

COMMITTEE **Enterprise, Planning and Infrastructure**

DATE **31st May 2010**

CORPORATE DIRECTOR **Gordon McIntosh**

TITLE OF REPORT **Notice of Motion from Councillor Young – “That this Council fully explores the perceived need by the residents of Clashieknowe extra care housing for suitable crossing or other means of assistance to allow them to cross the road safely to and from the bus stop which is situated opposite their housing complex.”**

REPORT NUMBER **EPI/10/140**

1. PURPOSE OF REPORT

This report provides information to members of the Committee in relation to Councillor Young's motion regarding a pedestrian crossing for the residents of Clashieknowe Care Home.

2. RECOMMENDATION(S)

It is recommended that the Committee:

1. Note the content of this report
2. Agree that no further action is required in relation to a pedestrian crossing from Clashieknowe Care home to the nearby bus stop.
3. Instruct officers to include on the current reserve list a controlled pedestrian crossing on Scotstown Road at the existing location of the current school crossing patroller when funds from future years budgets become available.

3. FINANCIAL IMPLICATIONS

There are no financial implications as a result of this report however the provision of a crossing further south on Scotstown Road would be considered from future budgets.

4. SERVICE & COMMUNITY IMPACT

This report is in accordance with the administration's Vibrant, Dynamic and Forward Looking, under the heading of Transport and highlighted in Paragraph 6.

It also meets with the local Community Plan objectives to continually improve road safety and maximize accessibility for pedestrians and all modes of transport.

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.

5. OTHER IMPLICATIONS

There is a perception in the community of there being a road safety problem for pedestrians crossing Scotstown Road. The introduction of inappropriate crossing facilities may jeopardize the safety of pedestrians.

There are risks where crossing facilities are installed but are not frequently used can compromise road safety. There will be a risk if the crossing facility is installed inappropriately that road safety accidents may occur due to false expectations of increased road safety.

6. REPORT

6.1 Background

- 6.1.1 At its meeting on the 20th April 2010 the Enterprise, Planning and Infrastructure committee considered a motion raised by Councillor Young "That this Council fully explores the perceived need by the residents of Clashieknowe extra care housing for a suitable crossing or other means of assistance to allow them to cross the road safely to and from the bus stop which is situated opposite their housing complex."
- 6.1.2 Council officers have dealt with this issue in the past through the previous ward Councillors and it was found then that a pedestrian crossing could not be justified due to the small number of pedestrians crossing.
- 6.1.3 As the previous surveys had been carried out some years ago it was decided that further surveys would be carried out to ascertain the levels of pedestrian movements in the vicinity of the Clashieknowe extra care home. A full detailed survey of vehicular and pedestrian movements was undertaken on the 12th April 2010 between 7.30am and 6.00pm and covered approximately 220m length of Scotstown Road at this location. (See attached plan – Appendix 1)
- 6.1.4 The weather conditions at the time of the survey were dry, bright and sunny all day.
- 6.1.5 In addition, an assessment of pedestrian related accidents for the length of road assessed was also undertaken, considering the normal time period

of three years. The results of which are as follows: Only two accidents were identified within the above time period and none of these accidents involved pedestrians. (See attached plan – Appendix 2)

- 6.1.6 When considering possible sites for a pedestrian facility, Council officers utilise methods outlined by the Department of Transport. This method not only measures both 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 here 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 in April / May 1997 and detailed in some length in a report to this committee in June 2003.

- 6.1.7 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 two highest hourly periods during a single day are averaged to provide the final PV^2 figure.
- 6.1.8 In accordance with the aforementioned approved policy a conflict value 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.

6.2 Pedestrian crossing point between Clashieknowe Care Home to adjacent bus stop (location 1)

- 6.2.1 The 12th April 2010 survey results are summarised as follows:

- It was quickly identified that the crossing point in question at Clashieknowe to the adjacent bus stop did not generate a large amount of pedestrian movements with only 20 pedestrians crossing during the course of the day and only 4 residents from the care home.
- The majority of these movements were in the pm peak period with the majority being bus passengers alighting to the bus stop on the West side of the carriageway and crossing to the residential area to the East side of Scotstown Road. (towards Cameron Way, Road, Terrace)
- This results in a final PV^2 figure of 0.038×10^8 which once again concludes that any form of pedestrian crossing facility can not be justified at this location, given the small numbers of pedestrians crossing.
- Roads officers have contacted the Housing Improvement Officer from Housing and Environment to ascertain the current status of Clashieknowe Care Home. The Council are actively considering the

future of Clashieknowe Care Home given its age and the current design of the building. There is no current timescale for a decision on its future.

