

ABERDEEN CITY COUNCIL

COMMITTEE **Enterprise, Planning and Infrastructure**

DATE **9th November 2010**

DIRECTOR **Gordon McIntosh**

TITLE OF REPORT **Notice of Motion from Councillor Gordon Graham - "That the committee considers the conversion of the existing zebra crossing facility on Provost Fraser Drive to a Puffin crossing. The funding for the conversion to come from the 2010/11 Non-Housing Road Safety and Traffic Calming budget or some other future budget".**

REPORT NUMBER: **EPI/10/237**

1. PURPOSE OF REPORT

This report provides information to members of the Committee in relation to Councillor Gordon Graham's motion regarding the conversion of the existing zebra crossing on Provost Fraser Drive to a puffin crossing.

2. RECOMMENDATION(S)

It is recommended that the Committee:

1. Note the content of this report
2. Agree that no further action is required in relation to the conversion of the existing Zebra to a Puffin crossing on Provost Fraser Drive.

3. FINANCIAL IMPLICATIONS

There are no financial implications recommended as a result of this report. However should the committee approve the motion as proposed, funding of £30,000 would have to come from future budgets. The Non-Housing Road Safety and Traffic Management Capital Budget for 2010/11 has already been approved by this committee to implement specific schemes and officers are of the opinion currently that there is no available surplus in the budget for 2010/11.

4. OTHER IMPLICATIONS

There is a perception in the community (particularly from elderly residents of the nearby sheltered housing complex) of there being a road safety problem for pedestrians crossing Provost Fraser Drive at the existing zebra crossing.

5. BACKGROUND/MAIN ISSUES

5.1 Background

5.1.1 At its meeting on the 7th September 2010 the Enterprise, Planning and Infrastructure committee considered a motion raised by Councillor Gordon Graham "That the committee considers the conversion of the existing Zebra crossing facility on Provost Fraser Drive to a Puffin crossing. The funding for the conversion to come from the 2010/11 Non-Housing Road Safety and Traffic Calming budget or some other future budget".

5.1.2 Since the current zebra crossing was installed this topic has been raised on a number of occasions, particularly by the residents of the nearby sheltered housing complex asking for the crossing to be upgraded. On all occasions surveys have indicated that the existing crossing facility is adequate and it does not qualify for upgrading to a signalized Puffin crossing.

5.1.3 As the previous surveys had been carried out some time ago a further survey was carried out to ascertain the current levels of pedestrian and vehicular movements in the vicinity of the Zebra crossing on Provost Fraser Drive. A full detailed survey was undertaken on the 14th September 2010 between 7.45am and 5.00pm and covered approximately a 100m length of Provost Fraser Drive at this location. (See attached plan Appendix 1.)

5.1.4 The weather conditions at the time of the survey were dry, bright and sunny throughout the day.

5.1.5 In addition, an assessment of all reportable accidents for the length of road assessed was also undertaken, considering the normal time period of 3 years. This shows that there have been no reportable accidents recorded for this period. Officers then extended the time period to cover the last 5 years and only one accident was found this related to a damage only accident and did not involve a pedestrian.

5.1.6 When considering possible sites for a pedestrian facility, Council officers use methods outlined by the Department for Transport. This method not only measures both traffic and pedestrian flow, but also other factors such as carriageway width, accident history, and local facilities such as schools, shops etc. Various numerical factors are

obtained using this method and ultimately a final value combining these factors is used to ascertain whether or not there is justification for the installation of a facility.

The procedures and policies applied here have been in use for some time and were undertaken in accordance with the policies and procedures approved at national level as well as ratified by the Council April / May 1997 and detailed in some length in a report to committee in June 2003.

5.1.7 The survey which was undertaken was a PV^2 survey. The number of vehicles passing (V) is squared and multiplied by number of pedestrians (P) crossing the carriageway at the point in question. The figures are calculated for an hourly period, and typically the figures from the four highest hourly periods during a single day are averaged to provide the final PV^2 figure.

5.1.8 In accordance with the aforementioned approved policy a conflict value of 1.0×10^8 or above will qualify for the provision of a controlled crossing. A value of less than 0.7×10^8 will not qualify for any type of crossing facility but the location in question would continue to be monitored.

