

4a Wellington Road Corridor Multi-Modal Transport Study

o Purpose of Report

The purpose of this report is to inform members of the Wellington Road Corridor Multi-Modal Transport Study, which has been completed and a draft report submitted for consideration. The full draft study report can be viewed on the Nestrans Member's site and approval is being sought to finalise the study and publish it on the Nestrans website.

o Background

The Regional Transport Strategy notes the importance “that the connectivity and accessibility benefits that the Aberdeen Western Peripheral Route (AWPR) will bring are fully realised, and that the opportunity is taken to ‘lock-in’ improvements to congestion and journey times to ensure that these are not eroded through additional traffic growth”.

A consultants' report entitled “Optimising the Benefits of the AWPR” was previously considered by the Nestrans Board in February 2008. This study identified measures that are only achievable with the AWPR in place and suggested others for further investigation that could be progressed to achieve a more sustainable network for the longer term.

The current study has been funded through the Nestrans revenue budget and has looked at the opportunities for measures that could be implemented on the A956 Wellington Road corridor, whilst considering current and future planned developments on this corridor.

Aecom was commissioned to consider the problems, opportunities and constraints associated with the corridor and identify a list of potential multi-modal solutions for further appraisal. This work has been undertaken in accordance with the pre-appraisal process defined in the Scottish Transport Appraisal Guidance (STAG). The consultants were instructed to consider the following when undertaking the appraisal:

- Bus operators' desire for improved journey times and reliability;
- Operation of A90 (South) Park & Choose site at Schoolhill;
- High volume of freight movements, both along and turning on/off this corridor;
- Investigation into a new harbour at Nigg Bay and consideration of access routes;
- Local Development Plan allocations adjacent to the corridor;
- New Loirston Academy proposal and safe routes to school requirements;
- Improvements to encourage/enable active travel;
- Air Quality Management Area designation and Candidate Noise Management Area status;
- South College Street/Queen Elizabeth Bridge Junction improvement.

o **Summary of Findings**

A review of existing data and previous studies for the corridor was undertaken along with consultations with various key stakeholder organisations. This was used to identify a list of problems, issues, opportunities and constraints for the study corridor. It should be noted however that no new data has been collected as part of this study and any future further assessment would benefit from additional quantification and evidencing of some of the problems and issues identified.

A number of transport planning objectives (TPOs) were developed for the study based on the identified problems, as follows:

- TPO1 - Provide greater priority to sustainable modes of travel on the corridor and facilitate locking in of the benefits of the AWPR
- TPO2 - Facilitate efficient movement of freight on the corridor
- TPO3 - Reduce and manage traffic demands at key pinch points on the corridor
- TPO4 - Improve accessibility to employment areas on the corridor
- TPO5 - Promote a corridor which is safe for all users
- TPO6 - Promote a transport corridor which supports air quality improvement strategies and improves public health

A long list of options were then identified that may address the problems, issues, opportunities and constraints for the corridor. Options were derived for all modes and are presented under the group headings of active travel, public transport, freight and road based interventions. A high level appraisal of the long list of 47 options was then undertaken against the above transport planning objectives, national transport appraisal criteria (Environment, Safety, Economy, Integration and Accessibility & Social Inclusion) and implementability criteria (Feasible, Affordable and Publicly Acceptable).

It was recommended that a number of options were not progressed further as a result of this appraisal and the opportunity was then taken to group some of the options that were seen as complementary and could better achieve the study objectives if combined in a package.

Following the high level option appraisal and packaging, the following list of options have been suggested for further development and consideration through future stages of STAG assessment:

1. Pedestrian Improvements
2. Segregated Cycle Lanes
3. Off-Road Dual Use Cycleways
4. Craigshaw Drive Dual Use Cycleway
5. Toucan Crossing, Abbotswell Road
6. Toucan Crossing, Langdykes Road
7. More / Better Crossings at Souterhead and Hareness Junctions
8. Shared Bus / HGV Priority Lane
9. Souterhead Roundabout Improvements
10. Hareness Roundabout Improvements
11. Upgrade to dual carriageway adjacent to former HM Craiginches Prison Site
12. Closure/Access Restriction at Redmoss Road/West Tullos Road Central Reserve

13. Variable Message Signs
14. Sustainability Package – including travel planning organisation for area and car club bays
15. Bus Quality Package – including further bus priority measures, review of existing bus lane operation, service frequencies and infrastructure
16. Low Emission Zone (LEZ) Package – Access to area or priority lanes at peak periods to only HGV's meeting certain emission standards
17. Traffic Management Package - Right Turn / Traffic Signal Priorities Review
18. Directional Signage Review

o **Next Steps**

Further assessment will be required to determine feasibility and benefit of the various options that have been identified for consideration. Aberdeen City Council are progressing work on some of the options identified within the report and will continue to do so. A number of allocations of further funding are also proposed in the separate report on draft budgets for 2015/16 that the Nestrans Board will be considering. If approved, they will be used to further develop and assess more of the above options and potentially implement some of the smaller scale cycling improvements.

o **Recommendations**

It is recommended that the Board:

1. Note and approve the principle of the findings within the draft study to allow the report to be finalised and published.
2. Remit the study to Aberdeen City Council for information.
3. Consider funding to progress the development, appraisal and implementation of options within the separate 2015/16 draft budget proposals report.

JA/28 January 2014