B. Schools Review Document

Peebles Links Paths

Schools Overview 31/03/2021

Schools Overview

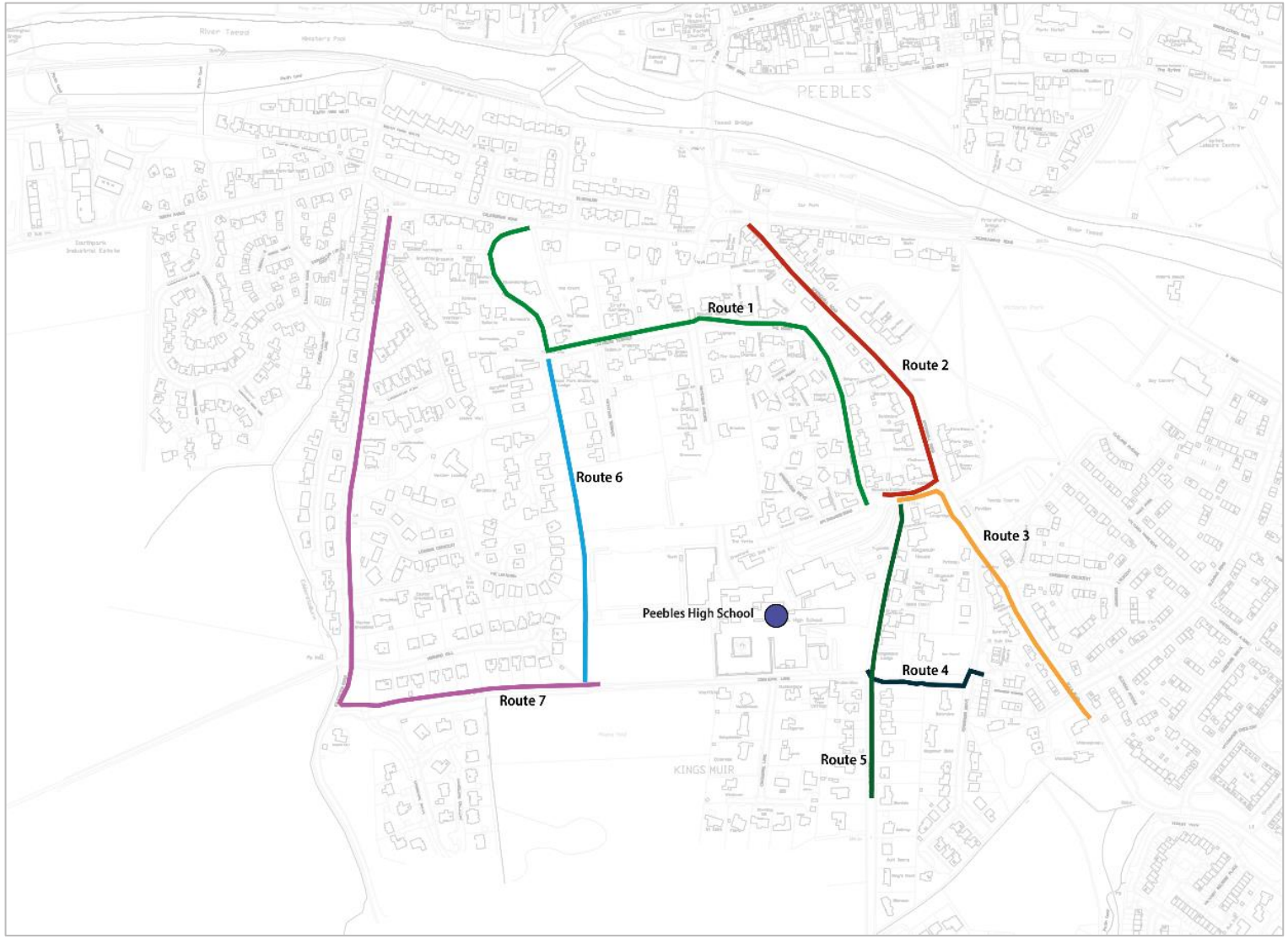
There are **four** schools in the town of Peebles:

- **One High School**:
  - Peebles High School.
- **Three Primary Schools**:
  - Kingsland RC Primary School;
  - Halyrude Primary School;
  - Priorsford Primary School.

Peebles High School

Existing Key Routes

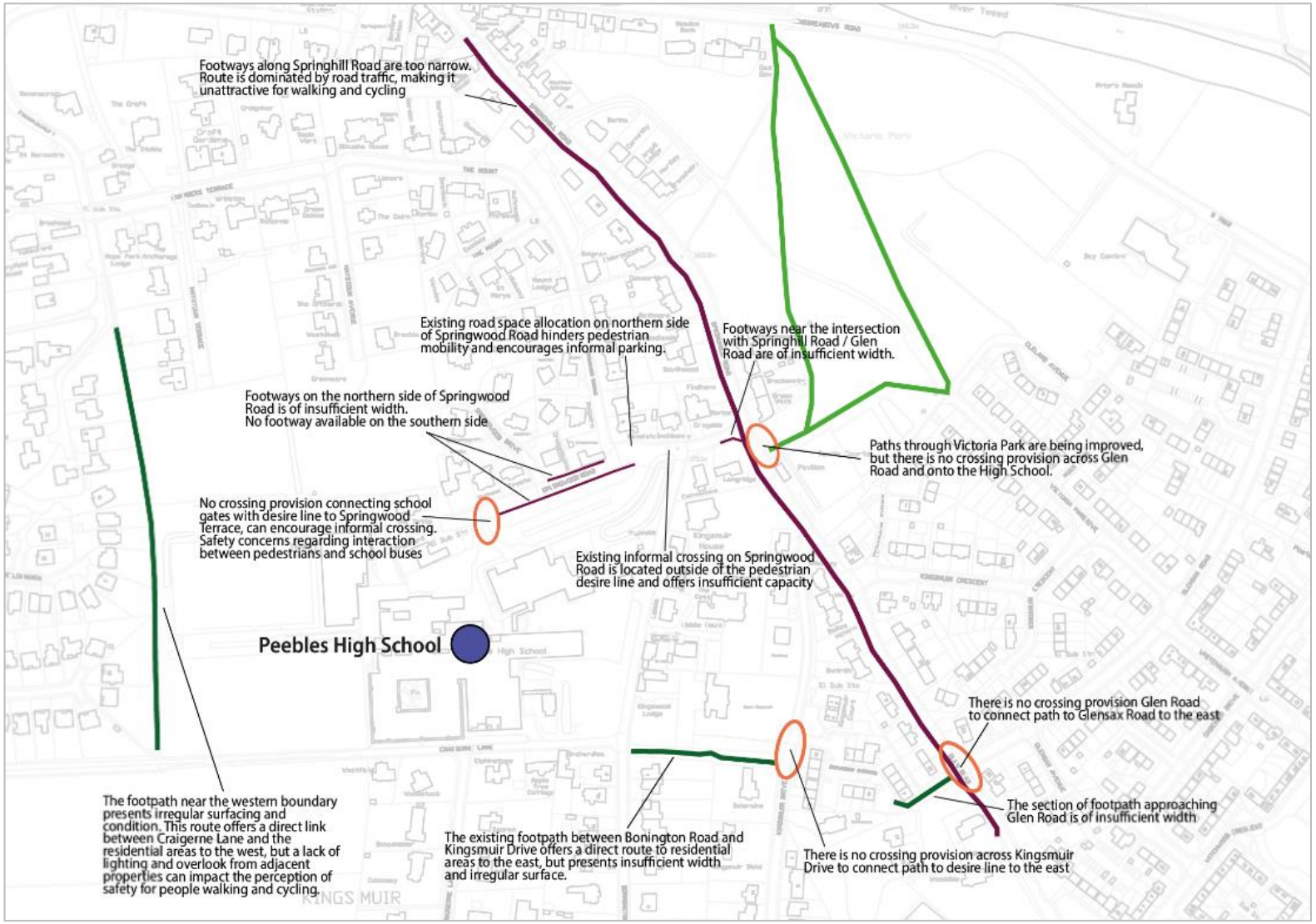
- Route 1 follows Springwood Terrace, Chambers Street and the Frankscroft which is at a steep gradient;
- Route 2 follows Springhill Road;
- Route 3 follows Glen Road;
- Route 4 utilises a footpath between Bonnington Road and Kingsmuir Drive;
- Route 5 follows Bonnington Road;
- Route 6 is the John Buchan Way (pedestrians only);
- Route 7 follows Craigerne Lane and Edderston Road.



Peebles High School

Existing Constraints

- The pedestrian/cyclist environment is of insufficient quality. Frankscroft, Bonnington Road and Springwood Road have footways present on just one side of the road.
- All main routes for people walking present footways of insufficient width, including the approaches to the school entrance on Springwood Road
- Drop off / pick up vehicle movements combined with bus movements can create a significant bottleneck on Springwood Road.
- Insufficient crossing points for people walking on all main routes. The desired link between the School Entrance and the safe environment of Victoria Park is not suffiecient.



Peebles High School - Photographs

Location: Springwood Road

Shows lack of pedestrian facilities and available space that could be reallocated.

Location: Victoria Park

Opportunity to widen existing paths and add lighting where possible to creat direct link towards the town centre.

Location: John Buchan Way

Constraints visible along this path – tree clearance would be needed to widen.

