

ABERDEEN CITY COUNCIL

COMMITTEE	Operational Delivery Committee
DATE	31 st August 2022
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Notice of Motion by Councillor Stewart for a Proposed Controlled Pedestrian Crossing on Springfield Road in the vicinity of Craigiebuckler Avenue
REPORT NUMBER	OPE/22/077
DIRECTOR	Rob Polkinghorne
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Naomi McRuvie
TERMS OF REFERENCE	1.1.1

1. PURPOSE OF REPORT

- 1.1 To advise the Committee of the outcome of pedestrian surveys, undertaken in accordance with methods adopted by Aberdeen City Council, to determine whether a controlled pedestrian crossing facility is justified on Springfield Road near to its junction with Craigiebuckler Avenue. The surveys were undertaken following a Notice of Motion raised by Councillor Jennifer Stewart.

2. RECOMMENDATION(S)

That the Committee

- 2.1 notes the content of the report; and
- 2.2 agrees that no further action is to be taken in relation to the provision of a controlled pedestrian crossing facility on Springfield Road near to its junction with Craigiebuckler Avenue.

3. CURRENT SITUATION

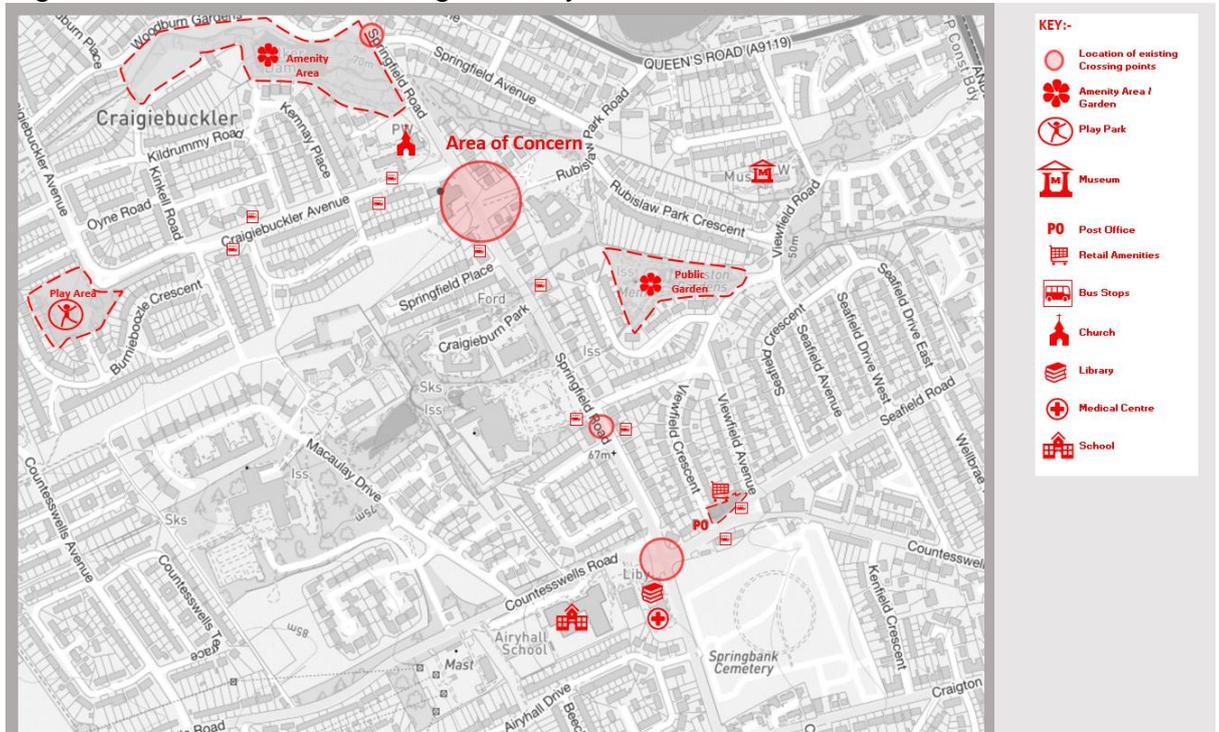
3.1 Main Issue

The notice of motion was made on perceived pedestrian safety grounds, to address the needs of local people, young people, those less mobile and for families, living within the area, wanting to walk to the local neighbourhood shops, schools, Johnstone Gardens and the wider Hazlehead / Craigiebuckler area. Residents believe the existing traffic island is insufficient to operate as a pedestrian crossing and that they are unable to stand on it safely with prams and wheelchairs.

3.2 Current Situation

Springfield Road currently carries a 30mph speed restriction and is classed as a Main Road forming a strategic route which connects 2 main A classed roads in Aberdeen, namely Queens Road and North Deeside Road, and as such is used by the Emergency Services for fast response to some areas south of the city. It is largely a residential area either side of the carriageway which varies in width however is generally 7.3m wide.

