

ABERDEEN CITY COUNCIL

COMMITTEE:	Enterprise, Planning & Infrastructure
DATE:	15 March 2011
DIRECTOR:	Gordon McIntosh
TITLE OF REPORT:	Proposed Controlled Pedestrian Crossing on King's Gate at Forest Road – Results of Surveys
REPORT NUMBER:	EPI/11/063

1. PURPOSE OF REPORT

The purpose of this report is to advise the Committee of the outcome of pedestrian surveys, undertaken in accordance with methods adopted by Aberdeen City Council, to determine whether a controlled pedestrian crossing facility is justified on King's Gate near to its junction with Forest Road. The surveys were undertaken following concerns raised by the Parent Council of Mile-End School and the local elected members as a result of the school relocating as part of the 3Rs programme.

2. RECOMMENDATION(S)

It is recommended that the Committee note the content of the report and:

1. Agree that no further action be taken in relation to the provision of a controlled pedestrian crossing facility on King's Gate near to its junction with Forest Road and;
2. Instruct officers to hold early discussions with the developer of the former Oakbank School site to determine a suitable location on King's Gate for a controlled pedestrian crossing facility which will be included as a condition of the planning approval.

3. FINANCIAL IMPLICATIONS

- 3.1 There are no direct financial implications associated with the content of this report as, taking the survey results into consideration, it is recommended not to proceed with the installation of a controlled pedestrian crossing facility.

- 3.2 The Committee should note that should the planning application for the proposed redevelopment of the Oakbank School site be approved, there is an agreement whereby the applicant is required to make a contribution toward the cost of a controlled pedestrian crossing on King's Gate. Officers will however hold early discussions with the developer to determine the position of the crossing in order to aid Mile-End School pupils crossing King's Gate.

4. OTHER IMPLICATIONS

- 4.1 There are no other implications.

5. BACKGROUND / MAIN ISSUES

- 5.1 As a result of the relocation of Mile-End School from its former site on Midstocket Road to the new location off Raeden Park Road, concerns were raised at a public meeting by the Mile-End Primary School Parent Council and the elected members in relation to suitability of crossing points on King's Gate. All other items raised at the meeting have since been addressed. The area around the Forest Road junction was highlighted at this public meeting as a location where pedestrian flows were high and it was intimated that this may be a suitable location for a controlled pedestrian crossing facility. At the time of the initial enquiry, the new school had not yet opened its doors to pupils therefore officers were unable to accurately predict the likely pedestrian flows and walking routes at that point in time. It was agreed with the elected members that pedestrian surveys would be undertaken following the opening of the school to assess whether a controlled crossing was justified.
- 5.2 At present there is a controlled crossing facility on King's Gate to the west of the Fountainhall Road junction. No additional controlled crossings are in place west of this site, however there are a number of traffic islands along the length of King's Gate, one of which is positioned approximately 15 metres east of Forest Road. A school crossing patroller operates at this site to ensure the safe crossing of King's Gate for Mile-End School pupils.
- 5.3 Mile-End School opened for pupils at its new site on 14 April 2010. An initial pedestrian crossing survey was undertaken on King's Gate to the east of Forest Road on Thursday 29th April 2010. A further survey was carried out on Tuesday 26th January 2011 at the same location.
- 5.4 When considering possible sites for a pedestrian facility, standard methods of assessment adopted by Aberdeen City Council are utilised. These methods measure not only 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 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.

- 5.5 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.
- 5.6 In accordance with the aforementioned approved policy, a PV^2 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. At locations where a PV^2 value of between 0.7×10^8 and 1.0×10^8 the provision of a zebra crossing will be considered.
- 5.7 The survey carried out in April 2010 generated a PV^2 figure of 0.523×10^8 . The figure calculated from the January 2011 survey results was 0.489×10^8 thus a controlled pedestrian crossing facility is not justified at this location based upon national guidance and the locally adopted policy.
- 5.8 The Committee should also note that no accidents involving pedestrians have occurred at the site in question over the past 5 years.

6. IMPACT

- 6.1 This report is in accordance with the administration's Vibrant, Dynamic and Forward Looking, under Paragraph 6 of the section of the document headed "Transport".
- 6.2 It also meets with the local Community Plan objectives to continually improve road safety and maximize accessibility for pedestrians and all modes of transport.
- 6.3 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

Minute of Development Management Sub-Committee meeting of 13 May 2010;

Pedestrian Crossing Survey results – 29 April 2010 / 28 January 2011

8. REPORT AUTHOR DETAILS

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