

ABERDEEN CITY COUNCIL

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COMMITTEE: **Environment, Planning and Infrastructure**

DATE: **24<sup>th</sup> May 2011**

DIRECTOR: **Gordon McIntosh**

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

REPORT NUMBER: **EPI/11/130**

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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 officers. It also brings forward proposals associated with new developments 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 Business Plan has identified savings from the Road Safety and Traffic Management budget. There has also been a comprehensive review of the Capital Plan which will result in proposals having to await funding for implementation.

Budget	Implementation costs (£)	Maintenance costs (£) after 5 years	Comments
(●) Cycling, Walking, Safer, Streets (Scot Gov grant-funded)	3520	2500	If budgets are not currently available locations will be placed on a priority list for when future funding becomes available
(❖) Developer financed	-	1415	Maintenance of these works generally falls to the council maintenance budget when they are on-street restrictions
(➤) Disabled Parking	4470 (approx 263 per space)	4470 (after 10 years)	Some of these spaces will require to be relined approximately every 10 years at a cost of £100 per space and some will require removal before this time at a cost of £108 per space.

### 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.

**Key:**

- 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**

- **Bon-Accord Crescent** – alteration of the parking bays from 3 hour max stay to 2 hour max stay.

Reference is made to the report (“On and Off-street Controlled Parking in Aberdeen – various issues”) submitted to the Controlled Parking Areas – Working Group on 24<sup>th</sup> February 2011, the minutes of which were then submitted for consideration and subsequently approved by the Enterprise, Planning and Infrastructure Committee on 15<sup>th</sup> March 2011. The proposals would bring the parking on this street into line with the rest of Zone B thereby attracting a higher turnover of vehicles all week through charging and time allowed to park.

The proposals are indicated on the plan below.

- Implementation cost £50
- Estimated maintenance cost – no increase in maintenance costs

Ward (12) – Torry/Ferryhill

Elected members – Allan, Cormack, Donnelly, Kiddie

- **Crombie Road / Mansefield Road Waiting Restrictions**

Officers have been contacted by a resident of Crombie Road with regard to indiscriminate parking at the Crombie Road / Mansefield Road junction. Observational surveys have been carried out by Council officers which revealed that vehicles are regularly parked around the corners of the junction causing difficulties for large vehicles attempting to access local businesses. Visibility is also compromised for vehicles turning into Mansefield Road from both Crombie Road and Abbey Road.

In order to provide safe and clear access for vehicles at the Crombie Road / Mansefield Road junction it is proposed to provide sections of waiting restrictions on all sides of the junction. These restrictions will keep the junction clear of vehicles thus affording better visibility for vehicles turning from Crombie Road and Abbey Road into Mansefield Road.

The proposals are indicated on the plan below.

- Implementation costs – £230
- Estimated maintenance cost – £230 every 5 years

Ward (12) – Torry/Ferryhill

Elected members – Allan, Cormack, Donnelly, Kiddie

- **Frederick Street car park** – creation of a multi-storey car park

Due to the redevelopment of two sites within the Castlegate area of the City, Market Stance and the East North Street surface car park, a number of parking spaces have been or are to be lost in the east end of the City.

A planning application has recently been approved for a Community Health and Care Village and a multi-storey car park on the site outlined within the Frederick Street Development Plan area. This car park is intended for both public and NHS use and will provide a minimum of 150 public spaces. It is intended that the car park be operated as short-stay, with a max stay of 4 hours, and that it will be available for public use from 8:00am to 10:00pm Mon – Sat and 1:00pm to 5:00pm Sun.

A number of permits will be issued to NHS staff for use in the car park and that number has yet to be finalised but is likely to be around 20 – 30 and will be additional to the 150 public parking spaces.

Traffic management proposals are also considered necessary to support the development and to accommodate additional development traffic. To ensure that road safety is not compromised a right-turn ban from Frederick Street into King Street is proposed as indicated on the plan below.

Approval is also sought to make minor alterations to the existing parking arrangements on Frederick Street in association with the new access points. These alterations will form part of the legal process and be reported back to a future Committee

The area is indicated on the plan below.

- Implementation cost £700
- Estimated maintenance cost £370 every 5 years and £340 after 25 years.

Ward (8) – George Street/Harbour

Elected members – Hunter, May, John Stewart

- **Gray Street** – Proposed “At any time” waiting restrictions and “School Keep Clear” restrictions

Officers have been contacted by Councillor Yuill and the senior city wardens for the south area of the city with regard to parking problems in the immediate vicinity of Broomhill Primary School. At present there is a small section of unrestricted kerbside parking on Gray Street between the existing “School Keep Clear” markings and the lane linking Gray Street and Hammersmith Road. Vehicles parking at this location reduce visibility for vehicles exiting the lane onto Gray Street and also impede the flow of traffic on Gray Street immediately outside the school.