Location: Path from Caledonian Road to Chambers Terrace

Path widening not viable due to existing infrastructure on either side.

Location: Glen Road

Opportunity to widen footways and install a toucan crossing to provide a safe crossing into Victoria Park.

Location: Edderston Road

Opportunity to improve link for pedestrians and cyclists along here.

Location: Path connecting Bonnington Road and Kingsmuir Drive

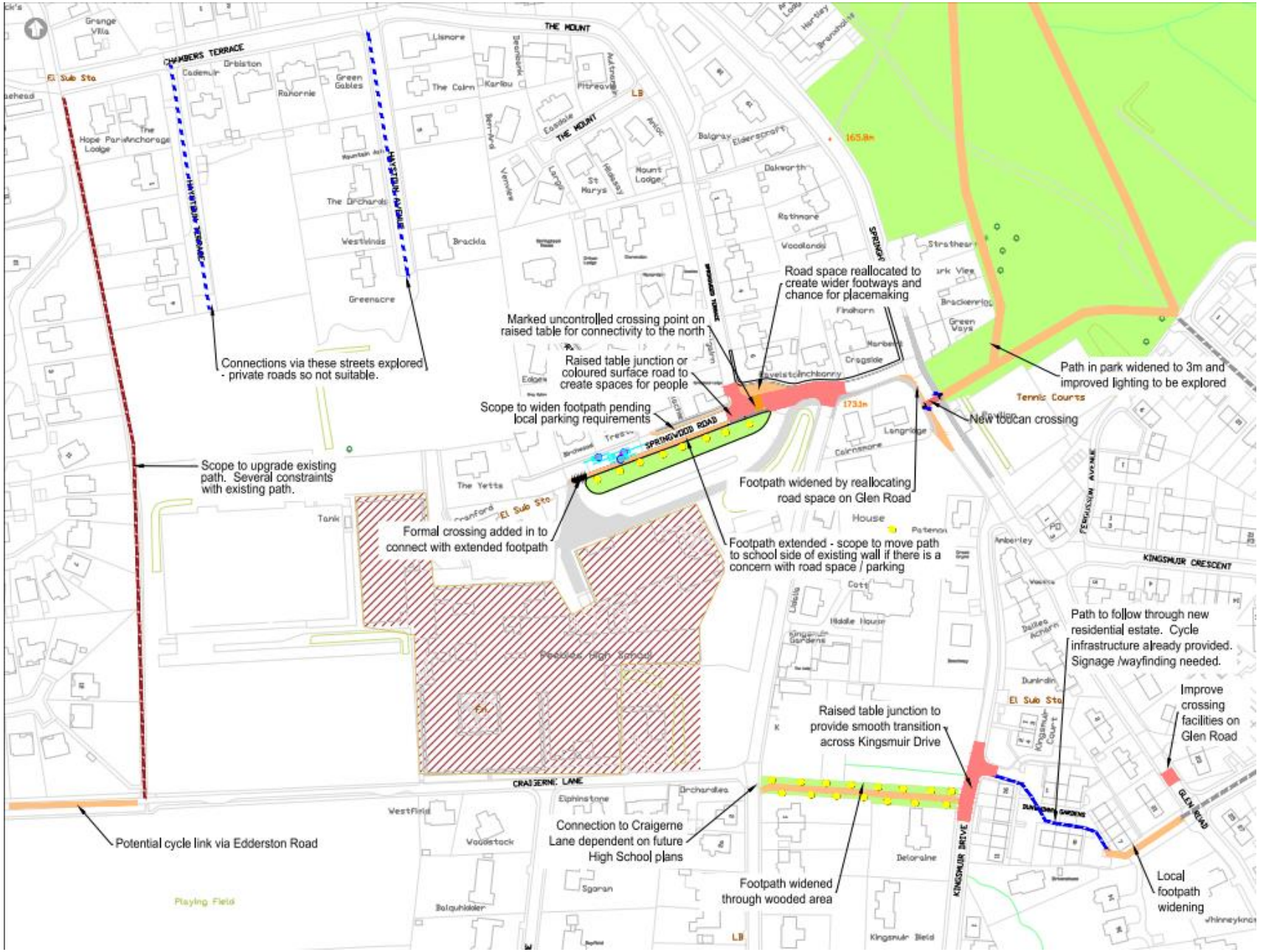
Opportunity to widen path to create more attractive active travel link to connect with the south east residential area.

Location: Springhill Road

Constrained with narrow paths and on street parking. Main road up to school from Peebles so is heavily trafficked at peak school hours.

Peebles High School – Proposed Improvements

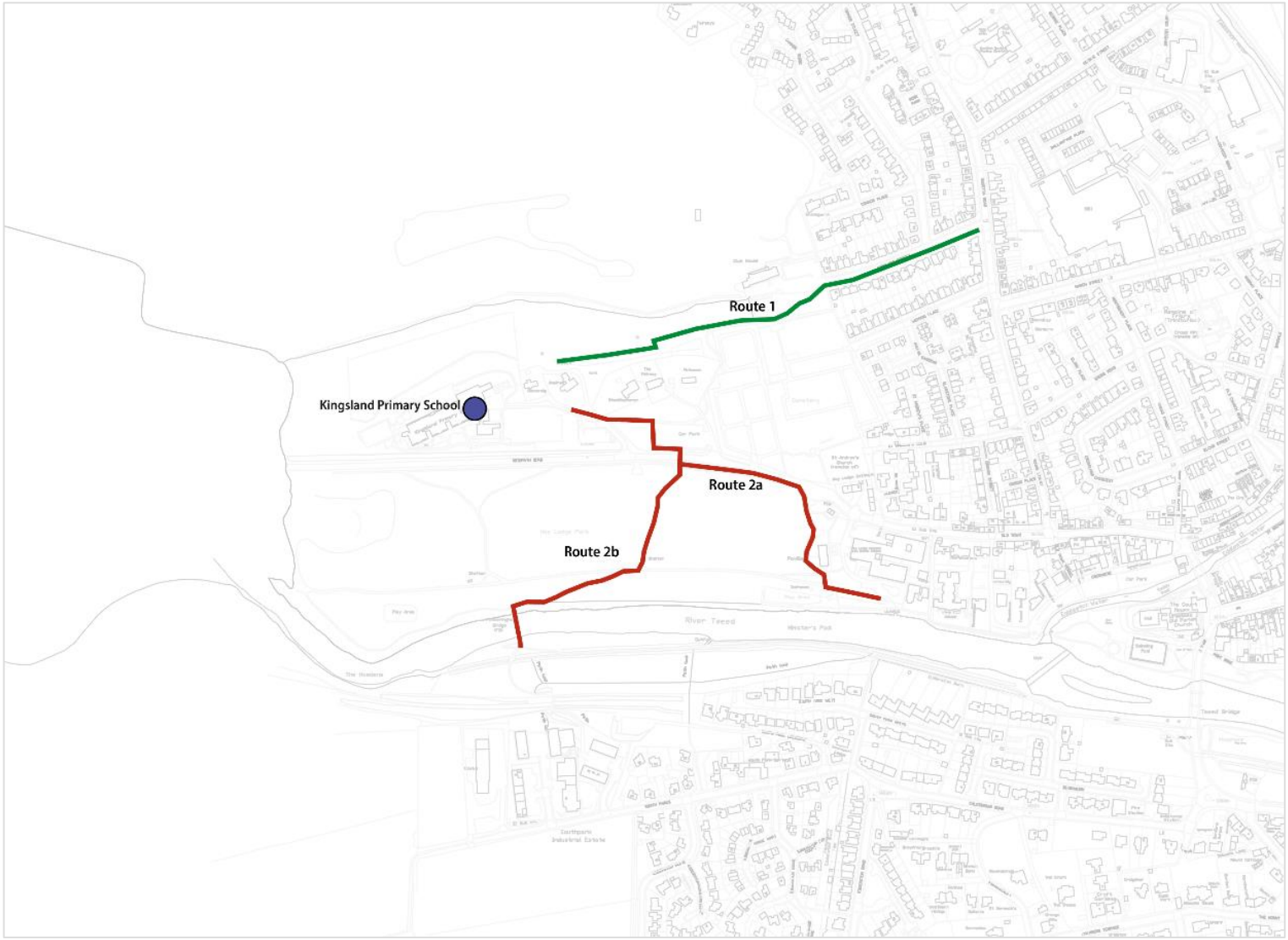
- General
  - wayfidning signage for walking/cycling to promote to use of new and improved links.
- Springwood Road:
  - Widened/extended footways;
  - Raised crossing/coloured surface to raise driver awareness and increase safety;
  - Reallocation of road space to create more attractive & safer area for school pupils.
- Glen Road:
  - Widen footpaths on the western side of Glen Road by reallocating road space;
  - Install new toucan crossing in line with entry to Victoria Park.
  - Potential to provide wider raised area/coloured surface at Junction with Springwood Road
- Kingsmuir Drive:
  - New surfaced path from Craigerne Lane;
  - Raised Table/coloured surface at junction of Craigerne Lane and Dunwhinny Gardens to provide safer crossing area;
  - Local path widening on connection to Glen Road;
  - Improved crossing facilities on Glen Road.
- Victoria Park
  - Widen existing path link towards town centre and provide street lighting.
- John Buchan Way:
  - Investigate possibility to widen path.
- Edderston Road:
  - Improve facilities for pedestrians and cyclists.



