

ABERDEEN CITY COUNCIL

COMMITTEE	Communities, Housing and Infrastructure
DATE	27 August 2015
DIRECTOR	Pete Leonard
TITLE OF REPORT	Response to Petition Regarding the provision of a Pedestrian Crossing on Greenbrae Drive
REPORT NUMBER	CHI/15/224
CHECKLIST COMPLETED	Yes

1. PURPOSE OF REPORT

- 1.1 The Petitions Committee of 21st April 2015 heard from a representative of parents of pupils at Greenbrae Primary School regarding their concerns about the safety of the pedestrian crossing point on Greenbrae Drive and requesting that the crossing be brought up to Pelican standard.

Officers were instructed to report back to this Committee on the terms of the petition, as well as on all traffic management options at the location on Greenbrae Drive, Aberdeen.

- 1.2 This report outlines these investigations and provides a recommendation for the crossing point based on best practise and road safety guidelines.

2. RECOMMENDATION(S)

- 2.1 It is recommended that the Committee
- a) agree the removal of the existing crossing point / build outs and the installation of a new Zebra Crossing at this location.
 - b) Instruct officers to monitor the situation following implementation.

3. FINANCIAL IMPLICATIONS

- 3.1 The estimated cost of removing the narrowing and reinstating the carriageway is £8k. To be met from the CWSS budget.
- 3.2 If the preferred option of installation of a Zebra Crossing is taken forward then there would be additional estimated cost of £10k. To be met by the CWSS budget.

Ongoing maintenance costs of £2k every 5 years would be anticipated.

4. OTHER IMPLICATIONS

4.1 There are no further implications.

5. BACKGROUND/MAIN ISSUES

5.1 Details of the Petition

5.1.1 The Petitions Committee heard from a representative of the parents of Greenbrae Primary School. Their issue is repeated below.

“It has been brought to the attention of Greenbrae School Parent Council that the current road traffic system at the top of Greenbrae Drive (where the road meets Dubford Road) is dangerous for children.

The road layout was changed in 2014 and traffic travelling down Greenbrae Drive now have to give way for traffic proceeding up the drive.

Despite this change to the road layout, cars still travel on the drive at some speed and it is also causing confusion for children crossing the road.

The system leads children into a false sense of security as when they come to cross the road they see that the traffic in one direction is stopping and they often presume that the other side is going to do the same, this is not always the case.

We strongly feel that a pelican crossing should be installed at this point of Greenbrae Drive to make it safer for children crossing from the Greenbrae estate (where Greenbrae Primary is situated).

Greenbrae Drive is a very busy road at present with many commuters using it to access the nearby industrial estate and to join the A90 travelling northbound of the city.

With the new housing developments at Dubford and Sheilhill creating additional traffic in the area (Greenbrae is the zoned school for development) the amount of vehicles on the road is only going to continue to increase.

We appeal Aberdeen City Council to install a pelican crossing on Greenbrae Drive to ensure the safety of our children.”

5.2 History of the Scheme

- 5.2.1 Greenbrae Cycling Demonstration Project commenced in 2011 following Greenbrae Primary School's successful submission to the Nestrans competition.

As a result of this the path network was improved and expanded within the Dubford, Greenbrae and Denmore area in consultation with the school and community.

As part of these measures, a path to the rear of the Seaview properties was upgraded and a new link was provided from the path down a desire line track to Greenbrae Drive. A crossing point was added on Greenbrae Drive to assist with the crossing of the road at this point.

- 5.2.2 Greenbrae Drive has a mandatory 20 mph speed limit and due to its role as a bus route and distributor, it's not appropriate to add vertical traffic calming measures.

- 5.2.3 After careful consideration, build outs were provided on either side of the carriageway with priority given to vehicles travelling up Greenbrae Drive in a westerly direction. Vehicles travelling eastbound are required to give way to opposing traffic.

The crossing provides a shorter distance for pedestrians to cross en route to the School and assists in reducing the speed of vehicles on Greenbrae Drive.

5.3 Assessment of the Existing Crossing Point

- 5.3.1 Observations show that vehicles are using the priority point correctly in relation to other vehicles however confusion can occur when school children are using the crossing. Some drivers choose to give priority to pedestrians crossing thereby stopping the flow of traffic in both directions. This confirms some of the concerns expressed in the petition.

This confusion can be particularly concerning for young pedestrians. The school and parents have clearly instructed those using the crossing to wait until the crossing is clear of cars before stepping out into the road. With cars in both directions stopping, pupils are unclear of what they should do next, leading to delays for all users on the route.

