Torry.

AECOM's brief is to:

“Make clear recommendations to the Council regarding the outcome of the assessment, whether or not anticipated future home to school travel options are suitable (or could be improved to make them suitable), and associated costs/feasibility issues.”

The assessment covers the following:

- Identification of possible routes to school;
- Assessment of their suitability and safety;
- Possible interventions to improve those routes, and
- Recommendations to improve school travel options.

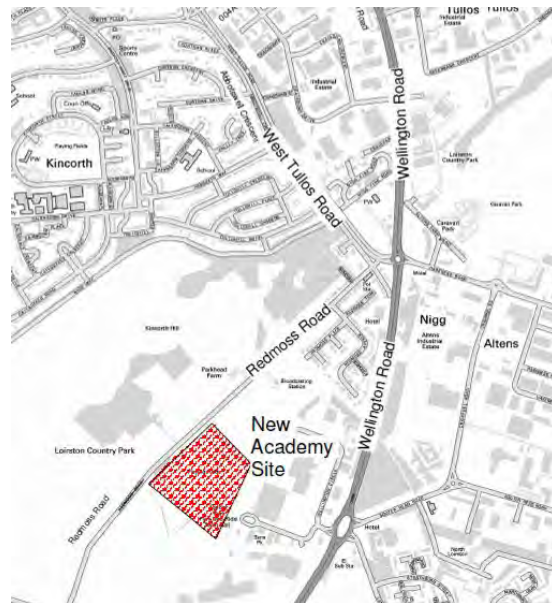


Figure 1.1 - Approximate Academy Site

National and local guidelines exist for appropriate walking distances to school. These inform the study on the basis that ideally pupils should be able to walk (or cycle) to school, with travel by bus the next most desirable option.

Please note any references within this report to 'routes to school' should generally be taken to mean routes both to, and from, the proposed Academy site.

1.2 Methodology

The assessment has been undertaken through a number of stages.

1.2.1 Background Review

The background to the proposals has been studied along with information about existing school travel arrangements within the study area. This information is presented in **Chapter 2**.

1.2.2 Guidance and Policy Review

Legislation and guidance relating to school travel has been reviewed to inform the study. This includes consideration of the legal obligations for a local authority to provide school travel facilities, and guidance on ensuring safety of travel to school. This information is presented in **Chapter 2**.

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1.2.3 Site Review



Redmoss Road



Housing Development, Wellington Road, at Cove

The study area has been assessed through a series of visits on foot, along potential routes between the proposed Academy site and Cove, Kincorth and Torry. Site visits have been undertaken at different times of day including typical school travel periods.

Walking routes within each residential area, forming part of the current catchments for existing primary and secondary schools, are generally assumed to be appropriate and safe.

The findings of the site visits form part of the content of **Chapters 4, 5, 6 and 7**.

1.2.4 Pupil Consultations

Aberdeen City Council has undertaken a statutory public consultation exercise on the overall principle of the proposed new Academy¹.

As a key part of this School Travel Assessment, specific additional consultations have been undertaken with pupils at Kincorth and Torry Academies and their feeder Primaries. These pupil workshops are described in **Chapter 3**.

1.2.5 Bus Operator Consultations

Existing travel arrangements for Kincorth Academy include bus services. As this may also be the case for the new Academy, bus operators have also been consulted. **Chapter 3** summarises the outcome of these discussions.

1.2.6 Assessment and Reporting



The information gathered through the above stages has been processed and analysed to produce an assessment of the existing and potential school travel routes. This information is largely presented in **Chapters 4, 5, 6 and 7**:

¹ http://www.aberdeencity.gov.uk/council_government/consultations/current_consultations/sc/kincorthandtorry.asp

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- **Chapter 4** describes the existing conditions at the proposed Academy site and immediate access routes;
- **Chapter 5** describes routes from Cove and potential improvements;
- **Chapter 6** describes routes from Kincorth and potential improvements;
- **Chapter 7** describes routes from Torry and potential improvements.

Chapter 8 details the required and desirable actions to establish appropriate travel to school arrangements.

A summary of the assessment is presented within **Chapter 9 “Key Findings”**.

Appendix A contains extracts from Proposal for a New Secondary School to Replace Torry and Kincorth Academies, Site Appraisals.

Appendix B presents tables detailing the results from the pupil consultations.

Appendix C contains a photo record of the assessed routes.

2 Background, Guidance and Policy Review

2.1 Background Information

This Chapter presents the background to the School Travel Assessment including details of proposed changes to the school estate, and an outline of relevant policy and guidance documents.

2.1.1 Proposed New Academy

Aberdeen City Council is proposing to develop a new secondary school in the south of the city, which would replace both Kincorth Academy and Torry Academy.

The proposal is described in the “Statutory Consultation Document Kincorth Torry Proposal 2013”, published by the Council, as follows:

“The Proposal

To close Kincorth Academy and Torry Academy, to amalgamate the two schools and establish a new, purpose-built Secondary School on the Bobby Calder Park Site.

Detailed Proposals

The detailed proposals are that:

- Kincorth Academy and Torry Academy will close in July 2016;
- The existing Kincorth Academy and Torry Academy catchment areas will be combined to form a single catchment area;
- All pupils within the combined zone will have the new amalgamated school as their secondary school;
- The amalgamated new school will open for pupils at the beginning of school session 2016-17, i.e. August 2016;
- Future pupil placements will be based on these new boundaries.
- As per current arrangements, should the intake limit at the new amalgamated secondary school be exceeded by catchment demand, placing requests from pupils in its revised enlarged catchment area made to any other city secondary school will be prioritised;
- All educational facilities currently provided within two existing schools will be re-provided within the new school, as long as they are still required.”

2.1.2 Site Appraisal

The Bobby Calder Park site was selected as Aberdeen City Council’s favoured site for a new Academy to replace Kincorth and Torry Academies following a multi-criteria assessment² of a number of potential sites.

The site is currently undeveloped; with commercial premises to the east and a residential area a short distance to the north. Road access to the site is potentially available from the east and west sides (see Chapter 3). There are no existing timetabled bus services and no other public transport services directly serving the site.

Aberdeen City Council’s Site Appraisal report includes a number of comments which relate to transport and access to the site. Extracts are included in Appendix A to this report and some of the key points are:

- Some pedestrian routes require crossing of Wellington Road or walking through the business park;
- Current unsuitability of Redmoss Road for school travel; and
- Need for consideration of supported bus services.

² <http://www.aberdeencity.gov.uk/nmsruntime/saveasdialog.asp?IID=47918&slD=22401>

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2.1.3 Current Catchment Arrangements

At present, secondary education for the Cove, Kincorth and Torry areas is provided at two schools; Torry Academy and Kincorth Academy, located centrally within their respective communities.

The location of the Academies means most pupils from Torry and Kincorth can walk to their current school within 20 minutes.

For pupils residing in Cove, three service buses (numbered 21B and operated by First Aberdeen) operate to and from Kincorth Academy. Travel by these services is paid for by the user, although a de-minimis payment is also made to the bus operator by Aberdeen City Council to enable the provision of these services.

In academic year 2012-13, 66 pupils travelled to either Kincorth or Torry Academies from outwith the catchment area, including from Garthdee, Bridge of Don and Northfield.

2.1.4 Travel to the New Academy

In the opening year, it is anticipated that approximately 390 pupils will travel to the new Academy from Torry, 300 from Cove and a further 280 from Kincorth. This is based on the current patterns of where Kincorth and Torry Academy pupils live.

New housing developments are currently being constructed adjacent to Wellington Road at Cove, with a further large site at Loirston (see section 2.1.6) also proposed. These would potentially increase the number of pupils travelling to the Academy from the south and south east of the proposed site.

Existing patterns of travel to secondary school across Aberdeen City shown in Table 2.1 below indicate that walking is the dominant mode of travel, with bus the second most commonly used mode. A significant number (over 14%) are either driven, or park and stride, which if the same percentages were achieved for the new school, could result in 140 vehicles accessing either the site, or near to the site, for drop off / pick up. Anecdotal evidence from other newly constructed schools, located at the edge of their catchments, highlights a risk that the percentage of parental pick up/drop off may be higher than this percentage figure for the new Academy.

Table 2.1 - Hands Up Scotland Survey, 2012 (Sustrans)³

“How do you normally travel to school?”- Secondary Schools in Aberdeen City

| Mode Of Travel | Percentage |
|----------------|------------|
| Walk | 55.78% |
| Bus | 27.25% |
| Driven | 10.71% |
| Park & Stride | 3.53% |
| Cycle | 1.24% |
| Other | 1.48% |

These patterns inform the modes to be considered within this Travel Assessment.

2.1.5 Existing School Travel Practice Across Aberdeen City

Current travel to school practice for Academies across the Aberdeen City Council area has been investigated to establish a benchmark of existing practice.

The initial Site Appraisal described in Section 2.1.2 noted that some routes to the new Academy may require walking alongside the dual carriageway Wellington Road.

There are currently few instances within the city where pupils walk alongside a major road or dual carriageway to get to school, although crossing of such roads is more common. Some examples include pupils attending Bucksburn where some pupils within the catchment area cross the dual carriageway Inverurie Road, some Bridge of Don pupils may cross The Parkway (single carriageway trunk road), and some pupils attending Northfield Academy cross North Anderson Drive (dual carriageway).

Common practice in such instances is for provision of pedestrian refuge points and pelican or toucan crossings to assist pupils in crossing safely.

³ <http://www.sustrans.org.uk/scotland/what-we-do/schools-and-universities/hands-scotland>

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Bridge of Don Academy is an example where many pupils within the catchment area are provided free transport as they live in outlying areas such as Balmedie and Potterton, more than 3.0 miles from the school. Transport is also provided at a cost to those living less than 3.0 miles from the Academy, subject to bus capacity. In this case, pupils pay for their travel by bus.

St Machar Academy is located on St Machar Drive which is subject to a part time 20mph school zone speed limit. Cycle lane provision has been implemented and road crossings are improved by the provision of well-marked pedestrian refuge points. Road markings clearly indicate the entrance to the school zone to increase motorists' awareness of speed restrictions and awareness of pupil movements. Such traffic management measures are common practice at school locations across the city.

There are two examples within Aberdeen City where pupils are allocated to an Academy, which is just under 3.0 miles away, via a designated safe walking route, but where public transport provision is either available or facilitated.

- Kincorth Academy – Aberdeen City Council have ensured that pupils in Cove have access to service buses to transport them to Kincorth Academy, through the means of a de-minimus payment. The alternative walking distance is typically just under 3.0 miles, along Wellington Road.
- Harlaw Academy – Pupils in Garthdee/Auchinyell have the option of an almost 3.0 mile walk, or can catch the First No 1 or 2 services.

In neighbouring Aberdeenshire Council area, it is noted that pupils in Newtonhill living under 3.0 miles from Portlethen Academy are not granted free school transport, as the route along the A90 (dual carriageway) linking the two communities is deemed an appropriate walking route. However, the option of a school bus is provided, although pupils living under 3.0 miles from the school have to pay for this.

2.1.6 Adjacent Development Site: Loirston

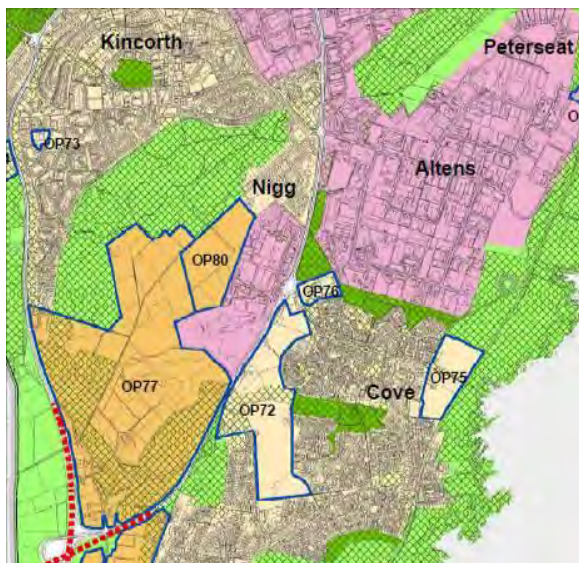


Figure 2.1 - Extract from “The Aberdeen Local Development Plan City Wide Proposals Map” - Showing sites OP80 (Bobby Calder Park) and OP77 (Loirston).

In addition to the proposed site of the new academy at Bobby Calder Park, there are plans for various developments in the surrounding area, most notably a site immediately to the south which is designated as “OP77” in the Aberdeen Local Development Plan⁴ (2012). Site OP77, or “the Loirston site”, is designated for mixed use development including up to 1,500 new homes.

An application for planning in principle was received by Aberdeen City Council in June 2013 for a proposed development on the Loirston site of up to 1,067 houses, 8 hectares of employment land, community facilities, open space and recreational facilities.

The initial phase of development, subject to planning consent, is expected to be constructed in the period to 2016 with further phases proposed between 2016 and 2023.

⁴ http://www.aberdeencity.gov.uk/planning_environment/planning/local_development_plan/pla_local_development_plan.asp

The Transport Assessment submitted with the planning application notes the following:

- Vehicle access to the Loirston site will be from Wellington Road;
- “Scheme alterations” are anticipated for Souterhead Roundabout but details are unconfirmed;
- Improvements to local cycling and walking routes may be subject to condition or contribution by the developers;
- Pedestrian and cycle facilities are likely to be required on Redmoss Road;
- The southern part of Redmoss Road may be limited to use by buses, cyclists and pedestrians, with a bus gate installed at the edge of the existing residential area; and
- Bus operators have indicated interest in serving the site.

Any Transport Assessment for the new school should pay close attention to the phasing of development on the Loirston site and the opportunities to maximise benefits for local travel conditions (particularly sustainable and active travel modes).

2.1.7 Road network proposals

While the existing road network is described in Chapters 4, 5, 6 and 7, the expected arrangements in the school opening year of 2016 have also been considered. Aberdeen City Council’s Intelligent Transport Systems (ITS) Unit have provided the following information concerning traffic signals at two key junctions close to the development site:

“There are no changes proposed to the signalised crossings on West Tullos Road and Wellington Road close to the roundabout junction with Hareness Road.

However, there are proposals to replace the existing roundabout at the junction of Wellington Road/Souterhead Road/Langdykes Road with a large signalised junction. The works are to be carried out in phases [and] will not be commencing prior to 2016.”

A signalised junction would be expected to incorporate pedestrian (and potentially cyclist) crossing facilities on all arms.

2.1.8 Other adjacent development sites

At the time of writing, new residential sites are being developed to the east of Wellington Road at Cove (site OP72 in Local Development Plan).

Housing developments currently underway at Cove include an access road to Wellington Road from the development, served by a toucan crossing point over to Balmoral Park.

The expansion of Balmoral Business Park on the west side of Wellington Road includes a signalised access road with crossing.

Creation of a strategic East-West route through the city to include aspirational path AP3 through Loirston and road connections from OP77 Loirston to the A956 at appropriate locations are outlined as infrastructure requirements in the Aberdeen City Council Action Programme (2013).

2.2 Legislation, Policy and Guidance

Legislation relating to school travel sets out the responsibilities of local authorities in this regard, while a number of policy and guidance documents are also of relevance.

2.2.1 Education (Scotland) Act 1980

The Education (Scotland) Act 1980 sets the context for local authorities considering travel to school. The implications of the Act are summarised in Scottish Executive Education Department Circular 7/2003, extracts from which are provided below:

“Section 51 of the Education (Scotland) Act 1980, as amended, requires education authorities to make such arrangements as they consider necessary for the provision of school transport and transport facilities.

They are further required, when considering whether to make arrangements for the provision of school transport for pupils attending their schools, to have regard to the safety of those pupils.”

“In making their arrangements for the provision of school transport authorities must take into consideration the distance between a pupil’s normal place of residence and school.

In general, they make free travel available to pupils who live outwith the statutory walking distance, defined in section 42(4) of the 1980 Act as being 2 miles for any pupil under 8 years of age and 3 miles for any other pupil. Those distances relate to

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school attendance issues, and are used to determine what would constitute a legitimate reason for not sending a child to school.”

“Authorities may consider it desirable to prohibit access by certain vehicles to some routes in the interests of school transport safety. For example, they may consider it desirable to prohibit large goods vehicles (LGVs) on narrow country roads during times when school buses are likely to be running on these routes.”

In summary, the Act states that free school transport should be provided (as the local authority considers necessary) where secondary school pupils live more than 3.0 miles from their catchment school. It is considered within the legislation that up to 3.0 miles is an acceptable walking distance for secondary pupils - accompanied by an adult if necessary - though the authority must consider the safety of pupils travelling by any means.

The starting point of assessing school travel routes is therefore the assessment of walking routes for a distance of up to 3.0 miles.

2.2.2 Aberdeen City Council School Transport Policy (2013)

Aberdeen City Council has a School Transport Policy (informed by the Education Scotland Act) which states that free transport will be provided by the Education Authority in the following instances:

- “Where a child is enrolled in his / her zoned secondary school, and lives three or more miles from that school.
- Where a child lives less than the prescribed distance from his/her zoned school but cannot reach that school either by an available transport service or by an available safe walking route, accompanied if necessary by an adult.
- Where a child lives less than the prescribed distance from his/her zoned school, does not have access to a transport service, and is unable to walk the prescribed safe route due to his / her own medical condition or to the medical condition of the adult who would normally accompany him/her on the walking route to school.”

All pupils within the catchment area will live within 3.0 miles of the new Academy site (further details in Chapter 5, 6 and 7); this report will assess whether the available walking routes should be deemed as safe.

