

REPORT TO GARIOCH AREA COMMITTEE – 12 NOVEMBER 2019

PEDESTRIAN CROSSING, BURN LANE, INVERURIE

1 Reason for Report / Summary

- 1.1 To provide the Committee an opportunity to review options for the location of a formal pedestrian crossing in Burn Lane, Inverurie and approve the Committee's preferred option.

2 Recommendations

The Committee is recommended to: approve one of the options for the location of the formal crossing on Burn Lane, Inverurie as detailed in Appendix 3;

3 Purpose and Decision Making Route

- 3.1 The purpose of the report is to provide the Committee with an update regarding progress toward the installation of a formal pedestrian crossing facility on Burn Lane, Inverurie which will improve the accessibility for pedestrians moving between the main town centre and the car park, retail area and rail station to the north of Burn Lane.
- 3.2 The provision of a crossing in Burn Lane was identified as an action as part of the Inverurie Integrated Travel Town (ITT) masterplan document. The ITT is a 5-year masterplan that was developed with considerable consultation and feasibility studies to identify interventions to improve active travel opportunities in the Inverurie area.
- 3.3 The Inverurie ITT was approved by Garioch Area Committee on 19 June 2018 (item 8). The provision of a crossing on Burn Lane is identified within the ITT as a deliverable in year 2 of the masterplan.

<http://committees.aberdeenshire.gov.uk/committees.aspx?commid=6&meetid=18905>

4 Discussion

- 4.1 A request for a formal crossing point on Burn Lane, Inverurie has been desired from the community and Elected Members for some time. It was highlighted as part of the development of the Inverurie ITT and an assessment was carried inline with Road Policy Note 15 – Assessment of Pedestrian Crossings. The result of this assessment was the site met the requirements for a zebra crossing.
- 4.2 Two potential locations have been identified for the location of a formal crossing point and these are shown in Appendix 3. Option one would position the crossing midway between the junction with Station Road and the junction at the

entrance to the car park. Option two is located at the existing dropped kerbs near the junction with Station Road.

- 4.3 The location for option 1 is closer to the desire line for customers crossing between the main town centre and the car park and retail units to the north of Burn Lane. Positioning the crossing at this location avoids conflict with traffic using the car park junction and also the access to the loading area to the south of Burn Lane. Locating the crossing here would require the removal of on street parking, 3 spaces, situated on the south side of Burn Lane. It is estimated that the cost of this option will be £30,000 as it is recommended that build outs are included to narrow the carriageway at this location to provide additional traffic calming as well as providing increased footpath width.
- 4.4 The location for option two is situated further from the desire line highlighted in the assessment survey for customers crossing Burn Lane, however has the advantage of retaining the on street parking that would be required to be removed to progress option 1. It is estimated that the cost of this option would be £20,000.
- 4.5 The drawings provided are indicative only of the options for locating the formal crossing point. Further work will be required to developed the Committee's preferred option to detail design stage. It is anticipated that design work would be completed by end of December 2019 to allow a tender process to be carried out in early 2020. Construction of the crossing would be completed by end of May 2020.

5 Council Priorities, Implications and Risk

- 5.1 This report helps deliver against the following Council Priorities:

Council Priority 2 - Have the best possible transport and digital links across our communities;

Council Priority 5 - Encourage active lifestyles and promote well-being with a focus on obesity and mental health;

Council Priority 11 - Protect our special environment, including tackling climate change by reducing greenhouse gas emissions.

- 5.2 This report helps deliver against actions contained within the Integrated Travel Town Masterplan for Inverurie:

<https://www.aberdeenshire.gov.uk/roads-and-travel/transportation/integrated-travel-towns/>

- 5.3 The table below shows whether risks and implications apply if the recommendation(s) is(are) agreed.

