

COMMITTEE: **Environment, Planning and Infrastructure**

DATE: **15<sup>th</sup> March 2011**

DIRECTOR: **Gordon McIntosh**

TITLE OF REPORT: **Various small scale traffic management and development associated proposals (New Works)**

REPORT NUMBER: **EPI/11/019**

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## **1. PURPOSE OF REPORT**

This report is to advise Committee of the need for various small scale traffic management measures identified by officers, residents, local members, emergency services, etc and verified as necessary through surveys by officials. It also brings forward proposals associated with new development as part of the development management process. In addition to these measures, this report also includes proposals for individual parking spaces for Blue Badge holders which now require to be progressed through the normal legal process for the required Traffic Regulation Order.

## **2. RECOMMENDATION(S)**

That the Committee:

1. Approve the proposals in principle
2. Instruct the appropriate officers to commence the necessary legal procedures of preliminary statutory consultation for the traffic regulation orders required as described in this report. If no significant objections are received, then progress with the public advertisement and report the results to a future meeting of this Committee.
3. Instruct the appropriate officers to commence the combined statutory consultation for the traffic regulation order for the list of Blue Badge parking spaces and report back to a future meeting of this Committee.

## **3. FINANCIAL IMPLICATIONS**

The current Five Year Savings Plan has identified savings from the Road Safety and Traffic Management capital budget. There will also be a comprehensive review of the Capital Plan which could result in proposals that are put forward at this time not being progressed due to the budget constraints.

Locations marked with circular bullet points (●) are to be funded from the “Cycling, Walking, Safer Streets” grant-funded budget beyond 2010/11, otherwise they will be withdrawn and placed on a priority list for when future funding becomes available.

The cost of these proposals is estimated at **£1675**.

Those marked with a diamond (❖) will be entirely funded by the developer and those marked with an arrow (➤) are to be funded from the current disabled parking revenue budget.

Initial implementation costs for disabled spaces is estimated at **£2104 (approx £263 per space)** for this cycle.

Some of these spaces will require to be relined approximately every 10 years at a cost of about £100 per space and some will require removal before this time at a cost of about £108 per space.

Funding is available within the disabled parking revenue budget to implement these proposals.

#### 4. OTHER IMPLICATIONS

There is a risk that any approved traffic regulation orders may have to re-enter the legislative process if they are unable to be implemented within the statutory implementation time of 2 years from the start of public consultation if funding is insufficient.

#### 5. BACKGROUND/MAIN ISSUES

There are traffic management proposals for seven locations brought forward during the course of routine examination of road safety and traffic flows and one proposal resulting from a request from a developer.

There are also 12 applications for blue badge spaces which meet the current criteria.

<b>Key:</b>
● Funded from the Cycling, Walking, Safer Streets grant funded budget
❖ Funded by the developer
➤ Funded from the current Disabled Parking revenue budget
○ No funding required

- **The following proposals will be funded from Cycling, Walking, Safer Streets budget**

- **Cairn Road, Peterculter** – Proposed “At any time” waiting restrictions

Following concerns raised by residents through their elected member site visits were made to Cairn Road where it joins the North Deeside Road with regard to parking dangerously close to the junction. This parking in effect forces southbound traffic onto the “wrong” side of the road to meet vehicles turning into Cairn Road. It is proposed to implement “At any time” waiting restrictions on both sides of Cairn Road and onto North Deeside Road to remove this vehicle conflict.

The proposals are indicated on the plan below.

- Implementation cost £385
- Estimated maintenance cost £385 after 5 years.

Ward – (9) Lower Deeside

Elected members – Boulton, Malone, Milne

- **Great Northern Road/Anderson Road** – Prohibition of right-turns into Anderson Road

Ongoing reviews of current restrictions indicate that the current traffic regulation order for the prohibition of right turn from Great Northern Road into Anderson Road does not accurately reflect the restrictions currently in place. It is proposed to bring the order into line with the restrictions thereby having no material change to the current traffic movements.

The proposals are indicated on the plan below.

- Implementation cost £200
- Estimated maintenance cost £200 after 25 years.

Ward – (5) Hilton/Stockethill

Elected members – Adam, Fletcher, Kirsty West

- **Greenbank Place** – Proposed “At any time” waiting restrictions

Officers have been contacted by a business located in Greenbank Place with regard to difficulties being experienced by HGV drivers in accessing their premises. The correspondent wished to see “At any time” waiting restrictions implemented on the south side of Greenbank Place to provide ease of access and to remove the need for large vehicles to reverse along the street from the Hillview Road junction.

Observational surveys have been undertaken which showed a large number of parked vehicles on Greenbank Place at the kerbside and also on the northern unsurfaced footway. These parked vehicles cause difficulties for HGVs accessing premises on the north side of Greenbank Place.

In order to provide safe and clear access for large vehicles to the premises it is proposed to provide a section of waiting restrictions on both sides of Greenbank Place. They will extend eastward from the current terminal point of the existing waiting restrictions at the Hillview Road junction.

It should be noted that waiting restrictions on Greenbank Place were proposed and advertised in 2005 as part of the Area 11 Traffic Management Review. These restrictions were never implemented as a result of a decision made by the former Environment & Infrastructure Committee to introduce the approved restrictions in a phased programme. These restrictions have now lapsed hence the need to re-advertise these proposals.

The proposals are indicated on the plan below.

- Implementation cost £956
- Estimated maintenance cost £956 after 5 years.

Ward – (13) Kincorth/Loirston

Elected members – Cooney, Dean, McCaig

- **Kirk Brae, Cults** – Proposed “At any time” waiting restrictions  
Officers were contacted by a resident through their local member with concerns over the lack of visibility when exiting the access road serving 30 to 48 Kirk Brae, Cults due to vehicles parking close to the access. In order to remedy this situation it is proposed to install “At any time” waiting restrictions in the immediate vicinity of the access. There will be a small loss of on-street parking, however these properties are served by off-street parking to the rear and a significant number of on-street parking places will remain in the lay-by at the front.

The proposals are indicated on the plan below.

- Implementation cost £134
- Estimated maintenance cost £134 after 10 years.

Ward – (9) Lower Deeside

Elected members – Boulton, Malone, Milne

- **The following proposals require no funding from ACC**
- **Brodiach Road** – Proposed extension of 30mph speed limit from the existing limit at Westhill to a point 120m east of the City boundary.

Aberdeenshire Council have received requests from residents on the Brodiach Road for a reduction in the speed limit from the National Speed Limit to 30mph. In turn, Aberdeen City Council was asked by Councillor Ron McKail of Aberdeenshire Council, Councillor Peter Stephen of Aberdeen City Council and Aberdeenshire Council officers to consider this request as the majority of the road is within the City’s jurisdiction.

The road is rural in nature and links Westhill Road to the A944 dual carriageway. Consequently it is used by a number of drivers as a route to avoid the Westhill Roundabout, particularly during morning peak periods.