2.2.3 Aberdeen City Council Guide to School Travel Plans (ACC, 2012)

The ‘Guide to School Travel Plans’ published by Aberdeen City Council provides advice for assessing routes to school. Key points to be considered include:

- The importance of recognising any barriers to, or opportunities for, sustainable travel.
- Consideration of how safe and pleasant the journey to school is. Are there any obvious obstacles; are routes well promoted and sign posted? Do local bus services stop nearby? Are waiting areas clean and safe? Are there traffic congestion issues?
- Traffic management can improve the safety of school travel routes; such as 20mph zones, cycle lanes, speed humps, crossings, warning signs, dropped kerbs, safety barriers.

2.2.4 Aberdeen Local Transport Strategy (2008)

The Local Transport Strategy (LTS) recognises that perceptions of road safety can have a major impact on walking, cycling and use of the streetscape (for users of all ages).

The Strategy also notes the need to remove barriers to walking or cycling to school, and to provide interventions that encourage increased levels of walking or cycling such as promotional activities, new routes, crossings and parking restrictions.

The LTS states that in order for walking to be an attractive alternative to the car, walking routes should be:

- Connected;
- Comfortable;
- Convenient;
- Convivial; and
- Conspicuous.

Capabilities on project:
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The LTS further notes concerns “over children’s health, fitness, independence and development of road safety skills if they are habitually driven to school and recognises that school travel arrangements can play an important part in fostering the development of future generations of sustainable transport users”.

2.2.5 Sustrans and Living Streets

Organisations including Sustrans and Living Streets promote walking and cycling to schools and can provide support and resources to local authorities and individuals to encourage active travel. Sustrans note that the transition between primary and secondary school is a key opportunity to shaping long term travel behaviour:

“Young people find themselves in a new situation with new choices. Working with young people at these key phases has been shown to establish positive routines and travel patterns in the future”.

Guidance on school travel published by Sustrans also stresses that childhood obesity is at record levels. Increasing levels of active travel to school is identified as one potential solution to this challenge and safe routes to school can encourage walking and cycling with positive results.

2.2.6 Scottish Planning Policy

The Transport section of the Scottish Planning Policy refers to developments with significant travel generating uses, and stresses these should only be permitted in locations well served by public transport. Permission should not be granted in locations which would encourage reliance on the car.

The Scottish Government is committed to encouraging active travel and reducing car dependency. For active travel to be a viable alternative to the car, safe routes to school must exist.

It is stated that new developments should be accessible on foot and by cycle, while opportunities for travel should be prioritised by mode in this order: walking, cycling, public transport, car and other motorised vehicles.

2.2.7 A Guide to Improving School Transport Safety

This Guide was produced by the Transport Research Laboratory (TRL) for Transport Scotland and the Society of Chief Officers of Transportation in Scotland (SCOTS). It is intended as a reference and best practice guide for Local Authorities.

The report presents a range of relevant statistics relating to school travel in Scotland:

- the accident rate (per million journeys) increases significantly from primary school to secondary route;
- the accident rate for walking and cycling trips is higher for boys than for girls;
- the accident rate on the journey home from school, for pupils walking or cycling, is substantially higher than for the journey to school.

The report notes that due to the high proportion of the trips made by walking, and the accident rate for walking, the greatest safety improvements can be made by improving conditions for walking.

This report offers suggestions for improving the safety of travel to school routes, in recognition of Scotland’s Road Safety Framework to 2020 which includes targets to reduce the number of children killed in road accidents by 50% and those seriously injured by 65% by 2020. The guide provides the following 10 recommendations:

- Reduce speeds on school routes.
- Encourage motorists to reduce speeds when passing stationary school buses.
- Minimum standards to be set for safety in school transport contracts.
- Pick up and drop off points to be risk assessed.
- Review school travel plans, improve communication and clarify responsibilities.
- Raise awareness of desired behaviours to children, parents and motorists.
- Promote on-road pedestrian and cycle training.
- Encourage use of Road Safety Scotland’s Educational material.
- Discourage young drivers from driving and transporting peers to / from school.
- Evaluate all interventions.

Capabilities on project:
Transportation

2.3 Summary

The baseline position for local authorities including Aberdeen City Council is that school travel (typically bus services) is provided free of charge where secondary school pupils live more than three miles from their catchment school. The authority must have regard for the safety of all pupils travelling any distance to school. Where safe routes are not available over any distance, alternative arrangements will be necessary.

Therefore, when assessing routes to school, the first thing to consider is the safety and suitability of walking routes up to three miles from the school premises.

Access by other modes (specifically cycling, bus and car) should also be considered while special attention should be paid to any residential areas more than 3.0 miles from the school.

3 Consultation

3.1 Pupil Consultations

As a key part of this School Travel Assessment, workshops have been undertaken with pupils at **Kincorth** and **Torry Academies**, and with pupils from the following **Primary Schools** in the catchment area:

- Walker Road;
- Tullos;
- Abbotswell;
- Kirkhill;
- Loirston; and
- Charleston.

The aim of these workshops was for pupils to discuss their existing arrangements for travel to school and potential arrangements for travel to the new Academy site. This provided an opportunity to raise any concerns about travel to and from the new site, and to identify potential opportunities to improve conditions for the school journey.

Between 7 and 22 pupils attended each session. In several cases the attendees were members of the Pupil Council; primary school pupils were mainly from P5, P6 and P7.

Discussions were centred on maps of the study area showing the location of the Bobby Calder Park site, allowing pupils to identify specific locations which cause concern or offer opportunities for improvement. As well as written notes of the discussion groups being made, comments were recorded directly onto maps, creating a visual record of the session. These notes and plans are included in Appendix B; an example plan is shown in Figure 3.1.

3.1.1 Key Issues

A large number of individual points were raised during the workshop sessions; the most commonly mentioned and most relevant were as follows:

- Compared with their current situation, most pupils in Kincorth and Torry will have a longer distance to travel to school, with potentially long walking distances for those in Torry;
- The proposed site was described as being unfairly located for pupils from Torry, some of whom will have to walk for an hour to reach the new Academy. Potential negative impact on participation in after-school activities. This was noted by pupils from Cove as well as from Torry;
- Pupils from Cove will be closer to the new Academy than they currently are to Kincorth Academy, and most will be close enough to comfortably walk, removing the current requirement for public transport for many pupils residing in Cove.
- Current public transport links are felt to offer little potential for travelling to school due to unsuitable bus routes, existing high levels of bus occupancy, and traffic congestion delaying buses. It was noted that there are no bus lanes along the routes in question;
- Pupils from Cove, Kincorth and Torry all identified several potential walking routes to the new site. Some of these involved short cuts with travel time gains while other routes were longer but identified as safer options;
- General concerns about road crossings, especially busy roads such as Wellington Road (bridges and underpasses were suggested as solutions);
- Routes from Kincorth and Torry are uphill towards the new school site, potentially discouraging walking and cycling;



Figure 3.1 - Example pupil consultation plan

Capabilities on project:
Transportation

- Measures to enhance safety were suggested by pupils and included provision of new / safer crossing points, widening of pathways, provision of lighting and clearly marked routes to school;
- Security concerns were raised ('stranger danger') particularly for walking through more remote areas; and
- The potential cost of bus travel was a concern, particularly for families with more than one child attending the school.

Some schools or areas had specific issues, such as:

- Kincorth schools: safety and path surfacing issues in the Country Park;
- Loirston Primary: a relatively high existing level of cycling to school and concern about safety of cycle route to the new Academy; and
- Torry schools: specific concerns about Wellington Road (traffic volumes, safety, air pollution).

Some issues were raised which are related to transport but also have wider implications including:

- Perceived lack of options for buying lunch at the new school sites; and
- Potential conflict (fighting) between pupils from different areas.

3.1.2 Summary

Pupils involved in the workshops demonstrated a good understanding of the proposals, issues and opportunities which may arise in relation to travel to the Bobby Calder Park site.

Concerns about travel to the new site were particularly focussed on length of journeys, safety (including road crossings) and access to public transport options.

Note: Aberdeen City Council has also undertaken a statutory consultation exercise on the overall subject of the proposed new Academy.

3.2 Bus Operators

Initial discussions have been held with Aberdeen's two principal public transport operators, First Aberdeen and Stagecoach Bluebird, to establish the potential for commercial or subsidised bus services to serve the new Academy site, and to understand the factors which influence the bus operators in considering these services.

3.2.1 Current Arrangements for Cove

First Aberdeen confirmed the current context, where a de-minimis arrangement⁵ has been reached between Aberdeen City Council and First to provide service buses that specifically link Cove/Charleston with Kincorth Academy at school times. The cost to the Council of approximately £59.00 per bus per day was quoted.

Table 3.1 – Current Arrangements for Cove

| Existing bus arrangements: Cove to Kincorth |
|---|
| Three articulated buses to/from Kincorth each day |
| Capacity $3 \times 125 = 375$ |
| Cost $3 \times £59.00/\text{bus}/\text{day} = £177.00/\text{day}$ |
| Current Cost for School Year (195 days) = £34,515 per annum. |

The services are not tendered, and pupils buy tickets to board the bus. Due to the numbers of pupils needing to travel at the same time, the demand is provided by 3 x bendy-buses (each around 18.0m long with a capacity of 125 passengers) travelling in convoy.

⁵ Local authorities can award small contracts without competition where the service would not otherwise be provided, known as 'De Minimis'

Capabilities on project:
Transportation

Current costs for travel on these buses are as follows, for school pupils.

Table 3.2 – School Pupil Bus Fare Options (2013 prices)

| Ticket Type | Child Fares (up to age 15) | 16-18 year old |
|--------------------------------|----------------------------|---|
| Single | £1.10 | Save a third on adult singles with Young Scot concession card: 1-2 stages £0.80 3-5 stages £1.35 6+ stages £1.65 |
| Day ticket | £2.60 peak | £4.50 (adult peak) |
| Week pass (7 consecutive days) | £9.00 | £16.00 |
| 4 week pass | £33 | £50 |
| 12 weeks | £90 | £135 |

The fares presented in Table 3.2 are current fares for children and young adults travelling on any First bus service in Aberdeen. Table 3.3 indicates school travel costs per pupil travelling by bus for the 40 weeks in the school year.

Table 3.3 – School Travel Costs per Pupil (2013 prices)

| | Dates | Weeks | Most suitable ticket options | Cost | |
|--------------|---|-------|-----------------------------------|------------------------|----------------|
| | | | | Child (until 15 years) | 16-18 years |
| Term 1 | 20 th August – 11 th October 2013 | 8 | 2 x 4 week pass | £66.00 | £100.00 |
| Term 2 | 28 th October – 20 th December 2013 | 8 | 2 x 4 week pass | £66.00 | £100.00 |
| Term 3 | 6 th January – 4 th April 2014 | 13 | 1x 12 week pass + 1 x 4 week pass | £99.00 | £151.00 |
| Term 4 | 22 nd April – 4 th July 2014 | 11 | 1 x 12 week pass | £90.00 | £135 |
| Total | | | | £321.00 | £486.00 |

Table 3.3 shows annual costs for school travel, based on 40 weeks in the school year. 40 weeks travel would cost £321.00 per pupil. For 16-18 year olds, the annual cost would be £486.00 per pupil. These cost estimates represent the cost for school travel, within the term time dates for 2013-2014.

Table 3.4 indicates annual school bus travel costs for families with more than one child attending the Academy.

Table 3.4 - Annual School Bus Costs per Family

| Number of Children | Cost |
|-----------------------------------|----------|
| 2 children | £642.00 |
| 3 children | £963.00 |
| 4 children | £1284.00 |
| 1 x 16-18 year old | £486.00 |
| 1 x child + 1 x 16-18 year old | £807.00 |
| 2 x children + 1 x 16-19 year old | £1128.00 |

Capabilities on project:
Transportation

3.2.2 Possible Future Developments for Cove

As a result of ongoing residential developments at Cove, First highlighted that a new access onto Charleston Road from Wellington Road is likely to be developed. Should this be the case, First would consider that the existing route for Service 18, (Dyce-City Centre-Kincorth) would most likely be extended southwards to serve Charleston. This would then provide a fully commercial public transport option from Charleston towards the new Academy (existing stop Abbotswell Crescent at Redmoss Road).

It was considered that if the school were to be directly accessible from Wellington Circle, there may no longer be the current level of demand/requirement for supported bus services from Cove to the Academy due to the short and convenient walk distance for pupils. This would be subject to the standard of walking routes to the Academy.

3.2.3 Public Transport Options for Torry

Considering journeys from Torry, both First and Stagecoach considered it unfeasible to alter any current services to provide a wholly commercial service from Torry to the site of the new Academy. At present, for both bus companies, buses travelling south on Wellington Road are typically full by the time they reach Torry, and there is no spare capacity for the anticipated volume of pupils travelling from Torry to the Academy site). Furthermore, as both companies serve Torry as a "loop" at one end of their service, it would be logistically difficult to break this pattern at peak times to accommodate any extension up to the new Academy.

In relation to modification of the existing Service 21A used to transport pupils from Cove, First did not consider it feasible to use the current Cove services for Torry. Due to the time taken to complete the routes, school pupils in one of the two communities would be significantly inconvenienced by either very early pick ups and drop offs at the school gate, or delays at the end of the school day.

Both operators considered that the most suitable approach, if buses were to be provided, was to mirror the current arrangement provided for Cove, with either a tendered or de-minimis arrangement.

Depending on final pupil numbers using any services, this would require a combination of up to 4 bendy-buses and double deckers if all pupils opted to buy tickets for the bus. If bendy-buses were not available, then it would require 5 double deckers. This has implications for pupil drop-off; pick up arrangements at the new school, particularly if Redmoss Road were to be used for school buses, and also if buses from Cove also continued to serve the school.

It was highlighted that pupils using regular scheduled bus services could use bus stops on Wellington Road with a short walk to the school site, although this would be dependent on space being available on these buses. These buses are typically full during the morning peak periods by the time they reach Torry.

3.3 Summary

The findings of the engagement exercise show that pupils have a number of concerns about travel to the new school, in particular the long walk distances for some pupils, safety concerns, and the potential cost of travel by bus.

Bus operators have indicated that existing bus service arrangements for Cove may continue to develop, during the planning period for the new school. Securing access to the site through Wellington Circle may reduce the current demand for bus transport from Cove to the new Academy. For Torry, both bus operators highlighted that the most appropriate means of enabling the provision of a public transport service to be paid for by pupils, would be to arrange the provision of a specific bus service, similar in scope to what is currently provided for pupils living in Cove.

The following chapters present the assessment of routes to the new Academy.

4 New School Site

4.1 Introduction

As described in Chapter 2, the proposed Academy site is south-east of Redmoss Road on the Bobby Calder Park site. Subject to design and full Transport Assessment, access to the Academy for vehicles, cyclists and pedestrians may be from Redmoss Road to the north-west, Wellington Circle to the south-east, or a combination of both. The site location and accesses are shown in Figure 4.1.

It is recommended that pedestrian and cyclist access is available from both sides, to minimise the travel time for pupils travelling from different directions. It is assumed for the purpose of this report, that both access points will be developed.

This Chapter describes the transport infrastructure immediately adjacent to the Academy site, which would be used for pupil access, considering both Redmoss Road (route 001A) and Wellington Circle (001B) as potential options. Existing conditions are described, then assessed, and potential improvements are then considered. Upgrade requirements have been categorised as:

- Required (essential to enhance safety along the route);
- Desirable (not essential but would enhance the attractiveness of the route); and
- Possible alternative (for situations where there is a requirement for intervention and an alternative exists to the recommended requirement).

The basis for assessment is to first consider walking routes up to 3.0 miles from the school site, then to also consider access by other means.

Routes from Cove, Kincorth and Torry, described in subsequent Chapters, would link into either Redmoss Road or Wellington Circle on the direct approach to the Academy.

In future there may also be access from directly south of the Academy site, subject to residential development at Loirston.

For each of the assessed routes in this, and the subsequent chapters, a photo record of the route is provided in Appendix C.

4.2 Existing Conditions

4.2.1 Redmoss Road (001A) (from West Tullos Road to Bobby Calder Park site)



Residential street leading south towards proposed site.



Southern section becomes more rural in character.