Subject	Yes	No	N/A
Financial	X		
Staffing		X	
Equalities	EIA attached as appendix 1		
Fairer Scotland Duty		X	
Town Centre First	TCFP impact assessment attached as appendix 2		
Sustainability		X	
Children and Young People's Rights and Wellbeing		X	

5.4 An equality impact assessment has been carried out as part of the development of the proposals set out above. It is included as Appendix 1 and

- there is a positive impact for elderly and disabled customers in that the provision of a crossing will assist with crossing the road.

5.5 The Financial implications are anticipated to be approximately £30,000 for proposal one and £20,000 for proposal 2. More robust costs will be developed as part of the detail design process. This cost can be accommodated within the Walking and Cycling Initiatives allocation of the Capital Plan.

5.6 The following Risks have been identified as relevant to this matter on a Corporate Level:

- ACORP001 – Budget Pressures – this is mitigated by ensuring that the budget for the project has been allocated with a relevant project code.

The following Risks have been identified as relevant to this matter on a Strategic Level:

- ISSR001 – Active Travel – the report recommendation will assist in encouraging walking and cycling within Inverurie town centre by giving priority to non-motorist users for crossing Burn Lane.

6 Scheme of Governance

6.1 The Head of Finance and Monitoring Officer within Business Services have been consulted in the preparation of this report and their comments are incorporated within the report and are satisfied that the report complies with the Scheme of Governance and relevant legislation.

6.2 The Committee is able to consider and take a decision on this item in terms of Section B1.1 of the List of Committee Powers in Part 2A of the Scheme of

Governance as the matter relates to the Garioch Area and is not otherwise delegated to any other committee.

Stephen Archer
Director of Infrastructure Services

Report prepared by Martin Hall, Strategy Manager
Date 28 October 2019

List of Appendices –
Appendix 1 – Equality Impact Assessment
Appendix 2 – Town Centre First Impact Assessment
Appendix 3 – Location Options

EQUALITY IMPACT ASSESSMENT

EIA Version	Date	Author	Changes
Version 1	24/10/2019	Martin Hall	

Stage 1: Title and aims of the activity (“activity” is an umbrella term covering policies, procedures, guidance and decisions including those that affect services the council delivers).	
Service	Infrastructure Services
Section	Transportation
Title of the activity etc.	Pedestrian Crossing, Burn Lane, Inverurie
Aims and desired outcomes of the activity	To improve access for non-motorised users within Inverurie Town Centre by providing a formal crossing point on Burn Lane, Inverurie
Author(s) & Title(s)	Martin Hall, Strategy Manager

Stage 2: List the evidence that has been used in this assessment and explain what it means in relation to the activity you are assessing.		
Evidence	What does it say?	What does it mean?
Internal data (customer satisfaction surveys; equality monitoring data; customer complaints).	<ul style="list-style-type: none"> • Design Manual for Roads and Bridges; • Road Policy Note 15 – Pedestrian Crossing Assessment Policy; • Inverurie Integrated Travel Town Masterplan; 	<p>The design manual sets out the standards and criteria that will be used to ensure that the Activity will be built to correct standards.</p> <p>Road Policy Note sets out the criteria for assessment of the Policy to determine if a crossing point is required.</p> <p>Integrated Travel Town is the masterplan document for developing active travel within Inverurie. It was subject to community consultation during its development and highlighted a desire for a crossing point on Burn Lane</p>

Internal consultation with staff and other services affected.	Roads Standards Group Garioch Roads Garioch Area Office	
External consultation (partner organisations, community groups, and councils).	Community Consultation as part of ITT preparation; Community Council Consultation as part of ITT Preparation.	These consultations helped shape the ITT document and included a desire to install a crossing point on Burn Lane
External data (census, available statistics).	Not applicable for this Activity	
Other (general information as appropriate).	N/A	

Stage 3: Evidence Gaps.	
Are there any gaps in the information you currently hold?	No, however further consultation will be undertaken once proposals are moved to the design stage and will be carried out prior to construction.