6.3 Pedestrian crossing at the existing location of the school crossing patroller (location 2)

6.3.1 It became apparent that the majority of pedestrian movements crossing Scotstown Road were occurring further South at the point where the school crossing patroller was situated.

It was decided that the surveys would include this location as the Clashieknowe care home has an access which links to this location and residents do have the option to travel to the next bus stop further to the South. However it is appreciated that this route is much longer and the bus stop is some 300 metres away, compared with 55 metres to the stop adjacent to the care home.

6.3.2 The 12th April 2010 survey results are summarised as follows:

- During the AM peak period between 07.45am and 09.45am there was a total of 193 pedestrians crossing at this area with 80 of these being children. The AM peak saw 134 pedestrian movements in the westbound direction and 59 in the eastbound direction.
- During this time period vehicular flows were approximately 584 heading northbound and relatively high in the southbound direction with 1107 vehicles.
- During the lunch time peak which is between 12.00pm and 2.00pm there were a total of 105 pedestrian movements with 53 in the westbound direction and 52 in the eastbound direction.
- During this time period vehicular flows were similar in the northbound direction but lower in the southbound direction with 615 and 584 respectively.
- The PM peak period identified a total 231 pedestrian movements between 3.30pm and 6.00pm with 80 in the westbound direction and 151 in the eastbound direction.
- The largest vehicular flows came during this time period with 1110 traveling northbound and 968 traveling southbound.

Time Period	PV² Counting All Peds
07:45 – 08:45	0.42 x 10 ⁸
08:45 – 09:45	0.82 x 10 ⁸
15:30 – 16:30	0.64 x 10 ⁸
16:30 – 17:30	2.09 x 10 ⁸

6.3.3 This results in a final PV² figure of 0.99 x 10⁸. This figure is so close to the desired criteria of 1.0 x 10⁸ that the provision of a signalised puffin crossing could be justified to aid pedestrians at this location.

6.4 Conclusions

Given the low number of pedestrian movements at the original location identified by Cllr Young, it would be inappropriate to promote the installation of a controlled crossing at this particular point on Scotstown Road. The volume of pedestrians crossing was clearly far higher further to the south at the location of the School Crossing Patroller and it is proposed to install an appropriate crossing facility at this alternative location in the future once the appropriate funding is identified.

6.5 Further Consultee Comments

Enterprise Planning & Infrastructure Committee

Convener: Councillor Kate Dean has been consulted;

Vice Convener: Councillor Callum McCaig has been consulted;

Other Elected Members

Councillor Willie Young has been consulted;

Councillor John Reynolds has been consulted;

Councillor Gordon Leslie has been consulted;

Councillor Muriel Jaffrey has been consulted and in the light of the uncertainty over the long term future of the care home feels that the installation of a crossing would be inappropriate in this financial climate.

Key Responsibility – Transport and Environment

Lead Councillor: Councillor Ron Clark has been consulted;

Other Consultees

Susan Cooper, City Chamberlin, has been consulted and has no additional comments.

Jane MacEachran, City Solicitor, has been consulted;

Gordon McIntosh, Director of Enterprise, Planning & Infrastructure, has been consulted;

Ciaran Monaghan, Head of Service – Office of Chief Executive, has been consulted;

Hugh Murdoch, Head of Service – Shelter & Environment, has been consulted;

Mike Cheyne, Roads Manager, has been consulted;

Margaret Bochel, Head of Planning and Infrastructure, has been consulted and is in agreement with the recommendations within the report.

