
COMMITTEE	Enterprise Planning and Infrastructure
DATE	3rd June 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Union Terrace / Rosemount Viaduct – Proposed Removal of Pedestrian Crossing
REPORT NUMBER:	EPI/14/115

1. PURPOSE OF REPORT

This report advises members of the details involving the proposed removal of the Pelican crossing facility at the junction of Union Terrace / Rosemount Viaduct.

2. RECOMMENDATION(S)

It is recommended that the Committee agree to the removal of the traffic light crossing facility at the slip road from Rosemount Viaduct to Union Terrace.

3. FINANCIAL IMPLICATIONS

As the signalised crossing facility is linked to the junction it would be accommodated within the capital refurbishment programme work due to be carried out at this location. There would be annual revenue reductions in maintenance to the traffic signals and also a reduction in energy costs. The slip road crossing is currently using 306.17 Watts of energy at a cost of £335.26 per annum. With the removal of the signalised crossing there would be a reduction of £335.26 in energy costs for the junction each year.

4. SERVICE AND COMMUNITY IMPACT

From surveys and officer knowledge there are not expected to be any impacts from the removal of the crossing. The usage of the crossing was noted to be minimal and is not considered to have a detrimental affect on road safety. The removal of the crossing would result in a reduction of energy consumption at the site. This would help contribute towards the Councils aim of reducing the local and global environmental impact of our consumption as set out in the Single Outcome Agreement – National Outcome 14.

5. OTHER IMPLICATIONS

There are none at this time.

6. BACKGROUND

The traffic signal installation equipment at the junction of Union Terrace with Rosemount Viaduct has now reached an age where replacement parts are increasingly difficult to secure and breakdowns are more likely. It is therefore programmed for replacement and refurbishment in the current financial year.

The opportunity has been taken to review the operation of the junction and the associated crossing located on the short slip road to the east of the junction, opposite His Majesty's Theatre. The pedestrian crossing within the slip road is considered to be a remote signal due to its link with the main junction and only activates with the pedestrian phase of the junction when the push-button call is registered.

A review of the pedestrian crossing needs was carried out for the slip road crossing, with the crossing behaviours of pedestrians being monitored.

When assessing the need for a pedestrian crossing facility at a site, the Department for Transport formula of 'PV²' (no. of pedestrians x no. of vehicles squared) is used to help determine if a signalised crossing facility would be required. If the value of PV² is less than 0.2 x 10⁸ no formal crossing facilities are required. If the value of PV² is above 0.2 x 10⁸ then there should be a more in depth frame work assessment carried out.

Surveys were carried out over a period of three weekdays during morning and evening peak times. The results of the surveys and PV² calculations are shown on the table below.

Date	Time	Vehicles	Total Pedestrians	Crossed out with studs	Crossed within studs	PV ²
18/03/2014	8am – 9am	122	179	155	24	0.02 x 10 ⁸
18/03/2014	4pm – 5pm	213	254	206	48	0.11 x 10 ⁸
19/03/2014	8am – 9am	153	226	182	44	0.05 x 10 ⁸
19/03/2014	4pm – 5pm	204	220	194	26	0.09 X 10 ⁸
20/03/2014	8am – 9am	164	200	172	28	0.05 X 10 ⁸
20/03/2014	4pm – 5pm	207	229	191	38	0.09 X 10 ⁸

Observations would indicate that levels of both pedestrians and vehicles using the slip road was modest for a city centre location. For each period monitored, the crossing behaviour patterns were very similar with a large majority of pedestrians choosing their own path across the road rather than using the controlled crossing facility. Over the course of 6 visits, the average number of pedestrians crossing was 218. There was on average 84% of pedestrians who crossed out with the confinements of the designated crossing. Of the remaining 16% who followed the route of the crossing, observations indicate that a majority crossed without pressing the pushbutton, while only a few pressed the pushbutton but crossed during a gap in traffic before the green man appeared. From the PV^2 calculations, the figures would indicate there is no need for a formal crossing facility at this site.