Stage 4: Measures to fill the evidence gaps.		
What measures will be taken to fill the information gaps before the activity is implemented? These should be included in the action plan at the back of this form.	Measures:	Timescale:
	N/A	

Stage 5: What steps can be taken to promote good relations between various groups/areas?	
These should be included in the action plan.	Not applicable for this Activity

Stage 6: How does the policy/activity create opportunities for advancing equality of opportunity?

The Activity is a simple construction project and does create opportunities for advancing equality of opportunity.

Stage 7a:

Are there potential impacts on protected groups?

The protected groups covered by the equality duty are: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

Who is affected by the activity or who is intended to benefit from the proposed activity and how?
Complete the table below for each protected group by inserting "yes" in the applicable box/boxes below.

	Positive	Negative	Neutral	Unknown
Age – Younger/Older			Yes	
Age - Older	Yes			
Disability	Yes			
Race – (includes Gypsy Travellers)			Yes	
Religion or Belief			Yes	
Sex			Yes	
Pregnancy and maternity			Yes	
Sexual orientation – (includes Lesbian/ Gay/Bisexual)			Yes	
Gender reassignment – (includes Transgender)			Yes	
Marriage and Civil Partnership			Yes	

Stage 7b: Do you have evidence or reason to believe that this policy, activity etc. will or may impact on socio-economic inequalities?

This is about trying to be fair to everyone. Part of that is realising that not everyone may be starting at the same place. Some individuals and families may have low income, may have very little or no savings which means they are living from month to month therefore changes to council policies/services may have a greater adverse impact on them.

On this basis you should consider potential impacts on individuals/families by:

- Place: on specific vulnerable areas or communities (SIMD, regeneration, rural) e.g. housing, transport.
- Pockets: household resources, (Income, benefits, outgoings) ability to access a service
- Prospects: peoples life chances e.g.access to, or ability to access: employment, training, services (such as council or health) or support.

Groups of people who may be impacted include, but not limited to:

<ul style="list-style-type: none"> • Unemployed • Single parents and vulnerable families • People on benefits • Those involved in the criminal justice system • People in the most deprived communities • People who live in rural areas 	<ul style="list-style-type: none"> • Pensioners • Looked after children • Carers including young carers • Veterans • Students • Single adult households • People who have experienced the asylum system 	<ul style="list-style-type: none"> • Those leaving the care setting including children and young people and those with illness • Homeless people • People with low literacy/numeracy • People with lower educational qualifications • People in low paid work • People with one or more protected characteristic
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Please complete by inserting "yes" in the applicable box/boxes below.

Socio-economic disadvantage	Positive	Negative	Neutral	Unknown
Pockets: Low income/income poverty – cannot afford to maintain regular payments such as bills, food, clothing			Yes	

Pockets: Low and/or no wealth – enough money to meet basic living costs and pay bills but have no savings to deal with any unexpected spends and no provision for the future			Yes	
Pockets: Material deprivation – being unable to access basic goods and services i.e. financial products like life insurance, repair/replace broken electrical goods, warm home, leisure and hobbies			Yes	
Place: Area deprivation – where you live, where you work			Yes	
Prospects: Socioeconomic background – social class i.e. parents education, employment and income , educational achievement.			Yes	

Stage 8: What are the positive and negative impacts?		
Impacts.	Positive (describe the impact for each of the protected characteristics affected)	Negative (describe the impact for each of the protected characteristics affected)
Please detail the potential positive and/or negative impacts you have highlighted above. Detail the impacts and describe those affected.	The provision of formal crossing that gives priority to pedestrians will assist customers who are less mobile to cross Burn Lane with more confidence.	

Stage 9: Have any of the affected groups/areas been involved, engaged with or consulted?

If yes, please give details of how this was done and what the results were. If no, how have you ensured that you can make an informed decision about mitigating steps?

consultation carried out as part of the ITT development and further consultation will be carried out prior to construction once proposals have moved to the design phase.

