

ABERDEEN CITY COUNCIL

COMMITTEE **Enterprise, Planning and Infrastructure**

DATE **31 May 2012**

DIRECTOR **Gordon McIntosh**

TITLE OF REPORT **Justice Mill Lane –
Revised Traffic Management Proposals**

REPORT NUMBER: **EPI/12/104**

1. PURPOSE OF REPORT

To advise the Committee of the results of the revised traffic management scheme proposals on Justice Mill Lane, as directed by the decision taken at the EP&I Committee of 13 September 2011.

2. RECOMMENDATION(S)

That the Committee

1. instructs officers to prepare the detailed design and tender the improvement works in Justice Mill Lane
2. instructs officers to proceed with the Traffic Regulation Order to ban right-turn traffic from Justice Mill Lane
3. instructs officers, under delegated powers, to accept the Tender provided that it is within appropriate budget
4. instructs officers, in principle, to prepare the detailed design and tender the works for the pedestrian crossing detailed in Option 1, upon conclusion of further discussions with bus operators about amalgamation of bus services

3. FINANCIAL IMPLICATIONS

Developer contributions are available for the implementation of the proposed traffic management scheme and subject to the preparation of an appropriate detailed design would fund the works.

The preliminary estimate for the revised traffic management proposals on Justice Mill Lane is £230,000. This cost for the signalised crossing on Holburn Street north (Option 1) is estimated at £37,000 and the signalised crossing on Holburn Street south (Option 2) is estimated at £35,000. Therefore the total cost of the works is; Option 1 - £267,000 and Option 2 - £265,000.

The proposed improvements whilst enhancing the environment will potentially reduce future road revenue maintenance costs. There are

existing maintenance issues including drainage and surface degradation and these would be addressed during construction of the traffic management scheme, therefore reducing the immediate ongoing road revenue maintenance costs. However, maintenance costs for a pedestrian crossing north of Justice Mill Lane would increase due to the use of double height signal heads, requiring the use of a cherry picker for maintenance access, also necessitating lane closures. These additional maintenance costs cannot be accurately estimated at this time.

4. OTHER IMPLICATIONS

None

5. BACKGROUND / MAIN ISSUES

5.1 Report

At its meeting on 23 April 2010 the Enterprise, Planning and Infrastructure Committee considered a report by officers relating to the Traffic Management Proposals for Justice Mill Lane.

The Committee resolved to approve the preliminary scheme on Justice Mill Lane and to commence the required legal process for the necessary Traffic Regulation Order.

At its subsequent meeting on 13 September 2011 the Enterprise, Planning and Infrastructure Committee considered a report by officers in respect of a traffic management design for Justice Mill Lane which included the introduction of a one-way system (westbound), a revision of parking restrictions, traffic management, realignment of kerb lines and the upgrading of the footway to provide a 2m minimum width. A controlled pedestrian crossing was also proposed on Holburn Street north of the Justice Mill Lane junction. .

The Committee resolved not to proceed with the proposed one-way system, and instructed officers to review the area and to develop an option which proposed an alternative traffic management scheme that would allow there to remain two-way traffic and would benefit pedestrians, cyclists and motorists.

5.2 Proposals Review

5.2.1 The revised design to allow two-way vehicular traffic includes, as previous, traffic calming measures, a right-turn ban when exiting Justice Mill Lane westbound into Holburn Street, realignment and upgrade of the north footway to provide a continuous 2m minimum width. Due to the road space available there is no option which can accommodate two-way vehicular traffic and a dedicated cycling facility. In order to maintain two-way traffic and a standard 2m wide footway it has been necessary to include a give and take priority section where there is limited road space for two vehicles to pass and this effectively

enhances the traffic calming element of the design. As indicated in Cycling by Design the option chosen seeks to use the existing carriageway environment and improve this for cycling and other non motorised users by controlling the speed and volume of traffic.

- 5.2.2 A controlled pedestrian crossing is also proposed as part of the scheme on Holburn Street to improve pedestrian access, with two options being considered.