The speed of vehicles was assessed at two points, a section just east of Brodiach Bridge and a section on the straight approaching the junction with the A944. The average speed near the Bridge was 37mph and the 85%tile speed 41mph, whilst the average speed on the straight section was 40mph and the 85%tile speed 46mph. (The 85%tile speed is the speed at which 85% of the total volume of recorded vehicle was travelling at or below.)

On consideration, officers could not recommend extending the speed limit to the junction with the A944 due to the rural nature of the road and the precedent a reduced speed limit would set. There are many similar roads to the Brodiach Road in Aberdeen City, Aberdeenshire and of course nationwide, and the function of the national speed limit is to highlight the maximum speed a vehicle should be driven when the road layout allows such in a safe manner. So, in rural environments drivers have to exercise the utmost care and moderate their speed according to the road layout. There have been four collisions resulting in damage only on this section of road since 2007 which have had speed as a causation factor.

With regard to the issue of setting a precedent, if the national speed limit was changed on the Brodiach Road, the same modification could be applicable on the majority of C class and unclassified roads in the region, as well as many B class roads. Thereafter, the issue of introducing additional signs in environmentally sensitive areas, as well as cost, becomes an issue as speed limits between the national speed limit and 30mph (where a system of street lights is in place) require the introduction of repeater signs at regular intervals. Indeed, based on requests in the past, the City Council would undoubtedly be required to modify many rural type routes leading to a patchwork of speed limits.

Nevertheless, there would be value in changing the speed limit on a short section of this road. This proposal would involve extending the 30mph speed limit on Westhill Road eastwards to a point just east of Broadford Cottages (approximately 500m within Aberdeenshire's jurisdiction and 100m within Aberdeen's jurisdiction). It was judged a westbound driver would enter the new speed limit just prior to the section where a few properties are clustered and in very close proximity to the

road, with building lines actually being adjacent to the road verge. This was deemed the most appropriate point to consider installing new 30mph limit as most drivers would naturally be decelerating to take into account the road layout / environment and thereafter travelling a short distance prior to entering the main residential development on Westhill Road. In terms of funding for this proposal Aberdeenshire Council would finance the installation of the new signs / road markings, whilst Aberdeen City Council would promote the necessary Traffic Order as the start of the 30mph speed limit would be located within the City jurisdiction.

The proposals are indicated on the plan below and have no further costs attached for Aberdeen City Council.

Ward – (3) Kingswells/Sheddocksley  
Elected members – Ironside, Stephen, Stuart

- **Little Belmont Street** – Existing “At any time” waiting restrictions – proposed exemption for the Street Pastors “Safe Space” vehicle to park and operate during the hours of 21:00 to 5:00, seven days a week.

Officers received a request from the Aberdeen Street Pastors to consider creating a small area in the City Centre where the Street Pastors can park their “Safe Space” vehicle and operate. The location must be central and be accessible to people visiting the City Centre during the night-time hours.

The proposed times are 9:00pm to 5:00am on Friday and Saturday nights at the moment, however, if additional funding becomes available for the Street Pastors scheme, the number of nights may increase and therefore officers recommend that the Order covers all seven days.

Several locations were suggested and this one has been chosen as the most suitable due to its central location, proximity to areas with greatest footfall during the night-time entertainment period and more practically the road surface being level. The area is already free of through traffic (except for access which is minimal during the night-time hours) and there is also easy access to a power supply which is required for the vehicle to operate.

This initiative has been promoted by the Aberdeen Street Pastors and is supported by Grampian Police and Aberdeen City Council.

It is intended that the vehicle uses the space marked in red on the south side of Little Belmont Street at the Belmont Street end. However, to cover the outside possibility that this space may not be available; the exemption should cover the entire length of Little Belmont Street. It is not intended that the vehicle would park on the Blue Badge or Green Badge disabled spaces already in place there as these are dedicated disabled spaces at all times.

The proposals are indicated on the plan below and have no costs attached.

Ward – (8) – George Street/Harbour  
Elected members – Hunter, May, John Stewart

- **North Deeside Road** – Withdrawal of Part-Time 20 mph speed limit proposal at International School.

The inclusion of this proposal in the Small Scale report on 7<sup>th</sup> September 2010 was agreed in order to speed up the process in the event that survey results indicated a need for the Part-time 20mph restriction. (The survey results were not available for the September report as the draft was written within the school holiday period and surveys done then do not give a true reflection of the normal traffic flows.) It was found however that the surveys did not support such a restriction and it is therefore proposed to withdraw the original proposal for a Part-time 20mph

The extent of the proposal is indicated on the plan below and has no costs attached.

Ward – (9) Lower Deeside, (11) Airyhall, Broomhill, Garthdee  
Elected members – Boulton, Malone, Milne and Cassie, Wisely, Yuill

- **North Deeside Road** – Existing 30mph speed limits

At the Environment, Planning and Infrastructure meeting of 7<sup>th</sup> September 2010, during the discussions on the proposed part-time 20mph speed restriction, Councillor Boulton requested that officers report back to Committee on “the means by which 30mph speed limits on North Deeside Road might be regularised”. By this Councillor Boulton requested that the current 30mph on North Deeside Road should be extended to meet the current 30mph within the village of Cults thereby creating a continuous 30mph speed limit from the City to the west end of Cults.

Speed surveys were carried out on the section between the new International School and the approved 30mph speed limit close to Northcote Road.

The results came back with the average speeds being 41mph eastbound and 42mph westbound. These results are appropriate for a 40mph speed limit. These results were discussed with Grampian Police, who would ultimately be responsible for enforcing any reduction in speed, to get their views on the possibility of reducing it to 30mph. They were quite clear that they would not support such a move. It would create a false speeding problem on a rural part of North Deeside Road that the general public would expect them to enforce where there is currently no significant collision record. There are 4 “damage only” collisions that have occurred in the last three years along this stretch of carriageway: three were caused by drivers emerging onto North Deeside Road and failing to look properly and one caused by driver fatigue.

We would therefore propose that the current speed limits remain on this section of the North Deeside Road.

The extent of the length of road that was under consideration is indicated on the plan below and has no costs attached.

Ward – (9) Lower Deeside, (11) Airyhall, Broomhill, Garthdee  
Elected members – Boulton, Malone, Milne and Cassie, Wisely, Yuill

❖ **The following proposals will be funded by the developer**

❖ **Riverside Drive** – Proposed “At any time” waiting restrictions

A request has been received from the facilities manager at Riverside House to progress a Traffic Regulation Order for “At any time” waiting restrictions to protect the accesses to Riverside House. This access is privately maintained, however to create enforceable restrictions a Traffic Regulation Order is required and this request will be treated as a developer-related request and this company will be required to fund the Traffic Regulation Order for its initial implementation and also all future maintenance costs.

The proposals are indicated on the plan below.

- Implementation costs – by property owner
- Estimated maintenance cost – by property owner

Ward – (12) Torry/Ferryhill

Elected members – Allan, Cormack, Donnelly, Kiddie,

➤ **The following proposals will be funded from the Disable Parking Revenue budget**

➤ **Disabled parking bays to be provided through the Disabled Persons Parking Places (Scotland) Act 2009**

There are 9 applications to be considered at this meeting.