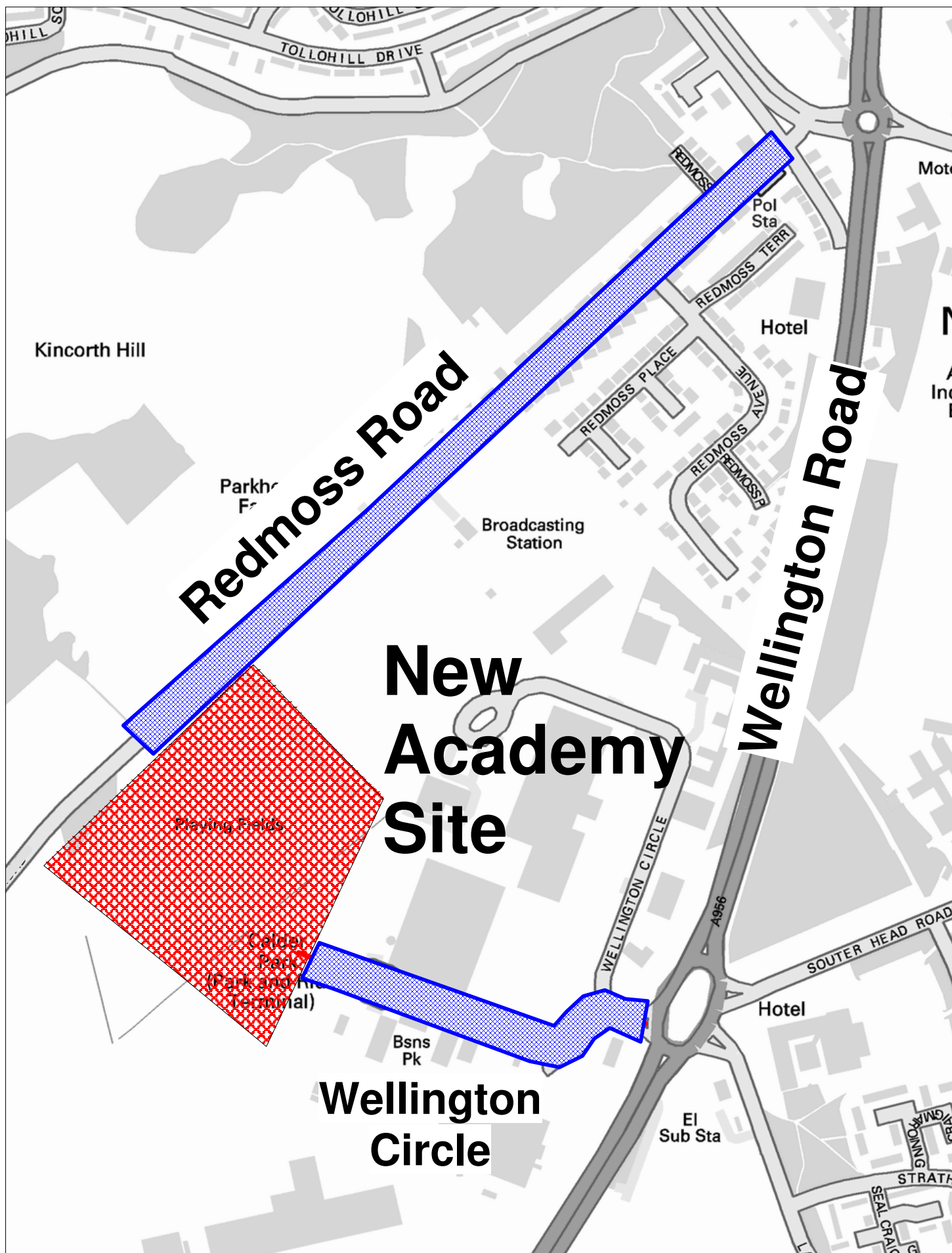
Road layout and traffic

Single carriageway road with on-street parking.

30mph speed limit within residential area; national speed limit (60mph) to south.

Priority junctions at north with West Tullos Road and Abbotswell Crescent.

Traffic on Redmoss Road is thought mainly to be going to and from the local residences with an element of 'cut through' traffic going to and from the junction with West Tullos Road/Wellington Road



Client: Aberdeen City Council
Project: School Travel Assessment
Title: Access to Bobby Calder Park Site
Number: Figure 4.1

Date: July 2013
Prepared by: MN

AECOM

Capabilities on project:
Transportation

| | |
|------------------------------|---|
| | to the north. Traffic flow is tidal (dominated by northbound traffic in the morning and southbound in the evening). It is a recognised “rat run” during the morning peak period, with motorists seeking to avoid queues at Bridge of Dee / Wellington Road. |
| Pedestrian facilities | Within the residential area, pavements along either side of the road are narrow, up to 1.5m. Where trees grow on the pavement, pedestrian walk space is very limited and pathways are uneven due to roots. Outwith the residential area, south to the junction with Wellington Road, there are no pavements. |
| Cycle Facilities | Redmoss Road is recognised as a recommended on-street cycle route in the Aberdeen City Cycle Network. There are no specific cycling facilities here. |
| Crossings | It would be necessary for some pupils to cross Redmoss Road to reach the proposed site. Dropped kerbs exist for driveway entries but no other crossing facilities are provided at present. |
| Lighting | Redmoss Road features street lighting within the residential section. |

4.2.2 Comments on Redmoss Road (001A)

Connected, comfortable, convivial, convenient & conspicuous?



Redmoss Road is primarily a quiet residential area providing natural surveillance for those passing through. It could form a direct access into the north of the proposed site. Continuous pavements, though relatively narrow, provide a safe walking route within the residential area and an appropriate setting for walking to school in existing conditions.

The positive conditions for walking via Redmoss Road would be supported if vehicle (car and bus) access to the school site was developed at Wellington Circle and not at Redmoss Road.

The road is currently used as a rat run particularly in the morning peak period, by vehicles from the south aiming to avoid congestion and delays on other routes such as Wellington Road.

The undeveloped southern section of Redmoss Road is not currently a suitable access route for use by cars or buses due to inadequate width. On this section, south of the housing, there are no footways or lighting and the route is not currently suitable for walking to school.

4.2.3 Wellington Circle (001B) (Between Souterhead Roundabout and the Bobby Calder Park site)

| | | | |
|---|--|--|--|
|  | |  | |
| Western end of Wellington Circle | | Wellington Circle looking east | |
| Road layout and traffic | Wellington Circle is an access point to workplaces and businesses as well as retail and fast food premises. The road is a single carriageway with a 30mph speed limit. At the western end, adjacent to the Bobby Calder Park site, is a roundabout. There is no through traffic. All vehicles are travelling to premises within the industrial park therefore there are a high number of turning movements. | | |
| Pedestrian facilities | Pavements on either side of the road are continuous and 2m in width. | | |
| Cycle Facilities | No cycle facilities | | |
| Crossings | There are several points on the proposed walking routes, where pedestrians must cross roads or accesses, shown on Figure 4.2. Dropped kerbs and a pedestrian refuge assist with crossing Wellington Circle at Souterhead Roundabout. Dropped kerbs are in place across several accesses to premises. | | |
| Lighting | Street lighting present throughout. | | |

4.2.4 Comments on Wellington Circle (001B)

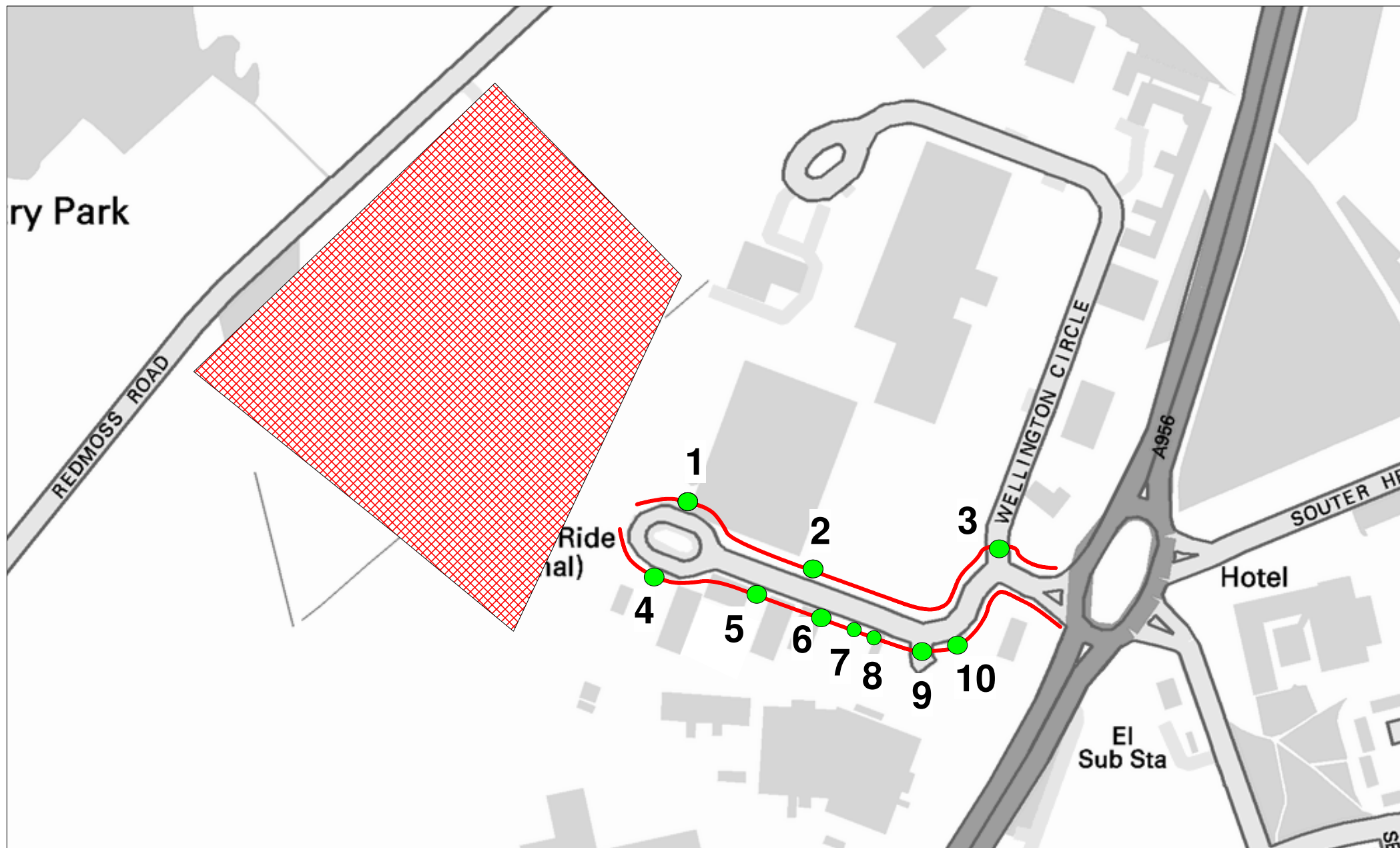
Connected, comfortable, convivial, convenient & conspicuous?

If an access is to be created from Wellington Circle, this would create a short and convenient walking route to school for those coming from Cove.

This could also be a natural route for pupils alighting buses on Wellington Road near Souterhead roundabout.

There is potential for school buses to use Wellington Circle as a drop off and pick up point for school pupils.

The environment at Wellington Circle is not ideally suited to use as a walking route for travel to school. The industrial park is configured to enable efficient vehicle access to various premises, including by goods vehicles, and there will be a number of goods vehicles turning in and out of side accesses. Reaching the Academy site from Wellington Road requires several roads and accesses to be crossed.



Client: Aberdeen City Council
Project: School Travel Assessment
Title: Crossing points on Wellington Circle
Number: Figure 4.2

Date: July 2013
Prepared by: MN



4.3 Upgrade Requirements

| | 001A Redmoss Road | 001B Wellington Circle |
|-------------------------|--|--|
| Carriageway | Not currently appropriate for walking or cycling to school or accommodating large volumes of school traffic potentially including buses. Required: Carriageway widening, on undeveloped southern section Required:-20mph speed limit | <i>Desirable: speed limit reduced to 20mph to improve safety.</i> |
| Footway | Required: High quality and continuous footway from existing paths to school entrance Required: Clear way-marking of recommended route | Required: Clear way-marking of recommended route |
| Cycle Facilities | Required: new path for shared use by pedestrians and cyclists, to extend from existing residential area past school and link with new developments to the south Required: 20mph speed limit and associated traffic calming measures. | <i>Desirable: widened, shared use path (with suitable crossings) on north side of Wellington Circle.</i> |
| Crossings | No upgrades proposed | Required: Signal controlled crossings of Wellington Circle Improved crossing of Makro car park entrance |
| Lighting | Required: Existing street lighting should be extended to the school access. | No upgrades proposed |

4.4 Public Transport

Redmoss Road is not considered an appropriate access route for school buses in its current form, and is not the preferred vehicular access route to the Academy site. Carriageway widening on the southern section to create a suitable access, and a bus Pick-Up/Drop-Off area within the school capable of accommodating the forecast number of school buses would be required if Redmoss Road was selected as a bus access point. A clear traffic management strategy for the route would also be required, considering the access requirements of the adjacent development sites.

The Wellington Circle route is the most appropriate option for bus access, in which case a suitably located bus pick up/drop off zone should be included within the Academy's design.

4.5 Parental Pick Up / Drop Off

Given the increased catchment area of the new school, and the "edge of catchment" location of the new school site relative to Kincorth, Cove and Torry, there is a considerable risk that parental pick-up/drop-off will significantly increase, relative to existing levels experienced at existing sites. Although this will be mitigated to some extent by the provision of high quality walking routes, and public transport options, it is important that due consideration is given to how pick-up/drop-off will be managed, to ensure that additional pedestrian / traffic hazards are not created, particularly on Redmoss Road.

Capabilities on project:
Transportation

It is considered that whilst such activity should be discouraged, it would be better accommodated at / around Wellington Circle.

There is also potentially a risk of queues developing on Redmoss Road (northbound) as drop-off vehicles return to the local road network. Vehicles wishing to rejoin Wellington Road from Redmoss Road would have to cross the West Tullos Road carriageway, which, if parental pick ups are expected to increase, could cause significant problems on this road in the morning as the left turn flows from Wellington Road on to West Tullos Road can make the crossing manoeuvre difficult.

4.6 Summary

The two access routes are currently unsuitable for use by pupils walking to and from school, though each could be upgraded to a suitable standard. Specific attention would require to be placed on managing traffic, and potential conflicts between pedestrians and cars/buses on Redmoss Road.

If specific school buses were to serve the site, then an access from Wellington Circle would be most appropriate.

There is a considerable risk that parental pick up/drop off will significantly increase relative to existing levels. Whilst this should be discouraged by other measures, such activity would have less impact at/around Wellington Circle, than Redmoss Road.

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5 Access Routes From Cove

5.1 Potential Routes

A direct route between Cove and the proposed Academy site is constrained by Wellington Road which is a busy dual carriageway.

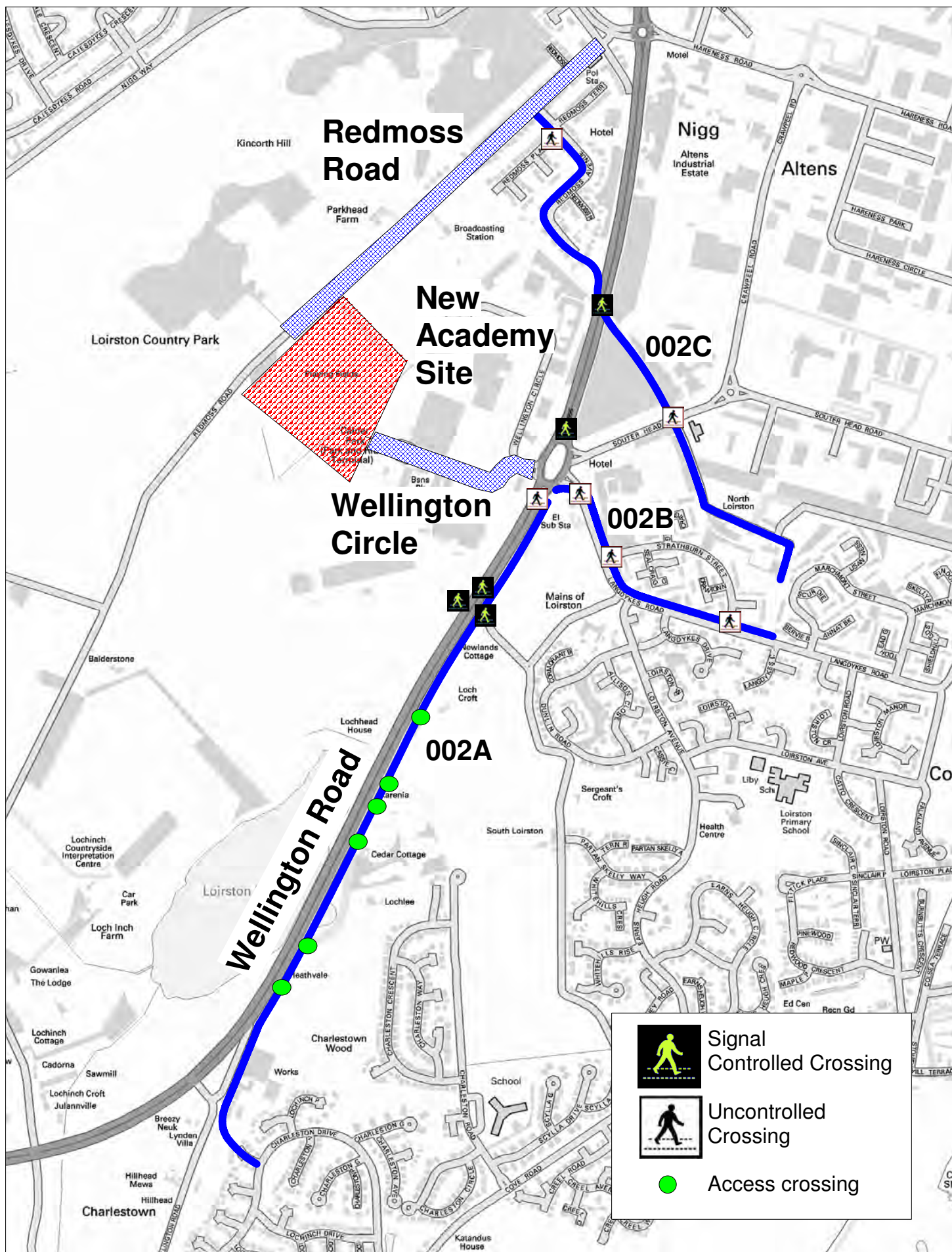
Three walking routes have been identified as follows:

- 002A: From Charleston (South Cove) via Wellington Road;
- 002B: From Cove via Langdykes Road; and
- 002C: From Cove via Souterhead Road.

Existing conditions are described, then assessed, and potential improvements are then considered within this Chapter. The three routes are shown in Figure 5.1.

Two routes (002A and 002B) are described as accessing the school at Wellington Circle and one at Redmoss Road however the final section of any of these routes could be varied dependent on the design of the Academy's access points.

During the planning period for the new school, it is anticipated that a pedestrian route from Charleston Road onto Wellington Road may be developed, linking into Route 002A above.