Stage 10: What mitigating steps will be taken to remove or reduce negative impacts?

	Mitigating Steps	Timescale
These should be included in any action plan at the back of this form.	None	

Stage 11: What monitoring arrangements will be put in place? How the EIA will be used to monitor the proposal

These should be included in any action plan (for example customer satisfaction questionnaires).

Not required

Stage 12: What is the outcome of the Assessment?

Please complete the appropriate box/boxes	1	No negative impacts have been identified –please explain.
	No negative impacts on protected characteristics have been identified. The Activity is simple construction project and will be designed in accordance to national and council standards to ensure compliance with DDA requirements.	
	2	Negative Impacts have been identified, these can be mitigated - please explain. * Please fill in Stage 13 if this option is chosen.
	None	
	3	The activity will have negative impacts which cannot be mitigated fully – please explain. * Please fill in Stage 13 if this option is chosen
	None	

* Stage 13: Set out the justification that the activity can and should go ahead despite the negative impact.

Not applicable

Stage 14: Sign off and authorisation.

Sign off and authorisation.	1) Service and Team	Infrastructure Services, Transportation	
	2) Title of Policy/Activity	Pedestrian Crossing, Burn Lane, Inverurie	
	3) Authors: I/We have completed the equality impact assessment for this policy/activity.	Name: Martin Hall Position: Strategy Manager Date: 24/10/2019 Signature:	Name: Position: Date: Signature:
		Name: Position: Date: Signature:	Name: Position: Date: Signature:
	4) Consultation with Service Manager	Name: N/A Date:	
	5) Authorisation by Director or Head of Service	Name: Ewan Wallace Position: Head of Transportation Date:	Name: Position: Date:
	6) If the EIA relates to a matter that has to go before a Committee, Committee report author sends the Committee Report and this form, and any supporting assessment documents, to the Officers responsible for monitoring and the Committee Officer of the relevant Committee.		
7) EIA author sends a copy of the finalised form to: equalities@aberdeenshire.gov.uk			Date:



APPENDIX 2

TOWN CENTRE FIRST IMPACT ASSESSMENT (TCFIA)

Aberdeenshire Council recognises that town centres have an important role to play in the sustainable development of local economies.

The Town Centre First Impact Assessment (TCFIA) allows officers in all services to identify the detrimental and beneficial effects that decisions we take may have on our town centres. It will allow officers to consider any implications that council decisions may have on Aberdeenshire's key town centres. Examples of this include changes to: the provision of civic and community facilities, employment land, retail, residential buildings, cultural assets, transportation, leisure and tourism.

A Town Centre Ambassador has been nominated within your service, you can locate your Town Centre First Ambassador through the Town Centre First Principle Arcadia pages.

Project Information	
Title of Committee Paper	Pedestrian Crossing, Burn Lane, Inverurie
Service	Infrastructure Services
Department	Transportation
Author	Martin Hall
Have you consulted your Town Centre First Ambassador?	N/A

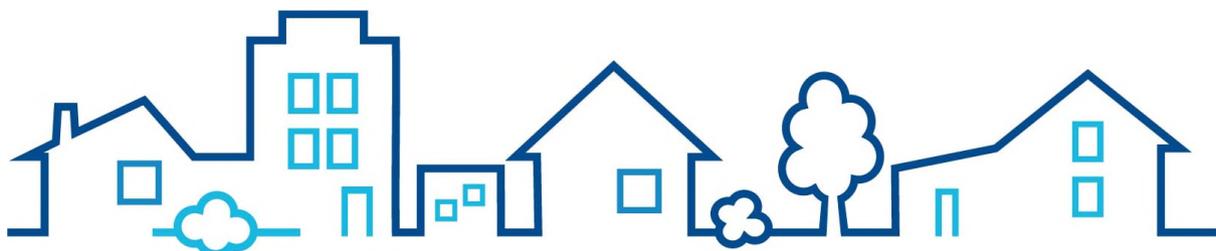
- 1) Could your Project Paper cause an impact in one (or more) of the identified town centres? – Peterhead, Fraserburgh, Inverurie, Westhill, Stonehaven, Ellon, Portlethen, Banchory, Turriff, Huntly, Banff, Macduff.