*(Plans are not included as, under normal circumstance, are located close to the properties.)*

**On-street parking** – 8 spaces

28 Garden Road, Cults	58 Middlefield Crescent
1 Ronaldsay Square	45 Middlefield Crescent
44 Willowpark Crescent	136 Stronsay Drive
67 Brebner Crescent	11 Coningham Gardens

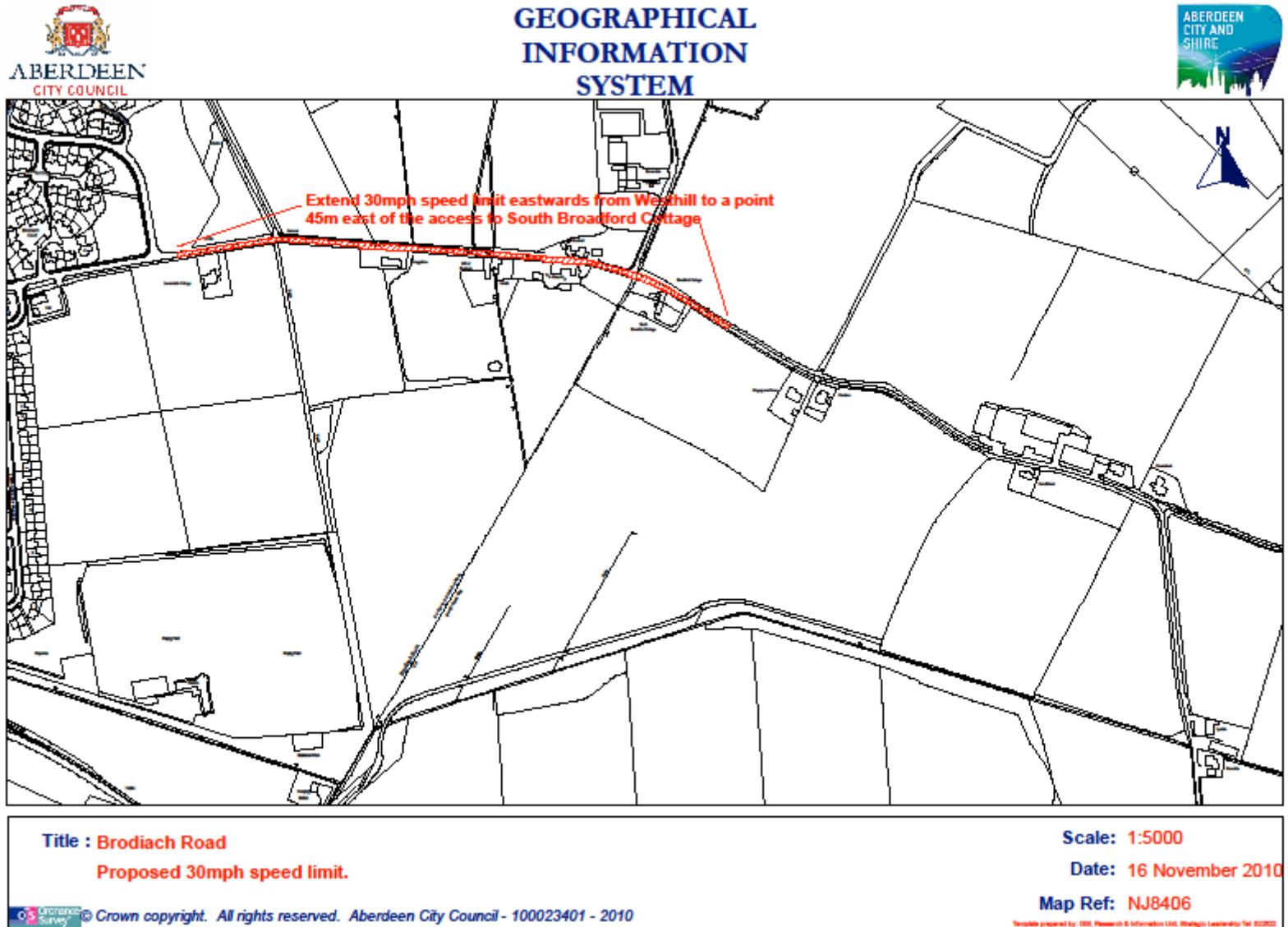
**Non-specific spaces** – N/A

**Off-street parking** – 5 spaces

Heatheryburn Primary School



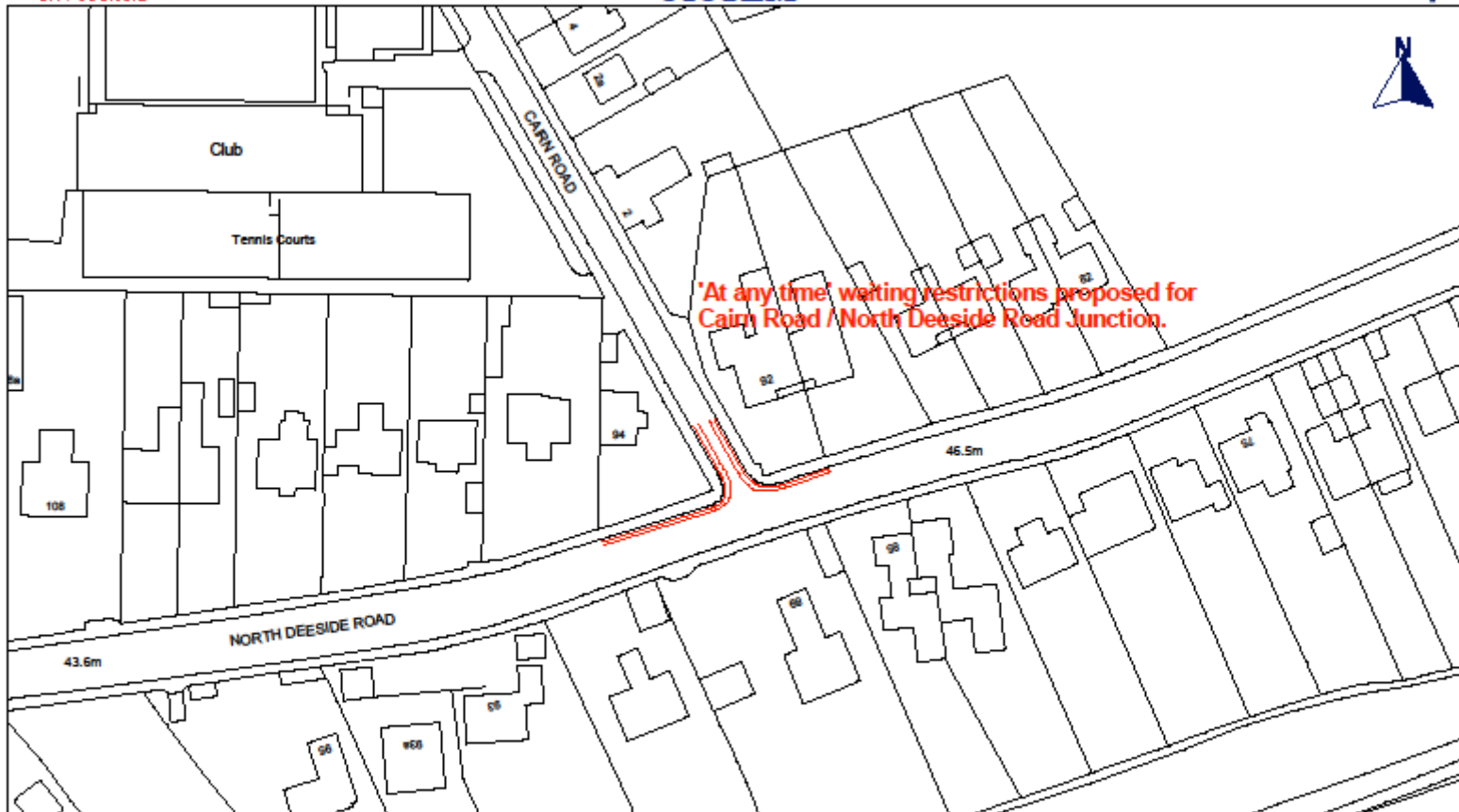
- **Brodiach Road** – Proposed extension of 30mph speed limit from the existing limit at Westhill to a point 120m east of the City boundary.