Conclusion

Due to the modest usage of the signalised crossing facility currently in place at the slip road and the low figures from the PV^2 calculations, it is felt that it would be appropriate to remove the current signalised crossing.

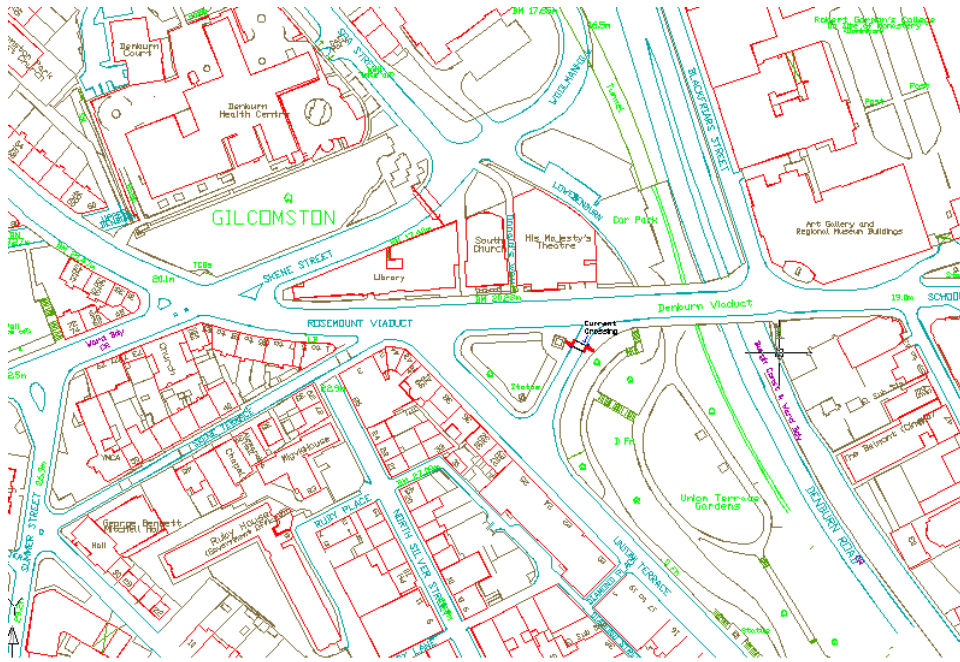
7. BACKGROUND PAPERS

Appendix Plan 1 and EHRIA form

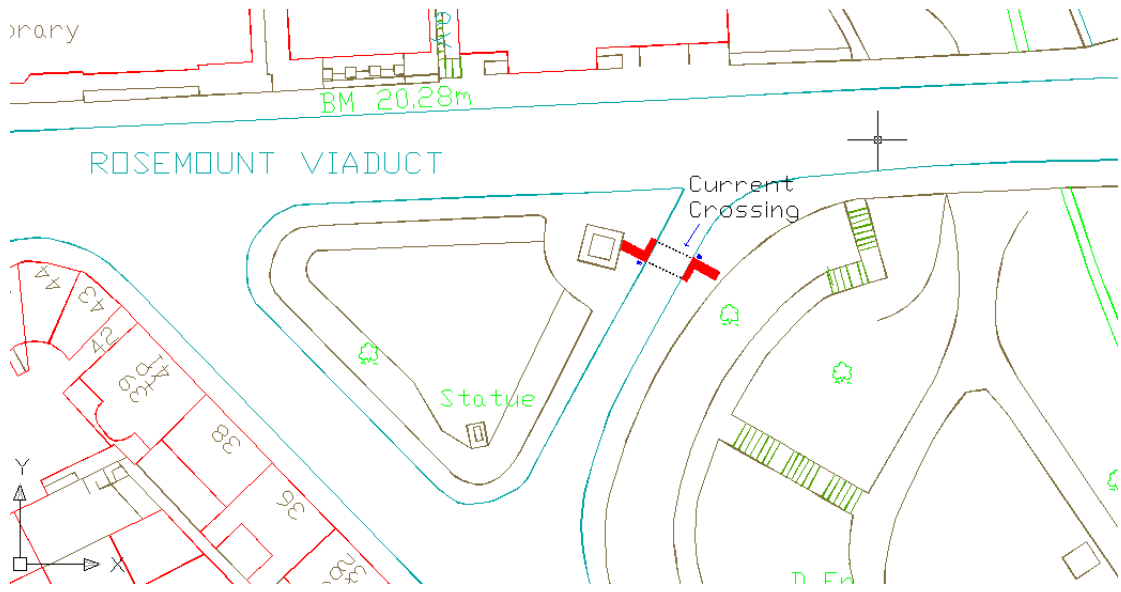
8. REPORT AUTHOR DETAILS

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(01224) 538036

Appendix - PLAN 1:



PLAN 2:



Equality and Human Rights Impact

Assessment - the Form

There are separate guidance notes to accompany this form – “Equality and Human Rights Impact Assessment – the Guide.” Please use these guidance notes as you complete this form. Throughout the form, **proposal** should be understood broadly to include the full range of our activities and could refer to a decision, policy, strategy, plan, procedure, report or business case, embracing a range of different actions such as setting budgets, developing high level strategies and organisational practices such as internal restructuring. Essentially everything we do!

STEP 1: Identify essential information

1. Committee Report No.

2. Name of proposal.

3. Officer(s) completing this form.

Name	Designation	Service	Directorate
John Coyle	Assistant Technical Officer	Traffic Operations	Enterprise, Planning & Infrastructure

4. Date of Impact Assessment.

5. When is the proposal next due for review?

6. Committee Name.

7. Date the Committee is due to meet.

8. Identify the Lead Council Service and who else is involved in delivering this proposal (for example other Council services or partner agencies).

Enterprise, Planning and Infrastructure

9. Please summarise this Equality and Human Rights Impact Assessment (EHRIA). This must include any practical actions you intend to take or have taken to reduce, justify or remove any adverse negative impacts. This must also include a summary of how this proposal complies with the public sector equality duty for people with protected characteristics - see Step 2. **Please return to this question after completing the EHRIA.**