Louise Scott, Marketing and Events Manager, has been consulted;

Margaret Jane Cardo, Community Safety Manager, has been consulted;

Lorna Craig, Service Coordinator, has been consulted;

Elaine Hourston, Account Manager, has been consulted;

7. REPORT AUTHOR DETAILS

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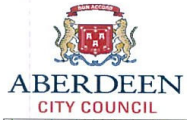
Doug Ritchie
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8. BACKGROUND PAPERS

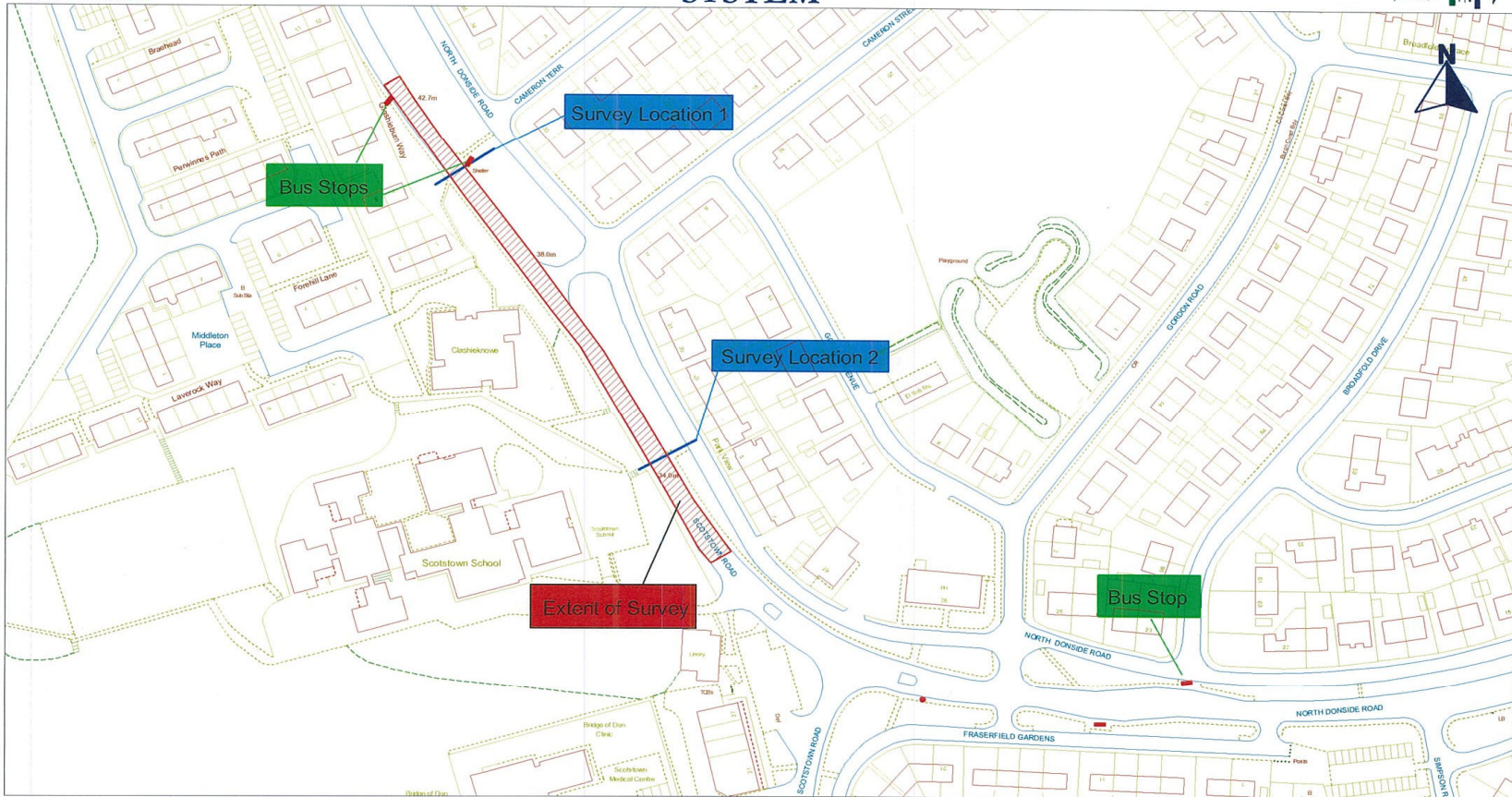
Pedestrian/Volume survey
12th April 2010

Accident statistics from our MAAP system
(April 2007 – April 2010)