- **Cairn Road, Peterculter** – Proposed “At any time” waiting restrictions



## GEOGRAPHICAL INFORMATION SYSTEM



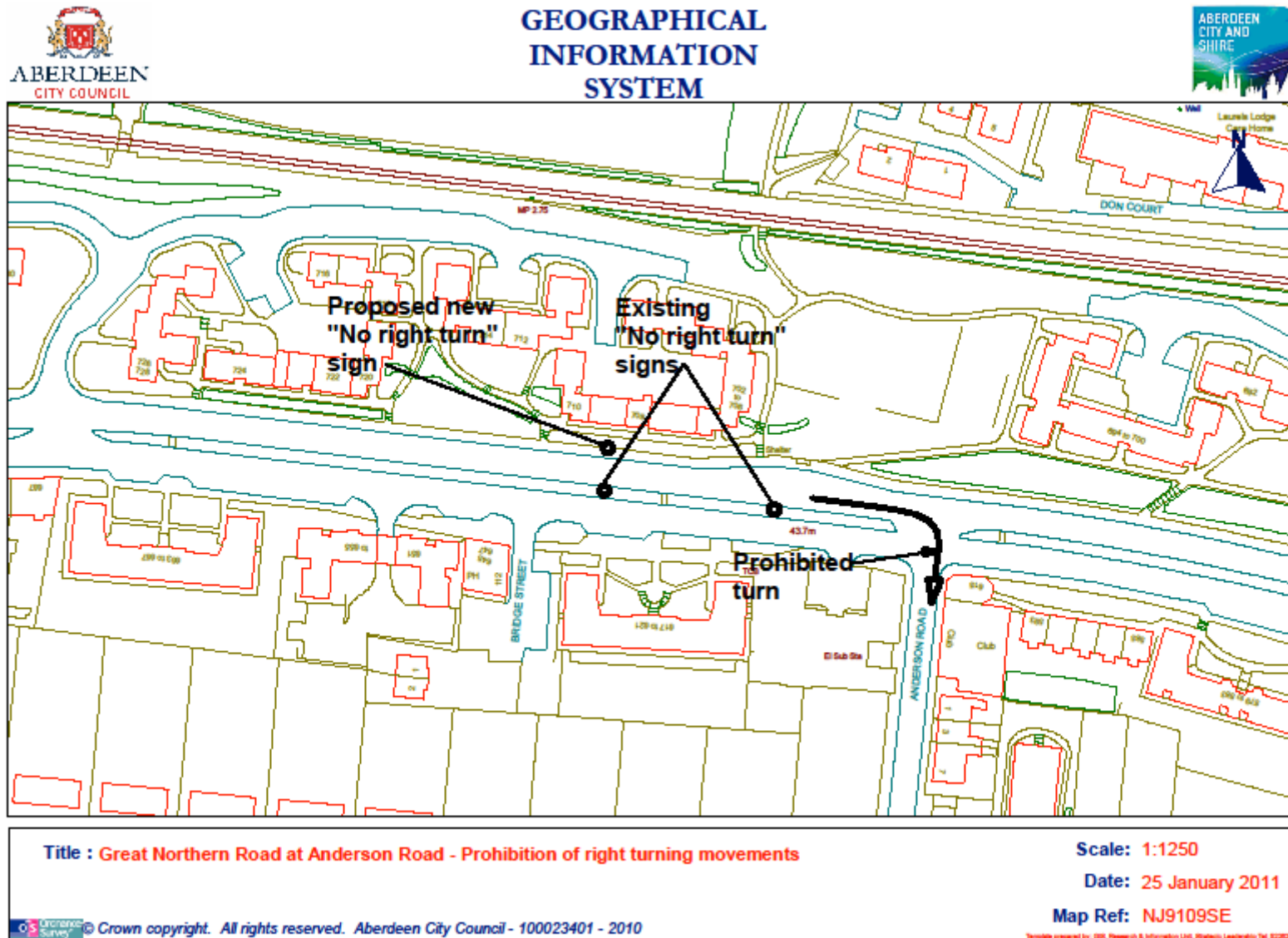
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**Proposed 'At any time' waiting restrictions**