A review of the pedestrian crossing needs was carried out for the slip road crossing, with the crossing behaviours of pedestrians being monitored. Surveys were carried out over a period of three weekdays during morning and evening peak times. Over the course of 6 visits, the average number of pedestrians crossing was 218. There was on average 84% of pedestrians who crossed out with the confinements of the designated crossing. Of the remaining 16% who followed the route of the crossing, observations indicate that a majority crossed without pressing the pushbutton, while only a few pressed the pushbutton but crossed during a gap in traffic before the green man appeared. Due to the modest usage of the signalised crossing for a City Centre location there are not expected to be any adverse negative impacts caused by the removal of the facility.

10. Where will you publish the results of the Equality and Human Rights Impact Assessment? Tick which applies.

Para 9 of EHRIA will be published in committee report in Section 6 "Impact"

Full EHRIA will be attached to the committee report as an appendix

Copied to Equalities Team to publish on the Council website

STEP 2: Outline the aims of the proposal

11. What are the main aims of the proposal?

To remove the current signalised crossing facility at the slip road of Rosemount Viaduct.

12. Who will benefit most from the proposal?

Aberdeen City Council

13. You should assess the impact of your proposal on equality groups and tell us how implementing this proposal will impact on the needs of the public sector equality duty to: eliminate discrimination, harassment and victimisation; advance equality of opportunity; and foster good relations.

There will not be an impact on equality groups from implementing the proposal.

STEP 3: Gather and consider evidence

15. What **evidence** is there to identify any potential positive or negative impacts in terms of involvement, consultation, research, officer knowledge and experience, equality monitoring data, user feedback and other? You must consider relevant evidence, including evidence from equality groups.

From surveys and officer knowledge there are not expected to be any impacts from the removal of the crossing. The usage of the crossing was noted to be minimal and is not considered to have a detrimental affect on road safety.