Kingsland Primary School

Existing Key Routes

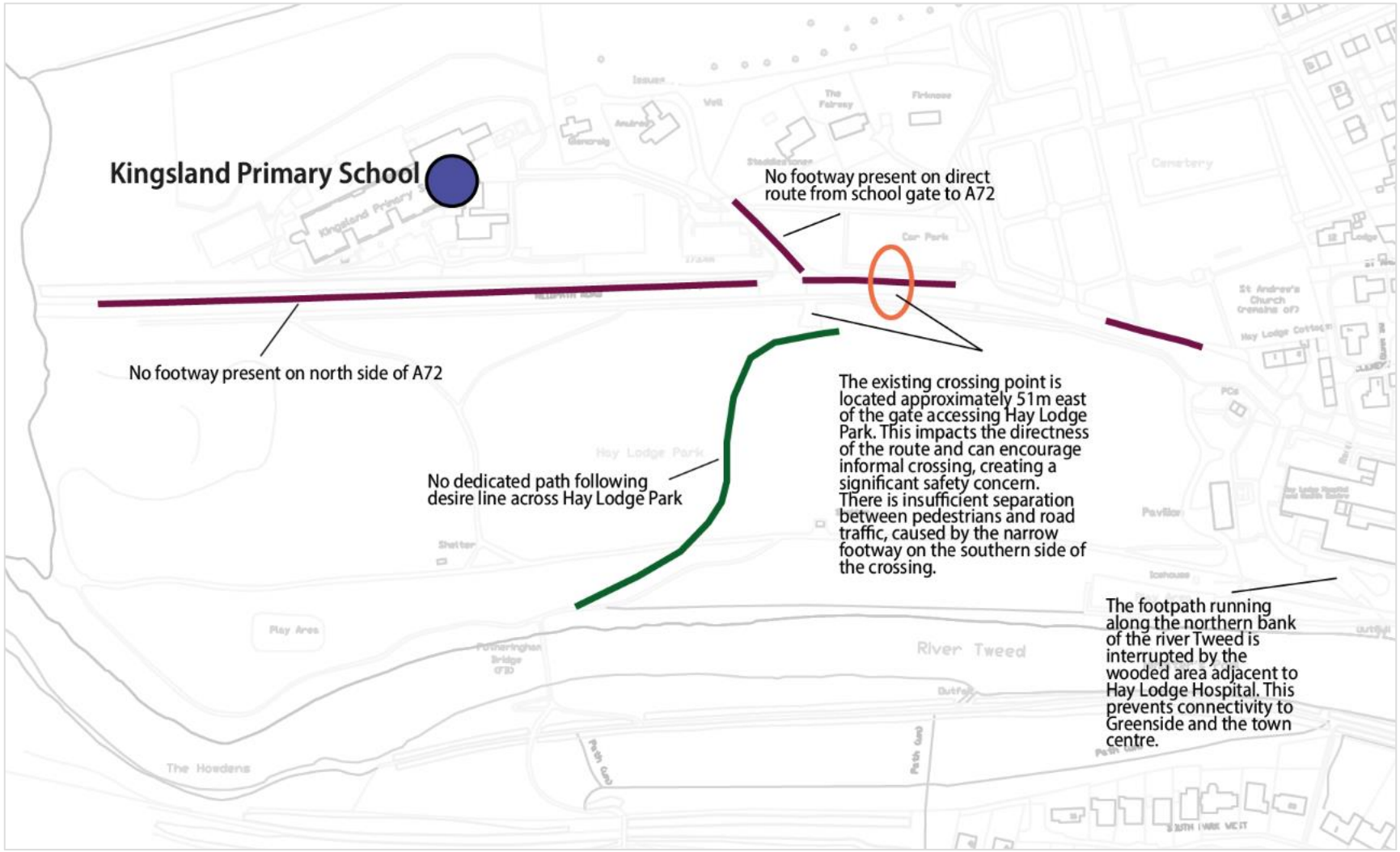
- Route 1 follows a path running around the back of St Andrews Cemetery connecting to Kirkland Street;
- Route 2A is towards the town centre of Peebles via Hay Lodge Park and along the River Tweed Waterfront;
- Route 2B is through Hay Lodge Park to reach the south side of River Tweed via the existing footbridge.



Kingsland Primary School

Existing Constraints

- General safety concern regarding the interaction of pedestrians with traffic on the busy A72. The A72 is a barrier for active travel modes, reducing the attractiveness of the route towards Hay Lodge Park.
- No footway available on north side of A72 Neidpath Road.
- The available crossing points are disconnected from the path network across Hay Lodge Park.
- The significant volume of traffic along the A72 combined with the narrow paths, makes the current prevalent route unattractive.
- The existing path around the cemteary is not currently desirable as the connections at the eastern end at Kirkland Street and Wemyss Place are not sufficient.
- Link along north of the River Tweed towards the town centre terminates abruptly due to the constrained area to the rear of Hay Lodge Hospital



Kingsland Primary School - Photgraphs

Hay Lodge Park

This photo shows the challenges with gradients/level differences in the western section of Hay Lodge Park.

The desire line across Hay Lodge Park towards the footbridge crossing River Tweed. Opportunity to create a new link.

A92 Crossing (Potential)

A crossing was assessed closer to the junction with the school. It was not deemed suitable due to proximity to existing junction.

A crossing was assessed closer to the junction with the school. It was not deemed suitable due to proximity to existing junction and level difference within park.

A92 Crossing (Existing)

Existing crossing was assessed to be in a logical position. Opportunity to improve path connections on all sides.

Opportunity to create new access in wall to Victoria Park. This would create a direct and safer access to the park for all users.

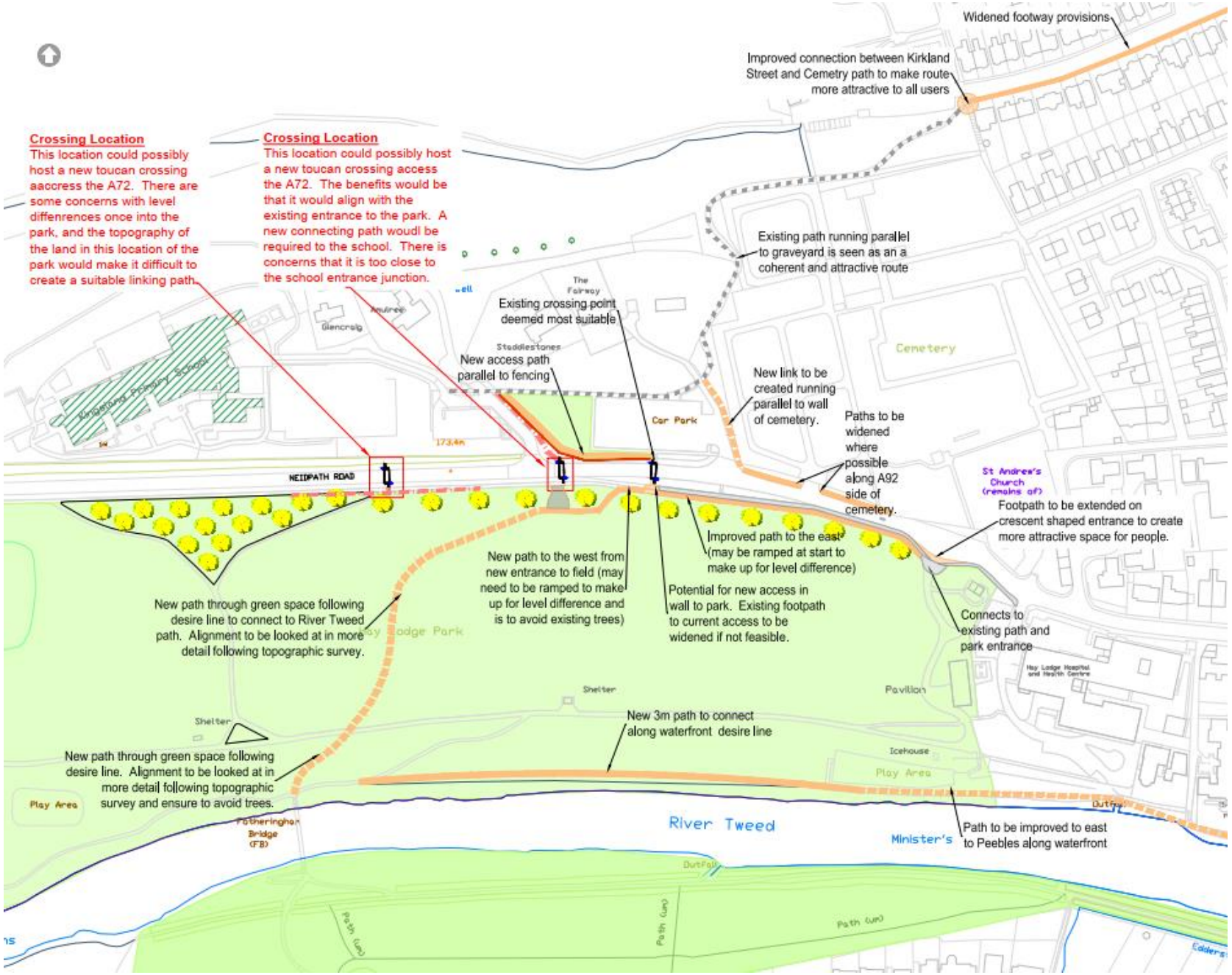
School Entry Paths

Ramped path in car park to be extended parallel to shrubs to create a more direct path towards the school.