5.2 Existing Zebra crossing point on Provost Fraser Drive and Extended Survey Area

5.2.1 The 14th September 2010 survey results are summarised as follows:

- During the AM peak period 07.45am to 08.45am there was a total of 41 pedestrians crossing with 4 of these being elderly. This time period saw 28 pedestrian movements in the northbound direction and 13 in the southbound direction. The second half of this time period 08.45am to 09.45am there was 26 pedestrians crossing and 2 of these being elderly. This time period saw 14 pedestrian movements in the northbound direction and 12 in the southbound direction.
- During the AM peak period between 07.45am and 08.45am the vehicular flows were approximately 424 heading eastbound and 318 heading westbound direction. The second hourly period 08.45am to 09.45am there was 379 vehicles heading eastbound and 262 in the westbound direction.
- During the lunch time peak period between 12.00noon and 1.00pm there was a total of 40 pedestrians crossing with 10 being elderly. This period saw 28 crossing in the northbound direction and 12 in the southbound direction. The second hour of this peak period 1.00pm to 2.00pm there was 34 pedestrians crossing with 3 of them being elderly. There was 9 crossing in the northbound direction and 25 in the southbound direction.
- During the lunch time peak from 12.00noon to 1.00pm there was vehicular flows of 273 in the eastbound direction and 310 in the

westbound direction. The second hourly period 1.00pm to 2.00pm there was 305 vehicles heading eastbound and 326 heading southbound.

- During the first hour of the PM peak 3.00pm to 4.00pm there was a total of 46 pedestrian movements with only 1 of these being elderly. There was 18 pedestrians crossing in the northbound direction and 28 in the southbound direction. The second hourly period from 4.00pm to 5.00pm there was 24 pedestrian movements with again only 1 being elderly. This saw 7 pedestrians crossing in the northbound direction and 17 on the southbound direction.
- During the PM peak from 3.00pm to 4.00pm there were vehicular flows of 365 in the eastbound direction and 392 in the westbound direction. The second hourly period 4.00pm to 5.00pm there was 356 vehicles heading eastbound and 483 heading southbound.
- It was also noted that the majority of these movements were associated with the nearby academy with the others associated on crossing Provost Fraser Drive to the bus stops on both sides of the road.

Time Period	PV ² Counting All Peds
07:45 – 08:45	0.23 x 10 ⁸
13:00 – 14:00	0.14 x 10 ⁸
15:00 – 16:00	0.27 x 10 ⁸
16:00 – 17:00	0.17 x 10 ⁸

5.2.2 This results in a final PV² value of 0.20 x 10⁸. This figure falls well below the desired criteria of 1.0 x 10⁸ for a signalized Puffin crossing.

5.2.3 With regards to the issues raised regarding road safety, officers have not witnessed any problems on the site visits. At Zebra crossings a driver should stop at the crossing if a pedestrian is standing at the kerbside and likewise it is the responsibility of the pedestrian to remain on the kerbside until the vehicle has stopped and not progress further than the centre line if a vehicle is approaching in the other direction. At all crossings, instances of bad driver behavior will occur, however the pedestrian has also a responsibility at Zebra crossings to make sure it is safe to cross.

5.3 Conclusion

Given that there was a comparatively low number of pedestrian movements recorded at this location, the PV² value does not meet the criteria for a Puffin crossing no change to the existing Zebra crossing is justified. Similarly there have been no observed road safety problems and no recorded accidents associated with the existing crossing.

5.4 Further Consultee Comments

Enterprise, Planning & Infrastructure Committee

Councillor Kate Dean (Convener) has been consulted;
Councillor Callum McCaig (Vice Convener) has been consulted;
Councillor George Adam has been consulted;
Councillor Yvonne Allan has been consulted;
Councillor Marie Boulton has been consulted;
Councillor Ronald Clark has been consulted;
Councillor John Corall has been consulted;
Councillor Bill Cormie has been consulted;
Councillor Barney Crocket has been consulted;
Councillor Martin Greig has been consulted;
Councillor Muriel Jaffrey has been consulted;
Councillor Alan Milne has been consulted;
Councillor George Penny has been consulted;
Councillor Richard Robertson has been consulted;
Councillor Kevin Stewart has been consulted;

Other Elected Members

Councillor Gordon John Stewart (Council Leader) has been consulted;
Councillor Jackie Dunbar (Depute Provost) has been consulted;
Councillor Gordon Graham has been consulted;

Other Consultees

Barry Jenkins, Head of Finance, has been consulted;
Jane MacEachran, City Solicitor, has been consulted;
Ciaran Monaghan, Head of Service – Office of Chief Executive, has been consulted;
Gordon McIntosh, Director of Enterprise Planning and Infrastructure, has been consulted;
Hugh Murdoch, Head of Service – Shelter and Environment, has been consulted;
Margaret Bochel, Head of Planning and Infrastructure, has been consulted and has no further comments.
Mike Cheyne, Roads Manager, has been consulted;
Margaret-Jane Cardno, Community Safety Manager, has been consulted and asked her senior City Wardens who agree with the views in the notice of Motion saying “ I have noticed that with exception of school children fro the nearby Academy there is not a heavy flow of pedestrians crossing over at that point on the road. Myself and my team have not came across any safety implications regarding the existing zebra crossing. Looking at yur findings within the draft report and knowledge of the local community I have to agree with section 5.3.”
Dave Young, Account Manager, has been consulted;

6. IMPACT

This report is in accordance with the administration's Vibrant, Dynamic and Forward Looking, under the heading of Transport and highlighted in Paragraph 6.