**Scale: 1:1000**

**Date: 27 January 2011**

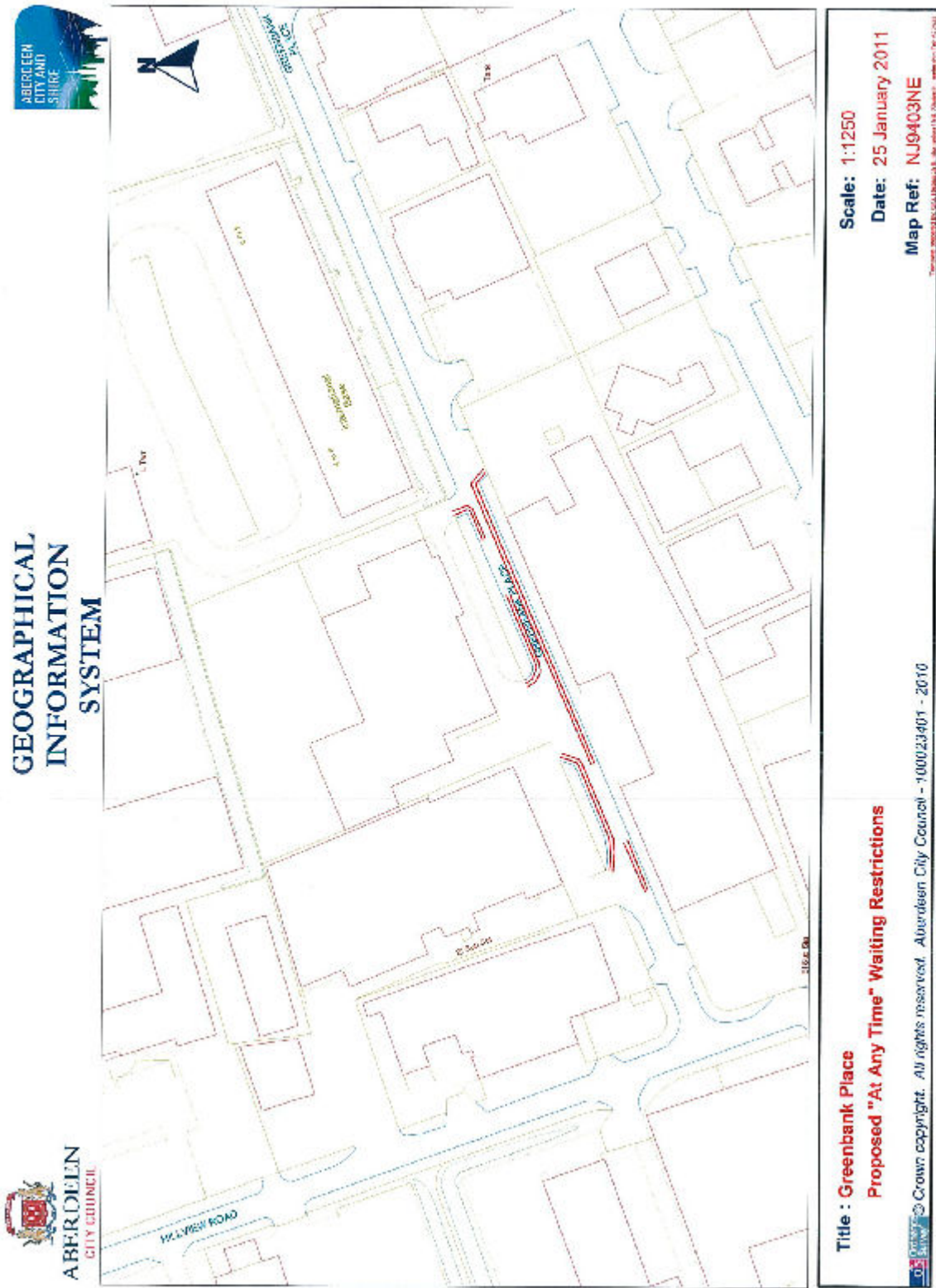
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- **Great Northern Road/Anderson Road** – Prohibition of right-turns into Anderson Road





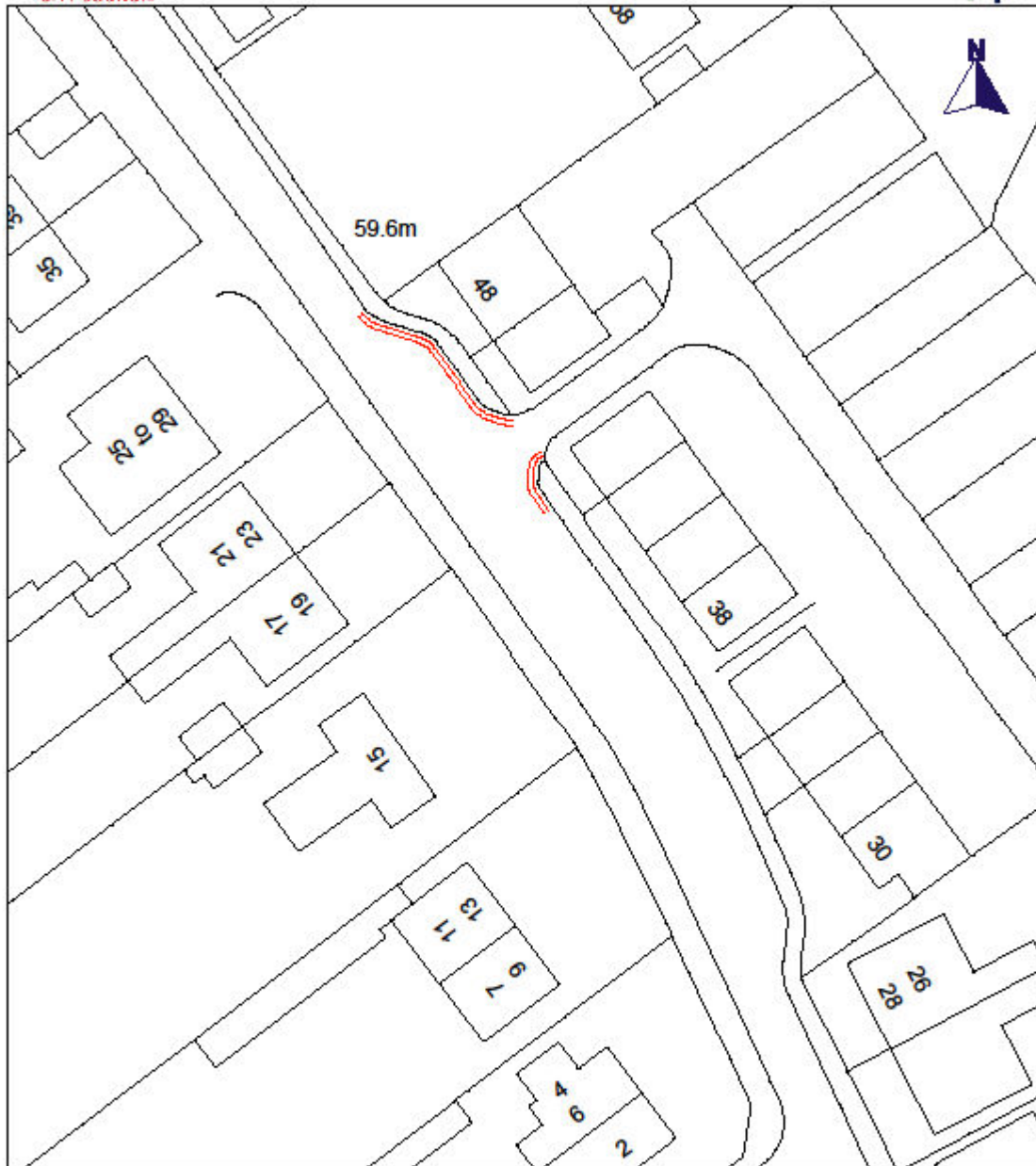
- **Greenbank Place** – Proposed “At any time” waiting restrictions



- **Kirk Brae, Cults** – Proposed “At any time” waiting restrictions



## GEOGRAPHICAL INFORMATION SYSTEM



**Title:** Kirk Brae, Cults

Proposed 'At any time' waiting restrictions indicated in red.