Extended path to run parallel (to the right in picture) of the shrubs and connect to existing school entrance path.

Kingsland Primary School – Proposed Improvements

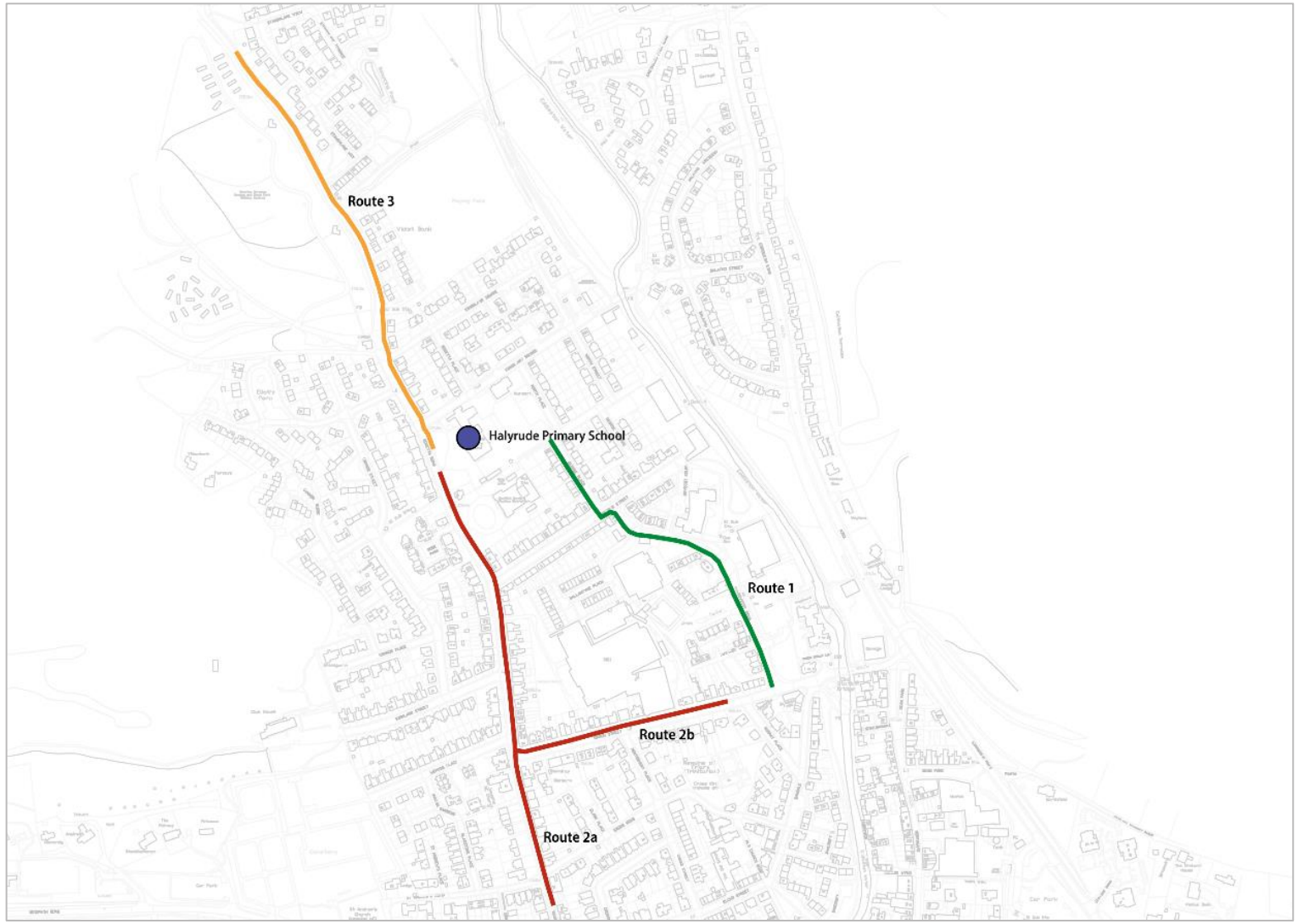
- A92 Crossing:
  - Review of crossing locations found existing crossing location is satisfactory;
  - New access path parallel to car park for a direct access to school;
  - Opportunity for new access to Hay Lodge Park by creating new gap in the wall in line with the existing crossing.
- Hay Lodge Park:
  - Opportunity for new links within the park to better meet desire lines;
  - Opportunity to upgrade existing paths to create more attractive spaces for people;
  - Opportunity to reallocate road space on north east entrance to create a wider path and more attractive and safer space.
- Cemetery Path:
  - Opportunity to create new link from path to A72 running parallel to cemetery wall and widen existing paths on A72;
  - Connection with Kirkland Street needs to be improved to create a more attractive route;
  - Kirkland Street facilities and can be improved to create a link towards March Street.
- Other:
  - Opportunity for improved links to core paths to the west of Kingsland Primary School via. Hay Lodge Park and to the North of the school.



Halyrude Primary School

Existing Key Routes

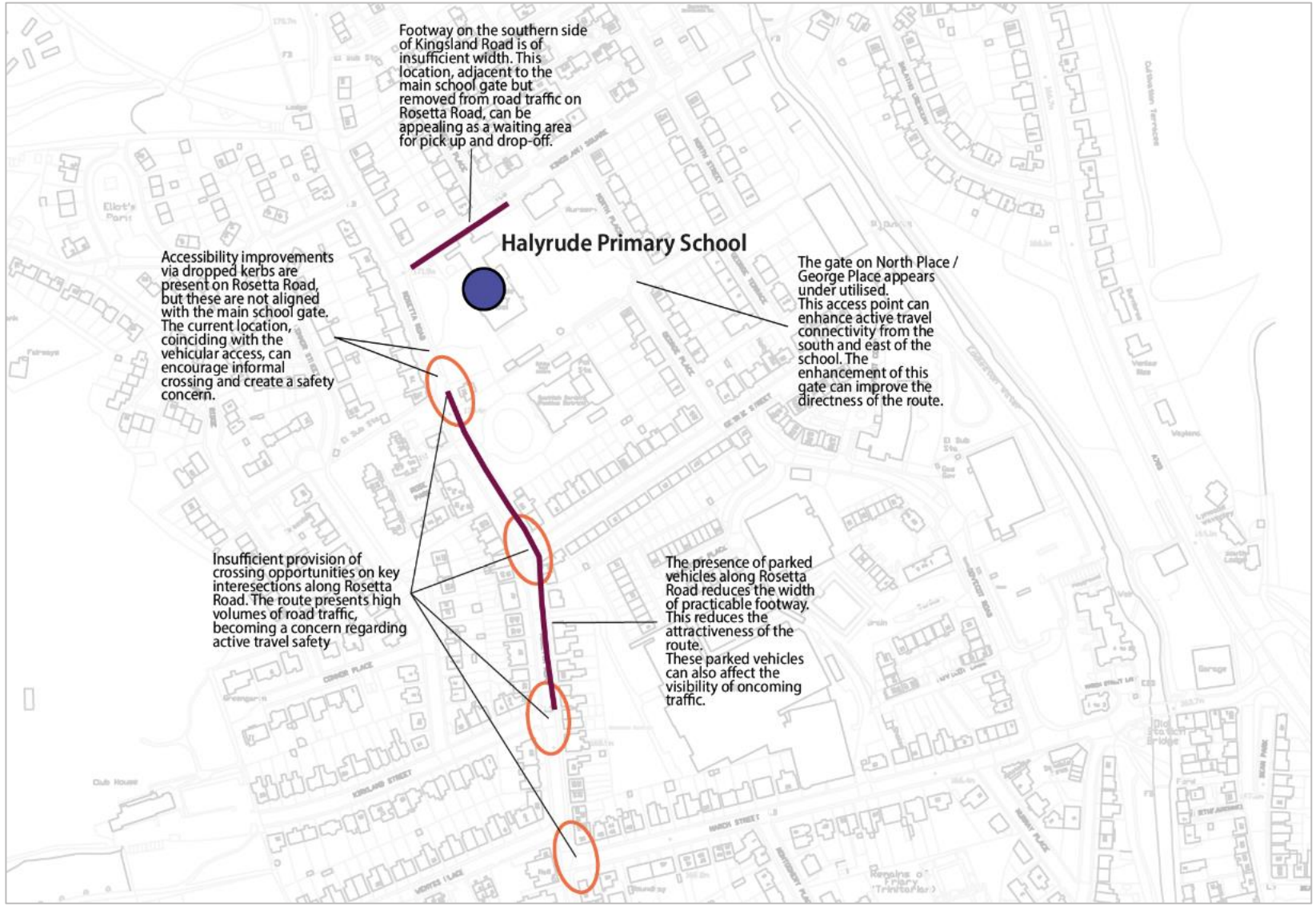
- Route 1 connects to the south via Dovecot Road;
- Route 2A connects to the south via Rosetta Road;
- Route 2B runs along March Street;
- Route 3 connects to the north via Rosetta Road.



