

ABERDEEN CITY COUNCIL

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COMMITTEE	Communities, Housing and Infrastructure
DATE	20 January 2016
DIRECTOR	Pete Leonard
TITLE OF REPORT	Response to Petition for Crossing Refuge – North Deeside Road, Cults
REPORT NUMBER	CHI/15/334
CHECKLIST COMPLETED	Yes

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1. PURPOSE OF REPORT

This report is to provide the Committee with information relating to the study carried out for a crossing refuge on North Deeside Road near Westerton Road. The report details previous investigations and the criteria set for such crossings.

The report was requested by the Petitions Committee of 22 September 2015 in response to a request for a Crossing Refuge on North Deeside Road, Cults made by local residents.

2. RECOMMENDATION(S)

It is recommended that no further action is taken.

3. FINANCIAL IMPLICATIONS

Should an island be installed at this point on North Deeside Road there would be cost implications which would be difficult to estimate at this time. The cost of construction would include for new road construction and the island itself, including electrical supplies for a beacon, lining, signing and bollards. Parking restrictions may also be required in the vicinity of the crossing requiring Traffic Regulation Order to be progressed, approximately £2000, and associated lining.

A maintenance burden on the Council of £500 every 5 years for relining and further costs for infrastructure maintenance would remain.

4. OTHER IMPLICATIONS

There would be further implications as a result of providing a facility at this location as there would be a precedent set that facilities will be

provided where there is not a sufficient measureable need established. This could result in a number of applications coming forward throughout the city which would be difficult to refuse and costly to implement and maintain.

## 5. BACKGROUND/MAIN ISSUES

The Petition Committee of 22 September 2015 heard a request for a Crossing Refuge on North Deeside Road, Cults.

The petition reads “We the undersigned petition the Council to install a crossing refuge near the junction of Abbotshall Road and Westerton Road.

As local residents are having difficulty crossing from the bus stop near the above junction, we request that consideration be given to providing a crossing refuge. The volume of traffic at significant times of the day is high and the junction causes extra congestion making it difficult to judge how to cross safely. The elderly, the young and parents with buggies and toddlers are all bus users, and the problem is growing as traffic through Cults increases.”

The Committee resolved to request officers to report on the terms of the petition, as well as all traffic management options at the location on North Deeside Road, Aberdeen to a future meeting of the Communities, Housing and Infrastructure Committee.

### **Investigation of the request**

The matter of providing a pedestrian crossing point at this location had previously been raised with the Traffic Management and Road Safety Team.

A traffic survey was carried out on 14 January 2015 which recorded six pedestrians crossing at this point between the hours of 08:00 and 10:00 and five pedestrians between 15:00 and 16:00.

The crossing point was assessed using the standard  $PV^2$  assessment where P are the pedestrians and V are the vehicles. Adjustments are then made to the total to account for the specific conditions locally.

The  $PV^2$  result was 0.03109. This is very similar to the survey results previously gathered on 8<sup>th</sup> May 2012 which averaged 0.015.

When considering possible sites for pedestrian facilities or type of crossing facilities, council officers utilise methods outlined by the Department of Transport to undertake 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.

<b>Resultant Figures (PV<sup>2</sup>x10<sup>-8</sup>)</b>	<b>Type of facility to be considered</b>
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 central refuge island
Greater than 1.0	Qualifies for the provision of a controlled crossing facility