**Scale:** 1:500

**Date:** 07 December 2010

**Map Ref:** NJ8903SW



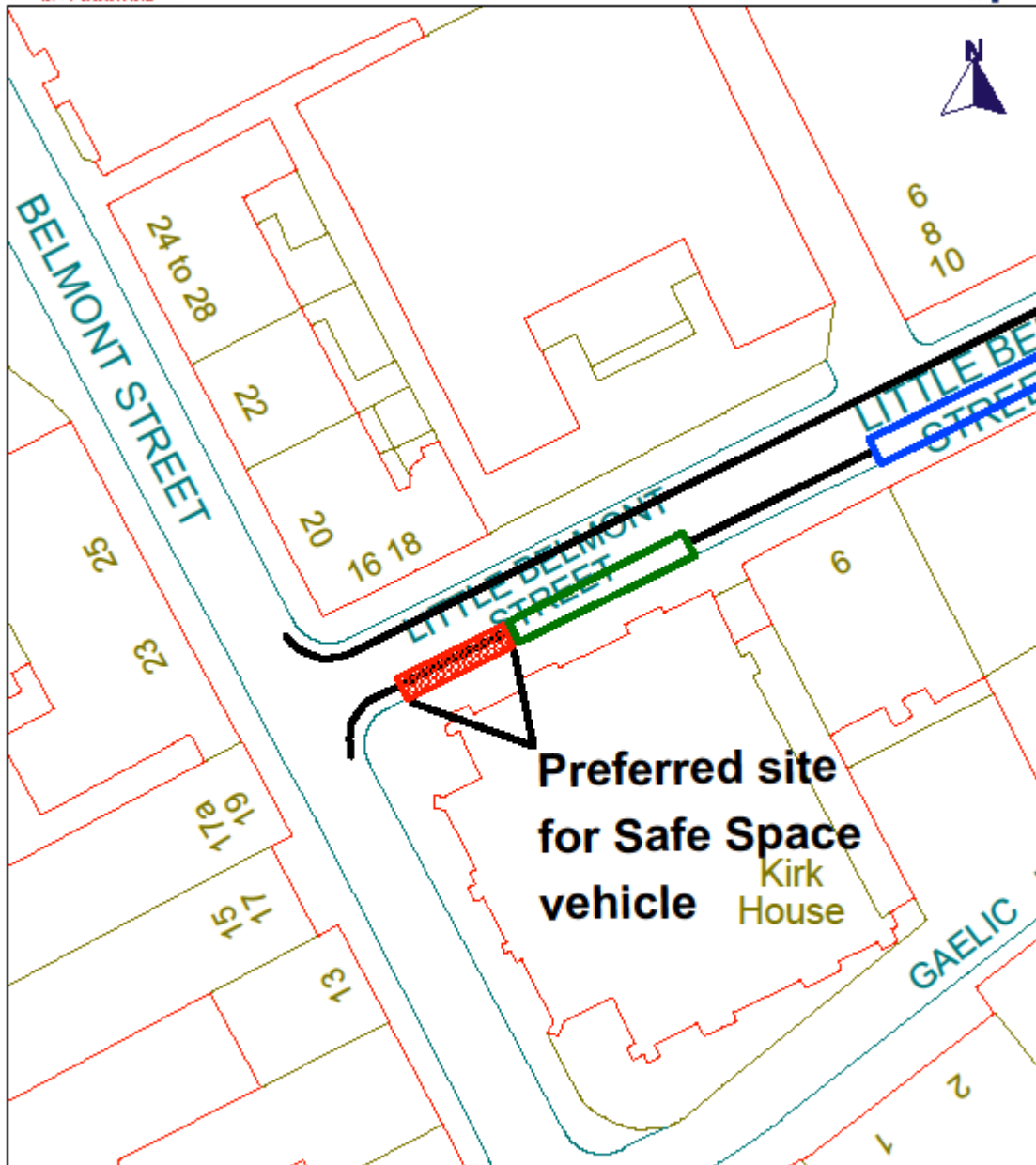
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- **Little Belmont Street** – Existing “At any time” waiting restrictions – proposed exemption for the Street Pastors “Safe Space” vehicle to park and operate from.



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**Title:** Little Belmont Street - Existing "At any time" waiting restrictions  
Proposed exemption for the Street Pastors "Safe Space" vehicle to park and operate from

**Scale:** 1:357

**Date:** 26 January 2011

**Map Ref:** NJ9306SE



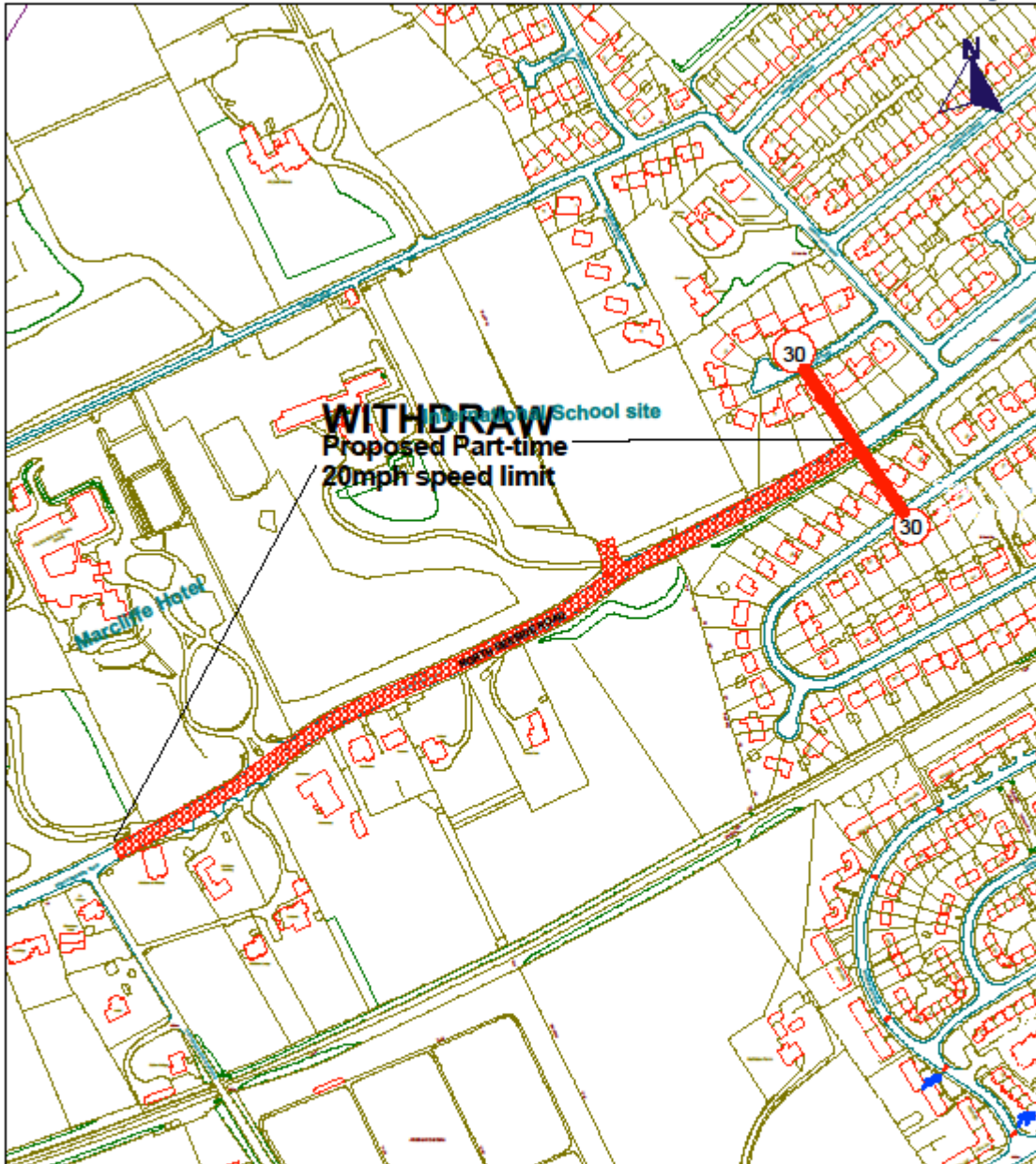
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- **North Deeside Road** – Withdrawal of Part-Time 20 mph speed limit proposal at International School.