Client: Aberdeen City Council
 Project: School Travel Assessment
 Title: Routes from Cove
 Number: Figure 5.1



Date: July 2013
 Prepared by: MN

Capabilities on project:
Transportation

5.2 Existing Conditions

5.2.1 From Charleston via Wellington Road (002A)

From Lochinch Road via a short section of path to Old Wellington Road, and north on Wellington Road to reach Souterhead roundabout. Crossing Wellington Road to reach Wellington Circle.

| | | |
|--------------------------------|---|--|
| Road layout and traffic | <p>Old Wellington Road diverges from Wellington Road southbound, with a speed limit of 30mph.</p> <p>Wellington Road is a dual carriageway with two lanes in each direction and the speed limit is 40mph. Typical two-way traffic counts are of the order of 19,000 vehicles/day.</p> | |
| Pedestrian facilities |  |  |
| | <p>Old Wellington Road looking North</p> <p>The short distance along Old Wellington Road does not have a pedestrian footpath and passes by commercial premises with parking bays (above left).</p> | <p>Wellington Road looking North</p> <p>Along Wellington Road, there is a combined cycle and pedestrian path of 2m width on the eastern side of the road; this is separated from the carriageway by a textured paving margin (above right). The northern section also has a shared path on the west side of the road.</p> |
| Cycle Facilities | <p>The path alongside Wellington Road is a shared pedestrian and cycle route. This is a recommended cycle route within the Aberdeen City Cycle Network and is clearly signposted and marked.</p> | |
| Crossings | <p>Toucan crossings exist across the north, east and west arms of the junction between Wellington Road and accesses to new developments including current Charleston housing developments.</p> <p>On Wellington Road, south of Souterhead Roundabout, dropped kerbs and a central refuge are in place. A toucan crossing is provided on Wellington Road, north of the roundabout.</p> | |
| Lighting | <p>The route is entirely covered by street lighting.</p> | |

5.2.2 Comments Charleston via Wellington Road (002A)

Connected, comfortable, convivial, convenient & conspicuous?

The path alongside this section of Wellington Road is of high quality and appropriate width, and includes a margin strip separating path and carriageway, for safety and comfort. This is a direct and convenient walking route from Charleston and the South of Cove to the proposed site.

Traffic flows are high which may create high levels of noise and air pollution. The speed limit of 40mph is higher than ideal for a route to school though there is a separator margin between the path and carriageway.

The section of Old Wellington Road, lacking footways, is not appropriate for travel to school in its current condition.

The proposed development at Loirston and the housing developments already under way at Cove will change the character of this route to become less rural and more suburban, potentially opening up new routes between Cove and the new Academy.

Capabilities on project:
Transportation

5.2.3 Langdykes Road (002B) (From the centre of Cove via Langdykes Road to Souterhead roundabout. Crossing Wellington Road to reach Wellington Circle)



Earnsheugh Road at Loirston Avenue

Langdykes Road at Souterhead Roundabout

| | |
|--------------------------------|--|
| Road layout and traffic | Langdykes Road is the main access route to Cove from the north, and is a single carriageway road with a speed limit of 30mph. Wellington Road is a dual carriageway with a 40mph speed limit. |
| Pedestrian facilities | Pavements along Langdykes Road on both sides are 1.5m in width and of good quality surfacing. |
| Cycle Facilities | The path along Langdykes Road, for the section between Caiesdykes Crescent and Strathburn Street, is designated as shared use for pedestrians and cyclists. A shared use path continues towards the north east. |
| Crossings | <ul style="list-style-type: none"> • Dropped kerbs and a pedestrian refuge are in place over Langdykes Road south of Strathburn Street. • Dropped kerbs and a central pedestrian refuge point are in place across Langdykes Road at Souterhead roundabout and across Souterhead Road at the roundabout. • On Wellington Road, south of Souterhead Roundabout, dropped kerbs and a central refuge are in place. • A toucan crossing is provided on Wellington Road north of the roundabout. |
| Lighting | Paths along Langdykes Road benefit from street lighting. |

5.2.4 Comments on 002B

Connected, comfortable, convivial, convenient & conspicuous?

Along Langdykes Road, residential properties provide some natural surveillance and residents use this route to access local shops and bus stops.

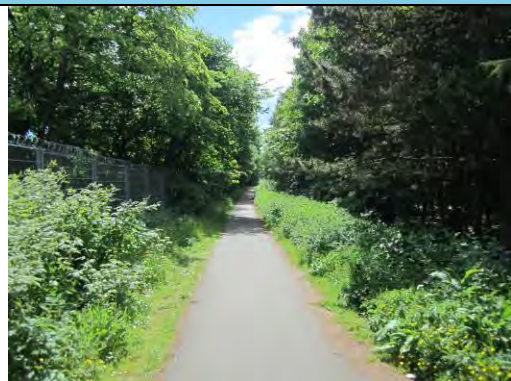
This route is reasonably convenient and provides a short and direct route between Cove and the school site.

At present the conditions for crossing Souterhead Roundabout are unsuitable for travel to school using this route.

Capabilities on project:
Transportation

5.2.5 From Cove via Souterhead Road (002C)

Linking the northern part of Cove to northern (Redmoss) school access, crossing Souterhead Road and using a section of traffic free path before crossing Wellington Road and continuing through Redmoss Avenue to Redmoss Road.



Traffic free path north of Souterhead Road

Redmoss Avenue

| | |
|--------------------------------|--|
| Road layout and traffic | <p>Souterhead Road is a single carriageway linking to Altens Industrial Estate and therefore carrying a number of goods vehicles.</p> <p>Between Souterhead Road and Wellington Road the route is traffic free.</p> <p>Wellington Road is a dual carriageway with two lanes in each direction, and carries substantial volumes of traffic.</p> <p>Redmoss Avenue is a residential cul-de-sac with little traffic movement.</p> |
| Pedestrian facilities | <p>South of Souterhead Road, the minor access road has no designated footway.</p> <p>A good quality path exists north of Souterhead Road, Wellington Road, and through to Redmoss Road.</p> <p>Pathway and cycle route from Wellington Road to Redmoss Avenue is 1.5m in width.</p> <p>Pavements along Redmoss Avenue to Redmoss Road, 1.5m in width.</p> |
| Cycle Facilities | <p>The route coincides with a section of the Aberdeen City Cycle Network, including shared pedestrian and cycle facilities.</p> |
| Crossings | <p>The crossing point over Souterhead Road at present has only dropped kerbs.</p> <p>A single stage toucan crossing is provided over Wellington Road.</p> |
| Lighting | <p>This route is lit by street lighting the whole way with the exception of the short path between Wellington Road and Redmoss Avenue.</p> |

5.2.6 Comments on 002C via Souterhead Road

Connected, comfortable, convivial, convenient & conspicuous?

This is a relatively convenient route from Cove towards the Academy however it is somewhat indirect due to diverting north from the Academy site; this is likely to make the path unattractive for travel to school. If no access is available via Wellington Circle this route may become more useful.

The route includes substantial sections of shared pedestrian and cycle path and is generally of a pleasant and appropriate character for travel to school.

There are two road crossings including Wellington Road which carries a high volume of traffic however there is a good quality crossing facility (single stage toucan crossings).

However, sections of this route are not overlooked and not easily visible from nearby roads, which creates security concerns.

5.3 Upgrade Requirements

| | 002A | 002B | 002C |
|-------------------------|---|--|---|
| Carriageway | No upgrades proposed | No upgrades proposed | No upgrades proposed |
| Footway | Required: new pedestrian and cycle path at Old Wellington Road; this would enhance the wider network and maximise the benefits of recently developed infrastructure on Wellington Road. | No upgrades proposed | Required: South of Souterhead Road, a formal pedestrian path alongside the minor access road |
| Cycle Facilities | Required: new pedestrian and cycle path required at Old Wellington Road | <i>Desirable: widen paths on Langdykes Road to accommodate shared use by large volumes of pedestrians and cyclists</i> | <i>Desirable: 20mph speed limit on Redmoss Avenue</i> |
| Crossings | Required: signal controlled (toucan) crossing of Souterhead Roundabout (Wellington Road South arm) Required: appropriate crossing facilities designed into path at Old Wellington Road <i>Possible Alternative: grade separated crossing of Souterhead Roundabout</i> | Required: Signal controlled (toucan) crossings of Souterhead Roundabout (Langdykes Road and Wellington Road South arms) <i>Possible Alternative: grade separated crossing of Souterhead Roundabout</i> | Required: Improve Souterhead Road crossing; pedestrian refuge island at minimum. |
| Lighting | No upgrades proposed | No upgrades proposed | Required: Additional lighting between Wellington Road and Redmoss Avenue |

5.4 Public Transport

Existing school travel arrangements include buses running between Cove and Kincorth (see Chapter 3).

If the new school is accessible from Wellington Circle, and appropriate crossing facilities are in place at Souterhead Roundabout, the demand and justification for a dedicated public transport link to the site would diminish. Currently, all pupils residing in Cove live a maximum of 1.7 miles from the Academy site, via an entrance at Wellington Circle. During the planning period for the new Academy, First Bus anticipate that a fully commercial service between Charleston and the school site will be provided by the extension of the Service 18.

The maximum cost to the Council of this school bus service would be a continuation of current levels of provision - £34,515.00 pa based on 195 days a year, or potentially a reduction, to £11,505 pa if one bus is provided. Table 5.1 shows the annual cost to both the Council and to pupils for the continued provision of non-tendered, articulated buses.

Table 5.1 - Cost per Annum of bus provision between Cove and the new Academy

| Number of Buses | Cost to Council | Cost to Pupils |
|-----------------|-----------------|-------------------|
| 3 | £34,515.00 | £321.00 / £486.00 |
| 2 | £23,010.00 | £321.00 / £486.00 |
| 1 | £11,505.00 | £321.00 / £486.00 |
| 0 | £0 | £0 |

Capabilities on project:
Transportation

5.5 Summary

All pupils within the Cove area will be within a 3.0 mile catchment of the Academy site.

Three potential routes from Cove to the new Academy site have been assessed. Two of the three routes would require improved crossing facilities at Souterhead Roundabout in order to be feasible.

Route 002A requires improvements at Old Wellington Road in order to complete a safe and appropriate route. An alternative route may be available following the completion of new residential developments.

Route 002B provides a reasonable walking route subject to interventions at Souterhead Roundabout.

Route 002C can form a pleasant and suitable walking route to school however it is not direct and therefore is unlikely to be attractive for use.

In summary, suitable routes can be developed between Cove and the new Academy site, with walking distances less than 3.0 miles.

6 Access Routes From Kincorth

6.1 Potential Routes

Between Kincorth and the proposed Academy lie both Loirston Country Park and an area of farmland / Loirston Country Park; therefore routes to the Academy must pass around to the north or the south.

Three potential routes have been identified following site review and pupil consultations, these are shown in Figure 6.1:

- Nigg Way to Redmoss Road (003A);
- Core Path 82 (003B); and
- Abbotswell Crescent (003C).

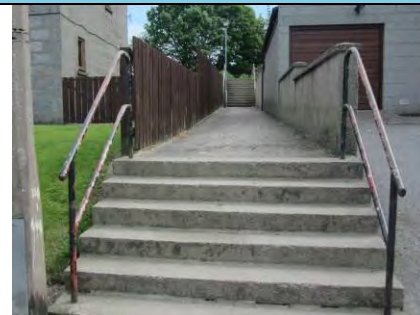
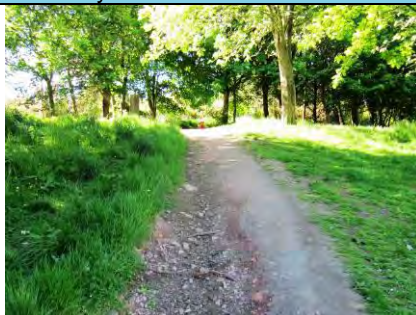
These routes are described and analysed within this Chapter. Walking routes within each residential area, forming part of the catchments for existing primary and secondary schools, are generally assumed to be appropriate.

Existing conditions are described, then assessed, and potential improvements are then considered within this Chapter.

6.2 Existing Conditions

6.2.1 Nigg Way to Redmoss Road (003A)

Route via Loirston Country Park to potential Academy access at Redmoss Road.

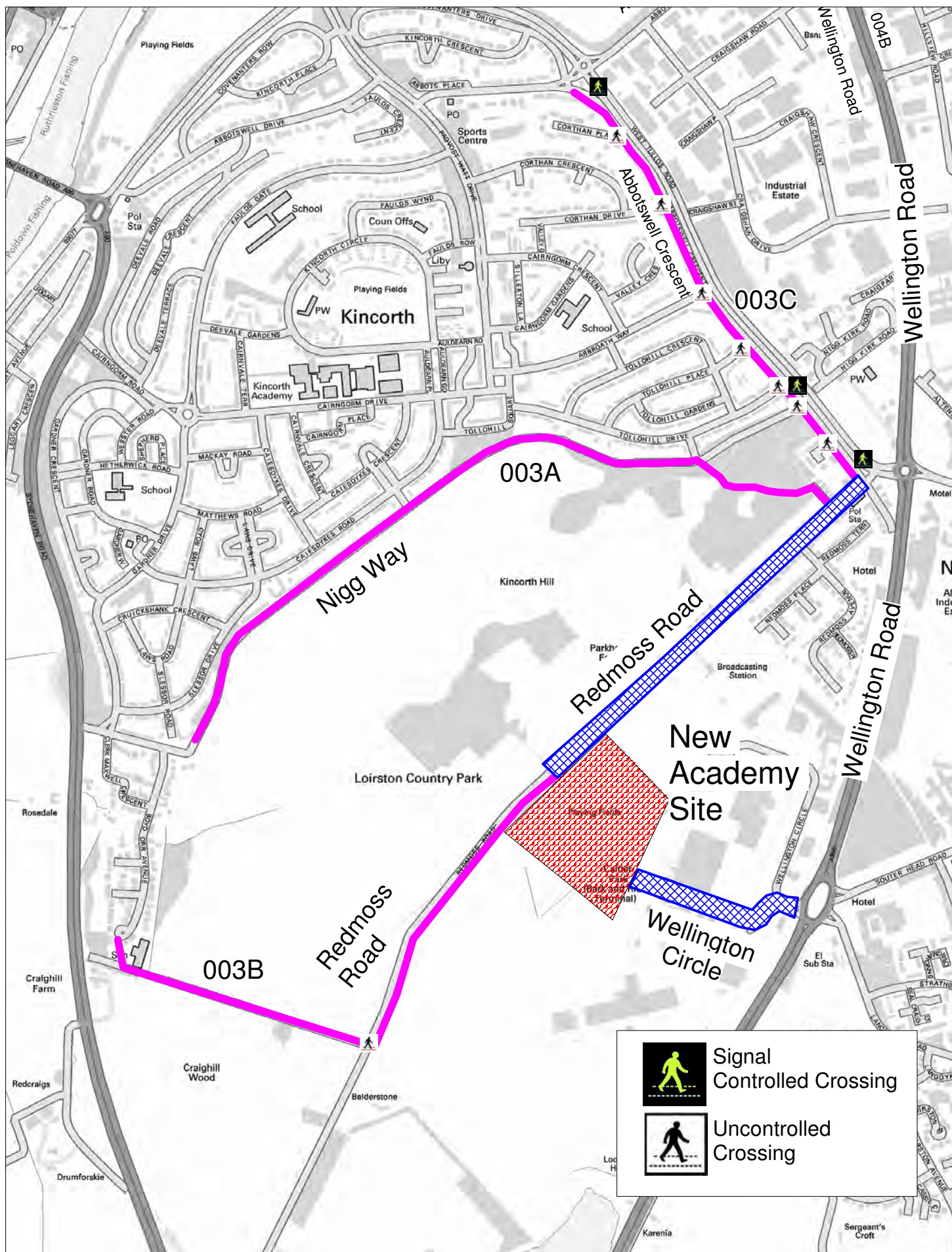


Main path along north edge of Loirston Country Park

Path towards Redmoss Walk

Steps from Tollohill Drive, Kincorth

| | |
|--------------------------------|--|
| Road layout and traffic | Largely traffic-free until Redmoss Road. Pupils will use residential streets within Kincorth itself. |
| Pedestrian facilities | <p>The path (Nigg Way) along the northern edge of Loirston Country Park is very wide, averaging around 6.0m. The path has an uneven surface.</p> <p>Several routes lead from Kincorth to the Park, which include stepped access points.</p> <p>A path north to Redmoss Walk forms part of route 003A and is narrow (less than 1m in places), and somewhat overgrown; the path shows flood damage resulting from inadequate drainage provision.</p> <p>Pavements are provided on Redmoss Walk which adjoins Redmoss Road.</p> |
| Cycle Facilities | No specific cycling facilities. It is likely that Outdoor Access legislation applies within the Loirston Country Park, allowing responsible access by cyclists as well as walkers. |
| Crossings | Once Nigg Way is joined, no road crossings are required to reach Redmoss Road. |
| Lighting | No lighting along route within Loirston Country Park. |



Client: Aberdeen City Council
 Project: School Travel Assessment
 Title: Routes from Kincorth
 Number: Figure 6.1

Date: July 2013
 Prepared by: MN

AECOM

Capabilities on project:
Transportation

6.2.2 Comments on 003A

Connected, comfortable, convivial, convenient & conspicuous?

This route presents advantages and disadvantages.

The walk distance from Kincorth to the school is not excessively long, and is largely away from trafficked roads in a pleasant park setting. The route would provide a good connection to Redmoss Road and onwards to the school.

However there may be some concerns about safety and security as the route does not benefit from natural surveillance.

The existing path surfacing is appropriate to the setting but is not to the standard which would be expected for a route to school. Paths appear to drain poorly and may create an uncomfortable walking environment in the winter due to standing or running water. The uneven surfacing may create trip hazards.