Observational surveys were undertaken in the morning between 8.30am and 9.15am and also on the afternoon at the end of the school day. During the morning period, vehicles were parked in the vicinity of the school for far shorter periods than observed in the afternoon.

There were several instances of vehicles circulating via Gray Street, Broomhill Road, Salisbury Terrace and the lane linking Salisbury Terrace with Gray Street. On occasion, vehicles exiting the lane were met by a vehicle travelling north-westbound on Gray Street and were forced to reverse to allow the northbound vehicle to pass. Vehicles also parked on the radius of the junction at Gray Street and the lane leading to Salisbury Terrace blocking visibility along Gray Street for other vehicles exiting the lane. At all times, the unrestricted kerbside space on the south side of Gray Street was fully utilised by parked vehicles thus creating a bottleneck directly outside the school. Between the existing restrictions there is parking capacity for 3 vehicles.

During the morning survey a far greater number of vehicles were observed exiting the lane linking Hammersmith Road and Gray Street. Vehicles utilised the unrestricted kerbside on the south side of Gray Street but the majority of these were stopped for less than one minute. Two vehicles parked in excess of 10 minutes. Despite the different parking patterns, conflict between vehicles still occurred during the morning survey. The majority of parents dropping children at the school in the morning were able to park on Gray Street to the north.

From a road safety point of view it is clearly undesirable to have vehicles reversing in an area where a high number of children are crossing the road. One possible solution would be to remove the parked vehicles during the day on the unrestricted section of Gray Street. This could be done by extending the existing “School Keep Clear” (SKC) markings so that they are continuous between the two sets of double yellow lines on either side. This can be done whilst keeping within the maximum length for this prescribed road marking and would facilitate the safe passage of two way traffic immediately outside the school whilst retaining parking in the evening for residents. At the same time it is proposed that some junction protection in the form of double yellow lines be implemented where Gray Street meets the lane leading to Salisbury Terrace which should eliminate the problem of vehicles parking on the corners and improves visibility for vehicles exiting the lane.

The proposals are indicated on the plan below.

- Implementation cost £295
- Estimated maintenance cost £295 every 5 years.

Ward (11) Airyhall / Broomhill / Garthdee  
Elected Members – Cassie, Wisely, Yuill

- **Hazlehead Gardens/Hazlehead Road** - Proposed “At any time” waiting restrictions and proposed revocation of existing “At any time” restrictions

A site meeting was arranged and attended by roads officers, elected member and residents to discuss, and see first hand, issues that have been raised by residents with regard to parking, and in particular obstructive parking in Hazlehead Gardens. Minor alterations to waiting restrictions in the Hazlehead Estate are now proposed following the implementation of a wider scheme in 2009.

Since this scheme became operational, there have been instances of obstructive parking on the south side of Hazlehead Gardens, causing difficulties for larger vehicles and fire appliances accessing the western side of the estate. To remedy the issue, it is proposed to implement a 25m section of “At any time” waiting restriction on the south side of Hazlehead Gardens to link two existing sections of waiting restrictions at either end. This will have the effect of removing all parked vehicles from the south side of Hazlehead Gardens between Hazlehead Road and Hazlehead Terrace.

In order to redress the loss of 4 parking spaces on the south side of Hazlehead Gardens, it is also proposed to revoke two sections of “At any time” waiting restriction, the first being a 9m length on the north side of Hazlehead Gardens, the second being a 15m length on the west side of Hazlehead Road. Initial consultation has been carried out with Grampian Fire and Rescue Service and they are in agreement that these proposals should be progressed.

The proposals are indicated on the plan below

- Implementation cost £195
- Estimated maintenance cost, no additional cost as kerbside restrictions not increased, only rearranged.

Ward (10) - Hazlehead / Ashley / Queen’s Cross  
Elected Members – Farquharson, Greig, Jennifer Stewart, John West

- **John Street, Dyce** – Proposal for “At any time” and timed “Mon – Sat; 8:00am to 6:00pm” waiting restrictions

The development of a convenience store on the corner of John Street and Victoria Street in Dyce has seen an increase in cars parking along the south side of John Street. Parking was provided with the development for both the store and the residential flats, however, there would appear to be more vehicles visiting the store than the car park can accommodate.

The overspill from the car park generally parks along the south side of John Street and sometimes into the turning area at the west end of the street. There are a number of driveways/garages along the south kerbside and vehicles regularly park across them obstructing access to these properties.