## GEOGRAPHICAL INFORMATION SYSTEM



**Title:** North Deeside Road Part-time 20mph - WITHDRAWAL

**Scale:** 1:3470

**Date:** 31 January 2011

**Map Ref:** NJ9003NE



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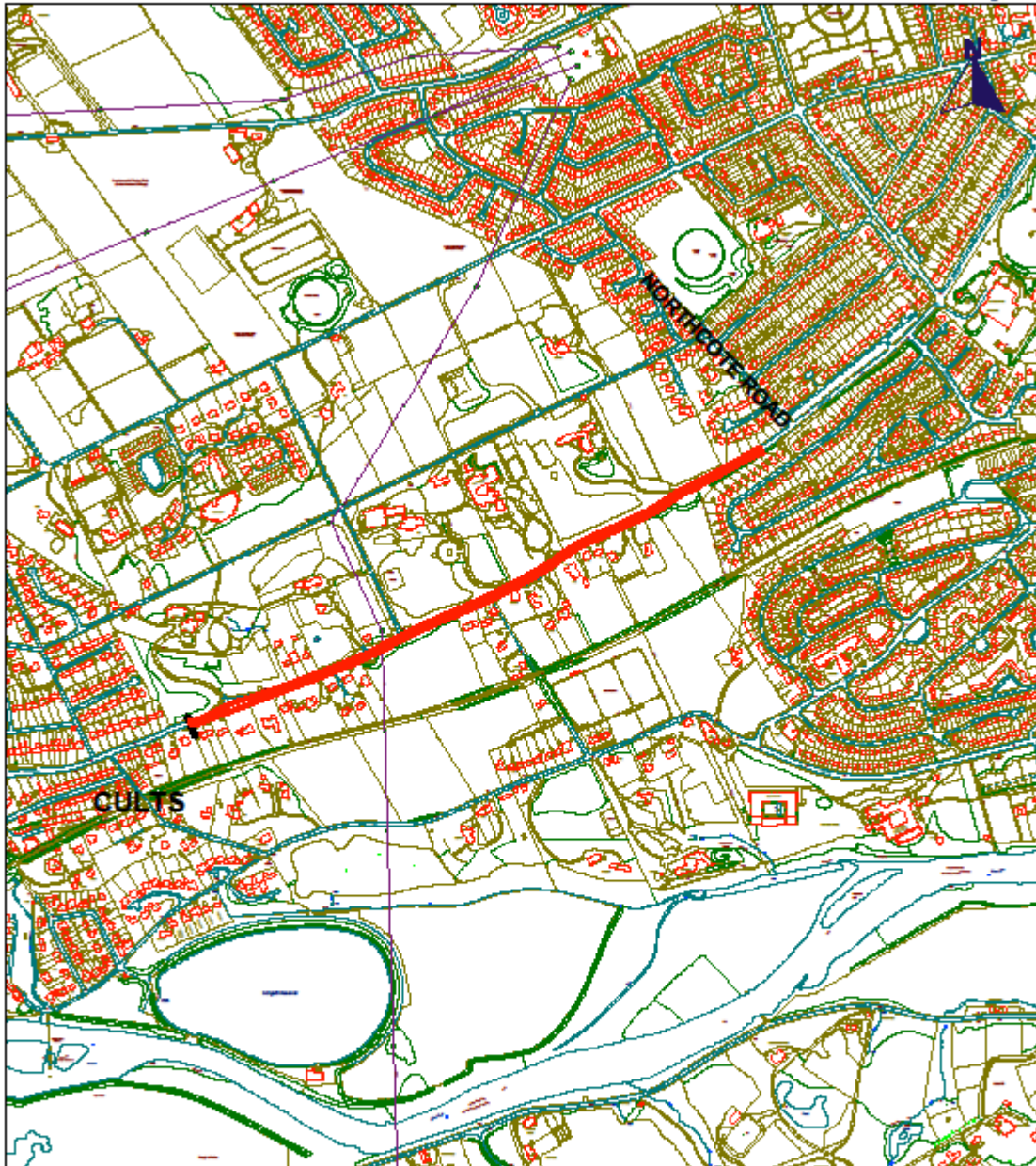
Template prepared by GIS Research & Information Ltd, Glasgow, Scotland. Tel: 01235 434323



- **North Deeside Road** – Extent of 30mph section.



