

[REDACTED]

From: [REDACTED] <[REDACTED]@aberdeenshire.gov.uk>
Sent: 06 December 2017 10:47
To: [REDACTED]; [REDACTED]
Cc: [REDACTED]; TransportationCons
Subject: For Information: Aberdeenshire Transportation Position, AFC Footbridge at Kingsford
Attachments: AFC Footbridge Response Final.pdf

Morning Guys,

Just for your information, we have taken an internal position for our planners on the Kingsford footbridge proposal.
Please find attached.

Best Regards

[REDACTED]
[REDACTED]

Infrastructure Services

Aberdeenshire Council

Woodhill House

Westburn Road

Aberdeen

[REDACTED]

[REDACTED]@aberdeenshire.gov.uk

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Dh'fhaodadh fiosrachadh sochaire, a tha a-mhàin airson an neach gu bheil am post-dealain air a chur, a bhith an seo. Ma tha thu air am post-dealain fhaighinn mar mhearachd, gabh ar leisgeul agus cuir fios chun an neach a chuir am post-dealain agus dubh às am post-dealain an dèidh sin. 'S e beachdan an neach a chuir am post-dealain a tha ann an gin sam bith a thèid a chur an cèill agus chan eil e a' ciallachadh gu bheil iad a' riochdachadh beachdan Chomhairle Obar Dheathain.



MEMORANDUM

To: [REDACTED], Roads Development Manager, Aberdeenshire Council.
[REDACTED], Planning Service, Aberdeenshire Council.

Date: 24th November 2017

From: [REDACTED], Civil Engineer, Infrastructure Services - Transportation, Woodhill House, Aberdeen

Our Ref: DOR/H/1/190/3/1

Ext No: [REDACTED]

Your Ref: 170021/DPP

**APP/2016/1426 Kingsford Football Stadium Application, Kingsford, Aberdeen.
Aberdeenshire comments on Update from Fairhurst Consultants dated April 24th 2017.**

This response is prepared in respect of the latest Footbridge proposal prepared by Fairhurst on behalf of Aberdeen Football Club to facilitate pedestrian crossing over the A944 to and from the proposed Kingsford stadium (170021/DPP).

AFC and Fairhurst maintain that this footbridge is sufficient for an attendance of 20,000 on their previously generated numbers for pedestrians for Arnhall generating a demand of 3,380 on the footbridge. Aberdeenshire Council Transportation Team has, however, a number of concerns in respect of the assumptions that have been made and the assessment technique used:

1. The calculations provided cite the Hydro SSE Arena in Glasgow as a suitable comparison site. The Hydro SSE Arena is based in an urban conurbation with different parking requirements. The SSE footbridge has been designed to be able to carry more than the maximum capacity of the Arena which is 13,000 seats. Comparison usage/time profiles have not been provided to assess if this venue is similar in operation to the proposed football stadium. There is a lack of background and justification, given the difference in venue type, capacity and percentage of attendees using the bridge facilities.
2. The proposed Aberdeen Kingsford Stadium has a maximum capacity of 20,000, with the claim that this will generate **3,380** footbridge users. A tally of the maximum numbers of users of Arnhall for a maximum attendance (and hence maximum generation) are as follows:
 - a. 600 cars with 3 passengers – 1800 people trips
 - b. Taxi drop-off/pickups – 413 people trips

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- c. Existing Stagecoach capacity – 280 people trips
- d. Additional Stagecoach capacity – 20 coaches at 70 capacity – 1400 people trips
- e. Total People generated for maximum attendance – **3,893**

Therefore the estimate of 3,380 footbridge users is not a robust worst case scenario figure for the analysis.