It is therefore proposed that timed waiting restrictions “Mon – Sat; 8:00am to 6:00pm” be implemented to maintain access to these properties during the day. “At any time” waiting restrictions are also proposed for the turning head at the west end of the street to ensure a clear turning facility to this cul-de-sac.

The proposals are indicated on the plan below.

- Implementation cost £ 410
- Estimated maintenance cost £410 after 5 years.

Ward (1) – Dyce/Bucksburn/Danestone  
Elected members – Crockett, McDonald, Penny

- **Marchburn Infant School** – Revocation of “School Keep Clear” zig-zags

As Marchburn Infant School has been demolished and a development to create new council homes is underway, there is now no requirement for the “School Keep Clear” zigzags on Marchburn Drive. Access to, and around, this new development is proposed to be of a “homezone” type where vehicle speeds are reduced and motorists take second place to the needs of pedestrians. Consequently there is not a requirement for replacement restrictions associated with this development.

The proposals are indicated on the plan below.

- Implementation costs – £300
- Estimated maintenance cost – None

Ward – (4) Northfield  
Elected members – Dunbar, Graham, Kevin Stewart

- **Marischall College car park** – Creation of multi-storey car park for both private and public use.

A 4 storey multi-storey car park was included as part of the Marischal College development. It is intended that this car park be designated for private use Mon – Fri, 8:00am to 6:00pm and open to the public Mon – Fri, 6:00pm to 10:00pm; Sat, 8:00am to 10:00pm, and 1:00pm to 5:00pm on a Sunday. Max stay of 4 hours for public use at all times.

A plan of this location is not available.

- Implementation cost £100
- Estimated maintenance cost - none.

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

- **North Silver Street** – Proposed removal of existing two “DIPLOMAT” parking spaces.

In 2008 approval was given by the Environment, Planning and Infrastructure Committee for the allocation of two diplomatic spaces to be located on North Silver Street for the Kazakhstan Consulate. However, the Consulate has now closed and these parking bays are no longer required. It is therefore proposed to remove them.

The proposals are indicated on the plan below.

- Removal and re-lining/signing cost £190
- Estimated maintenance cost – no additional annual costs.

Ward (7) – Midstocket/Rosemount  
Elected members – Corall, Cormie, Laing

- **Quarry Road, Cults** – Proposed ‘At any time’ waiting restrictions

Vehicular parking on Quarry Road, Cults, between its junction with Manse Road and North Deeside Road is causing difficulties for drivers with regard to access and forward visibility. The road is on a steep gradient and when there is significant parking on the west side drivers are forced to pass these vehicles on the southbound lane in the vicinity of a bend with little forward visibility and without the opportunity to ‘pull in’ should a southbound vehicle appear. Of further note is that the route is now used by buses serving Cults Academy. Whilst there is 10m of waiting restrictions protecting the immediate junction with the North Deeside Road it is proposed to extend these to take into account these longer vehicles and again the gradient.

It is recognised that a significant degree of parking can be associated with the Cults Parish Church. In this respect, a degree of on-street parking will be retained and so the waiting restrictions have been limited to the areas where road safety is paramount.

The proposals are indicated on the plan below.

- Implementation cost £1200
- Estimated maintenance cost £1200 every 5 years.

Ward (9) – Lower Deeside  
Elected members – Boulton, Malone, Milne

- **St Nicholas House car park** - Conversion of predominantly private parking for St Nicholas House council employees and the Shopmobility charity, to public parking.

As the employees of St Nicholas House are being deployed to other premises within the City, the car park will no longer be required for employee parking and



will be reallocated for public use. Shopmobility are to relocate to premises in the Bon Accord Centre. As the building will remain in the short term, it is considered appropriate to utilise the car park for convenient city centre short-term off-street parking until such time as the future of the building is known or the financial benefits are outweighed by the costs.

It is anticipated that the public usage will be short-stay parking with a max stay of 4 hours and that the operational hours will be Mon – Sat, 8:00am to 10:00pm and Sun. 1:00pm to 5:00pm

A plan of this location is not available

- Implementation cost - £50
- Estimated maintenance cost – no further costs relating to these changes

Ward (8) - George Street/Harbour

Elected members – Hunter, May, John Stewart

- **Section of road between Denburn Road and Rennie’s Wynd / The Green – Stopping Up** - Subject to the reservation of a means of passage for pedestrians

The area of land associated with the stub road between Denburn Road and Rennie’s Wynd / The Green is within private ownership after being acquired from the City Council. The main purpose of this area is to allow deliveries to the adjacent retail development and the solicitor acting on behalf of the owner has now requested the road be ‘stopped up’. The area concerned would therefore become a private access wholly maintained by the owner, albeit still providing a means of passage for pedestrians. A small section will be retained as adopted road to ensure a turning area is maintained for Heavy Goods Vehicles.