The path gradients may cause problems in ice or snow and adding these paths to winter maintenance schedules may present operational difficulties.

The scope for upgrades to paths and lighting is unknown. Nigg Way forms a pathway along the North West periphery of Loirston Country Park. It may not be appropriate to formalise paths and introduce lighting in this context; both the construction phase and the existence of new infrastructure may cause a disturbance. No consultation has been undertaken regarding this subject.

A route variation, which would minimise impacts on the Country Park, is shown on Figure 6.1, however it is recognised that route 003A described above is more direct and may be used by pupils even if not an officially designated route to school.

Capabilities on project:
Transportation

6.2.3 Core Path 82 (003B)

A route to the south of Loirston Country Park from the southern end of Boyd Orr Avenue, mainly using a track which is designated as Core Path 82. Boyd Orr Avenue is a quiet residential cul-de-sac with a country track accessible from the road via a grassy pathway. This track runs between Kincorth and Craighill Caravan Park and leads uphill past Loirston Country Park and through development site OP77 to connect directly with Redmoss Road. The school site is to the north on Redmoss Road.



Track south of Boyd Orr Avenue

Redmoss Road looking north

| | |
|--------------------------------|---|
| Road layout and traffic | A traffic free route from Kincorth as far as Redmoss Road. Redmoss Road south of the school site is a narrow, rural single carriageway, with no pavements. National speed limit applies. In the future, if the proposed site goes ahead, Redmoss Road will be busier with traffic. The surrounding area is subject to a significant housing development proposal. |
| Pedestrian facilities | From Boyd Orr Avenue, the country track is reached by a grassy, overgrown path. The track up to Redmoss Road is 1.5-2.5m in width, widening towards the eastern end. This route is uneven with loose stones and could be muddy in wetter weather; the condition of the path suggests it does not drain well. Along Redmoss Road there are no footways. Currently, pedestrians must walk on the road or verge. |
| Cycle Facilities | No specific cycle facilities, though Redmoss Road is a "Recommended Route" on the Aberdeen Cycle Map. |
| Crossings | There are no specific crossing points at present. |
| Lighting | The full extent of this route is unlit. |

6.2.4 Comments on Core Path 82 (003B)

Connected, comfortable, convivial, convenient & conspicuous?

For pupils living in the southern part of Kincorth this option offers a relatively short and direct route to school. Part of the route is traffic free and in a pleasant setting to the southern edge of the country park.

However the quality of the existing track surfacing is poor and may create trip hazards; the path is also unsuited to everyday cycling by school pupils.

Being separated from residential areas, this route offers no natural surveillance, and there is no existing lighting.

The link path from Boyd Orr Avenue is currently unsuitable for the purpose of forming a main route to school, and the southern part of Redmoss Road at present is not appropriate as a school access route by any mode. However mitigation measures are described in section 6.3.

Application for planning in principle has been received by ACC for a mixed use development on the fields to either side of this path (Loirston OP77 in the Local Plan). Subject to planning approval, this route will likely become part of a residential area in the future.

Capabilities on project:
Transportation

6.2.5 Abbotswell Crescent (003C)

Abbotswell Crescent runs along the North East periphery of the Kincorth area and links to several streets in Kincorth. This route goes uphill towards Redmoss Road (southbound)



Abbotswell Crescent looking south

Abbotswell Crescent: traffic queuing at West Tullos Road (AM peak)

| | |
|--------------------------------|---|
| Road layout and traffic | <p>Abbotswell Crescent is a residential street with housing on the western side only. The speed limit is 20mph and traffic calming (speed cushions) is installed.</p> <p>The number 18 First bus uses this route in both directions.</p> <p>In the morning peak period, traffic queues back from the junction of Abbotswell Crescent and Redmoss Road to Tollohill Drive. This is a result of traffic waiting to turn onto West Tullos Road.</p> <p>On-street parking can reduce the effective width of Abbotswell Crescent which is also a bus route with several bus stops.</p> |
| Pedestrian facilities | <p>A pavement of 1.5m, widening in places, exists along the west side of the street. Household waste bins occupy pavement space at times. Pavements are in generally good condition.</p> <p>Outside Nigg House where Abbotswell Crescent joins Redmoss Road, the footway is briefly discontinued.</p> |
| Cycle Facilities | <p>This route is a recommended on-street cycle route on the Aberdeen City Cycle Network. There are no specific cycling facilities. Signage indicates routes to Kincorth and onto Cove.</p> |
| Crossings | <p>Dropped kerbs exist across all side roads on the west side of Abbotswell Crescent.</p> <p>Arbroath Way is one of the busier routes onto Abbotswell Crescent and there is a mini roundabout where the two streets meet. Arbroath Way is also a bus route.</p> |
| Lighting | <p>This route is well lit by street lighting along Abbotswell Crescent and from the parallel West Tullos Road.</p> |

6.2.6 Comments on 003C

Connected, comfortable, convivial, convenient & conspicuous?

For pupils in the north and east of the Kincorth area, this is a convenient (though uphill in the morning) route to reach Redmoss Road and continue to the school site.

This is a well lit route with natural surveillance from surrounding properties.

There are eight side road crossings along the west side of Abbotswell Crescent. Ideally a path would be constructed on the east side but there is a lack of available space due to the close proximity of West Tullos Road.

Capabilities on project:
Transportation

6.3 Upgrade Requirements

The table below describes requirements which are required or desirable for these routes to be considered appropriate for travel to school.

| | 003A | 003B | 003C |
|-------------------------|--|--|---|
| Carriageway | No upgrades proposed | No upgrades proposed | No upgrades proposed |
| Footway | Required: path upgrades within park to improve surfacing and drainage | Required: Formalise link path from Boyd Orr Avenue Required: Core Path 82 requires resurfacing and drainage improvements Required: New path on Redmoss Road south of school site | <i>Desirable: widen footpath on Abbotswell Crescent</i> |
| Cycle Facilities | Required: path upgrades should accommodate shared use by cyclists and pedestrians i.e. step free and path widths of 3.0m and above | Required: path upgrades should accommodate shared use by cyclists and pedestrians – this could be a realistic and appropriate route for cycling to school. <i>Desirable: fully segregated cycle route on Redmoss Road</i> | <i>Desirable: develop dedicated cycle facilities on Abbotswell Crescent/West Tullos Road Corridor</i> |
| Crossings | No upgrades proposed | Required: Safe crossing point on Redmoss Road | Required: Improved crossing facilities at Arbroath Way |
| Lighting | Required: street lighting along route | Required: street lighting along route | No upgrades proposed |

6.4 Public Transport

The walk distance from Kincorth to the new Academy is considered sufficiently short that as a default position, bus services will not be required.

6.5 Summary

Three routes have been considered between Kincorth and the new Academy site. Each could form a feasible and appropriate walking route, and walk distances would be well within the 3.0 mile perimeter. Each route requires some upgrade work; for route 003A in particular this will require close consultation with the management of the Loirston Country Park, Aberdeen City Council Countryside Ranger Service.

Subject to the appropriate upgrades, route 003B could form one of the most appropriate routes for cycling to the new school site.

7 Access Routes From Torry

7.1 Potential Routes

Torry is separated from the proposed Academy site by developed land including housing, retail and industrial premises, in addition to a major road corridor (A956, Wellington Road)..

- 004A Abbotswell Road and Abbotswell Crescent;
- 004B Wellington Road; and
- 004C via Greenbank Crescent.

The starting points of routes from Torry are taken as approximately the edge of the Torry catchment, where routes to school cross over/under the railway line. Once south of the Wellington Road/West Tullos Road Roundabout, pupils could continue to either the Redmoss Road or Wellington Circle school accesses.

Existing conditions are described, and then assessed, and potential improvements are then considered within this Chapter. The potential walking routes are illustrated in Figure 7.1.

7.2 Existing Conditions

7.2.1 Abbotswell Road and Abbotswell Crescent (004A)

The specific route alignment is selected to minimise crossings and therefore conflict with vehicles. From Balnagask Road the route to school would cross to the west side of Wellington Road and proceed south crossing one retail access.

Turning onto Abbotswell Road the route stays on the north side of the road, then crosses Abbotswell Road and West Tullos Road using signal controlled crossings near the roundabout. Abbotswell Crescent is crossed to reach the footpath on the western side.



Abbotswell Road approaching Wellington Road



Abbotswell Crescent (foreground) and West Tullos Road

Road layout and traffic

Wellington Road is a busy dual carriageway with 30mph speed limit on this section. Typical two way traffic flows on this section are of the order of 22,000 vehicles per day with 15% large vehicles (over 6.5m in length).

Abbotswell Road is a single carriageway with a 30 mph speed limit and access to numerous premises. In the morning peak period traffic queues the full length of Abbotswell Road.

Abbotswell Crescent is a residential single carriageway street running immediately adjacent to the dual carriageway West Tullos Road. There is a 20mph speed limit on Abbotswell Crescent with traffic calming (speed cushions) in place.

At the top of Abbotswell Crescent, traffic queues in the morning back to Tollohill Drive as it waits to get onto West Tullos Road.



Capabilities on project:
Transportation

| | |
|------------------------------|---|
| Pedestrian facilities | <p>There are pavements along both sides of Abbotswell Road – approximately 3m in width and separated from the road by a grass verge on the north side. Some short stretches lack a pavement – e.g. outside Saltire Drilling for a few metres.</p> <p>On the south side, pavements are about 2.5m in width and are not separated from the road.</p> <p>A pedestrian desire line is visible between West Tullos Road and Abbotswell Crescent at the south end, though no formal path exists here.</p> <p>Along Abbotswell Crescent, pavement is provided of approximately 2m width, on the west side of the road.</p> |
| Cycle Facilities | <p>The shared cycle and pedestrian path along the north side of Abbotswell Road is a recommended cycle route and links with the route from Banks of Dee. Abbotswell Crescent is a sign-posted on-road cycle route.</p> |
| Crossings | <p>There are a number of controlled (puffin or toucan) and uncontrolled crossings along the route as shown in Figure 7.1</p> |
| Lighting | <p>The full route has street lighting.</p> |

7.2.2 Comments on 004A Abbotswell Road and Abbotswell Crescent

Connected, comfortable, convivial, convenient & conspicuous?

Wellington Road is not an ideal environment for travel to school but is only used for a short distance on this route. The specific route alignment has been selected to minimise the number of crossing points and therefore minimise conflict with vehicles.

Pedestrian facilities along the north side of Abbotswell Road are generally of a good standard and signal controlled crossings are provided at key points.

There are eight side road crossings along the west side of Abbotswell Crescent; ideally a path would be constructed on the east side but there is a lack of available space due to the proximity of West Tullos Road. Abbotswell Crescent is also a relatively long uphill section in the southbound direction (towards the school site).

Pedestrian facilities along this route are well overlooked by residential and commercial properties, and road traffic.

Capabilities on project:
Transportation

7.2.3 Wellington Road (004B)

The route along Wellington Road could be on the east or west side of the carriageway. An alignment on the western side has been selected; this has one more crossing point however some of those on the east have higher traffic volumes and speeds. The southbound direction (towards the school) is largely uphill.



Wellington Road looking north

Wellington Road at Greenwell Road

| | |
|--------------------------------|---|
| Road layout and traffic | Wellington Road is a busy dual carriageway with many HGVs using this route to Altens / Tullos and passing through the area. There are a high number of turning movements to and from the main carriageway. Typical two-way traffic flows on this section are of the order of 22,000 vehicles per day with 15% large vehicles (over 6.5m in length). The speed limit is 40mph south of Craigshaw Road and 30mph to the north. |
| Pedestrian facilities | Pedestrian footways are provided on either side of Wellington Road ranging in width between 1.5 and 2.0m. Pavements run parallel to the road with no separation. |
| Cycle Facilities | None. |
| Crossings | There are numerous controlled and uncontrolled crossings along the route. |
| Lighting | The route has street lighting. |

7.2.4 Comments on 004B Wellington Road

Connected, comfortable, convivial, convenient & conspicuous?

The route follows a very busy dual carriageway carrying more than 20,000 vehicles per day with a high proportion of large vehicles. By observation from the footway, traffic speeds can be high at times. Combined with standard width footways and no separation from the carriageway, this creates an unpleasant setting for pedestrians (neither 'comfortable' nor 'convivial') as high volumes of traffic including goods vehicles pass by immediately alongside the footway.

There are a number of crossings of side roads and accesses to premises; at uncontrolled crossings there is a risk of conflict between vehicles and pedestrians, while at signalised crossings pedestrians can experience delays which can lead to risky crossing behaviour.

The high volume of traffic including HGVs may also lead to air quality issues. An adjacent section of Wellington Road is formally defined as an Air Quality Management Area (AQMA) due to high concentrations of Nitrogen Dioxide and Particulate Matter.

The route is well lit and does not feel secluded at any point. This route offers the most direct route to the proposed site but is only 0.5km shorter than the proposed alternative route 004A along Abbotswell Road.

Overall this is NOT considered an appropriate route for travel to school, and there are limited available mitigation options

Potential conflict between pedestrians and vehicles could be mitigated through the use of guardrails, separating the footway and carriageway. This is rejected for the following reasons:

- Reduced effective width of footway;

Capabilities on project:
Transportation

- Ineffective pedestrian restraint (can be climbed over or bypassed at junctions, bus stops)
- Pedestrian guardrail is designed to keep pedestrians on the footway but is not designed to restrain vehicles leaving the road;
- Danger to motorcyclists, cyclists, or pedestrians on the wrong side of the barrier, of being crushed between vehicle and guardrail; and
- Potential increase in traffic speed due to driver perception of change in conditions.

7.2.5 Via Greenbank Road (004C)

This route has two distinct sections with very different characteristics. From Kirkhill Place, under the railway to Greenwell Road and on to Greenbank Crescent, the route passes through East Tullos Industrial Estate. It then turns south into Loirston Country Park and a rural, traffic-free setting. From the park the route crosses Wellington Road and West Tullos Road to reach Redmoss Road.



Greenbank Street



Loirston Country Park , standard and narrow paths

| | |
|--------------------------------|---|
| Road layout and traffic | <p>Roads within East Tullos Industrial Estate are single carriageway with on-street parking and numerous accesses to premises. The traffic within the Industrial Estate includes a high proportion of large vehicles including articulated trucks.</p> <p>The speed limit is 30mph.</p> <p>The route crosses Wellington Road and West Tullos Road using signal controlled crossings. Both are dual carriageways carrying high traffic volumes.</p> |
| Pedestrian facilities | <p>From Kirkhill Place to Wellington Road the route forms Core Path 103 in Aberdeen City Council's Core Paths Plan.</p> <p>Through East Tullos Industrial Estate are both roadside and remote paths. From Greenbank Road, the route continues along pavements averaging 1.5m in width, on either side of the road.</p> <p>Within Loirston Country Park, sections of path are around 2.0m wide and generally well surfaced, however the standard reduces dramatically to the north of Altens Farm Road, with a narrow path located between a wall and a fence.</p> <p>Wooden direction sign posts are installed along the route.</p> |
| Cycle Facilities | <p>A recommended cycle path exists (shared with pedestrians) from Kirkhill Place, passing through industrial areas to meet Greenbank Road.</p> <p>The recommended cycle way continues on-road along Greenbank Road though no specific cycling facilities are provided.</p> <p>The route through the country park can potentially be used by cyclists (Outdoor Access legislation applies) however under current conditions cyclist usage of the narrowest section could be constituted as not responsible.</p> |
| Crossings | <p>Greenwell Road must be crossed twice. No facilities currently exist (there are no dropped kerbs). The same is true at Altens Farm Road.</p> <p>Accesses to industrial premises are crossed on a simple priority basis.</p> |

Capabilities on project:
Transportation

| | |
|-----------------|--|
| | Wellington Road and West Tullos Road on the north and west of the roundabout are crossed by signal controlled crossings (to the east and south of the roundabout are priority only crossings). Abbotswell Crescent must be crossed to reach Redmoss Road. No assisted crossing point exists and the crossing place is right at a bus stop. This road is quieter for traffic but cars can enter at higher speeds from West Tullos Road. In the mornings, traffic queues here to get onto West Tullos road so crossing must be made between vehicles. |
| Lighting | Paths through Loirston Country Park are unlit and the remainder of the route is lit. |

7.2.6 Comments on 004C: via Greenbank road

Connected, comfortable, convivial, convenient & conspicuous?

This route may be the most direct option for some pupils travelling from the eastern part of Torry.

Walking through the industrial estate is unlikely to be a comfortable or convivial experience; the primary use of the area is industrial which results in large numbers of vehicle movements including by goods vehicles.

The route through Loirston Country Park is not conspicuous which may present security concerns. Paths would require upgrade through the park area generally.

Part of the path towards Altens Farm Road is very narrow and poorly surfaced and is not suitable as a main route to school.

Overall this is NOT considered an appropriate route for travel to school.

While this route would not be the recommended route to school, it should be acknowledged that some pupils may still use this as a shortcut.

7.3 Upgrade Requirements

| | 004A | 004B | 004C |
|-------------------------|---|---|---|
| Carriageway | No upgrades proposed | This is NOT considered an appropriate route for travel to school. | This is NOT considered an appropriate route for travel to school. |
| Footway | Required: continuous footway at premises on Abbotswell Road Required: Formalised link to path from West Tullos Road to Abbotswell Crescent | | |
| Cycle Facilities | <i>Desirable: continuous dedicated cycle facilities along route</i> | | |
| Crossings | No upgrades proposed | | |
| Lighting | No upgrades proposed | | |

7.4 Public Transport

The walk distance from Torry to the proposed Academy site would vary between 1.7 and 3.1 miles depending on place of residence and location of the school entrance.

On current estimates around 390 pupils will travel between Torry and the new Academy each day.