Yes – an impact in Inverurie

- 2) If approved would your project cause an impact (either positive or negative) with regards to the footfall of any of these town centres?

A possible positive impact in that accessibility of non-motorised users will be improved in the Burn Lane area.

A possible minor negative impact as one option would be to remove 3 on street parking spaces to accommodate the crossing.





3) Please describe the aims of the committee paper?

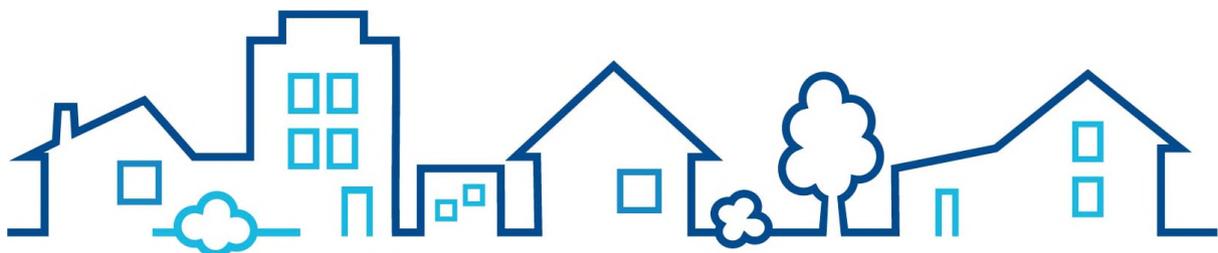
Consider the options for a location for a formal crossing point on Burn Lane, Inverurie.

4) What are the positive and negative impacts?

Impact	Describe the positive impact?	Describe the negative impact?
Improved access for non-motorist users.	Pedestrians and other non-motorised users will now have a priority crossing on Burn Lane improving access between the retail area, rail station and car park to the north of Burn Lane and the main town centre	
Small loss of on street parking on Burn Lane	Improved visibility for pedestrians.	Reduced parking on Burn Lane.

5) What mitigating steps will be taken to reduce or remove negative impacts? If none see Q6

Mitigating Steps	Timescale
1) None	



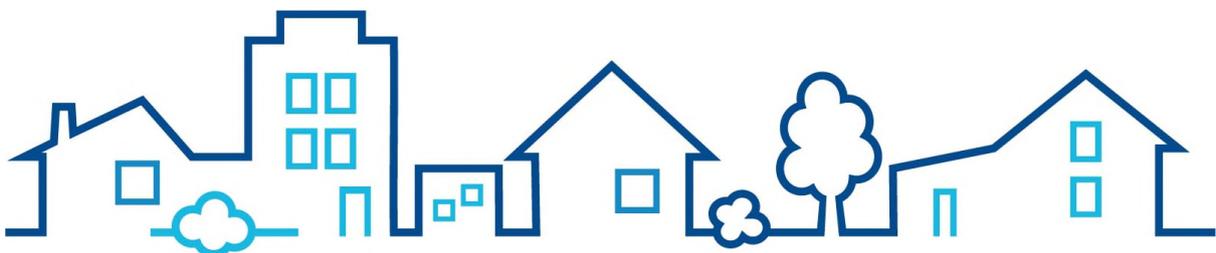


- 6) Set out the justification that the activity can and should go ahead despite the negative impact.

One option for the location of the crossing requires the removal of on street parking to accommodate the construction.

If this option is chosen, it should still go ahead as although there is a negative impact in the small reduction of on street parking, there is a positive impact in that the location is more suited to the desire line for pedestrians crossing Burn Lane. In addition, the removal of on street parking at this location will improve visibility and provide a more pleasant environment for non-motorised users.