The proposals are indicated on the plan below

- Implementation cost - none
- Estimated maintenance cost – no further costs

Ward (8) - George Street/Harbour

Elected members – Hunter, May, John Stewart

- **Palmerston Road – Alteration to One Way operation and Union Square access arrangements**

Palmerston Road currently operates one way in an easterly direction providing direct access onto Market Street from the existing Palmerston business precinct and the Union Square retail park. Access into and egress from the Union Square car park is provided from Palmerston Road with all exiting traffic directed towards Market Street. During times of peak demand for both the network and the Union Square development congestion issues have arisen and to some degree are related to the difficulties experienced by vehicles exiting the car park via Palmerston Road and its junction with Market Street. At peak periods the vehicular

demand on Palmerston Road significantly exceeds the flow capacity available at its junction with Market Street with resultant extended queuing and delay.

Since its opening the vehicular demand at Union Square has risen significantly with the car park at or near capacity during the peak shopping periods, creating congestion and delay issues on Market Street. It had been anticipated that during periods where car parking demand exceeded availability and to maintain traffic movements on Market Street, that cars which could not be accommodated within the car park would be directed back onto the network via the Palmerston Road exit. However the limited capacity of the Palmerston Road link on to Market Street has considerably reduced the effectiveness of this action.

At the time of the opening of Union Square temporary traffic management arrangements, controlled by Police officers, were in place over the short section of Palmerston Road between the car park access Stell Road and allowed vehicles to exit the car park in both an easterly and westerly direction permitting a more flexible circulation of traffic within the local road network and the car park.

Following discussion with both Grampian Police and the management of Union Square it is proposed to make the short section of Palmerston Road from its access with Union Square to Stell Road two way and would allow improved egress opportunities from the development, reduce pressure on its junction with Market Street, assist in the congestion management of Market Street and permit a more robust management of the car park.

Elected members – The proposals are indicated on the plan below

- Implementation cost - £7000
- Estimated maintenance cost – £250 every 5 years
- Ward (12) – Torry / Ferryhill

Elected members – Allan , Cormack , Donnelly, Kiddie

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

- ❖ **Beechgrove Church, Midsocket Road** – Proposed “At any time” waiting restrictions at two new accesses

As part of a planning application for new housing in the converted church, a proposal has been received for “At any time” waiting restrictions round the new accesses replacing the existing “Residents/voucher parking on both Midsocket Road and Beechgrove Avenue.

The proposals are indicated on the plan below

- Implementation costs – by developer
- Estimated maintenance cost – £110 every 5 years

Ward (7) – Midsocket/Rosemount

Elected members – Corall,Cormie,Laing

- ❖ **Craigshaw Road** – Proposed “At any time” waiting restrictions on access road to private car park

A request has been received from the facilities manager at Craigshaw Business Park to progress a Traffic Regulation Order (TRO) to allow the existing, and a small additional length of, “At any time” waiting restrictions to be enforced.

This access road is privately maintained and double yellow lines have been present on the main section for some time, but is not supported by a TRO and therefore they cannot be enforced by the City Wardens. The current parking pattern within the car park restricts the regular access required by refuse vehicles and emergency vehicle access would be compromised should a situation occur where they require access. Correspondence with the car park owners has confirmed that they will fund all maintenance costs, current and future, to maintain these road markings.

To create enforceable restrictions a Traffic Regulation Order is required and this request will be treated as developer-related with the car park owner required to fund the Traffic Regulation Order, the initial implementation of the additional lines and also all future maintenance costs.

The proposals are indicated on the plan below.

- Implementation costs – by property owner
- Estimated maintenance cost – none, responsibility of property owner.

Ward – (13) Kincorth/Loirston

Elected members – Cooney, Dean, McCaig

- ❖ **Mugiemoss Road** – Proposed “At any time” waiting restrictions

Approval has been given for a housing/community development on a site to the south-west of Mugiemoss Road and it is felt necessary to introduce waiting restrictions at its junction with Mugiemoss Road for visibility and road safety reasons.

The proposals are indicated on the plan below

- Implementation costs – by developer
- Estimated maintenance cost – £1145 every 5 years

Ward – (1) Dyce/Bucksburn/Danestone

Elected members – Crockett, McDonald, Penny

- ❖ **Oldcroft Place** – Proposed revocation of existing “At any time” waiting restrictions and a proposal for new “At any time” waiting restrictions.