Figure 1 - Plan of Area showing Amenity Areas



3.3 Figure 1 shows the existing situation. Currently in the vicinity there are 4 existing pedestrian crossing facilities, three pedestrian refuge islands and one signalised junction with pedestrian crossing facilities. The refuge island concerned is located on Springfield Road, 70m south of its junction with Craigiebuckler Avenue. The carriageway at this location has been locally widened to accommodate the pedestrian island adequately.

The existing pedestrian traffic island was previously installed, some years ago, as a form of pedestrian crossing as the previous surveys were not sufficient to justify any form of signalised crossing or a zebra crossing.

The island was limited in size due to the location of public utilities which are present in the eastern footpath.

There are 3 commercial amenities to the west of the island, a hairdresser, a Gym and the other being a former Petrol Station which is currently vacant. It is believed that a Convenience Store is planned for the site. Officers are of the opinion that should this redevelopment of the site occur and the facility generates additional footfall that the developer should install and pay for any required pedestrian crossing as part of his planning application. Any associated developer contributions for future proposals will be considered at the planning application stage.

This island has been measured and has found to be designed in accordance with the current Standards for Highways as stipulated in the 'Design Manual for Roads and Bridges.

The Department for Transport document 'Inclusive Mobility' – A guide to Best Practice on Access to Pedestrian and Transport Infrastructure' 4:10 – Road Crossings - states that 'Where central refuge islands are provided at a crossing, they must be a minimum of 1500mm in width to be able to cater for wheelchair users but preferably 2000mm in width'

<https://www.gov.uk/government/publications/inclusive-mobility-making...>

Currently there are Traffic Controlled junctions both at Queen's Road and Countesswells Road, where the majority of local amenities are located in and around the Countesswells Shopping Centre, including a Medical Centre, Post Office and Library.

- 3.4 These crossing points would have been installed to cater for pedestrian movements to and from the Countesswells Shopping Area, and as such would have been assessed accordingly for the appropriate crossing at that time.
- 3.5 The Roads Development Management Team have not recommended that pedestrian crossing facilities are installed or upgraded at this location in consultation responses to current planning applications.

3.6 Survey Data

When establishing whether a crossing facility can be justified and what type of crossing would be appropriate, Aberdeen City Council assesses requests based upon an approved policy. This involves an initial desktop study firstly to decide as to whether an on-site survey and assessment is required. This assessment process is based on guidance provided by the Department for Transport. Up to now, this location has only justified a desktop survey in the past, however due to this notice of motion a full survey has been carried out.

- 3.7 A pedestrian survey was carried out where the pedestrian movements were recorded, with a large majority of footfall being mainly dog walkers accessing the remote footpath leading to Johnstone Gardens. Following the interpolation of this data it shows that pedestrian demand was 0.305 (Modified Peak Hour PV^2) and 0.15 (Modified Average PV^2) which both fall well short of the 1.0 which would be the minimum recommended figure for the consideration for the provision of a Controlled Pedestrian Crossing Facility as laid down on the Council's policy. Details of the calculation and results can be seen in Appendix A.

3.8 Accident Statistics

Officers take into account the accident record at the location within the crossing calculation. A three-year period is normally sufficient to gauge any potential trends or concerns, however in this instance a five year period has

been applied due to the impacts of the Coronavirus pandemic. A summary of recorded accidents from July 2017 to date is detailed below:

3.9 There has been one reported collision within the last 5 years involving 2 vehicles which resulted in one casualty. This collision did not involve a pedestrian.

3.10 Conclusion

Currently pedestrians have the option of utilising the existing pedestrian refuge island and also the signalised crossing facilities at the junction with Countesswells Road.

3.11 Whilst Officers appreciate that some pedestrians may experience very slight delays at peak hours when crossing Springfield Road, it has been concluded that the visibility enables pedestrians plenty of opportunity to time their crossing when there is an adequate gap in the traffic in both directions if they perceive the island inadequate for their purposes.

3.12 When considering the above, whilst feasible, officers would have serious concerns with implementing a controlled pedestrian crossing facility at the desired location. Traffic surveys have shown there is insufficient pedestrian demand to justify the provision of a controlled crossing at this location and to implement this facility would set a precedent for providing pedestrian crossing facilities where surveys have shown demand is low. The surveys have concluded that there is no justification identified from surveys and accident records for providing a new crossing point at this location.

3.15 Based on the above it is recommended that no further action be proposed at [this](#) location.

4. FINANCIAL IMPLICATIONS

There are no direct financial implications arising from the recommendations of this report as there was no funding allocated for this crossing. The CWRS budget has been allocated and agreed at the June City Growth and Resources Committee

5. LEGAL IMPLICATIONS

There are no direct legal implications arising from the recommendations of this report.

6. ENVIRONMENTAL IMPLICATIONS

There are no direct environmental implications arising from the recommendations of this report.