Halyrude Primary School

Existing Constraints

- Kingsland Road and George Place / North Place present narrow footways.
- Insufficient crossing points on all roads around the school.
- On Rosetta Road, higher vehicular movement makes existing crossing provisions unacceptable.
- Pedestrian space around school gate loacations is narrow.
- Drop off / pick up vehicle movements can create significant disruption with residents on Rosetta Road



Halyrude RC Primary School - Photographs

This photo shows the existing build out crossing point on Rosetta Road. The crossing point conflicts directly with the entrance to a small car park which is not deemed safe. It is not thought that this entrance is used by pedestrians/pupils.

This photo shows an existing entry gate to the south east of the school which is not, at the time of study, in use. It is recommended that this entrance be reopened to provide the opportunity for a safe and attractive connection to Peebles via Dovecot Road.

This photo shows the existing entry gate to the Primary School from Rosetta Road. Opportunity to provide improved build out/raised crossing point at this location instead of existing location.

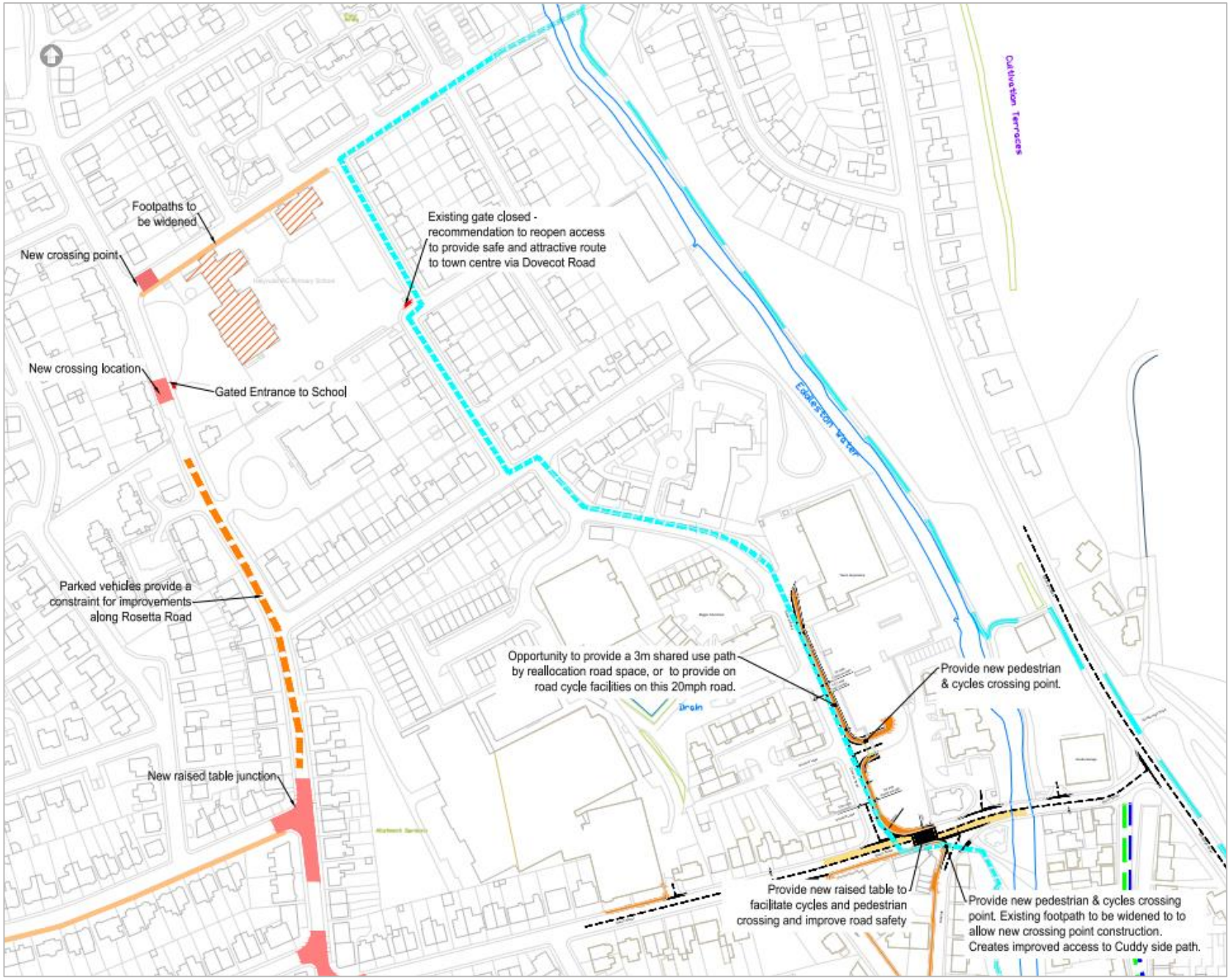
This photo shows the existing car entry to the school on Kingsland Road. There is scope to improve the footpaths on this road and provide a new crossing to the north to make this road more attractive and safer for pupils.

Halyrude RC Primary School - Proposed Improvements

- Rosetta Road:
  - Relocate and improve crossing point;
  - Investigate minor improvements and traffic calming interventions along Rosetta Road.

- Kingsland Road:
  - New raised crossing point;
  - Widened footpaths.

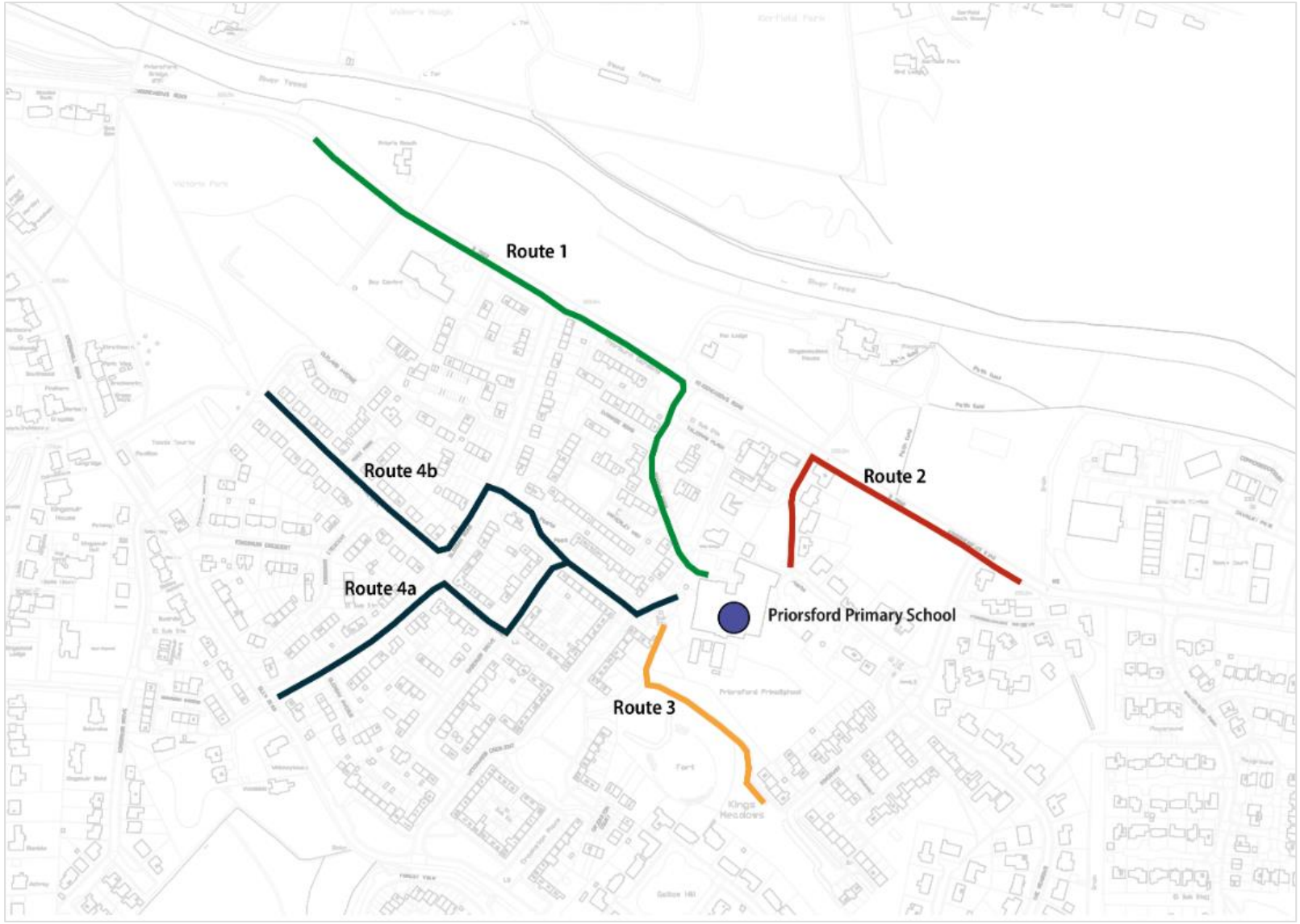
- South East Entrance:
  - Reopen entrance
  - Create link to the south via Dovecot Road;
  - Provide new cycle lanes/shared use paths along Dovecot Road through reallocation of road space;
  - Provide new raised table crossing on March Street;
  - Widen footpaths and create a more attractive and safer connection to the Cuddy Water path.