Approval has been given for a new housing development on the old Croft House site with access to the site from a revised location on Oldcroft Place. The new access is to be located approximately 12m eastwards on Oldcroft Place towards

Foresterhill Road. The “At any time” waiting restrictions around the existing access are to be revoked and new “At any time” waiting restrictions proposed at the new access.

The proposals are indicated on the plan below.

- Implementation costs – by developer
- Estimated maintenance cost – £170 every 5 years

Ward – (15) Hilton/Stockethill

Elected members – Adam, Fletcher, Kirsty West

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

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

There are 15 applications to be considered at this meeting.

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

**On-street parking** – 14 spaces

18 Summerhill Drive	51 Ruthrieston Road
30 Caiesdykes Drive	100 Cummings Park Drive
112 Garthdee Drive	80 Brebner Crescent
75 Murray Terrace	5 School Walk
12 Bervie Brow	1 Market Street (Phoenix Place)
14 Kirkwall Avenue	35 Polo Gardens
24 Shetland Walk	49 Gordon Terrace

**Non-specific spaces** – 1 location

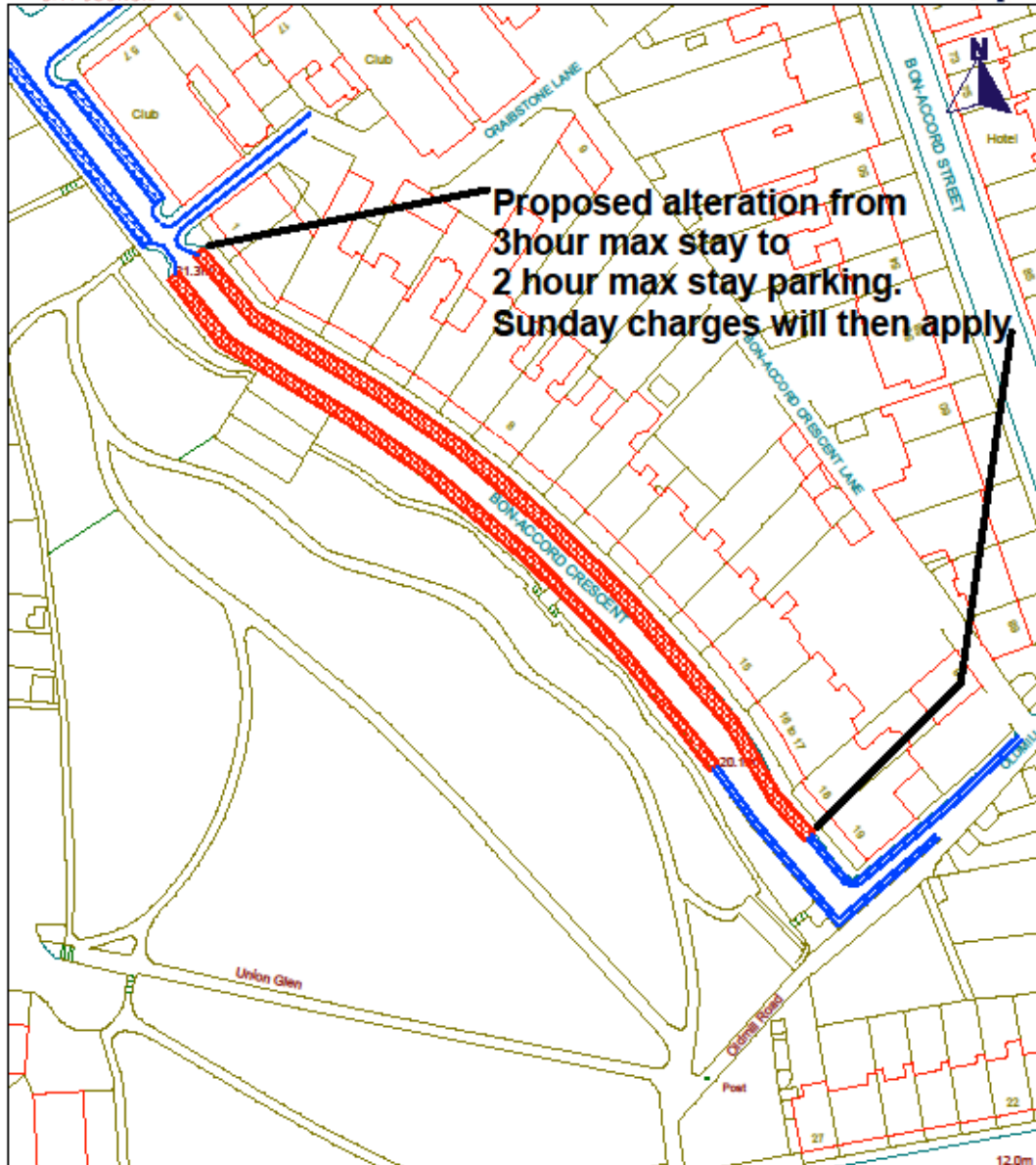
Esplanade – 3 spaces

**Off-street parking** – N/A

- **Bon-Accord Crescent** – alteration of the parking bays from 3 hour max stay to 2 hour max stay.



**GEOGRAPHICAL  
INFORMATION  
SYSTEM**



**Title:** Bon Accord Crescent - Proposed alteration of parking from 3hr max stay to 2 hr max stay  
Sunday charging will then apply

**Scale:** 1:1000

**Date:** 08 April 2011

**Map Ref:** NJ9305NE



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\*Maple prepared by GIS, Research & Information Unit, Strategic Leadership Team 02/09/2010

- **Crombie Road / Mansefield Road Waiting Restrictions**



### GEOGRAPHICAL INFORMATION SYSTEM



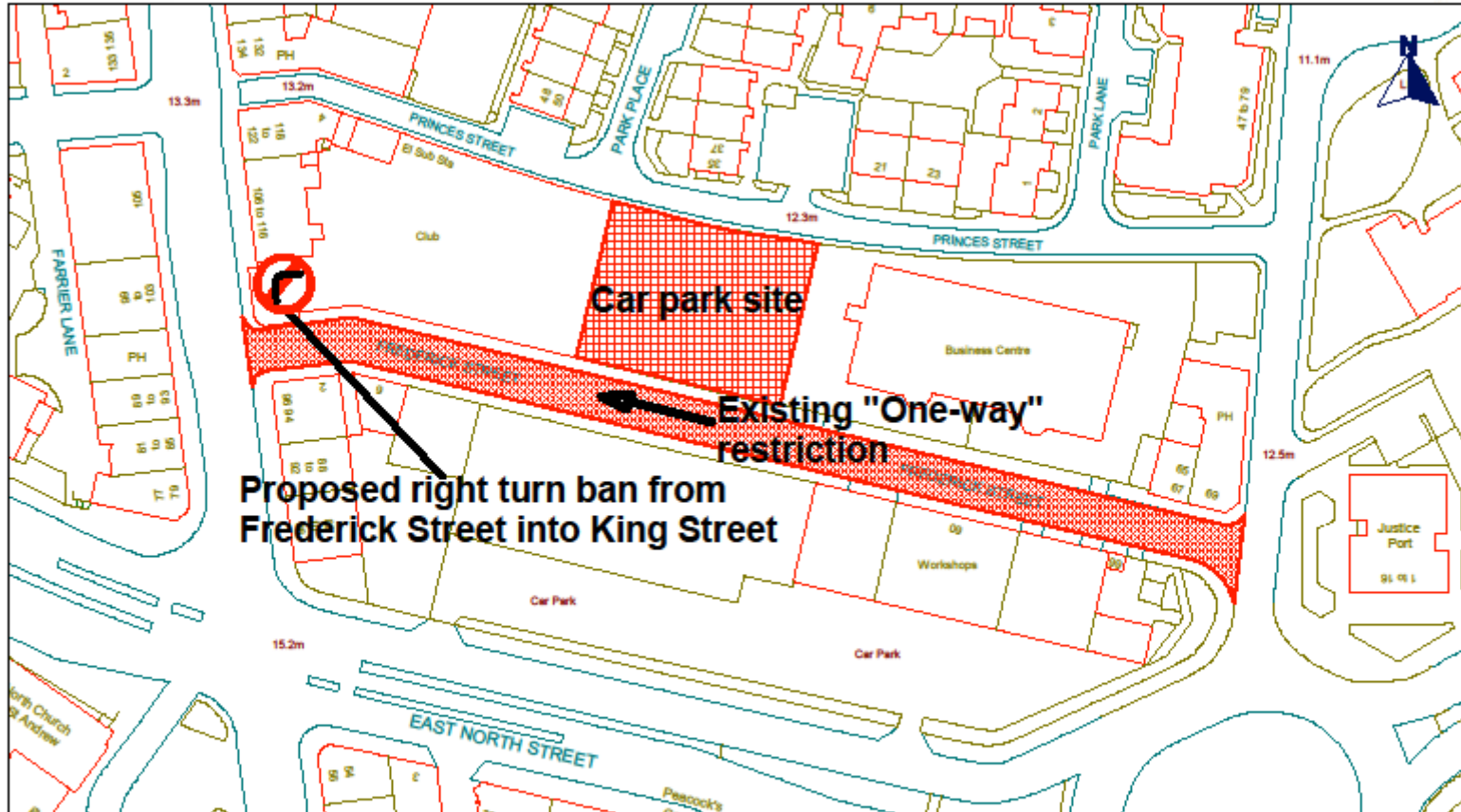
**Title : Crombie Road / Mansefield Road**  
**Proposed At Any Time Waiting Restrictions**