- 5.3.2 Work has been carried out to prepare an instruction leaflet for pupils on the use of the crossing however this has not yet been distributed to pupils and there is a belief that the pupils are aware of the correct way to use the crossing, it is the drivers that are confusing the matter.

- 5.3.3 From witnessing the use of the crossing during the morning and evening school run, it was noted that there was a variation in the way drivers, pupils and parents opted to use the crossing. Some used the crossing correctly, some drivers stopped to allow pedestrians across (frequently those driving eastwards), some adult pedestrians stopped traffic to enable children to cross and one child was seen crying which

appeared to be related to her confidence in crossing the road on her bike with her friends, she later crossed with an adult.

All vehicles travelling through the narrowed section were travelling carefully and at low speed. In this respect the crossing was working well.

5.4 Determination of Type of Crossing

- 5.4.1 When considering possible sites for pedestrian facilities or type of crossing facilities, council officers utilise methods outlined by the Department of Transport to undertake what is referred to as a PV^2 survey. This requires both pedestrian movements (P) and traffic flows (V) to be recorded at peak times in order to determine a base figure. This is then amended to account for other contributory factors such as carriageway width, accident history, local facilities (i.e. schools, shops, clinic etc.) to give an overall figure which is measured using the table as shown below.

Resultant Figures ($PV^2 \times 10^{-8}$)	Type of facility to be considered
Less than 0.7	Does not qualify for any type of crossing facility but will continue to be monitored and in some instances may qualify for a central refuge island
Between 0.7 and 1.0	Will qualify for the provision of a Zebra Crossing.
Greater than 1.0	Qualifies for the provision of a controlled crossing facility

- 5.4.2 The volumes of vehicles and pedestrians at this point do not currently qualify the crossing for any of the measures above.

5.5 Options for the crossing

- 5.5.1 The observations on site do support some of the concerns made by parents in relation to the crossing. The benefits of the crossing are clear as the crossing does provide assistance to pedestrians and does act as a speed reducing feature.

In order to remove any confusion caused by the priority traffic pinch point it would be necessary to remove the narrowing and return the road to its original layout. This could have a detrimental effect on vehicle speeds which would require to be enforced by Police Scotland.

- 5.5.2 The petition requested a Pelican Crossing at this location. As indicated above, the PV^2 at the crossing point would not support the case for this infrastructure in terms of the volume of pedestrians, vehicles and the location speeds. At a cost of £28-£35k for a crossing this would assert a substantial financial implementation and maintenance burden on the Council and would set a precedent for providing unjustified

infrastructure which could not be supported throughout the remainder of the city.

Officers do not support this option on the grounds of requirement and cost.

- 5.5.3 As indicated above, the crossing point does not qualify for the installation of a pedestrian island. In Engineering terms, the layout and width of the road, with the close proximity to the bend and access to a car park, and the gradient of the verges at both sides make installation difficult at this location. A pedestrian island would assist in the crossing of the road but would not prioritise pedestrians.

Officers do not support this proposal on the grounds of safety.

- 5.5.4 A Zebra Crossing could assist with crossing the road and would be visible at this location by means of the required beacons. It would require traffic in both directions to stop to prioritise pedestrians crossing. A Zebra Crossing would require the removal of the existing road narrowing and reinstatement of the previous kerbline. This would incur costs of approximately £18k with an ongoing maintenance burden on the Council.

Officers would support this proposal on the grounds of safety and to promote the use of active travel within the area.

6. IMPACT

- 6.1 The content of this report meets with the local Community Plan objectives to continually improve road safety and maximise accessibility for pedestrians and all modes of transport.
- 6.2 The content of this report in line with the Council's Transportation Strategy to improve safety for all road users by continuing to reduce the number of casualties in traffic collisions.
- 6.3 These proposals have no negative outcomes with respect to Equality and Human Rights Impact Assessment.
- 6.4 It is expected that there would be public interest in this report as the matter was brought to the Council's attention through a Petition. The previous scheme was delivered as part of a Community Engagement process with the pupils and parents of Greenbrae Primary School and the surrounding communities.

7. MANAGEMENT OF RISK

With the further development of the Dubford and Shielhill areas it is proposed to introduce links with the new path network towards the school in order to promote the use of active travel modes to school. The provision of an upgraded crossing at this point will assist in promoting the route as a viable alternative to motorised travel.

There is no recorded accident problem at this location which these measures are seeking to address.

8. BACKGROUND PAPERS

Greenbrae Crossing Report to Petitions Committee of 21st April 2015

Department of Transport - The Assessment and Design of Pedestrian Crossings Local Transport Notes 1/95 and 2/95

9. REPORT AUTHOR DETAILS

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