Should Redmoss Road be used as an access to the school (which is anticipated), there is a safe walking route (specifically route 004A) of less than three miles for all residences in the catchment area.

However if Wellington Circle is the only access to the Academy site, a small number of properties furthest north and east will be outwith 3.0 miles walk distance via route 004A. It is therefore anticipated that Aberdeen City Council would have to consider alternative transport arrangements for those pupils living in the parts of Torry furthest from the Academy site.

Capabilities on project:
Transportation

The Council's "Guide to School Travel Plans" highlights the need to ensure the journey to school is "pleasant" as well as safe, when aiming to encourage sustainable travel choices.

The walk from Torry to Bobby Calder Park is typically uphill and, following route 004A, involves a long climb on Abbotswell Crescent on the journey towards school. The walk will take longer and require more effort than a 3.0 mile journey on gentler terrain.

Aberdeen City Council should also consider the appropriateness of 390 pupils potentially walking to school in all conditions (potentially walking for an hour to reach school, regardless of weather conditions). This may raise safety concerns specifically relating to the health and wellbeing of pupils.

In mid winter, sunrise in Aberdeen is as late as 08:45 and sunset as early 15:30; meaning some pupils will have to walk to and from school in darkness, with those living furthest away most often required to walk in the dark and for the longest time.

Accordingly, while a safe route of less than 3.0 miles does exist for the majority of the population of Torry via route 004A along Abbotswell Road and Abbotswell Crescent, Aberdeen City Council should nevertheless consider the provision of bus services, in a similar manner to established practice of pupils of Cove travelling to the current Kincorth Academy.

Costs to the Council for the provision of a school bus service for all pupils travelling from Torry have been estimated at current (2013) prices. Table 7.1 shows the anticipated costs to the Council and to school pupils of different bus provision options.

If the Council tenders the bus service, offering pupils free transport, estimated costs per annum are £39,000.00 per bus. If a de minimis arrangement is made with the bus operator and pupils pay the travel costs, the Council will be required to pay an estimated £11,505.00 per bus, per annum. All calculations are based on travel for 195 school days a year.

The public transport options that have been considered for Torry pupils are:

- All pupils are provided with access to a bus service for which they must pay;
- All pupils are provided with a bus service with pupils living over 2.5miles from the Academy travelling free and the remaining pupils paying for their journey;
- All pupils are provided with a bus service with pupils living over 2miles from the Academy travelling free and the remaining pupils paying for their journey; and
- All pupils receive free public transport to school.

Capabilities on project:
Transportation

Table 7.1 – Torry Public Transport Options and Costs

| | Tendered School Bus | De Minimis Arrangement with Bus Company | Estimated Cost to Council Per Annum (2013 prices) | Cost Per Pupil Per Annum (2013 prices) |
|--|---|---|--|--|
| 1. Council Arranges Bus Service All Torry pupils pay fares for this service, similar to current Cove arrangement | None | 1 x articulated bus + 3 x double decker buses | £46,020.00 | 390 pupils pay either £321 pa (under 16s) or £486 pa (over 16s) |
| 2. Free School transport for Torry pupils living beyond 2.5 miles (est 80 pupils) + bus service arranged for all other Torry Pupils | 1 x double decker bus | 2 x articulated buses + 1 double decker bus | £73,515.00 | 80 pupils travel free 310 pupils pay either £321 pa (under 16s) or £486 pa (over 16s) |
| 3. Free School Transport for Torry Pupils living beyond 2 miles (est 330 pupils) + bus service arranged for all other Torry Pupils | 2 x articulated buses + 1 double decker bus | 1 x double decker bus | £128,505.00 | 330 pupils free 60 pupils pay either £321 pa (under 16s) or £486 pa (over 16s) |
| 4. Free School Transport for All Torry Pupils | 1 x articulated bus + 3 x double decker buses | None | £156,000.00 | None |

1. Assumed capacity of 125 for articulated bus, 90 for double decker bus.
2. Budgetary estimate of £200 per bus per day assumed for a tendered arrangement.
3. Current estimate of 390 pupils living in Torry to go to new Academy.
4. If ACC pursue options 2, 3 or 4 above, there are likely to be additional costs arising from claims for free school transport from other school catchments within Aberdeen.

Provision of a bus service from Torry (similar to the current provision for those travelling to Kincorth Academy from Cove) would cost the Council £46,020.00, and pupils £321.00 or £486.00 per annum. Cost to the Council increases when all, or some, pupils receive free school transport.

7.5 Summary

Three walking routes to school from Torry have been considered and two have been assessed as unsuitable due to safety concerns.

A route via Abbotswell Road and Abbotswell Crescent is considered as safe and appropriate in line with Scottish Government and Aberdeen City Council guidelines, however it is noted that the walk distance for many pupils will be relatively long.

Public transport options should therefore be considered to support pupils in Torry accessing the new Academy site, similar to current established practice for pupils in Cove accessing Kincorth Academy.

8 Cost Estimates for Required and Desirable Proposals

8.1 Introduction

Chapters 4, 5, 6 and 7 have described the current conditions on routes to the new school site and, where practical, have proposed improvements required or desirable to create appropriate walking (and cycling) routes to school. Public transport provision has also been considered.

Within this Chapter, the required and desirable options are described in more detail and estimates of costs are provided.

This study provides an initial assessment of travel routes to the new Academy site, and provides outline details of potential interventions to ensure the safety and suitability of these routes. Based on this outline assessment, cost estimates have been developed to indicate the scale of financial implications associated with providing appropriate travel routes. Costs are estimated for the school opening year of 2016.

These estimates are based on the approximate dimensions of physical improvements such as path construction or signing, and typical unit rates, but have not been subject to detailed design and specification.

No land ownership surveys have been undertaken and there may be additional costs associated with land acquisition. Similarly sub-surface utilities have not been surveyed and the relocation of utilities may have further cost implications.

There would also be design and project management costs associated with each interventions, which may vary depending on the approach and procurement method used for implementation. Additional cost factors which have not been included are site supervision, temporary traffic management, and development or modification of Traffic Regulation Orders. Finally the cost estimates have not been subject to a factor of optimism bias, and are based on a predicted inflation rate to 2016 which is not guaranteed.

This advisory document provides an overview on areas which may require upgrading to meet walk to school standards. This document sets out an estimation of required work to support the new Academy which will be subject to a planning application and will require a supportive formal Transport Assessment to be submitted. The final scope of works required would be agreed with the local authority following post submission discussions of the Transport Assessment. A Travel Plan for the school would be a condition of planning approval.

8.2 001A: Site Access Redmoss Road

001A-1 Required: Carriageway widening Redmoss Road

Widening Redmoss Road from the current edge of the residential area, for around 500m south. The existing carriageway is around 5.0m in width and a single carriageway of 7.3m should be provided, including replacement of the existing surfacing.

Estimated cost including streetlighting: £442,000

001A-2 Required: 20mph speed limit past Academy site

A 20mph speed limit on Redmoss Road from West Tullos Road to the Academy site, and adjacent residential streets.

Requires Traffic Regulation Orders, statutory consultation and traffic calming.

Estimated cost: £25,000

001A-3 Required: high quality and continuous footway from existing paths to Academy entrance.

A 3.0m wide (at least) path should be constructed for shared use by pedestrians and cyclists, for a distance of around 500m from Redmoss Road residences to the new Academy site.

Estimated cost including street lighting: £125,000.

001A-4 Required: Clear waymarking of recommended route

The routes assessed as safe and appropriate should be communicated to pupils in at least the following two ways:

- Information provided to parents and pupils including leaflets, classroom sessions and guided walks along the safe routes; and
- Consistent signposting and visual reinforcement (such as thermoplastic coloured symbols).

Estimated cost (signing and surface markings only): £5,000

This should be applied across all appropriate routes to school.

001A-5 Required: Existing street lighting should be extended to the Academy access.

Covered in option 001A-3.

001A-6 Desirable: Segregated cycling and pedestrian paths

A 2.0m pedestrian footpath and a 3.0m cycleway, separated by a kerb, should be constructed on Redmoss Road south of the new Academy site, to encourage walking and cycling to school and more generally in the local area.

As a standalone path section this route will have limited value for cycling at present however it would form part of a coherent wider network continuing south on Redmoss Road and into the new development site at Loirston when this is developed.

The estimated cost is additional to the shared path noted above as 'Required'

Estimated cost: £125,000**8.3 001B: Site Access Wellington Circle****001B-1 Required: Signal controlled crossings of Wellington Circle and Makro entrance**

A signal controlled crossing (puffin or toucan) should be constructed across Wellington Circle (at point 3 in Figure 4.2) at an estimated cost of £15,000. Crossing of the Makro entrance (point 2, Figure 4.2) should also be improved. This should be assessed during the Transport Assessment process.

Estimated cost: up to £30,000**001B-2 Required: Speed limit reduced to 20mph to improve safety.**

A 20mph speed limit on Wellington Circle.

Requires Traffic Regulation Orders, statutory consultation and traffic calming.

Estimated cost: £25,000

Capabilities on project:
Transportation

8.4 002A: From Charleston (South Cove) via Wellington Circle

002A-1 Required: new pedestrian and cycle path at Old Wellington Road

A new path should be constructed for a distance of approximately 150m on Old Wellington Road, passing commercial premises with on-street and off-street parking. The most appropriate solution would be the construction of a path on the east side of the road. This would require negotiation with the landowner and relocation of parking (for example to the west side of the road).

Estimated cost: £26,000. This does not include land costs or service diversions.

002A -2 Required: signal controlled (toucan) crossing of Souterhead Roundabout (Wellington Road South arm)

The cost of toucan crossings on both carriageways of Wellington Road, south of Souterhead Roundabout, is estimated below, however it seems likely that this would be implemented as part of a wider junction reconfiguration.

Estimated costs: £30,000

002A-3 Possible Alternative: grade separated crossing of Souterhead Roundabout

A grade separated crossing would be an expensive intervention but would remove the potential for conflict between pedestrians/cyclists and vehicles on the roundabout.

A crossing to the south of the roundabout would require approximately 65m span; a crossing over the centre of the roundabout would be considerably longer.

Estimated costs: £1,000,000

8.5 002B: From Cove via Langdykes Road

002B-1 Required: signal controlled (toucan) crossing of Souterhead Roundabout (Wellington Road South arm)

Identical to 002A -2.

002B-2 Possible Alternative: grade separated crossing of Souterhead Roundabout

Identical to 002A-3.

002B-3 Desirable: widen paths on Langdykes Road to accommodate shared use by large volumes of pedestrians and cyclists

Widen existing path to (at least) 3.0m to Strathburn Street (at least) to accommodate both cyclists and pedestrians. Approximately 1.5m widening over 170m distance.

Estimated costs: £15,000

Capabilities on project:
Transportation

002B -4 Signal controlled (toucan) crossings of Souterhead Roundabout (Langdykes Road and Wellington Road South arms)

The cost of toucan crossings on both carriageways of Langdykes Road, and both carriageways of Wellington Road south of Souterhead Roundabout, is estimated below, however it seems likely that this would be implemented as part of a wider junction reconfiguration.

Estimated costs: £45,000

8.6 002C: From Cove via Souterhead Road

002C-1 Required: Improve Souterhead Road crossing; pedestrian refuge island at minimum.

Estimated costs: £5,000

002C-2 Required: Additional lighting between Wellington Road and Redmoss Avenue

Installation of two new lighting columns.

Estimated costs: £7,500

002C-3 Desirable: 20mph speed limit on Redmoss Avenue

Likely to be implemented as part of a wider area scheme; requires traffic orders, consultation and physical measures.

Estimated costs: £10,000

8.7 003A: From Kincorth via Nigg Way

003A-1 Required: path upgrades within Loirston Country Park to improve surfacing and drainage

Over a distance of approximately 1,600m, the existing path should be resurfaced to provide a smooth and consistent surface for pedestrians and cyclists, minimising gradients where possible and ensuring good drainage.

Street lighting should be provided along the path.

Estimated cost (including street lighting): £200,000

8.8 003B: From Kincorth via Core Path 82

003B-1 Required: Formalise link path from Boyd Orr Avenue

Over a distance of approximately 60m, a 3.0m wide path should be constructed for shared use by pedestrians and cyclists.

This proposal would benefit the Loirston development site as well as providing a walking/cycling route for some pupils from Kincorth. The path should be provided as part of the wider development proposals. An alternative route (003A) is available should this path not be improved by the school opening date.

Estimated cost: £10,000

Capabilities on project:
Transportation

003B-2 Required: Core Path 82 requires resurfacing and drainage improvements

Over approximately 550m, the path requires resurfacing to a 3.0m width for shared use by pedestrians and cyclists. Additional width and/or higher standard of path surfacing may be required to service local landowner access. Street lighting should be provided.

This proposal would benefit the Loirston development site as well as providing a walking/cycling route for some pupils from Kincorth. The path should be provided as part of the wider development proposals. An alternative route (003A) is available should this path not be improved by the school opening date.

Estimated cost: £75,000

003B-3 Required: New path on Redmoss Road south of school site

A 3.0m wide (at least) path should be constructed for shared use by pedestrians and cyclists, for a distance of around 700m from south of the new Academy site. Street lighting should be provided.

This proposal would benefit the Loirston development site as well as providing a walking route for some pupils from Kincorth. The path should be provided as part of the development proposals. An alternative route (003A) is available should this path not be improved by the school opening date.

Estimated cost: £145,000

003B-4 Desirable: fully segregated cycle route on Redmoss Road

A 2.0m pedestrian footpath and a 3.0m cycleway, separated by a kerb, should be constructed on Redmoss Road south of the new school site, to encourage walking and cycling to school and more generally in the local area.

This proposal would benefit the Loirston development site as well as providing a walking/ cycling route for some pupils from Kincorth. The path should be provided as part of the development proposals. An alternative route (003A) is available should this path not be improved by the school opening date.

The estimated cost is additional to the shared path noted above as 'Required'

Estimated cost: £145,000

8.9 003C: From Kincorth via Abbotswell Crescent

003C-1 Desirable: Upgraded crossing point at Arbroath Way to provide pedestrian priority.

An improved crossing could be used to provide increased pedestrian priority across the busiest of the side roads adjoining Abbotswell Crescent. The details should be confirmed as part of a Transport Assessment for the Academy site.

Estimated cost: £10,000

Capabilities on project:
Transportation

003C-2 Desirable: widen footpath on Abbotswell Crescent

The path on the northern section of Abbotswell Crescent (constrained by a high wall to the west) could be widened by around 1.0m to provide more space for potentially large numbers of pupils walking on this route.

This would impact on the carriageway width and it may be necessary to realign the eastern kerbline by 1.0m particularly to allow two buses to pass.

This will add cost and complexity, the estimate below is an initial cost for 1.0m path widening and 1.0m carriageway widening.

Estimated cost: £44,000

8.10 004A: From Torry via Abbotswell Road and Abbotswell Crescent

004A-1 Required: pedestrian priority at premises on Abbotswell Road



The footpath on the north side of Abbotswell Road is discontinued past premises at number 34 due to two wide accesses side by side (see above left).

It is recommended that coloured surfacing is laid across the accesses to highlight the presence of a pedestrian route; this approach could also be applied across other accesses on Abbotswell Road (above right).

Estimated cost: £5,000

Capabilities on project:
Transportation

004A-2 Formalised path from West Tullos Road to Abbotswell Crescent



Formalise the existing desire line (above) from toucan crossing of West Tullos Road to residential Street at Abbotswell Crescent, construction of a 3.0m wide path over a 30m distance, with dropped kerbs to facilitate crossing to the west side of Abbotswell Crescent.

Estimated cost: £5,500

Further interventions as part of route 004A are duplicated with Options 003C on Abbotswell Crescent (above).

8.11 004B / 004C

Not considered safe or appropriate routes for school travel without significant re-engineering of road and path corridors; therefore no cost estimates have been provided.

8.12 Public Transport

Cove – Current public transport provision costs the Council circa £34,515.00 pa to provide through continuation of the current de-minimus arrangement with First Aberdeen, based on three articulated buses for 195 school days. Given the relocation of the school, a new school entrance at Wellington Circle, and potential changes to the current commercial network, it is likely that the demand / justification for this level of bus provision for Cove to the new Academy will diminish during the planning period for the new school.

Torry – There would appear to be strong justification, and demand for the provision of a bus service from Torry to the new Academy site, similar to the arrangement currently provided between Cove and Kincorth Academy. Final level of bus provision would depend on the number of pupils travelling, but at least 3 articulated buses would be required to serve the new Academy from Torry, with costs being circa £34,515.00 pa. to the Council. This assumes pupils would pay for tickets to use the service.

Overall, **maximum costs** for both Cove (3 buses) and Torry (4 buses) likely to be £80,535.00 pa with all pupils paying for tickets. Overall, **most likely costs** are for 4 buses from Torry at £46,020.00 pa, assuming no requirement for buses from Cove, and all pupils paying for tickets.

8.13 Summary Table of Costs

The estimated costs for required and desirable route interventions, as described in detail above, have been summarised in Tables 8.1 and 8.2. The estimated total for required work along the assessed routes is £1,161,000.00. Desirable work to enhance the comfort and suitability of the route for walking to school will cost an additional £349,000.00. The estimated total cost for all suggested work along the assessed routes is £1,650,000.00. A number of the proposed interventions may be included within existing proposed development applications. Provision of buses for pupils travelling from Torry to the new Academy would cost a

Capabilities on project:
Transportation

maximum of £46,020.00 per annum for buses with holding capacity for all pupils travelling from Torry. This figure assumes, in line with Aberdeen City school transport policy, that pupils will pay for this service. Summary bus costs per annum are noted in Table 8.3.