Priorsford Primary School

Existing Key Routes

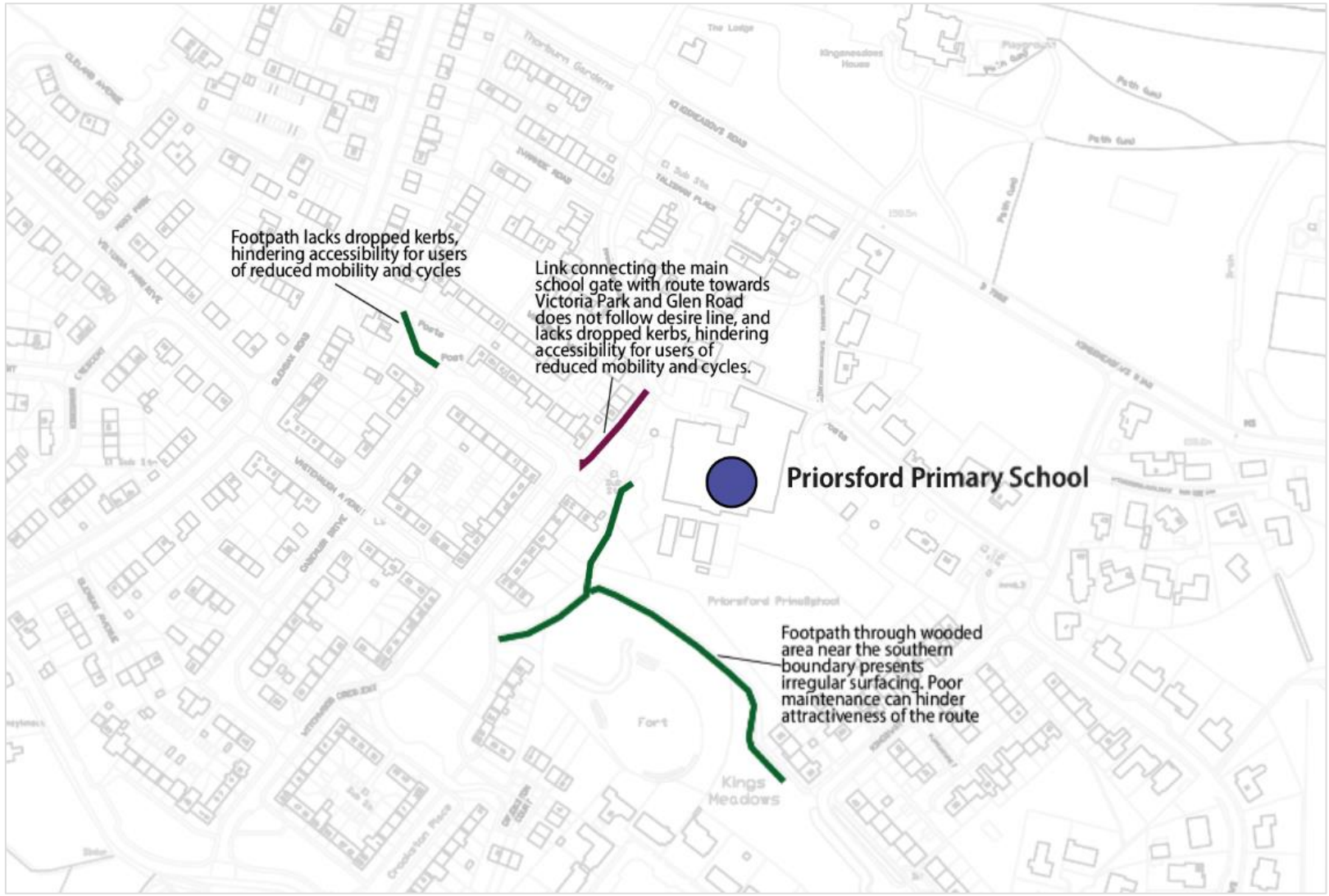
- Route 1 is the main entrance to the school, following Marmion Road onto Kingsmeadows Road;
- Route 2 is Kingsmeadows Gardens; a dead-end access off Kingsmeadows Road;
- Route 3 is a pedestrian only entrance to the school with paths connecting to Kingsway and Witchwood Crescent;
- Route 4A follows the residential streets Cademuir Drive, Whitehaugh Avenue and Glensax Road to connect with Glen Road.
- Route 4B follows the residential street Cademuir Drive, through a pedestrian only link to Glensax Road and then Victoria Park Drive and into Victoria Park.



Priorsford Primary School

Existing Constraints

- Kingsmeadow Gardens and Marmion Road present footways on only one side, and these are of insufficient width.
- No crossing points on around the school.
- Drop off / pick up vehicle movements can create significant disruption with residents on Marmion Road.



Priorsford Primary School - Photographs

Main entrance to school via Marmion Road. Opportunity to improve footpath and crossings on approach.

Connection to the west from Marmion Road. Opportunity to create new and improved link to Cademuir Drive.

Pedestrian only link from Glensax Road to Cademuir Drive. Opportunity to improve link by widening and removing bollard

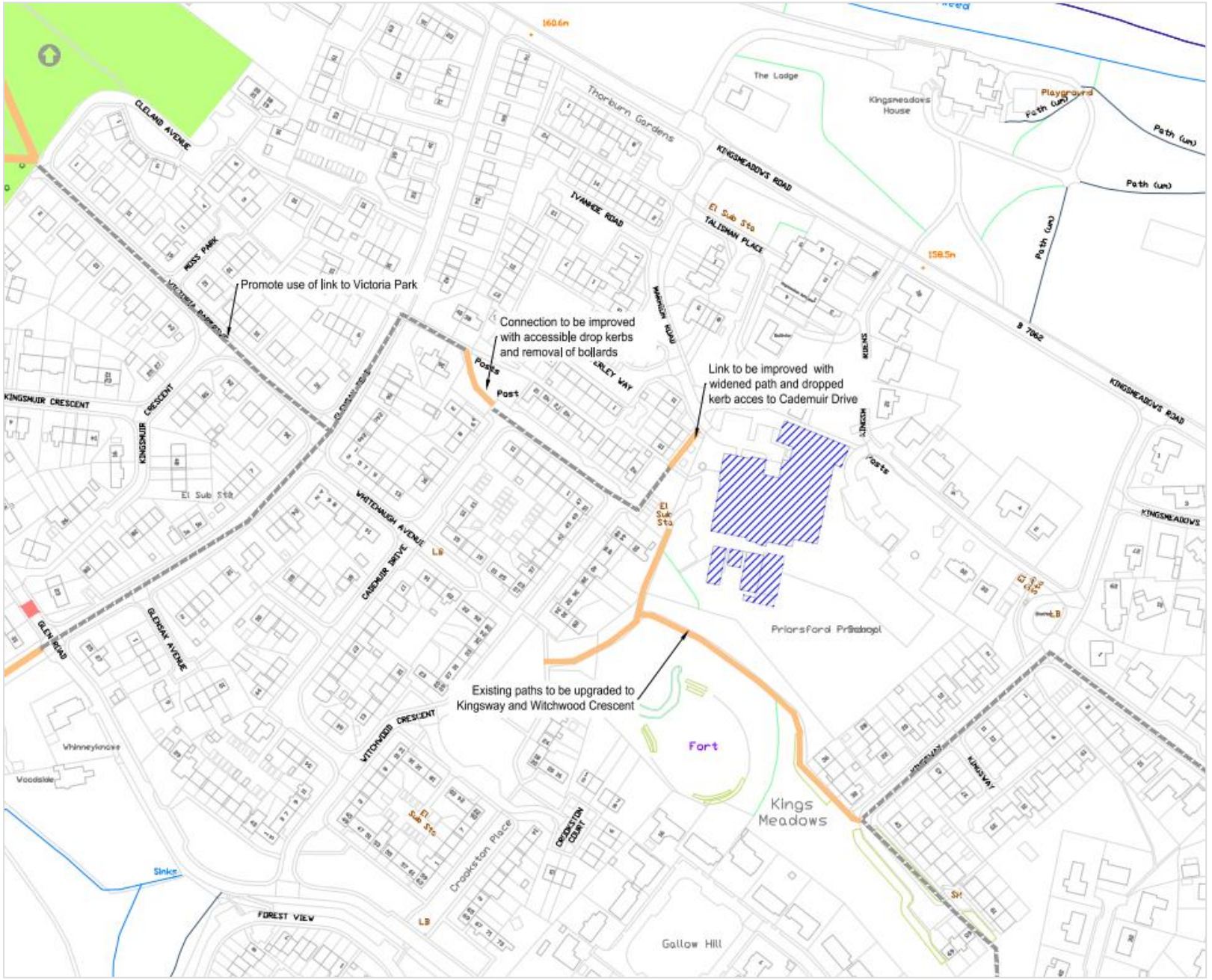
Junction from Kingsmeadows Road to Marmion Road. Opportunity to improve footpath and crossings on approach to school.

Kingsmeadows Gardens. Bollards present restricting vehicular access.

Pedestrian only link from Cademuir Drive to Glensax Road. Opportunity to improve link by widening and installing dropped kerbs.