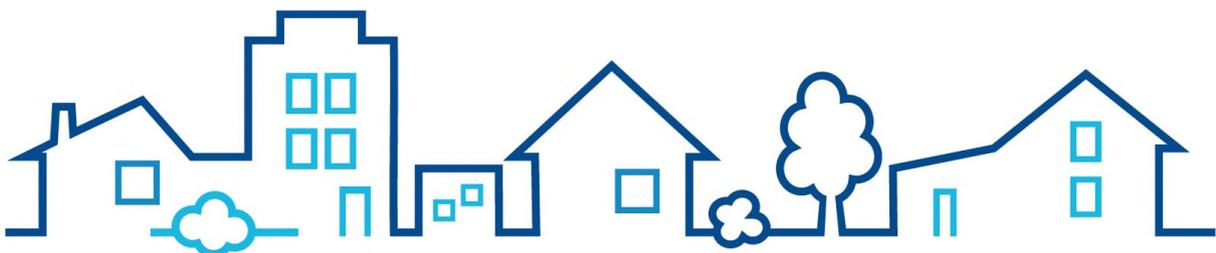
There are alternative parking locations within the immediate vicinity of the area where parking would be removed and none of the removed parking are disabled spaces.

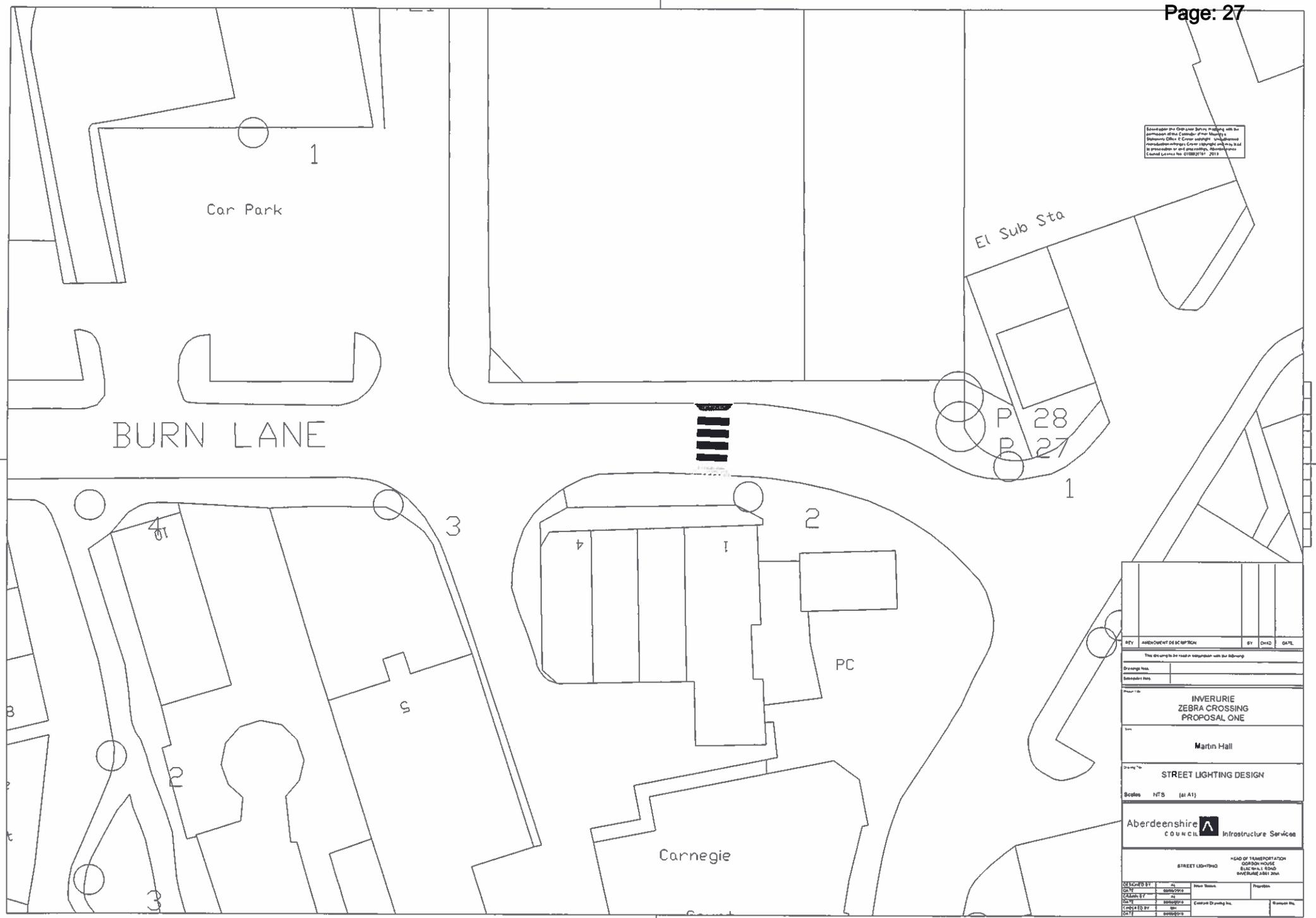




Question 7: Sign off and Authorisation

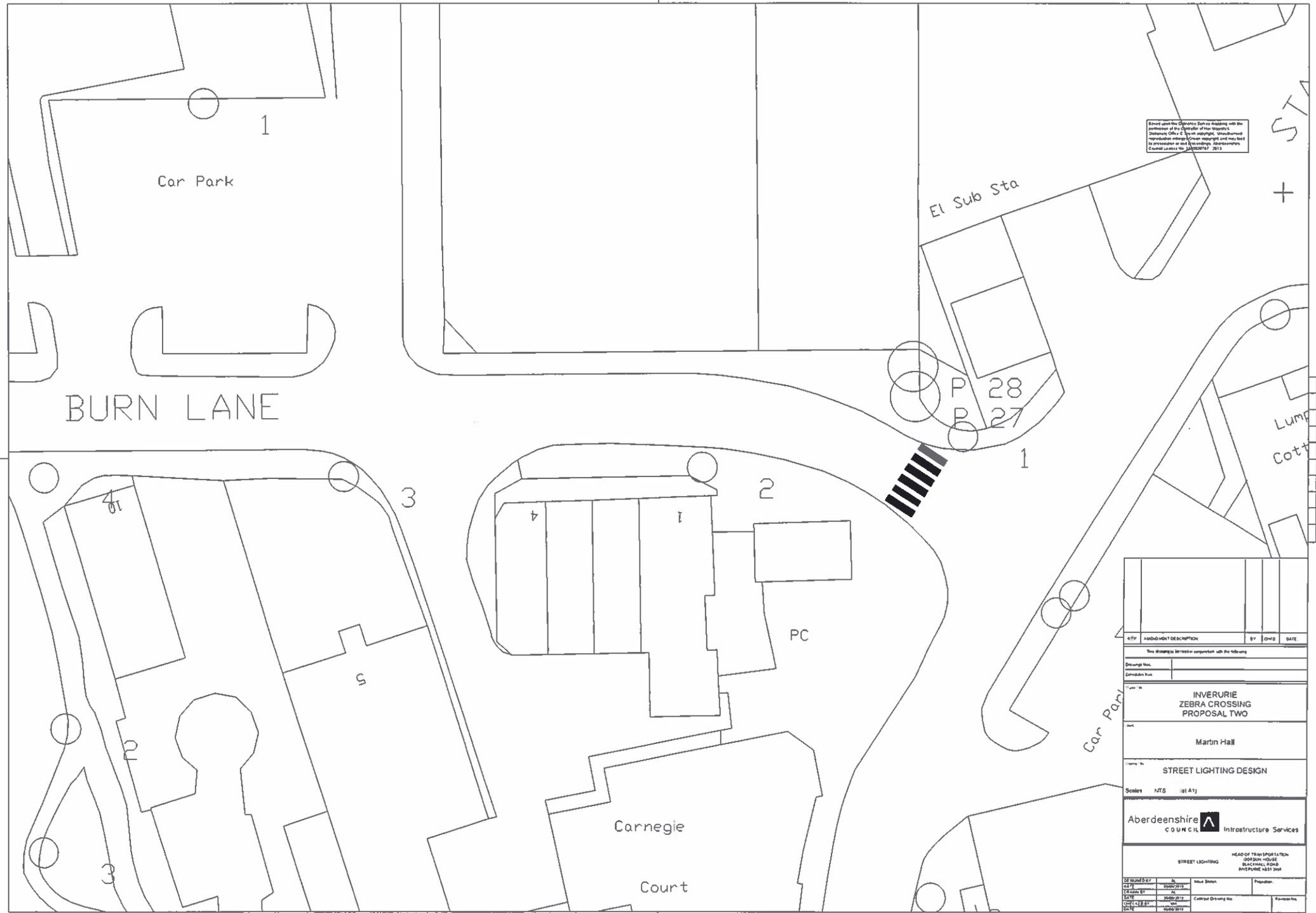
<p>3) Author: I have completed the TCIA impact assessment for this policy/ activity.</p>	<p>Name: Martin Hall Position: Strategy Manager Date: 23 October 2019 Signature:</p>
<p>4) Consultation with Service Manager</p>	<p>Name: N/A Position: Date:</p>
<p>5) Authorisation by Director or Head of Service</p>	<p>Name: Ewan Wallace Position: Head of Transportation Date:</p>
<p>6) Have you consulted with your Town Centre First Ambassador?</p>	<p>.</p>
<p>7) TCFIA author sends a copy of the finalised form to: tcfia@aberdeenshire.gov.uk</p>	<p>Date Sent:</p>