Table 8.1 – Required Route Interventions Costs Summary

| Route | No. | Work | Cost Estimate |
|----------------------|-----|---|----------------------|
| Site Access | | | |
| 001A | 1 | Carriageway widening Redmoss Road for 500m, including streetlighting | £442,000.00 |
| | 2 | 20mph speed limit and associated traffic management at school entrance | £25,000.00 |
| | 3 | High quality & continuous footway from existing paths to school entrance, 3.0m wide over 500m length, with new lighting columns | £125,000.00 |
| | 4 | Clear waymarking of recommended route | £5,000.00 |
| 001B | 1 | Signal controlled crossings of Wellington Circle and Makro entrance | £30,000.00 |
| | 2 | Speed limit reduced to 20mph and associated traffic management at school entrance | £25,000.00 |
| From Cove | | | |
| 002A | 1 | New pedestrian and cycle path at Old Wellington Road, 3.0m over 150m | £26,000.00 |
| | 2 | Signal controlled crossing of Souterhead Roundabout (Wellington Road South arm) | £30,000.00 |
| 002C | 1 | Improve Souterhead Road crossing e.g. pedestrian refuge | £5,000.00 |
| | 2 | Additional lighting between Wellington Road and Redmoss Avenue | £7,500.00 |
| From Kincorth | | | |
| 003A | 1 | Path upgrades to improve surfacing and drainage on Nigg Way, 1600m length, with streetlighting | £200,000.00 |
| 003B | 1 | Formalise link path from Boyd Orr Avenue (3.0m wide by 60m) | £10,000.00 |
| | 2 | Resurfacing and drainage improvements to Core Path 82, 3.0m wide for 550m, with streetlighting | £75,000.00 |
| | 3 | New path on Redmoss Road south of school site, 3.0m over 700m | £145,000.00 |
| From Torry | | | |
| 004A | 1 | Pedestrian priority at premises on Abbotswell Road | £5,000.00 |
| | 2 | Formalise path from West Tullos Road to Abbotswell Crescent, 3.0m over 30m, with dropped kerbs on Abbotswell Crescent | £5,500.00 |
| Total | | | £1,161,000.00 |

Capabilities on project:
Transportation

Table 8.2 – Desirable Route Interventions Costs Summary

| Route | No. | Work | Cost Estimate |
|----------------------|-----|---|-----------------|
| Site Access | | | |
| 001A | 5 | Segregated cycling and pedestrian paths (3.0m and 2.0m wide over 500m length - cost is additional to providing shared facility) | £125,000.00 |
| From Cove | | | |
| 002B | 1 | Widen paths on Langdykes Road, 1.5m widening over 170m | £15,000.00 |
| 002C | 3 | 20mph speed limit on Redmoss Avenue | £10,000.00 |
| From Kincorth | | | |
| 003B | 4 | Fully segregated cycle route on Redmoss Road (3.0m and 2.0m wide over 700m length - cost additional to providing shared facility) | £145,000.00 |
| 003C | 1 | Upgraded crossing point at Arbroath Way | £10,000.00 |
| | 2 | Widen footpath on Abbotswell Crescent, 1.0m widening with 1.0m carriageway widening to other side, over a 200m distance. | £44,000.00 |
| Total | | | £349,000 |

Table 8.3 – Bus provision Costs Summary

| Requirement | Cost to Council |
|---|-----------------|
| Additional bus provision, Torry to New Academy where all pupils pay for their tickets (4 buses). | £46,020.00 pa. |
| Current bus provision, Cove to New Academy (3 buses) – depending on build-out of new developments, and final configuration of school entrances – may reduce to £0 or £11,505.00 pa. | £34,515.00 pa. |

9 Key Findings & Recommendations

9.1 Key Findings

1. Routes that accord with Aberdeen City Council's school travel policy exist to the proposed site from each community, although interventions are required at a number of crossing points.
2. Redmoss Road is considered unsuitable in its current form to safely cater for the potential number of pedestrians, parental pick-up / drop off, bus movements, and residential parking. There are limited options for significantly altering this situation within the existing built up area.
3. Wellington Circle in its current form is not suitable as a walking route to school due to uncontrolled crossing points. Although with improvements, would form a suitable vehicular entrance to the school.
4. There are a number of alternative, shorter routes between each community and the Academy site, which are not considered to accord with the school transport policy, but which pupils may nevertheless choose to use (for example the route from Torry via Greenbank Road).
5. Current public transport arrangements for Cove could be mirrored for Torry, to mitigate the accessibility impact of the new Academy location. However, this would not necessarily mitigate the social inclusion impact for this community, due to requirement for pupils to pay fares.
6. A direct access to the Academy from Wellington Circle, and the associated provision of safe routes to Cove potentially removes the rationale for the continued provision of specific service buses from Cove.

9.2 Supporting measures

Subject to implementation of the improvements described in this report, safe walking routes to school can be developed from all parts of the catchment area. For the area most distant from the school (Torry), bus services should also be provided.

These measures should also be supported by an extensive information campaign to encourage walking, cycling (where appropriate) and bus travel to school. This will benefit pupils and local residents through a reduction in vehicle trips to the Academy site, benefit the health of pupils (increased physical activity and reduced exposure to pollution), and form positive travel behaviour habits which will continue into adult life.

Prior to the Academy opening, pupils and parents should be provided with information about options for travel to school, including the benefits of choosing active and sustainable travel modes. This information can be provided in a number of ways including leaflets and interactive workshop sessions. Guided walks along the recommended safe routes should also be organised in advance of the Academy opening. Similar activities should be undertaken for the new intake of pupils attending the school each year.

The conditions for travel to school should remain under review, for example by consultation with similar pupil groups engaged for the production of this report.

As noted elsewhere in the report, the identified appropriate school travel routes should be clearly waymarked for example using signing and thermoplastic surface markings. This way-marking would indicate for example a route which minimises the number of crossing points compared to walking on the opposite side of the road.

9.3 Conclusions

The development of a new Academy at the Bobby Calder Park site, to replace Kincorth and Torry Academies, will have mixed consequences for travel to school for pupils from different areas.

Capabilities on project:
Transportation

Some pupils will have a shorter and easier journey to school than they do at present, while others will have considerably further to travel.

This report has described the options for travel to school by different modes from the various parts of the catchment area, highlighting the interventions required to provide a safe and appropriate travel to school environment which will ensure the educational benefits arising from the new school are not compromised by insufficient transport arrangements.

This is an advisory document which sets out an estimation of required work to support the new Academy which will be subject to a planning application and will require a supportive formal Transport Assessment to be submitted. The final scope of works required would be agreed with the local authority following post submission discussions of the Transport Assessment. A Travel Plan for the school would typically be a condition of planning approval.

Capabilities on project:
Transportation

Appendices

| | |
|-------------------|---|
| Appendix A | Extracts from <i>Proposal for a New Secondary School to Replace Torry and Kincorth Academies SITE APPRAISALS (JANUARY 2013)</i> |
| Appendix B | School Consultations |
| Appendix C | Photo Record |

Capabilities on project:
Transportation

Appendix A

APPENDIX A

Extracts from “*Proposal for a New Secondary School to Replace Torry and Kincorth Academies SITE APPRAISALS*” (Aberdeen City Council, January 2013)

The site is within 3 miles walking distance of the majority of residences within the catchment area.

The existing main vehicular access to the site is through the Balmoral Business Park via Wellington Circle which adjoins the A956 Wellington Road at a roundabout. This access is on the east side of the site. A more suitable route could be established in the future as part of the overall Loirston development.

Wellington Road provides good vehicular access to the other areas within the catchment. An alternative vehicular access route is on the west of the site via Redmoss Road. This is a narrow road which passes through a residential area and which is unsuitable for a large volume of traffic. Footways on the Wellington Road are relatively wide.

Pedestrian route for a large number of pupils requires the crossing of Wellington Road. The main pedestrian route is also through a Business Park with related commercial and HGV traffic. There are no footways on Redmoss Road which would not currently be suitable as a high volume pedestrian route.

Wellington Circle has no waiting restrictions in place.

Site is on the south west edge of the existing catchment area which increases the travel distance for the majority of pupils.

Public transport links are poor with only the FirstAberdeen Service No. 3 available on Wellington Road (0.3 miles) giving access to parts of Cove, Tullos, Torry and the City Centre. The Service No. 18 service from the Gateway Business centre and Redmoss through Kincorth to the City Centre also stops on Wellington Road.

Site meets local agreements and policies of Education, Culture and Sport service, including maximum three miles travelling distance from the majority of the zone.

Maximum travelling distances

- to south east - 2.64 miles
- to west - 2.49 miles
- to north east - 2.91 miles

Some children and young people will require to travel a significant distance to reach the site. Consideration should be given to working with local bus operators to provide bus services at the beginning and end of the school day.

All requirements Safe Routes to Schools met for the majority of zoned pupils. This will involve a detailed evaluation of the routes children and young people take from their homes to the site.

Capabilities on project:
Transportation

Appendix B

Abbotswell Primary School Pupil Consultation, 20/06/13

Consultation with 14 pupils took place in Abbotswell Primary, Kincorth, between 9 and 10.30am on 20th June 2013.

2 pupils were from P7, the rest from P5 and P6 with an even mix of males and females.

At present, most pupils walked to school with some taking their bikes on occasion. Many of the pupils received a lift by car at least once a week (their parent dropped them on their way to work) or when the weather was bad.

Thinking about travel to the proposed new academy, many pupils felt they would get a lift or take a bus although they mostly felt the distance could be walked in a reasonable time for most pupils within the Kincorth area.

| | Issues | Solutions |
|---------|---|--|
| Walking | <ul style="list-style-type: none">• Quite far to travel to the new school, approximately 30 minute walk from many areas in Kincorth.• Having to wake up earlier to travel to school. Further to travel than current situation.• Main road (Wellington Road) is very busy with traffic and can be dangerous for those having to travel along it.• Routes through the country park can be dangerous – lots of deer there.• Paths through the country park are uneven and you might trip.• Many 'paths' are not real – just mud paths that people have created. Possibility of getting lost.• People could easily hide in the country park area, stranger danger and fears of abduction. | <ul style="list-style-type: none">• Lighting provided within the country park area.• New signposts to show clearly the route to school along the safe paths.• Create a new, safer path through the country park.• Put fencing over the unsuitable paths to block them off.• Create more crossings at Souterhead roundabout to make access to the school from Wellington Circle easier.• Later school start time to accommodate the earlier rise people will have to get to school on time.• Underground railway to avoid traffic.• Create an access to the new school from behind Makro.• Cutting down some of the trees in the country park will help to create new paths |

| | | |
|---------|--|--|
| | <ul style="list-style-type: none"> • Where will the new school entrance be? • Dark at night / in winter walking through the country park. • Scary to walk through the country park alone, there's no surveillance. • Will be exhausting to walk to school and back every day which may hinder involvement in after school activities. • Environmental implications of creating new paths through the country park – want to conserve the woodland. • Site does not have an easy access route – awkward to get to for emergency services too. • Problem crossing Wellington Road South of Souterhead roundabout – only one crossing point. • The country park may be vandalised if people start using it to travel to school. | so pupils can see the clear route to school. |
| Cycling | <ul style="list-style-type: none"> • Not had cycle proficiency training to lacking confidence to travel on roads. | <ul style="list-style-type: none"> • Some felt okay cycling on roads to school. |
| Bus | <ul style="list-style-type: none"> • Expensive to take the bus every day. • There's not a suitable bus service to the new school. | <ul style="list-style-type: none"> • Cheap bus travel for school pupils. • Provide school travel bus passes for school travel only. • A new school bus providing a direct route to the new school. • A bus only road / entrance to the school. • Bus for people from Torry. • New bus route to serve most streets in Kincorth to the new school. |

Charleston Primary School Consultation
10th June 2013

Consultation with 10 pupils – Primary 6, aged 10 / 11

Current travel to primary school

A mix of walking, car and cycling. Evidence of good bike / scooter use to travel – full bike racks, children keen on cycling, done cycling proficiency & own bikes.

Future travel to proposed new Academy

- Assumption of taking bus / car
- Perceived to be far
- With further thought, 1.5 mile / 30 minute walk seems OK.
- Generally positive

| | Issues | Solutions |
|---------|---|---|
| Walking | <ul style="list-style-type: none">• Crossing busy dual carriageway• Crossing the roundabout – very busy• Stranger danger, unsure of safety of walking along main road / through industrial area (Macro)• Unsure of crossing points• Generally unsure of best route to take• Uneven pavements in areas around Cove• Stranger danger, unknown areas• Lots of bushes along route? | <ul style="list-style-type: none">• Bridge provision for crossing road• Adequate toucan / pelican crossings at right places – especially on main road• Ensure general area is clean (bus stops etc are graffiti free) and paths are well lit to feel safe on route• Routes to be well sign posted / advertised – map provision etc prior to school opening• Sports facilities / food services for lunch located near school to minimise travel requirements.• Pavement improvements / levelling out to ensure safer travel. |

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| Bus | <ul style="list-style-type: none"> • Where would the bus stops be? • Where might they get the bus from – home pick up? • Cost of travelling by bus • Will the bus be quicker than other options? | <ul style="list-style-type: none"> • Bus pass / subsidised school transport • Bus stop close to the school, with appropriate, safe crossing points for access • Bus lanes in operation to ensure speedy journey • Potential for home / collective pick up points within the community? • A single bus route for all pupils to the school so changing buses / waiting for other services is not required. |
| Cycling | <ul style="list-style-type: none"> • Safety at the main road • Crossing points | <ul style="list-style-type: none"> • Ensure clear, well maintained cycle pathways are provided • Safe crossing points provided as for pedestrians |
| Car | <ul style="list-style-type: none"> • Car park / drop off provision? | |

Kincorth Academy Pupil Consultation 13/6/13

Pupil consultation with 7 pupils from Kincorth Academy took place from 9.30am to 11am on 13th June. Pupils involved were representatives from the Pupil Council and included 2nd, 3rd, 5th and 6th years, 2 males and 5 females.

Of those involved, 2 live in Kincorth and 5 in Cove. Those from Cove all travelled to Kincorth Academy by school bus which they pay for. Those in Kincorth walked or took the car.

The pupils from Cove travelling to the Academy by bus were satisfied with the bus provision but dismayed at the discontinuation of the number 21 First bus service. Issues with travel by school bus included possibility of missing the arranged buses and difficulty getting to / from school at unconventional times, for example during free periods or following after school activities. In such cases, pupils had to stay in school when others had the possibility of going home or walk or arrange another method of travel.

Pupils who stay in Cove agreed they would be happy to walk the distance to the new Academy location. Those who live in Kincorth said they would be likely to get a lift (from North end of Kincorth) or walk along country paths (From Boyd Orr Avenue in the South west)

| | Issues | Solutions |
|---------|---|---|
| Walking | <p><i>From Cove</i></p> <ul style="list-style-type: none">• For those travelling from Cove, crossing the main road was a concern.• Lack of pedestrian crossings at roundabout leaving Cove.• Traffic lights at exit from Cove on the roundabout are only part time signals/• If walking from Farm Road through Charleston and along Wellington Road to the new roundabout, can take a long time to get right around the roundabout. <p><i>From Kincorth</i></p> <ul style="list-style-type: none">• For pupils walking from Kincorth, the quickest route to the proposed site was believed to be across the country park where concerns over the state of the paths exist.• Paths can be muddy, steep, uneven.• Many paths are uphill and icy in winter. | <ul style="list-style-type: none">• Improved traffic light system to aid crossing Wellington Road / the roundabout.• Definite need for pedestrian crossing on exit from Cove at the roundabout.• Pelican crossings to favour pedestrians – more time to cross and less time to wait.• Lights along pathways in Loirston Country park are required – to feel safer walking home at nights and in winter especially.• Improved path surfaces within the country park to overcome muddiness.• Improved school catering facilities initially could overcome the need for travel to shops at lunchtime.• Better pavement maintenance along Redmoss Road and extension of pavement provision. |

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| | <ul style="list-style-type: none"> • The park area can be very dark, described as scary especially in winter or at night when there is no light. • Most pupils had travelled through here quite happily for recreational purposes, on foot or on bikes but all said they wouldn't go through alone. • A further walking route, more suitable for those in South West Kincorth goes from Boyd Orr Avenue up a country path alongside the caravan park and Loirston country park to meet Redmoss Road. This track is also uneven with loose stones and unlit. Along Redmoss Road to the proposed site, there are no pedestrian footpaths. • Pavements can be rough and uneven, e.g. along redmoss Road. • Lack of pavements, e.g. along Redmoss Road to proposed site. <p>Generally</p> <ul style="list-style-type: none"> • Too far to any shops at lunch time. • Too far to walk to proposed site from Torry | <ul style="list-style-type: none"> • Use Abbotswell Crescent as an alternative route to through the country park. |
| Cycling | <ul style="list-style-type: none"> • Similar issues to above, routes are uneven and dark for cyclists. • Steep paths put people off using their bike. • Feel unsafe cycling next to fast moving lorries on Wellington Road | <ul style="list-style-type: none"> • Good cycle storage facilities required at the school – bike lockers perhaps, to encourage more people to cycle. |
| Bus | <ul style="list-style-type: none"> • Distance from Torry – seems far and unfair. • Concerns inaccurate bus times are presented at stops. | <ul style="list-style-type: none"> • The route 3 First bus can provide an okay service between Torry and the proposed site – this service could be extended to cover Tullos Way also. • Possibility of the number 18 being re-routed to cover more of Kincorth as this service currently stops at the top of Abbotswell Crescent, near the bottom of |

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| | | <p>Redmoss Road.</p> <ul style="list-style-type: none"> • Possibility of the number 18 service continuing further up Redmoss Road to the proposed site. • Improved bus stop services – ensuring all times are accurate at the stops and shelters are clean etc. |
| Car | <ul style="list-style-type: none"> • Quite a far distance for some so many felt they would get a lift to the proposed site. | |

Kirkhill Primary School Pupil Consultation 20/06/13

Consultation with 20 pupils from Kirkhill Primary (P5, 6 and 7) took place between 1.30 and 3pm on 20th June 2013.