It also meets with the local Community Plan objectives to continually improve road safety and maximize accessibility for pedestrians and all modes of transport.

The proposals are in line with the Councils Transportation Strategy to improve safety for all road users by continuing to reduce the number of casualties in traffic collisions.

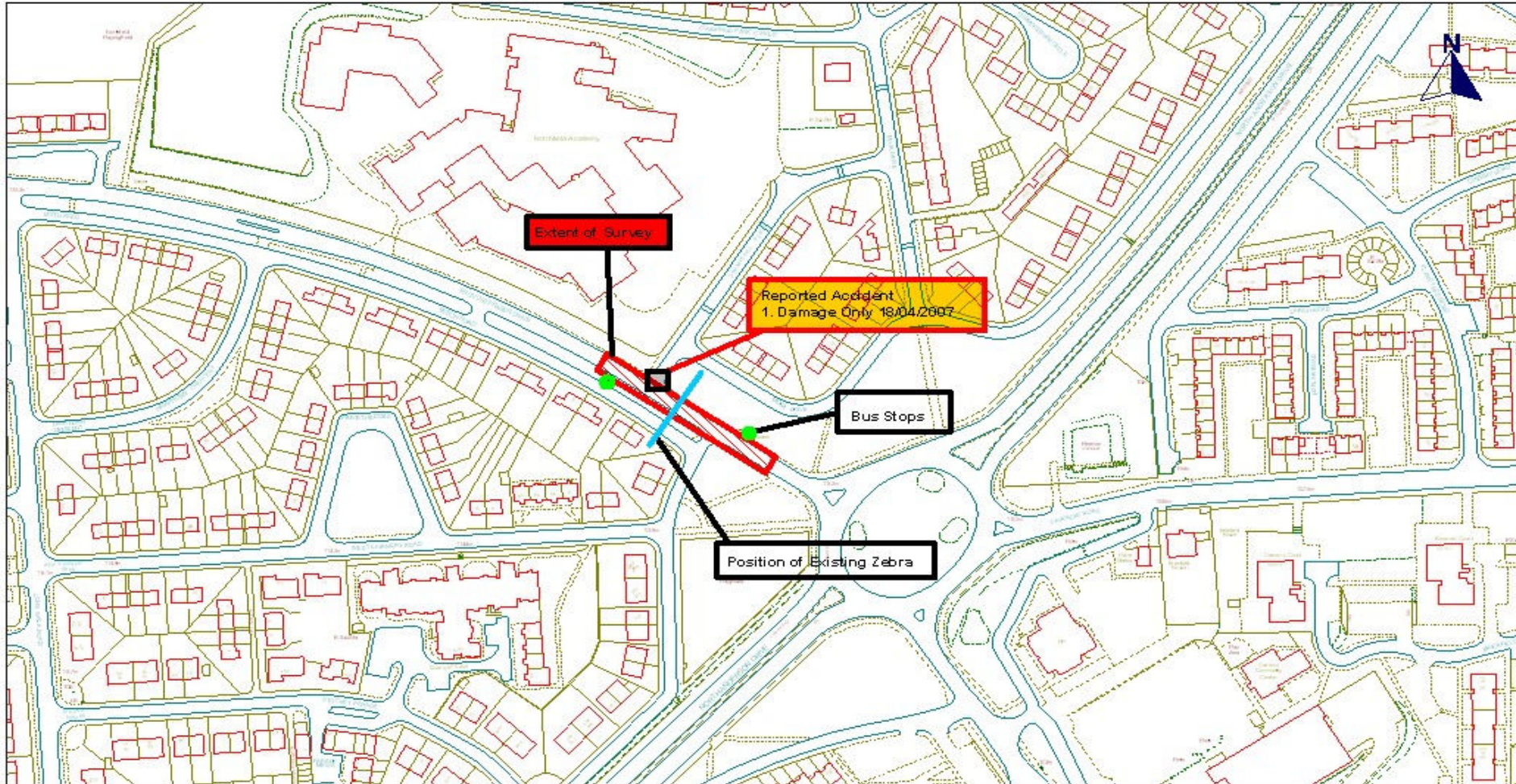
7. BACKGROUND PAPERS

Pedestrian/Volume survey
14th September 2010

Accident statistics from our MAAP system
(September 2006 – September 2010)

8. REPORT AUTHOR DETAILS

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Title : **APPENDIX 1**
PROVOST FRASER DRIVE

Scale: 1:2500

Date: 28 September 2010

Map Ref: NJ9107NW