**Scale: 1:1000**  
**Date: 02 March 2011**  
**Map Ref: NJ9505SW**

- **Frederick Street car park** – creation of a multi-storey car park and “No right turn” restriction”



**GEOGRAPHICAL  
INFORMATION  
SYSTEM**



**Title : Frederick Street - Proposed off-street car park and "No right turn" restriction**

**Scale: 1:1000**

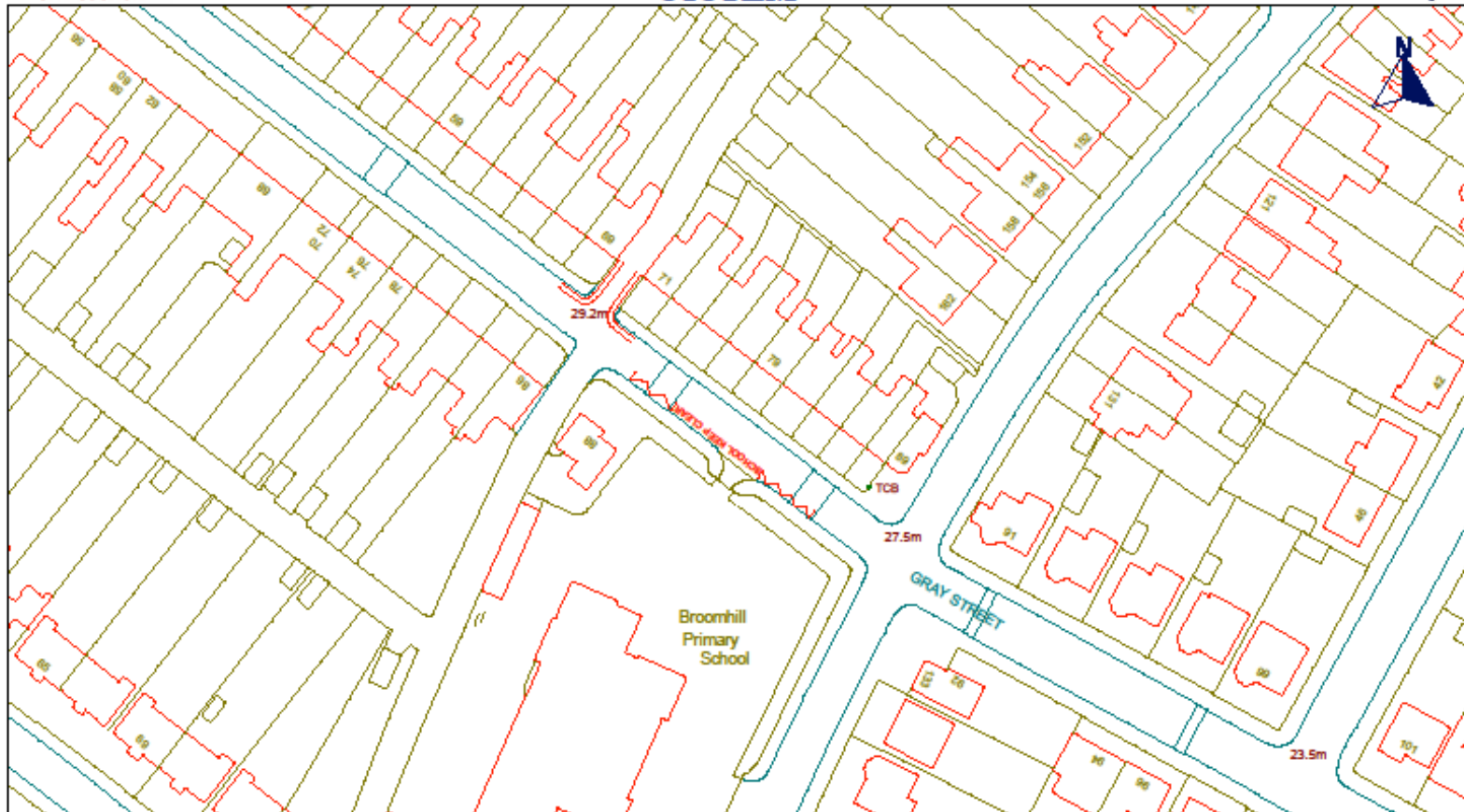
**Date: 14 April 2011**

**Map Ref: NJ9406NE**

- **Gray Street** – Proposed “At any time” waiting restrictions and “School Keep Clear” restrictions