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

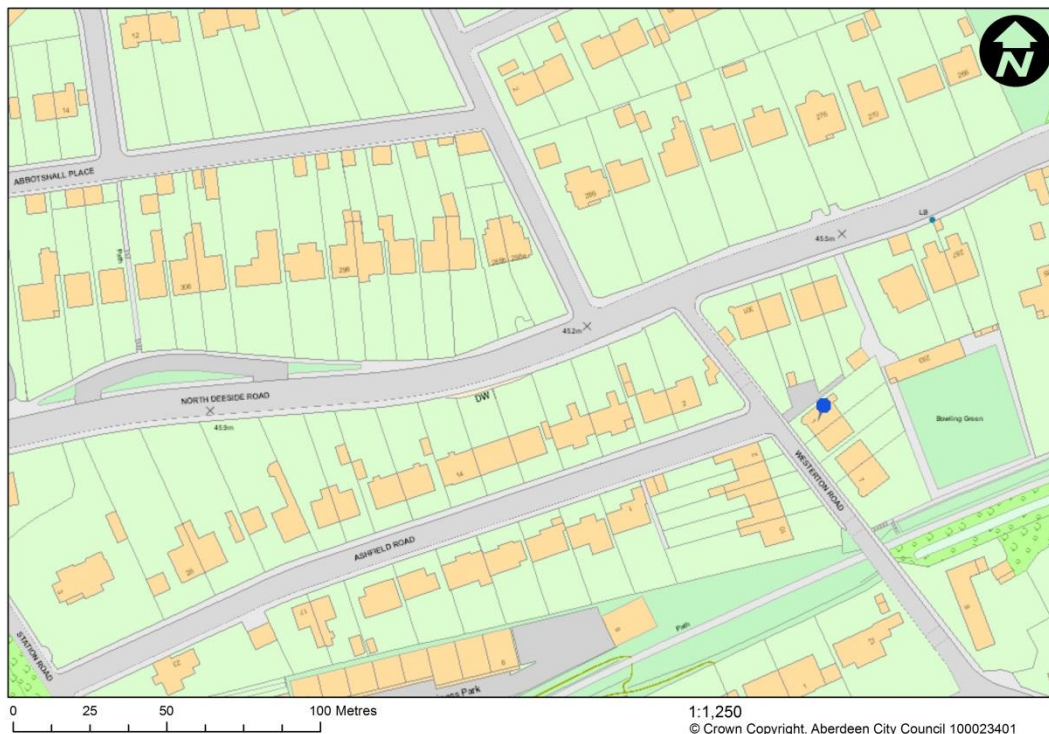
In addition to the survey based calculations, it is evident on site that the construction of a pedestrian island cannot easily be achieved.

The existing carriageway has advisory cycle lanes and two way general traffic lanes. There are bus stops staggered on alternate sides of the road and there are multiple driveways which would also need to be taken into account.

Existing road widths are approximately 9 metres with the footpaths approximately 2-2.5 metres wide. Cycle lane widths should be 1.5 m wide to provide a safe passage for cyclists, the remaining 7.5 metres provides near to the standard 7.3 metre wide carriageway.

Pedestrian islands are already in place to assist those crossing North Deeside Road, the first is around 300 metres westwards from the southern bus stop and the second near the layby around 170 metres eastwards from the bus stop.

In order to accommodate an island existing kerbside parking restrictions would require to be extended to ensure visibility of the crossing was maintained.



## Location Plan

## Accident Statistics

There have been three recorded accidents at or within 50 metres either side of this location between 2010 and September 2015. None of these collisions involved pedestrians. In 2010 a driver was injured in a shunt collision, and a slight injury and a damage only accident were recorded in 2012, however no collision factors were recorded.

## Conclusion

Whilst it is appreciated that some pedestrians are experiencing delays when crossing North Deeside Road at this location, no justification has been identified from surveys and no pedestrian accident record exists at this location.

Based on these points it is recommended that no further action is taken.

## 6. IMPACT

**Improving Customer Experience** – This request has come from residents within the local area. They feel there is a need for the crossing to assist vulnerable travellers crossing to the main population area on the north side of North Deeside Road.

Local residents use the bus stop on North Deeside Road close to Westerton Road to access local and city services.

They can then cross the road to access the nearby residential and retail areas primarily using Abbotshall Road which provides access to

many residential streets. Abbotshall Road is on a gradient which can be a challenge for some pedestrians. The distance from the alternative crossing points and the gradient of Abbotshall Road may discourage some elderly or infirm pedestrians for accessing the bus services.

**Improving Staff Experience** – no impact.

**Improving our use of Resources** – the installation of a new crossing at this location would create a precedent for providing infrastructure where demand is not justified. This would have a negative effect on the limited budgets that are made available for traffic management and road safety works throughout the city. It also creates an additional burden on the maintenance budget.

**Corporate** - The contents of this report link to the Community Plan vision of creating a “sustainable City with an integrated transport system that is accessible to all”. With respect to the delivery of the Smarter Mobility aims of Aberdeen – The Smarter City: “We will develop, maintain and promote road, rail, ferry and air links from the city to the UK and the rest of the world. We will encourage cycling and walking”, and “We will provide and promote a sustainable transport system, including cycling, which reduces our carbon emissions.” These proposals are also 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.

**Public** – This report will be of interest to the residents/ proprietors/ businesses within the proposal area.

7. MANAGEMENT OF RISK

No further risks have been identified.

8. BACKGROUND PAPERS

None.

9. REPORT AUTHOR DETAILS

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