Appendix 1



GEOGRAPHICAL INFORMATION SYSTEM



Title : APPENDIX 1

SCOTSTOWN ROAD - CLASHIEKNOWE CARE HOME

Scale: 1:2000

Date: 23 April 2010

Map Ref: NJ9410SW

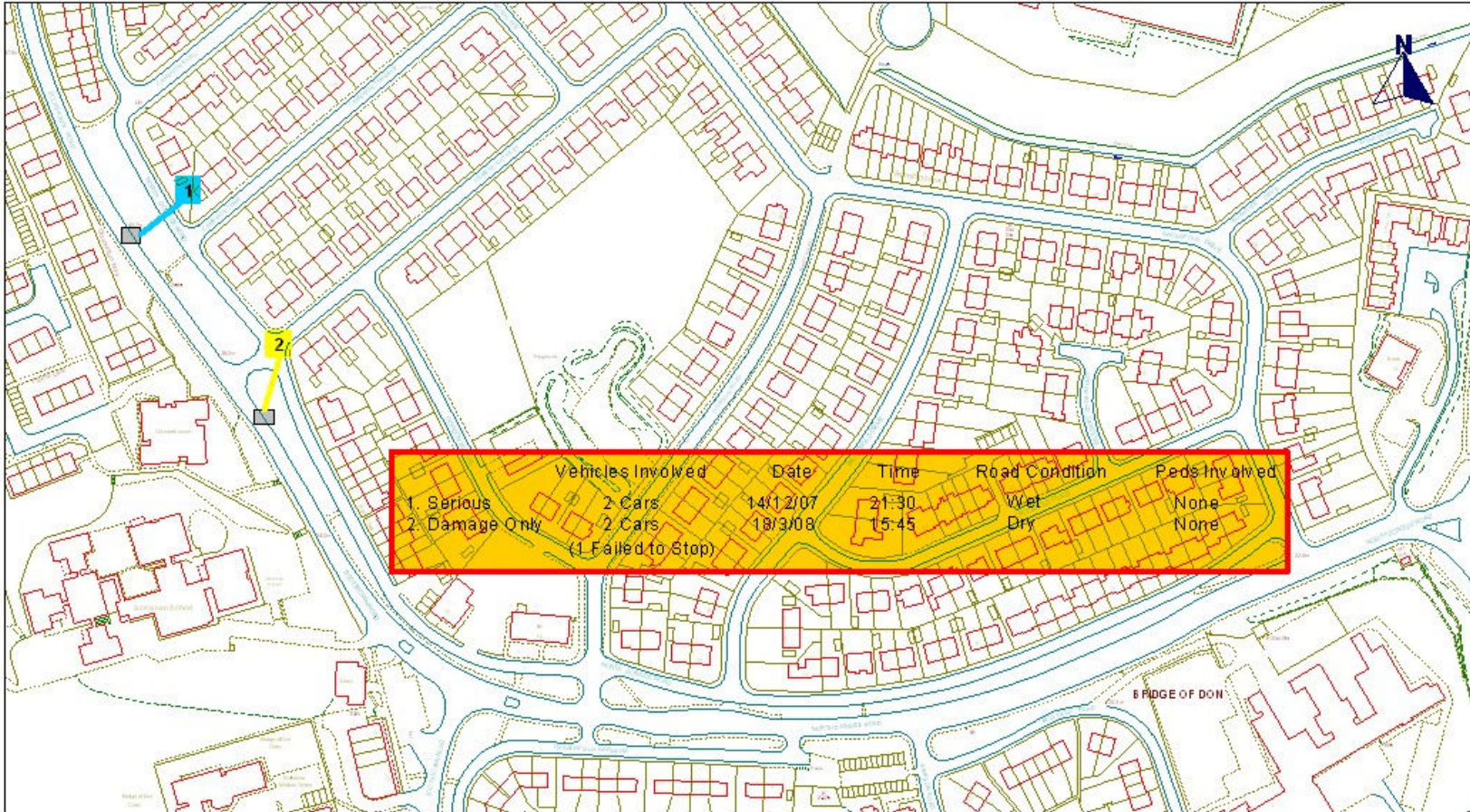
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Template prepared by: GIS, Research & Information Unit, Strategic Leadership Tel: 522622

Appendix 2



**GEOGRAPHICAL
INFORMATION
SYSTEM**



**Title : APPENDIX 2
SCOTSTOWN ROAD - ACCIDENT STATS**

**Scale: 1:2500
Date: 28 April 2010
Map Ref: NJ9410SW**