

ANGUS COUNCIL

ROADS COMMITTEE

22 NOVEMBER 2001

REQUEST FOR PEDESTRIAN CROSSING
A92 ROSSIE ISLAND ROAD, MONTROSE

REPORT BY THE ACTING DIRECTOR OF ROADS

ABSTRACT

This report considers the request for improved crossing facilities at A92 Rossie Island Road, Montrose.

1 RECOMMENDATION

It is recommended that the Committee agree to the provision of a new Zebra Crossing at Rossie Island Road, relocation of the existing bus shelter and the installation of specialised focused street lighting at the crossing.

2 BACKGROUND

Residents of the Rossie Island Area of Montrose and Ferryden have recently raised a petition for the installation of a controlled (signalised) pedestrian crossing facility at A92 Rossie Island Road, Montrose. There have also been a number of incidents where vehicles have knocked over the existing base-lit bollards and alleged consequential damage to other vehicles over-riding the refuge island prior to the bollards being reinstated.

3 OPTIONS

The following options have been considered and are discussed in detail below:-

- (i) Do nothing.
- (ii) Make adjustments to existing bus shelter.
- (iii) Replace existing refuge islands.
- (iv) Install specialised focused street lighting.
- (v) Remove existing refuge islands and install Puffin pedestrian crossing.
- (vi) Remove existing refuge islands and install Zebra pedestrian crossing.

4 DETAILS

- (i) Do Nothing

Doing nothing is not recommended. The existing central refuge island is in very poor condition and the on-going problem of accidental damage to the bollards will continue.

(ii) Make Adjustments to the Bus Shelter

Immediately prior to the receipt of the requests for a Puffin pedestrian crossing, the Director of Planning and Transport was in the process of arranging a re-configuration of the existing bus shelter. The proposed works involved moving the “doorway” for boarding from its current position to a point further away from the refuge islands. Stationary buses at the stop would then not obstruct the passage of other vehicles. These works have been held back until the request for a light-controlled crossing has been considered.

(iii) Replace Existing Refuge Islands

The existing islands are contained within a road marking hatched area which stretches for the full length of Rossie Island Road and which vehicles should not enter unless in emergency. Despite this the existing refuge islands are in poor condition due to being continually struck by vehicles. This is resulting in the base-lit bollards being knocked over and damage to the plinth kerbing. These islands were programmed to be renewed during the current financial year, and the existing base-lit bollards replaced by “rebound” bollards. Councillor Norrie has requested that the existing islands be removed altogether to prevent the danger posed to vehicles by the kerbed plinths while they are unsigned by bollards (after knock-downs). This however would considerably reduce the protection offered by the island kerbs to pedestrians waiting to cross in the central reserve and is therefore not recommended. Reconstructing the refuge islands with quarter-round kerbing would reduce the accidental damage currently being inflicted on the existing full profile kerbed islands. It would however do nothing to prevent the bollards being knocked over and would in fact reduce the protection for pedestrians provided by the existing islands.

(iv) Install Specialised Street Lighting

It is possible to install specialised lighting at the crossing to give a ‘carpet’ of light focused on the crossing point, in order to illuminate the refuge island better. Thus, even if the base-lit bollards are knocked over, the island would still be illuminated. This would hopefully reduce the incidence of accidental damage. Also, pedestrians using the crossing would be directly illuminated during the hours of darkness, thus increasing pedestrian safety.

(v) Provision of Puffin Pedestrian Crossing

The local community has requested that a light-controlled (Puffin) pedestrian crossing be installed to replace the existing refuge islands. A petition containing 189 signatures in support of the crossing has been received by the Acting Director of Roads and a letter from the Ferryden and Craig Community Council has also been received in support of the requested crossing and the petition. A letter has been received from the owner of the shop near to the crossing stating that he does not support the installation of the crossing. He considers that any reduction in parking will affect the viability of his business.

Pedestrian/vehicle conflict surveys have been carried out to assess the degree of difficulty in crossing the road at the locus of the existing crossing. The results indicate that the existing central refuge islands are well used, and are providing the assistance required for pedestrians to cross the road. As pedestrians can cross one traffic stream at a time, the maximum delay for pedestrians measured by the survey team was 30 seconds. This indicates that there is no significant difficulty in crossing. A statistical analysis of the traffic flows shows that the pedestrian/vehicle conflict is sufficiently high to indicate that a pedestrian facility is required, but the results obtained were within the range required for a central island or a Zebra crossing. There are no reported pedestrian accidents in the last 3 years. It is therefore not recommended that a light controlled (Puffin) crossing be installed.

(vi) Provision of a Zebra Pedestrian Crossing

The statistical analysis of pedestrian/traffic flows at the locus confirmed that the pedestrian/vehicle conflict fell within the range for which Zebra crossings are justified and effective. The site satisfies the road layout requirements for Zebra crossings (lack of road curvature, distance from junctions, speed restricted, visibility, etc).

In these circumstances a Zebra crossing offers a cost-effective solution which has an inherent traffic calming effect. However, in order to improve conspicuity of the Zebra crossing beacons and also address the problem of repeated accidental damage to the pedestrian refuge island it is proposed to provide footway build-outs, remove the refuge islands, reduce the road crossing width and provide the specialised lighting at the crossing (see Option 4 above).

5 **PREFERRED SOLUTION**

The preferred solution is the provision of a Zebra crossing combined with specialised “carpet” lighting and alterations to the existing bus shelter (Options 2, 4 and 6 in combination). An indicative layout of the proposed crossing is shown on the attached plan.

6 **FINANCIAL IMPLICATIONS**

The overall cost of the preferred solution is £10,000.

The proposed re-configuration of the existing bus shelter has already been allowed for in the Planning and Transport Revenue Budget for the current year.

The cost of the specialised street lighting can be contained within the Street Lighting Revenue Budget for the current financial year.

The cost of the proposed Zebra crossing and associated footway works can be contained in the CFCR allocation for Traffic Signals and Pedestrian Crossings in the current financial year.

7 HUMAN RIGHTS IMPLICATIONS

There are no human rights implications arising from the proposals in this report.

8 CONSULTATION

The Chief Executive, the Director of Law and Administration, the Director of Finance and the Director of Planning and Transportation have been consulted in the preparation of this report.

9 CONCLUSION

The installation of a light-controlled (Puffing) pedestrian crossing is not justified in this case. However, the provision of a Zebra crossing combined with specialised lighting and adjustments to the existing bus shelter will provide a cost-effective improvement to the pedestrian crossing facilities at Rossie Island Road, Montrose.

R W McNeil
ACTING DIRECTOR OF ROADS

NOTE:

No background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) were relied on to any material extent in preparing the above Report.

FDCN/JSG
5 November 2001
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