STEP 4: Assess likely impacts on people with Protected Characteristics

16. Which, if any, people with protected characteristics and others could be affected positively or negatively by this proposal? Place the symbol in the relevant box. Be aware of cross-cutting issues, such as older women with a disability experiencing poverty and isolation.

(Positive +, neutral 0, - negative)

Protected Characteristics					
Age - Younger	0	Disability	0	Gender Reassignment*	0
Older					
Marriage or Civil Partnership	0	Pregnancy and Maternity	0	Race**	0
Religion or Belief	0	Sex (gender)***	0	Sexual orientation****	0
Others e.g. poverty	0				

Notes:

* Gender Reassignment includes Transsexual

** Race includes Gypsy/Travellers

*** Sex (gender) i.e. men, women

**** Sexual orientation includes LGB: Lesbian, Gay and Bisexual

17. Please detail the potential positive and/or negative impacts on those with protected characteristics you have highlighted above.

In making the assessment you must consider relevant evidence, including evidence received from individuals and equality groups. Having considered all of these elements, you must take account of the results of such assessments. This requires you to consider taking action to address any issues identified, such as removing or mitigating any negative impacts, where possible, and exploiting any potential for positive impact. If any adverse impact amounts to **unlawful discrimination**, the policy must be amended to avert this. Detail the impacts and describe those affected.

Positive impacts (describe protected characteristics affected) N/A	Negative Impacts (describe protected characteristics affected) N/A
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STEP 5: Human Rights - Apply the three key assessment tests for compliance assurance

18. Does this proposal/policy/procedure have the potential to interfere with an individual's rights as set out in the Human Rights Act 1998? State which rights might be affected by ticking the appropriate box(es) and saying how. **If you answer "no", go straight to question 22.**

<p><input checked="" type="checkbox"/> No</p> <p><input type="checkbox"/> Article 3 – Right not to be subjected to torture, inhumane or degrading treatment or punishment</p> <p><input type="checkbox"/> Article 6 – Right to a fair and public hearing</p> <p><input type="checkbox"/> Article 8 – Right to respect for private and family life, home and correspondence</p> <p><input type="checkbox"/> Article 10 – freedom of expression</p> <p><input type="checkbox"/> Other article not listed above</p> <p>How?</p>

Legality

19. Where there is a potential negative impact is there a legal basis in the relevant domestic law?

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Legitimate aim

20. Is the aim of the policy identified in Steps 1 and 2 a legitimate aim being served in terms of the relevant equality legislation or the Human Rights Act?

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Proportionality

21. Is the impact of the policy proportionate to the legitimate aim being pursued? Is it the minimum necessary interference to achieve the legitimate aim?

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STEP 6: Monitor and review

22. How will you monitor the implementation of the proposal? (For example, customer satisfaction questionnaires)

There will be additional monitoring of the site on completion to ensure there are no negative impacts on any people with Protected Characteristics. A full review of the road safety characteristics will be undertaken with the proposed closure of Broad Street and impact from diverted traffic.

23. How will the results of this impact assessment and any further monitoring be used to develop the proposal?

It will be used to ensure the needs of people with Protected Characteristics are met. The road ducts for the crossing power supply will remain in place. In the event of increased traffic flow and difficulty crossing due to diverted traffic from the proposed closure of Broad Street, it would be possible to reinstate the crossing without closing Rosemount Viaduct slip road.

STEP 7 SIGN OFF

The final stage of the EHRIA is formally to sign off the document as being a complete, rigorous and robust assessment.

Person(s) completing the impact assessment.

Name	Date	Signature

Quality check: document has been checked by

Name	Date	Signature

Head of Service (Sign-off)

Name	Date	Signature

Now –

Please send an electronic copy of your completed EHRIA - without signatures - together with the proposal to:

Equalities Team
Customer Service and Performance
Corporate Governance
Aberdeen City Council
Business Hub 13
Second Floor North
Marischal College
Broad Street
Aberdeen
AB10 1AB

Telephone 01224 523039 Email sandrab@aberdeencity.gov.uk