Priorsford Primary School – Proposed Improvements

- Marmion Road:
  - Improve footpath and crossing facilities;
  - Provide new link to Cademuir Drive.
- Cademuir Drive:
  - Improve link with removal of bollards and installation of accessible dropped kerbs.
- Victoria Park Drive:
  - Promote use of Victoria Park to create safe and attractive link to school.
- Witchwood Crescent/Kingsway:
  - Improve existing footpath provisions linking to school entrance to prove more attractive links to school.



C. School Brae vs Tweed Brae Option Appraisal Document

1 Introduction

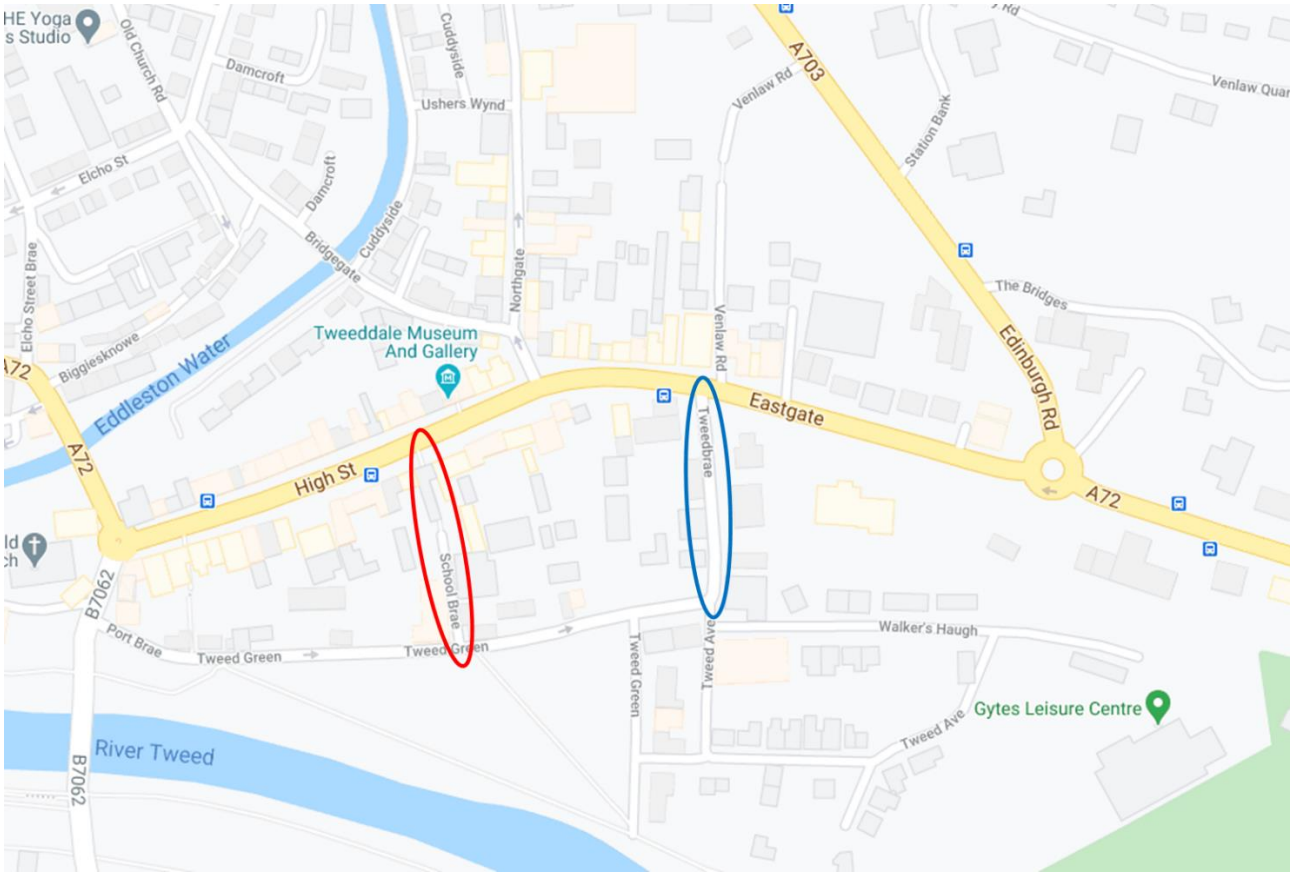
1.1 Background

This document follows a basic appraisal of two plausible routes connecting to Peebles High Street as part of the Peebles Links Study.

School Brae (red in Figure 1.1) connects to the centre of Peebles High Street via Tweed Green.

Tweed Brae (blue in Figure 1.1) is a two-way road connecting the High Street to Tweed Green as well as providing access to Gytes Leisure Centre and the surrounding residential properties.

Figure 1.1: Location Plan



Source: Google Maps

1.2 Appraisal

Each route will be appraised in line with Sustrans Core Principles; Direct, Safety, Coherent, Comfortable and Attractive. Further examples for each of these criteria can be found in Table A.1 in Appendix A.

Sustrans core principles allow us to appraise different options to is to provide a layout which meets with the following criteria:

- **Coherent** - A layout with a distinct and identifiable character which is easy to manoeuvre for all users, integrated with local roads and cycle paths.
- **Direct** - A route that is as direct and quick as possible.
- **Safe** – An alignment that minimises dangers for cyclists, pedestrians and other users, and gives a feeling of security.
- **Comfortable** – A layout that enables a comfortable flow of cycle traffic and is easy to use.
- **Attractive** - A layout that complements and enhances its environment in such a way that cycling is attractive.

Sustrans have a number of Design Principles in order to create safer, more attractive, healthier places by increasing the number of everyday journeys made by walking, cycling and wheeling. These design principles, taken from the Places for Everyone Project Pack, are:

1. Develop ideas collaboratively and in partnership with communities.
2. Facilitate independent walking, cycling and wheeling for everyone, including an unaccompanied 12-year-old.
3. Design places that provide enjoyment, comfort and protection.
4. Ensure access for all and equality of opportunity in public space.
5. Ensure all proposals are developed in a way that is context-specific and evidence led.
6. Reallocate road space, and restrict motor traffic permeability to prioritise people walking, cycling and wheeling.

In terms of practical delivery of these principles, an overview of the recommended approach is as follows:

- Sustrans Scotland recommends as a default position that people on foot and those on bike do not share footways (pavements beside a carriageway) in urban setting. This does not apply to parks, rural paths or settings other than urban footways;
- Crossing improvements must respond to pedestrian desire lines and include dropped kerbs and tactile paving;
- Footways should be 2m wide at a minimum, wherever possible;
- Continuous footways and cycleways across side roads and accesses should be prioritised, clearly defined and unambiguous for all users. Continuous footways should be a continuation of the material of the footways.
- Where cycling is proposed on carriageways (ie. not segregated), traffic speeds are expected to be 20mph or less and vehicle numbers are expected to be reduced to <2000 vehicles per day. On these streets, projects are likely to require other ‘quietway’ style interventions and/or traffic restrictions in order to meet the standards expected;
- Dependent on local setting and context, best practice widths for urban cycleways are 2.5m for one way and 4m for bi-directional routes;
- Cycleway materials are expected to be clearly visible, contrasting to the footway, and durable, especially at junctions.

The recommendations in this report will be assessed in line with the Sustrans Design Principles.

2 School Brae

2.1 Route Description

School Brae connects to the centre of Peebles High Street via Tweed Green. It is restricted around halfway up to motor vehicle access. It provides a popular connection with provisions for residential, commercial, and social establishments.

Figure 2.1: School Brae access from High Street

Source: Mott MacDonald

2.2 Appraisal

2.2.1 Directness

- Provides continuity between High Street and Tweed Green,
- Is a direct route from Tweed Green to the High Street,
- Scope for cycle facility connection to Northgate to provide access from North to South.
- No presence of crossings between School Brae and Tweed Green,
- No existing provisions once on the High Street.

Overall Score: 2

2.2.2 Coherence

- Has existing public facilities,
- Surface is level with no vertical kerbing which makes it accessible and comfortable for all users,
- Good accessibility for all users.
- No existing cycle facilities,
- No existing provisions once on the High Street.

Overall Score: 2

2.2.3 Safety

- There is reduced conflict on this route due to low traffic street/restricted access,
- The street is clean, maintained and well lit,
- High visual appeal with characteristics of the town and clear sightlines
- Potential for conflict when exiting School Brae onto High Street,
- Potential for conflict when leaving School Brae to Tweed Green as no formal crossing points.

Overall Score: 2

2.2.4 Comfort

- Good effective width on this route with wide facilities allowing cycling and walking with minimal conflict.,
- Surface is smooth with no vertical kerbing which makes it accessible and comfortable for all users,
- Narrow approach to High Street through underpass with restricted visibility and scope for widening,
- There is a steep gradient and cobbled surface on this route that is likely to require a lot of effort.

Overall Score: 2

2.2.5 Attractiveness

- Potential for areas of rest and placemaking,
- Attractive route due to existing facilities (public toilets, shops, community centre),
- Is a direct route from Tweed Green to the High Street,
- The street is clean, maintained and well lit,
- Scope for cycle facility connection to Northgate to provide a direct access from North to South.
- There is steep gradient on this route that is likely to require a lot of effort,
- No existing provisions once on the High Street.

Overall Score: 2

2.3 Opportunities

The main opportunities to this route were identified to be:

- Quiet street – low traffic volumes with restricted access;
- Wide level surfaces which cater for all users;
- Direct connection to the heart of Peebles High Street;

- Potential for further placemaking to make an attractive and popular area – already public toilets etc.