7. RISK

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk		No significant risks identified	L	Yes
Compliance		No significant risks identified	L	Yes
Operational		No significant risks identified	L	Yes
Financial		No significant risks identified	L	Yes
Reputational	Criticism of the Council for not making the change requested.	This report has addressed the concerns.	L	Yes
Environment / Climate		No significant risks identified	L	Yes

8. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
	Impact of Report
<p>Aberdeen City Council Policy Statement Programmes in the Policy Statement include assessing the digital needs of the region; increasing the city centre footfall through the delivery of the City Centre Masterplan / Union Terrace Gardens; supporting the Aberdeen Harbour expansion; reviewing the Council</p>	<p>The proposals in this report have no impact on the Council Delivery Plan.</p>

industrial estate to ensure it supports the Regional Economic Strategy; maximising community benefit from major developments, UNICEF Child Friendly accreditation; unleashing the non-oil and gas economic potential of the city; completion of the school estate review; build up existing strength in hydrogen technology etc	
<u>Aberdeen City Local Outcome Improvement Plan</u>	
	The proposals in this report have no impact on the Local Outcome Improvement Plan

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Full impact assessment not required
Data Protection Impact Assessment	Not required.
Other	There are no additional impact assessments completed for this report

10. BACKGROUND PAPERS

- 10.1 Standards for Highways – Design Manual for Roads and Bridges
 Local Transport Note 2/95 -Design of Pedestrian Crossings
 The Department for Transport – A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure

11. APPENDICES

- 11.1 Appendix A – PV² Calculation Details

12. REPORT AUTHOR CONTACT DETAILS

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APPENDIX A – PV2 Calculation Details

Council officers utilise the methods outlined to undertake what is referred to as a PV² survey. This requires both pedestrian movements (P) and traffic flows (V) to be recorded at peak times in order to determine a base figure. Results are then amended to account for other contributory factors such as carriageway width, accident history, local facilities (i.e. schools, shops, clinics etc.) to give an overall figure which is measured using the table as shown below.

Resultant Figures (PV ² x10 ⁻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 central refuge island
Greater than 1.0	Qualifies for the provision of a controlled crossing facility

Table 1

SURVEY RESULTS

Volume and Speed

In this instance we have utilised Speed data carried out in March 2019, pre-covid which is felt suitable to be included in the study. Statistics have shown that to date Post- Covid traffic volumes remain down 20% on pre-covid figures, and therefore it has been decided that pre-covid figures would be more beneficial to be included for use in this report. The results are detailed below.

Springfield Road

Summary of Traffic Volumes and Speed Surveys

Day	Date	Southbound			Northbound			Combined Vol.
		Total Vol.	85 th %ile	Mean Av.	Total Vol.	85 th %ile	Mean Av.	
Wed	13/3/19	4741	31	26	5722	30	26	10463
Thurs	14/3/19	4856	31	26	5722	30	26	10578
Fri	15/3/19	4726	31	26	5606	30	26	10332
Sat	16/3/19	3804	30	26	4477	30	26	8281
Sun	17/3/19	3363	31	27	4121	30	25	7484

General Note: This survey was carried out within a 30mph speed restriction

Table 2

From these volume surveys the highest volumes of traffic at each particular time was used to calculate the PV² with the volumes being used tabulated below for your information.

TIME	VOLUME OF TRAFFIC		
	Direction		TOTAL
	<i>Southbound</i>	<i>Northbound</i>	
8am to 9am	318	494	812
12am to 1pm	343	400	743
1pm to 2pm	317	380	697
4pm to 5pm	452	413	865

Table 3

Pedestrian Survey

A Pedestrian survey was carried out on 20th July 2022, unfortunately, due to limited resources this survey has had to be carried out outwith School term times, with the results recorded below.

TIME	Pedestrian Nos.	
	<i>Direction of Travel</i>	
	<i>Eastwards</i>	<i>Westbound</i>
<i>8am to 9am</i>	8	5
<i>12am to 1pm</i>	13	10
<i>1pm to 2pm</i>	8	6
<i>4pm to 6pm</i>	18	19

Table 4

The PV² result has been calculated using the above data from Table 1, Traffic Volumes and Table 2, Pedestrian Volumes.

PEDESTRIAN CROSSING SURVEY (PV²)

Location: Springfield Road at Craigiebuckler Avenue
 Date and Day: 20th July 2022

TIME (highest hours)	VEHICLES			PEDESTRIANS			PV ² *10 ⁻⁸
	DIRECTION		TOTAL	DIRECTION		TOTAL	
	<u>TOWARDS</u> Queens Road (NB)	<u>TOWARDS</u> North Deeside Road (SB)		<u>TOWARDS</u> Seafield (EB)	<u>TOWARDS</u> Craigiebuckler (WB)		
08:00-09:00	494	330	824	8	5	13	0.08571472
12:00-13:00	452	396	848	13	10	23	0.12697127
13:00-14:00	415	374	789	8	6	14	0.06801326
16:00-18:00	450	452	902	18	19	37	0.27684325
Un-modified Average:							0.13938563

Points Assessment System (Traffic Note 3A)								
a	b	c	d	e	f (i)	(ii)	Factor	
						1	1.1	
<u>Plan of Location</u>				<u>Image of Location</u>			Modified Peak Hour PV ² *10 ⁻⁸	0.305
							Modified Average PV ² *10 ⁻⁸	0.15