Pupils from Kirkhill travel to school mostly on foot, some took their bike some days and some received a lift from their parents on their way to work.

To the new academy, most said they would walk as it was not too far. Some suggested a bus route round Kincorth would be good and they would use that and many thought they would get a lift at least part of the way.

| | Issues | Solutions |
|---------|---|--|
| Walking | <ul style="list-style-type: none">• Unsure which route would be best.• Not enough crossing points along Wellington Road.• Friction / fights between pupils from different communities on the walk to school – would feel unsafe.• Drugs issues in country park – stops people using the area at all.• Paths in the country park are uneven and unsuitable for walk to school.• No lights in the country park – very dark area.• Foxes / deer in the country park – scary.• Would take too long to walk up Loirston Hill to the new school.• Quadbikes often use the country park area.• Cars travel fast up Redmoss Road, dangerous to cross sometimes.• Pavements are narrow up Redmoss Road.• Within Kincorth some streets are busy – Cairngorm Drive. Only one zebra crossing at the Spar within the whole area.• Stranger danger. | <ul style="list-style-type: none">• Bridge over the Wellington road – could save lives.• Lollypop ladies on Wellington Road to help people cross safely.• Shortcut through the country park will reduce travel time.• New paths created through the country park.• Lights in the country park area.• Create new, wider pavements up Redmoss Road, important to retain wide road space too though, for buses etc.• Need more crossing points over Redmoss Road – zebra crossings could help.• Speed bumps up Redmoss Road to slow traffic.• Sign posts and footprints painted on the pavements could help indicate the suitable routes to school. |

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| | <ul style="list-style-type: none"> Only places for lunch are Burger King – quite far to go home. | |
| Cycling | | |
| Bus | <ul style="list-style-type: none"> Wary of using public transport – full of strangers. No bus lanes – likely to be late as bus will get stuck in traffic. Unfair for people in Torry to have to pay for a bus. | <ul style="list-style-type: none"> Free shuttle bus at least part of the way to by-pass Wellington Road. Provide separate buses from each of the areas to the new school. Free bus travel for all school kids. Feel safer in a bus than walking to school. |
| Car | <ul style="list-style-type: none"> Road congestion means might be late if you take the car to the new school. | |

Loirston Primary School Consultation 13/06/13

Pupil consultation with 22 pupils including representatives from P3-P7, the Eco Group and Pupil Council took place at Loirston Primary on 13th June from 1.30pm-3pm.

Most of the pupils live around Loirston, some South Cove near Charleston Primary, one at Redmoss and one in Torry. For many of the younger pupils, concerns related to walking / travelling *generally* though most had a good understanding of the proposal, the whereabouts of the site and thus issues / solutions along the possible travel routes.

At present, the children travelled to Loirston Primary by a variety of transport methods, most walked, at least some of the time, many cycled and some got a lift / got a lift part way then walked the rest.

For travelling to the new academy site, most pupils felt walking would be the best option. With cycling to Loirston being a popular option, many said they could cycle at least some days of the week to the new academy. Recreational cycling was popular amongst the children. Getting a lift by car was suggested by a few pupils. Most pupils indicated a combination of these travel options would suit them depending on weather. Most felt the new site was not too far away, consideration was given to the distance pupils from Torry might face in comparison.

| | Issues | Solutions |
|---------|---|--|
| Walking | <ul style="list-style-type: none">• Busy main road to cross, heavy and inconsiderate traffic.• Lack of lights at the roundabout make crossing the road here troublesome and time consuming.• Not so direct route.• Route through Loirston country park is scary at night, there are lots of deer too.• Not enough time for pedestrians to cross at pelican crossings. | <ul style="list-style-type: none">• New route for walking through new housing development (OP77) could shorten the route to school from Charleston.• More pelican / toucan crossings especially at the roundabout to make crossing safer and quicker.• Lower speed limits.• Lollypop lady to make crossing busy roads safer.• More zebra crossings• Slower traffic zones to make pedestrians feel safer.• Improved traffic signal timings to provide longer time for pedestrians to cross. |
| Cycling | <ul style="list-style-type: none">• Fast moving traffic on A956 Wellington Road can be scary to cycle next to on the cycle path.• Crossing roads on bike is not always easy – not always dropped kerbs. | <ul style="list-style-type: none">• Widen cycle paths to create greater distance between road and cyclists.• Ensure greater consistency of cycle lanes along whole route. |

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| | <ul style="list-style-type: none"> • Too far for people in Torry to cycle to proposed site. • Can be scary cycling on the road, feel you're going too slow. | <ul style="list-style-type: none"> • Ensure dropped kerbs at crossing points. • Improved signs so motorists might be better aware and more considerate to cyclists • Separate cycle lanes away from busy traffic. |
| Bus | <ul style="list-style-type: none"> • Not far enough away to warrant taking the bus. • The route 3 through Cove could drop them close to the pathway from Wellington Road through to Redmoss Park. • Roads near the site are too narrow for buses. | <ul style="list-style-type: none"> • Potential for buses to drop off at the school site rather than having to walk from designated bus stops. • School bus provision could be an option – like the school service that currently runs to Kincorth Academy – picking up / dropping off at school. • More buses running • School bus from Torry / Kincorth to the new school |
| Car | <ul style="list-style-type: none"> • Roads around Redmoss area / Wellington Road will get busier with travel to school traffic. | |

Torry Academy Pupil Consultation 17/06/13

Pupil consultation at Torry Academy involved consulting 9 pupils who were members of the Pupil Council, 8 male and 1 female from 2nd -4th year.

1 pupil lived in Portlethen and travelled to Torry Academy by Stagecoach bus on a daily basis. Another pupil travelled from the city centre to Torry academy by First bus. The others all lived in Torry and walked to school every day. One pupil did cycle to school but left his bike in a friend's garden rather than at the school to prevent vandalism.

Travel concerns are focussed around the distance pupils would have to travel to the proposed site at Bobby Calder Park. Concerns around the time taken to travel to school exist. The safety of the walk to school was a further concern.

| | Issues | Solutions |
|---------|---|---|
| Walking | <ul style="list-style-type: none">• Too far to walk, estimating times of an hour to school.• Greenwell Road (parallel to railway) can be busy to cross at times.• Time taken to walk may impact on participation in after school activities such as football training in Torry which can start at 4pm.• Even where pedestrian crossings exist over Wellington Road, e.g. at junction with Balnagask road, drivers sometimes don't pay attention so can still be dangerous to cross.• Where to go for lunch as too far to go home as many pupils do at present.• Safety problems around Loirston Loch.• Location is inconvenient for parents having to attend parents' evenings / meetings; they will also have further to travel to attend.• Pavements along Wellington Road are not very wide.• Road is very polluted for walking along every day. | <ul style="list-style-type: none">• Underpass beneath Wellington Road to make crossing safer.• Walking the safe route prior to the school opening so that pupils are familiar with the route they will take.• Abbotswell Crescent can provide a safer and possibly quicker route to the proposed site, avoiding Wellington Road.• Safe crossing point over Greenwell Road at junction to Wellington Road.• Creation of a new route through the Gramps which could provide a safer route to school.• Increase pupil's familiarity with the whole catchment area so pupils are aware of what facilities e.g. lunch shops are available in Kincorth, Cove etc.• AWPR might make Wellington Road quieter in the future.• Can visit shops such as Tesco on the way to school to buy lunch.• Pupils with an Accord card can receive discounted bus travel – this could be better advertised.• Walking through Altens may be safer than up Wellington Road. |

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| Cycling | <ul style="list-style-type: none"> • Too far and uphill for cycling from Torry. | <ul style="list-style-type: none"> • Good bike shelter provision to keep bikes at school safely. |
| Bus | <ul style="list-style-type: none"> • Buses move very slowly up Wellington Road – many stops. • Bus is too expensive for a return fare, especially for more than one child every day. | <ul style="list-style-type: none"> • A new school bus route running through Torry and Kincorth to the proposed site. This could be subsidized based on income assessment. |

Tullos Primary School Pupil Consultation, 20/06/13

12 pupils from P5 and P6 attended the pupil consultation between 11 and 12.30 on 20th June 2013. There was an even split of males and females.

Currently, pupils walked to the Primary School with one or two occasionally getting a lift by car.

To get to the new school, most pupils said they would get a bus though, mainly the boys, felt they would walk or even cycle. All recognised the walk to school could be quite long as most pupils lived near Tullos Primary, in the East of Torry.

| | Issues | Solutions |
|---------|---|--|
| Walking | <ul style="list-style-type: none">• Too far to walk. 40 minutes plus is too long to walk to school and back.• New site is very far away, especially for those travelling from Torry.• Would have to get up really early to travel to the school.• Wellington Road is busy with traffic and dangerous.• If you take the shortcut over the country park, may get lost.• Likely to be more accidents as pupils will run across Wellington Road.• High pollution levels along Wellington Road.• Not allowed to walk along Wellington Road at the moment due to busy traffic.• Not sure which route to take. | <ul style="list-style-type: none">• Need to provide signs directing the way to the new academy.• Safer (perhaps longer?) route along Abbotswell Road and up Abbotswell Crescent.• Provide lollypop ladies to help cross.• Need more crossing points across Wellington Road to prevent people running across.• Walking will keep you fit and healthy. |
| Cycling | <ul style="list-style-type: none">• Cycling lanes are inadequate so would prevent people from cycling from Torry. | <ul style="list-style-type: none">• Cycling proficiency should be provided for all.• Cycling would be okay along Abbotswell Road – quite safe. |
| Bus | <ul style="list-style-type: none">• If a bus was provided, would it be able to | <ul style="list-style-type: none">• Would need school buses to transport |

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| | <p>pick everyone up? Too many people travelling from Torry – would need several buses.</p> <ul style="list-style-type: none"> • If you have a few siblings also going to the academy, bus travel will be very expensive • Problems relying on bus to travel to school – bus may be late / get held up in traffic congestion. | <p>everyone to the school.</p> <ul style="list-style-type: none"> • Would use a school bus if the price was cheap and a student deal was on offer, otherwise would walk. • Walking may actually be quicker than the bus! |
| Car | <ul style="list-style-type: none"> • Difficult to get to the school without a car. • High traffic levels on Wellington Road and other roads – likely to get stuck in traffic on way to school and be late. | |

Walker Road Primary School Pupil Consultation 21/06/13

Consultation with 9 pupils from Walker Road Primary, Torry, took place on 21st June 2013 between 1.15 and 2.45pm. Pupils were from P5 and P6 and included a mix of males and females.

Currently, all pupils walked to school apart from one child who got a lift from out-with the catchment area on alternate weeks. Pupils mostly felt the distance to the new academy was too far to walk but felt that unless free transport was provided, they would have no option but to walk as bus fares could be expensive for families with several children travelling to the academy.

Pupils felt strongly that this site was unfair for pupils travelling from Torry as they would have much greater distances to travel to the site.

| | Issues | Solutions |
|---------|--|--|
| Walking | <ul style="list-style-type: none">• Location is unfair for pupils from Torry – much further to travel than those in Kincorth / Cove.• Uncertainty over possible routes that avoid Wellington Road – might get lost.• Route seems dangerous (Up Wellington Road) and pupils are unlikely to choose a safer route if they are running late – will use Wellington Road as the most direct route.• Always accidents on Wellington Road.• Dual carriageway and busy intersections – seems a very unsafe route to school.• Fear of getting bullied on the way to school – people may get pushed onto the main road.• Having to leave so early in the morning could mean meeting bad people on the way to school.• Wellington Road seems dangerous because of the number of lorries, pupils are small and can be easily missed in comparison.• Pavements are narrow and difficult to see in the snow. | <ul style="list-style-type: none">• A later school start time could mean pupils can get up a bit later before the long walk to school.• A new direct path to the school avoiding the main road should be created. (Pupils were unsure where this would go.)• Need lots more pelican crossings and zebra crossings up Wellington Road.• Underpasses to avoid crossing Wellington Road.• Would be happier to walk if there was a safer route avoiding Wellington Road. |
| Cycling | | <ul style="list-style-type: none">• If safe cycle routes existed people would use them. |
| Bus | <ul style="list-style-type: none">• Bus travel would be expensive every day.• Public buses are full of strangers. | <ul style="list-style-type: none">• School only buses provided through all the communities, for free. |

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| | <ul style="list-style-type: none"> • In bad traffic, buses could take a long time to reach the school. | <ul style="list-style-type: none"> • Supply double decker buses for school travel to accommodate large volumes of pupils. • Would be good to have the option of getting the bus in wetter weather. |
| Car | <ul style="list-style-type: none"> • Will take a long time to travel by car due to heavy traffic in the morning / after school. | |

Capabilities on project:
Transportation

Appendix C

Appendix C

New School Site Access

001A Redmoss Road



Redmoss Road looking south towards proposed site (left of image)



Residential section of Redmoss Road looking south



Redmoss Road looking north towards West Tullos Road



Redmoss Road, looking south, from junction at Abbotswell Crescent

001B Wellington Circle



Crossing point over Wellington Circle entrance at Souterhead roundabout



Wellington Circle looking west towards proposed site



Roundabout at end of Wellington Circle, looking east



Proposed site looking west from Wellington Circle

Routes from Cove

002A From Charleston via Wellington Road



Lochinch Walk looking west towards Old Wellington Road



Old Wellington Road leading to Wellington Road



Old Wellington Road looking north to Wellington Road



Shared pedestrian / cycle facilities looking north on Wellington Road



Signalised crossing point over Wellington Road, looking north.



Wellington Road crossing point at Souterhead roundabout, looking west towards Wellington Circle

002B From Cove via Langdykes Road



Looking south-west towards Souterhead roundabout from Langdykes Road



Looking north-west across Souter Head Road exit onto Souterhead roundabout



Looking north across Souter Head Road entrance from Souterhead roundabout



Toucan crossing across Wellington Road, north of Souterhead roundabout

002C From Cove via Souter Head Road



Shared access / pedestrian route connecting northern Cove with Souter Head Road, looking north west towards Souter Head Road



Looking north west along pathway connecting Souter Head Road with Wellington Road



Signalised crossing point, looking north east over Wellington Road



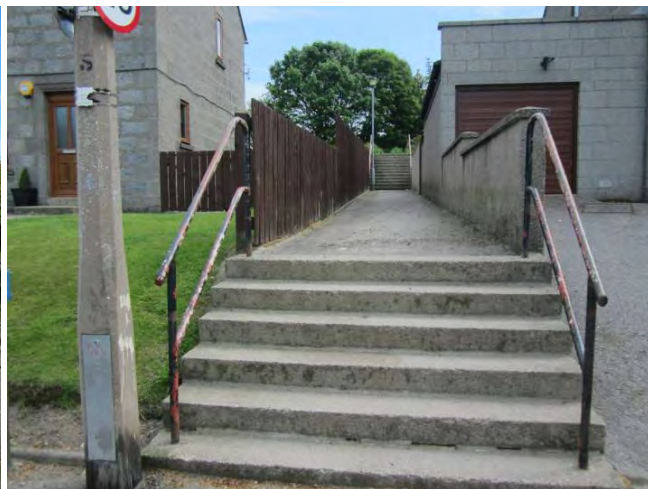
From Wellington Road, pathway connecting to Redmoss Avenue

Routes from Kincorth

003A Nigg Way to Redmoss Road



Looking north from Nigg Way to Kincorth



Steps to Nigg Way from Tollohill Drive, Kincorth



Western stretch of Nigg Way with access from Slessor Drive to the right of image



Eastern stretch of Nigg Way looking west



Entrance to Nigg Way from car park off Abbotswell Crescent, looking west



Exit from Loirston Country Park onto Redmoss Walk

003B Core Path 82



Pathway from Boyd Orr Avenue, Kincorth



Core Path 82 from Boyd Orr Avenue looking south east towards Redmoss Road



Core path 82 through OP77 Loirston development site, looking south east to Redmoss Road



Redmoss Road looking north east with proposed school site to the distant right of image

003C Abbotswell Crescent



Abbotswell Crescent (north end) looking south east



Abbotswell Crescent parallel to West Tullos Road looking south east



Abbotswell Crescent at Corthan Place, looking south east



Crossing point over Arbroath Way at junction with Abbotswell Crescent



Abbotswell Crescent looking north-west from junction at Redmoss Road



Abbotswell Crescent at Rosewood Avenue, looking north-west

Routes from Torry

004A Abbotswell Road and Abbotswell Crescent



Crossing point over Wellington Road, looking south west to Abbotswell Road



Abbotswell Road looking south west from Wellington Road



Combined pedestrian / cycleway along Abbotswell Road, looking south west



Toucan crossing over Abbotswell Road (west end)



Crossing point over West Tullos Road leading to Abbotswell Crescent



Pedestrian path desire line between West Tullos Road and Abbotswell Crescent

004B Wellington Road



Wellington Road at bridge looking south



Greenwell Road (entry to East Tullos Industrial Estate) at junction with Wellington Road looking north



Wellington Road near Altens Farm Road looking north



Wellington Road near Craigshaw Drive, looking south



Wellington Road looking south to Nigg roundabout



Pathway and crossing point over Abbotswell Crescent from West Tullos Road

004C Via Greenbank Crescent



Rail underpass from Kirkhill Place,
Torry, to Greenwell Road



Pathway connecting Greenwell Road
with Greenbank Crescent looking south



Route along Greenbank Crescent, through East Tullos
Industrial Estate



West along Greenbank Crescent, through East Tullos
Industrial Estate



Pathway through Loirston Country Park



Pathway from Loirston Country Park looking west to
Wellington Road