Drawn upon the Data Line Survey provided with the permission of the Controller of the Ministry of Transport Office. It covers existing conditions and is not intended to be used for any other purpose. Responsibility is assumed by the Controller of the Ministry of Transport.

REV	DESCRIPTION	BY	CHKD	DATE
This drawing to read in conjunction with the following				
Drawing No.				
Submission No.				
Project No.				
INVERURIE ZEBRA CROSSING PROPOSAL ONE				
Site				
Martin Hall				
Drawing No.				
STREET LIGHTING DESIGN				
Scale: NTS (at A1)				
Aberdeenshire Council				Infrastructure Services
STREET LIGHTING				
HEAD OF TRANSPORTATION COUNCIL HOUSE BLACKHALL ROAD DUNDEE DD1 1AA				
DESIGNED BY	DATE	Drawn By	Checked By	Project No.
CHECKED BY	DATE			



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APP	ANNO/NO/1	DESCRIPTION	BY	DATE
This drawing is for information only and does not constitute a contract.				
Drawing No.				
Contract No.				
INVERURIE ZEBRA CROSSING PROPOSAL TWO				
Martin Hall				
STREET LIGHTING DESIGN				
Scale: 1:75 (at A1)				
Aberdeenshire COUNCIL			Infrastructure Services	
STREET LIGHTING				
HEAD OF TRANSPORT COUNCIL BUSINESS UNIT INVERURIE				
DESIGNED BY	DATE	SCALE	PROJECT	PROVIDER
BY	2013/11/15	1:75 (at A1)	Central Driveway No.	Equipment
DATE	2013/11/15	1:75 (at A1)	Central Driveway No.	Equipment
DATE	2013/11/15	1:75 (at A1)	Central Driveway No.	Equipment