## GEOGRAPHICAL INFORMATION SYSTEM



**Title:** North Deeside Road - Extent of road under consideration for altering the speed limit

**Scale:** 1:10000

**Date:** 31 January 2011

**Map Ref:** NJ9003



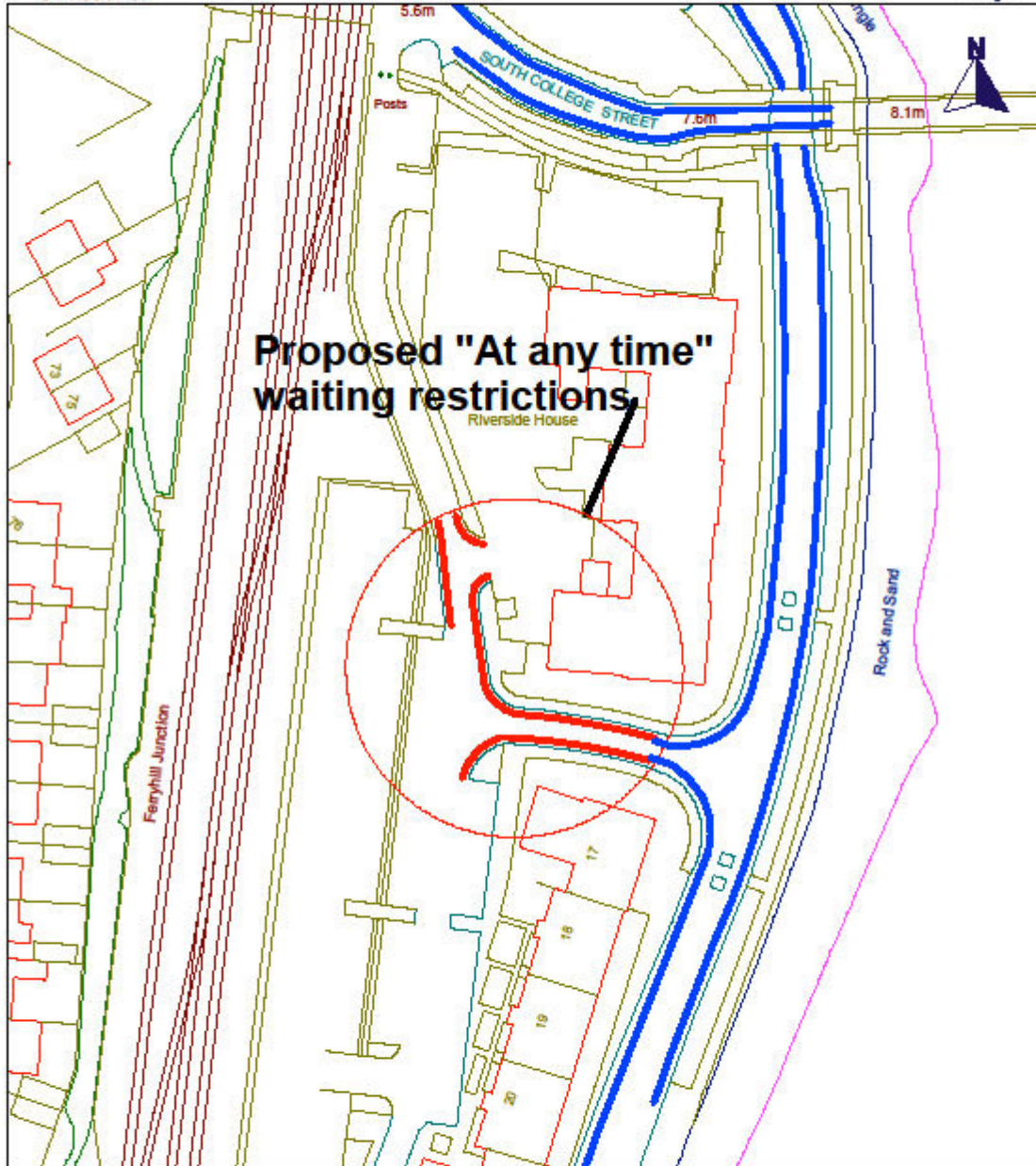
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❖ **Riverside Drive** – Proposed “At any time” waiting restrictions



**GEOGRAPHICAL  
INFORMATION  
SYSTEM**



**Title:** Riverside House - Proposed "At any time" waiting restrictions

**Scale:** 1:852      **Date:** 26 January 2011      **Map Ref:** NJ9404NW

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## **6. IMPACT**

This report meets with the local Community Plan objectives to continually improve road safety and maximise 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.

It is also in accordance with the administration's Vibrant, Dynamic and Forward Looking, under the heading of Transport and highlighted in Paragraph 7.

This report is likely to be of interest to the public in the streets affected by the proposals.

There is no Equality and Human Rights Impact Assessment required as this report only recommends that these proposals progress to the Statutory Consultation process therefore there will be no changes effected as a result of the recommendations being approved by the Committee

## **7. BACKGROUND PAPERS**

N/A

## Consultees comments

Council Leader – **Councillor John Stewart** - has been consulted and made no comment

Enterprise, Planning and Infrastructure Committee

**Convener: Councillor Kate Dean** - has been consulted and has made no comment

**Vice Convener: Councillor John West** - has been consulted and made no comment;

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### Local Members

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<b>Councillor George Adam</b>	Has been consulted and has no comment
<b>Councillor Yvonne Allan</b>	Has been consulted and has no comment
<b>Councillor Marie Boulton</b>	Has been consulted and has no comment
<b>Councillor Ronald Clark</b>	Has been consulted and has no comment
<b>Councillor John Corall</b>	Has been consulted and has no comment
<b>Councillor Bill Cormie</b>	Has been consulted and has no comment
<b>Councillor Barney Crocket</b>	Has been consulted and has no comment
<b>Councillor Martin Greig</b>	Has been consulted and has no comment
<b>Councillor Muriel Jaffrey</b>	Has been consulted and has no comment
<b>Councillor Alan Milne</b>	Has been consulted and has no comment
<b>Councillor George Penny</b>	Has been consulted and has no comment
<b>Councillor Richard Robertson</b>	Has been consulted and has no comment
<b>Councillor Kevin Stewart</b>	Has been consulted and has no comment
Councillor Scott Cassie	Has been consulted and has no comment
Councillor Jillian Wisely	Has been consulted and has no comment
Councillor Ian Yuill	Has been consulted and has no comment
Councillor Irene Cormack	Has been consulted and has no comment
Councillor Alan Donnelly	Has been consulted and has no comment
Councillor James Kiddie	Has been consulted and has no comment
Councillor Neil Cooney	Has been consulted and has no comment
Councillor Mark McDonald	Has been consulted and has no comment
Councillor Jennifer Laing	Has been consulted and has no comment
Councillor Len Ironside	Has been consulted and has no comment
Lord Provost Peter Stephen	Has been consulted and has no comment
Councillor Wendy Stuart	Has been consulted and has no comment
Councillor Neil Fletcher	Has been consulted and has no comment
Councillor Kirsty West	Has been consulted and has no comment
Councillor Aileen Malone	Has been consulted and has no comment
Councillor Callum McCaig	Has been consulted and has no comment
Councillor Jackie Dunbar	Has been consulted and has no comment
Councillor Gordon Graham	Has been consulted and has no comment
Councillor Andrew May	Has been consulted and has no comment
Councillor James Hunter	Has been consulted and has no comment
Councillor Norman Collie	Has been consulted and has no comment
Councillor Jim Noble	Has been consulted and has no comment
Councillor Gordon Leslie	Has been consulted and has no comment
Councillor John Reynolds	Has been consulted and has no comment
Councillor Jim Farquharson	Has been consulted and has no comment
Councillor Jennifer Stewart	Has been consulted and has no comment
Councillor Willie Young	Has been consulted and has no comment

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## **Council Officers**

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Barry Jenkins, Head of Finance, Resources – *has been consulted and queried the lack of maintenance costs associated with disabled spaces. These spaces rarely require line refreshing as the residents generally move on and spaces removed before repainting is required.*

Jane MacEachran, City Solicitor, Continuous Improvement has been consulted  
Ciaran Monaghan, Head of Service, Office of Chief Executive has been consulted

Gordon McIntosh, Director of Enterprise, Planning and Infrastructure has been consulted

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

Margaret Bochel, Head of Planning & Infrastructure, Strategic Leadership – *has been consulted and has no comment to make*

Mike Cheyne, Roads Manager has been consulted

Neil Carnegie, Community Safety Manager has been consulted

Margaret Jane Cardno, Community Safety Manager has been consulted

Colin Walker, Community Safety Manager has been consulted

Dave Young, Account Manager, Service, Design and Development has been consulted

Kathryn McFarlane, Service Co-ordinator

Allison Swanson, Committee Services

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## **8. REPORT AUTHOR DETAILS**

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