3. There is also a lack of clarity about the arrival timings which might affect the ability of the bridge to accommodate the maximum anticipated footfall. Although it is stated that the departure profile is 30 minutes, experience would suggest that a football crowd will have an intense period immediately before and after matches seeking to use the bridge (even with the proposed Fan Zone facility on the stadium side), posing a risk that the bridge will be operating above the stated flow capacity. It is unrealistic to assume that usage will be uniform and there is no apparent spare capacity to deal with crowd surges.
4. There are safety concerns about the footbridge design as proposed at Kingsford:
 - a. The Hydro SSE Bridge crosses the Clydeside Expressway which has no footways or pedestrian access due to barriers, a large level height difference to road carriageway and no footway provision. There the SSE Bridge provides the only option to cross at this point.

If there are queues getting onto the proposed Kingsford Stadium footbridge, there will be a strong temptation for pedestrians to climb over a standard height railings alongside the A944 and walk across the road. This is clearly not safe.

Without sufficient controls a significant proportion of pedestrians are likely to do this as the currently proposed bridge access arrangement is potentially a less direct walking route than crossing over the barriers and the A944 dual carriageway.

- b. The Hydro SSE Bridge has ramped access, which facilitates cycle and disabled crossing. The design provided for Kingsford has stepped access only which is counter to the national standards and providing equal access requirements for all users. The bridge design should be reviewed to cater for all users, including mobility impaired groups, and to ensure that the clear pedestrian desire line is to use the bridge and not attempt cross the busy A944 dual carriageway in large numbers. This is likely to require a significant rethink of the pedestrian access on routes on approach to the bridge structure with ramps leading into the stadium site and the car parking areas on the west (opposite) side of the A944.
 - c. The SSE bridge is a fully enclosed bridge, which prevents items being dropped onto the traffic below. This has not been designed into the Kingsford Bridge, which poses a safety risk to traffic using the A944.
5. Parking allowance in Arnhall business parks. The pedestrian figures quoted above are based on the figures given in previous applicant submissions. This assumes that only 600 car parking spaces will be available in Arnhall on match day, based entirely upon the level of informal agreements made between the Club and some businesses

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within Arnhall. A typical match day occurs on a Saturday or Sunday, when the nearly all of the parking spaces in the Arnhall business parks (around 2,200 spaces) will be empty. As we have consistently stated, and also clearly applies when considering the capacity of a pedestrian footbridge, without controlled gated access to individual car parks in Arnhall on matchdays, there is no practical means by which Aberdeen Football Club can prevent supporters from parking in these spaces. We consider that the availability of a large number of parking spaces close to the stadium will inevitably result in traffic levels being greater than what has been assessed in the TA leading to parking numbers and thus pedestrian flows over the proposed bridge being significantly higher than the assumed maximum used in the latest analysis. This would intensify the anticipated problems identified above and we are yet to see a practical proposal that fully addresses this issue.

6. Controlled Parking Zone (CPZ) -There has been no clear information given on the CPZ in Westhill and how it is to operate. Police Scotland also has not given a firm commitment that they would be able to enforce the CPZ effectively. This poses a risk that parking in Westhill generally could have a further impact upon the usage of the footbridge (i.e. increased footfall via A944 exit), to an extent that is unknown and has not been quantified.

Conclusion

Aberdeenshire Council Transportation is **not satisfied** that the footbridge as proposed is developed or designed to an acceptable level to accommodate the required level of pedestrian transit over the A944.

This is due to the reasons stated above:

- Assumptions in the Transport Assessment with regards to the level of traffic generation do not fully reflect the potential traffic levels or resulting pedestrian flows associated with the full extent of available parking in Arnhall or lack of delivery/enforcement of a CPZ in Westhill.
- Additional supporting information is deemed to be both insufficient and inappropriate (Comparison to the Glasgow SSE Hydro footbridge) to address the clear risk of there being a significantly higher number of pedestrians crossing the A944 than has been assessed.
- The lack of compliance with national standards presents a dis-incentive of use with regards to the proposed users, especially with regards to disabled users.
- There is no form of crowd control designed into the layout of the footbridge.

[REDACTED]

[REDACTED]

Civil Engineer - Transportation

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