Crossing Option 1 – a crossing directly north of the junction of Justice Mill Lane. This crossing is on the pedestrian desire line, as it forms a direct link between the existing, heavily used, pedestrianised Alford Lane and Justice Mill Lane/Holburn Street/Union Street and is the current crossing point for the majority of pedestrians. To locate the crossing here would require the removal or amalgamation of existing bus stops in order to provide suitable line of sight when approaching the crossing from Union Street. As visibility of the proposed crossing location is compromised by buses at the bus stops in the southbound lane of Holburn Street and vehicles queuing at the Holburn Street/Union Street junction, it is recommended that this crossing should include double height signal heads in order to provide some visibility of the crossing to drivers, as potentially both the primary and secondary signal heads would be obscured by large vehicles in both directions.

The inclusion of double height signal heads and associated works increases the costs of this option by £2000.

The Public Transport Unit (PTU) and bus operators have been consulted but are not in favour of additional pedestrian crossings on Holburn Street, particularly north of Justice Mill Lane. In their view, bus services are already delayed in accessing and moving off from bus stops at this location. The PTU and bus operators are of the opinion that any additional crossing here has the potential to cause significant delays to these bus services.

The PTU would also prefer not to remove or amalgamate any of the existing bus stops north of Justice Mill Lane. Their view is that these are heavily utilised services and that amalgamation of stops is not possible. With regard to the removal of any bus stops and relocation south of Justice Mill Lane, PTU feel that due to existing footway widths the stops would have to be located a considerable distance south of the junction and would not be as convenient for passengers.

It is the Road Safety officers' view that Option 1 is the preferred Option. The vast majority of pedestrians cross here at present, at an uncontrolled crossing point. There are many pupils from Harlaw Academy using Alford Lane and then crossing Holburn Street to head towards Union Street and the main shopping areas. The provision of a controlled crossing on what is clearly the pedestrian desire line is felt to provide Best Value in terms of expenditure, as this crossing is more likely to be used than a controlled crossing provided south of Justice Mill Lane.

Crossing Option 2 – a crossing directly south of the junction of Union Grove where there is currently a pedestrian refuge island. However this option is away from the principal pedestrian desire line as outlined above and is therefore unlikely to alter the current pedestrian movement of crossing directly at the junction of Justice Mill Lane. It would though, provide an enhancement over the existing uncontrolled pedestrian crossing at this location. It is the Road Safety officers' view that a crossing at this location would not be used by the majority of pedestrians and would not offer Best Value in terms of expenditure.

5.2.3 Plans of the proposed traffic management proposals and crossing locations are attached in Appendices A and B.

5.2.4 A ban on right-turning traffic from Justice Mill Lane is proposed. A right-turn ban supports road safety at this location by removing the existing dangerous vehicular conflicts. The right-turn ban is required, should Option 1 be adopted, to meet design standards relating to the location of a pedestrian crossing in close proximity to a junction.

5.3 Consultation Comments

Consultation documents have been sent to elected members as the first stage of this process but no comments have been received.

5.4 Detailed Design

It is recommended that officers take steps to conclude the detailed design for the proposed scheme in Justice Mill Lane and prepare the contract documents for Tender purposes. It is also recommended that officers hold further discussions with bus operators regarding amalgamation of bus stops north of Justice Mill Lane so that detailed design of Crossing Option 1 can be concluded, followed by the preparation of contract documents for Tender purposes.

6. IMPACT

Within the Community Plan, City Centre redevelopment is identified as a strategic priority, and within the Single Outcome Agreement, two national outcome objectives identified are that "We live in well designed, sustainable places" and that "We value our natural and build environment and protect it and enhance it for future generations."

In its document, "Vibrant, Dynamic and Forward Looking," the City's Partnership states in the Economic Development Section, that it will "Implement master plans, working with partners, including those in the private sector," and that it will "Continue to drive regeneration and take advantage of regeneration opportunities city wide, as they present themselves"

7. BACKGROUND PAPERS

Minutes of Enterprise Planning and Infrastructure Committee meetings
20 April 2010.

<http://councilcommittees/mgConvert2PDF.aspx?ID=1559&T=1>

and 13 September 2011

<http://councilcommittees/mgConvert2PDF.aspx?ID=1908&T=1>

8. REPORT AUTHOR DETAILS

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Appendix A

Crossing Option 1 - north of Justice Mill Lane

Appendix B

Crossing Option 2 - south of Justice Mill Lane