2.4 Constraints

The main constraints to this route were identified to be:

- Steep gradients;
- Restricted visibility on exit from School Brae to High Street – no scope for physical alterations due to nature of buildings;
- No formal connection at bottom of School Brae to connect to Tweed Green space.

3 Tweed Brae

3.1 Route Description

Tweed Brae is a two-way road connecting the High Street to Tweed Green as well as providing access to Gytes Leisure Centre and the surrounding residential properties. There are several commercial entrances along its length.

Figure 3.1: Tweed Brae looking from bottom towards High Street

Source: Mott MacDonald

3.2 Appraisal

3.2.1 Directness

- Provides continuity between East Gate and Tweed Green/Gytes Leisure Centre,
- Scope for cycle facility connection to Venlaw to provide a direct access from North to South.
- No presence of crossings between Venlaw Road and Tweed Braw,
- No existing provisions once on the High Street.

Overall Score: 2

3.2.2 Coherence

- Integrates with local roads/facilities well,
- No provisions for cyclists,
- Footway is currently <1.5m wide and only on one side of road,
- No areas for potential rest/stopping as on a busy road.

Overall Score: 1

3.2.3 Safety

- Several points of conflict with commercial accesses,
- Poor sightlines at bottom of Tweed Brae towards Tweed Green to assess oncoming traffic,
- Conflict between vehicles and cyclists with no real scope to provide segregated facilities due to narrow road width.

Overall Score: 1

3.2.4 Comfort

- Smooth road surface provided by bituminous finish,
- Width of footways are <1.5m,
- No segregation for cyclists and effective width of road means it is not plausible to widen,
- Steep gradient of Tweed Brae.

Overall Score: 1

3.2.5 Attractiveness

- No presence of crossings between Venlaw Road and Tweed Brae,
- No sense of place with no facilities on the route,
- Steep gradient of Tweed Brae.

Overall Score: 1

3.3 Opportunities

The main opportunities to this route were identified to be:

- Direct route from Tweed Green to eastern end of High Street;

- Direct connection to the heart of Peebles High Street;

3.4 Constraints

The main constraints to this route were identified to be:

- Steep gradients on road and paths;
- High number of motor vehicles using the route daily,
- Narrow footpaths provided on only one side of the road;
- Several commercial entrances users required to cross;
- Poor visibility at bottom of Tweed Brae towards Tweed Green for oncoming traffic – potential for conflicts.

4 Summary

Following the development of both of the routes an appraisal against the Sustrans Design Objectives has been undertaken to assess the suitability of each option. Each route has been given of 1 or 2: 1 being the worst option and 2 being the best.

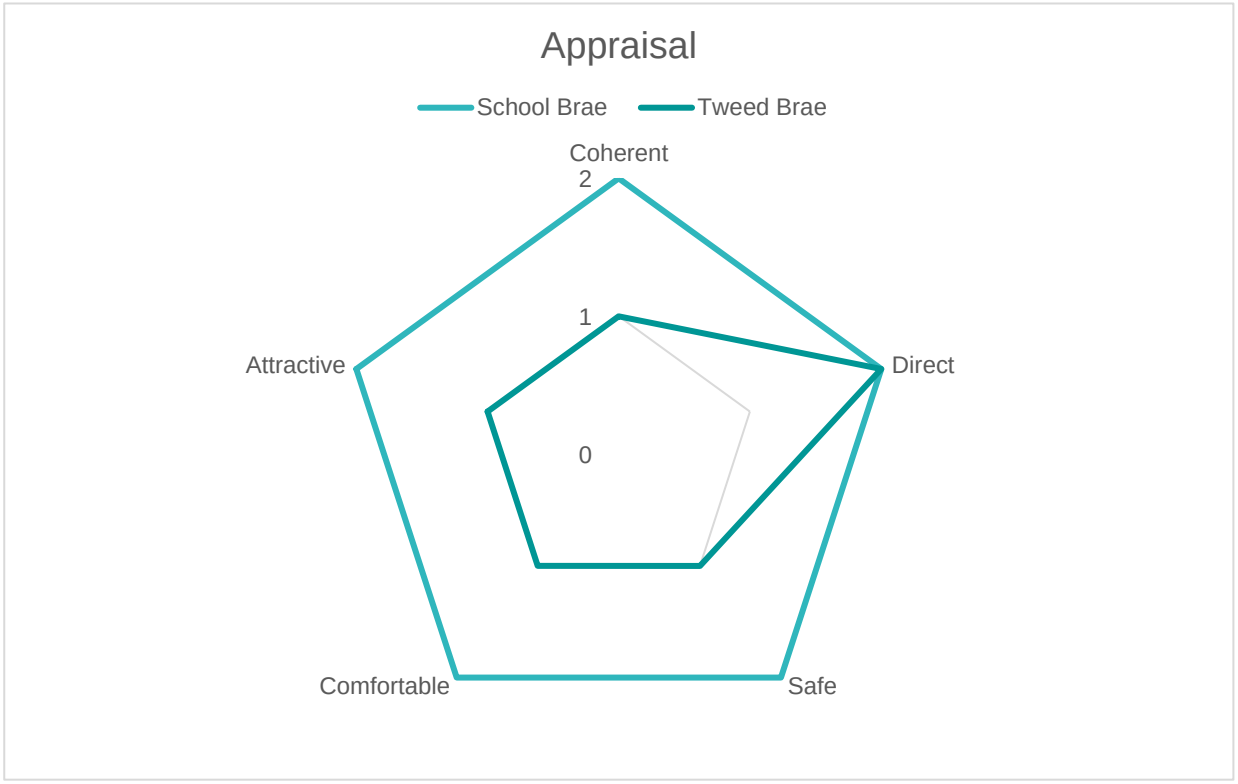
Table 4.1: Route Appraisal

Criteria	School Brae	Tweed Brae
Coherence	SCORE: 2 Would allow users to have minimal interaction with traffic and naturally connects to the High Street	SCORE: 1 No existing cycle provisions and narrow footways minimise the potential coherence of this rotue.
Directness	SCORE: 2 This would be a very direct route for users between Tweed Green and the High Street, with good opportunity for connections further north via Northgate	SCORE: 2 This would be a very direct route for users between Tweed Green and the Eastgate, with very good opportunity for connections further north and East via Venlaw Road and A72
Comfort	SCORE: 2 Low to no traffic volumes and existing provisions for cycle parking, toilets etc makes this a comfortable route to use. However, the gradients are quite extreme.	SCORE: 1 This route would require users to share roadspace on a busy street with minimal provisions for pedestrians. The gradients are also extreme.
Attractiveness	SCORE: 2 Low traffic route with existing public facilities/shops, and the direct link to the heart of the High Street would make this option attractive	SCORE: 1 On road cycle facilities on a busy narrow road and narrow footpaths would not promote an attractive route.
Safety	SCORE: 2 Off road facilities provide a safer experience for users.	SCORE: 1 On road facilities on a busy narrow road would not promote a safe route.

Source: Mott MacDonald

Following the detailed appraisal of the two options, the preferred route to be looked at in further detail would be School Brae. The route is seen to provide a link that is comfortable, safe and coherent to users, as seen in Figure 4.1.

Figure 4.1: School Brae vs Tweed Brae Appraisal Scoring Chart



Source: Mott MacDonald

A. Appendix

Table A.1: Core Principle Criteria

Coherent
A layout with a distinct and identifiable character which is easy to manoeuvre for all users, integrated with local roads and cycle paths.
	– Bicycle Infrastructure
	  ○ Presence of bicycle infrastructure
	– Legibility*
	  ○ Signage provision
	  ○ Signage Clarity
	  ○ Distances on signs
	  ○ Cycle-specific signage

Direct
A route that is as direct and quick as possible.
	– Continuity*
	  ○ Interruption to continuity, severance
	  ○ Presence of crossings
	– Directness
	  ○ Facility follows most direct route
	  ○ Presence of alternative routes and/or short cuts

Safe
An alignment that minimises dangers for cyclists, pedestrians and other users, and gives a feeling of security.
	– Conflict
	  ○ Presence of noteworthy conflict points
	– Maintenance
	  ○ Cleanliness
	  ○ Drainage
	  ○ Presence of detritus at kerbside
	– Personal Security
	  ○ Passive and active surveillance
	  ○ Lighting
	  ○ Visual Appeal
	  ○ Sightlines

Comfort
A layout that enables a comfortable flow of cycle traffic and is easy to use.
	– Effective Width
	  ○ Width available for people cycling
	  ○ Width available for passing motor traffic
	– Gradient*
	  ○ Overall effort
	  ○ Likelihood of stopping and restarting
	– Surface Quality
	  ○ Smoothness of surface
	  ○ Consistence of material

Attractive
A layout that complements and enhances its environment in such a way that cycling is attractive.
	– Lighting
	  ○ Adequacy
	  ○ Frequency/continuity
	  ○ Maintenance

	– Gradient*
	  ○ Overall effort
	  ○ Likelihood of stopping and restarting
	– Continuity*
	  ○ Interruption to continuity, severance
	  ○ Presence of crossings
	– Legibility*
	  ○ Signage provision
	  ○ Signage Clarity
	  ○ Distances on signs
	  ○ Cycle-specific signage

*Appears in at least one other section.

mottmac.com