## GEOGRAPHICAL INFORMATION SYSTEM



**Title : Gray Street @ Broomhill School**  
**Proposed Waiting Restrictions & "School Keep Clear"**

**Scale: 1:1000**

**Date: 02 March 2011**

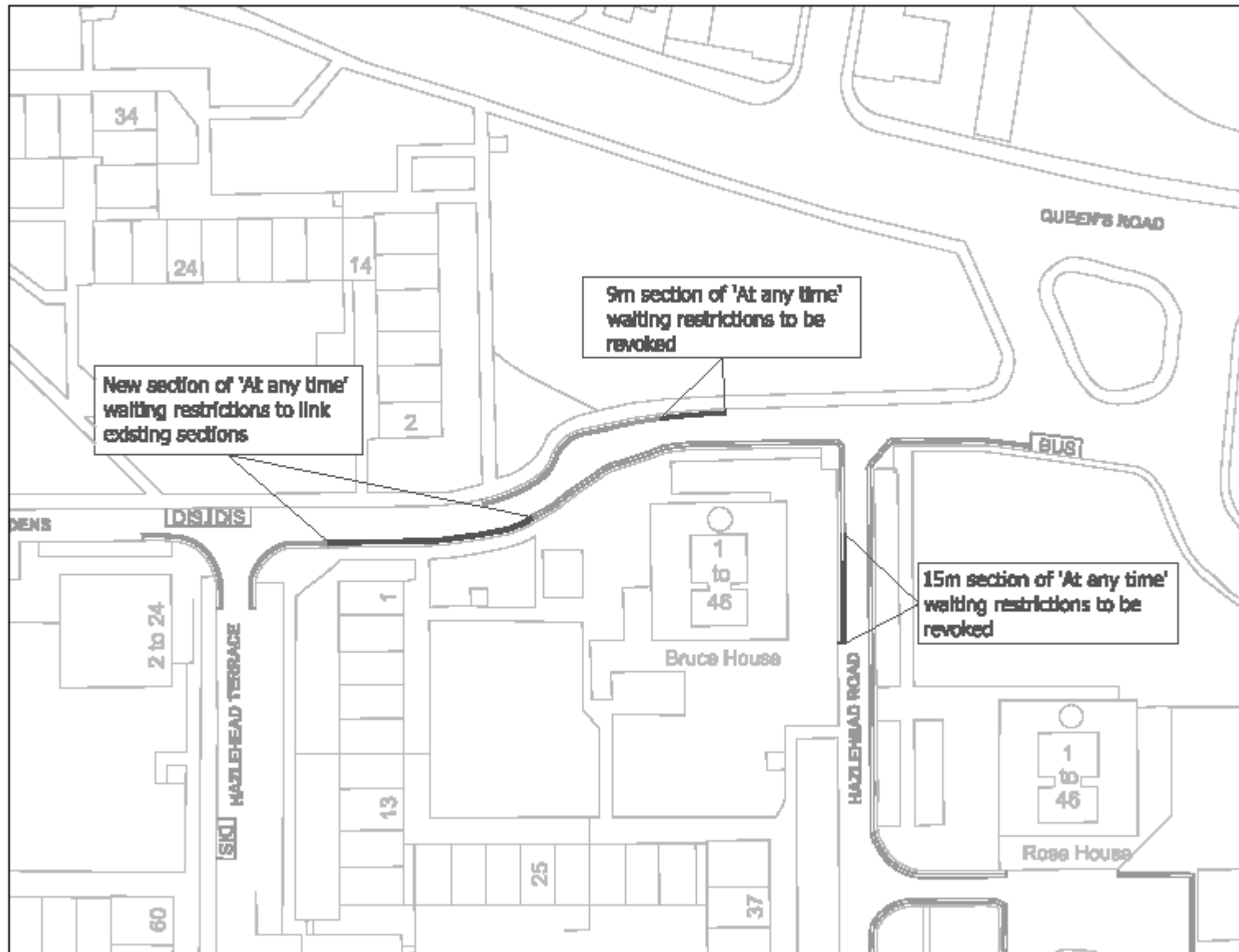
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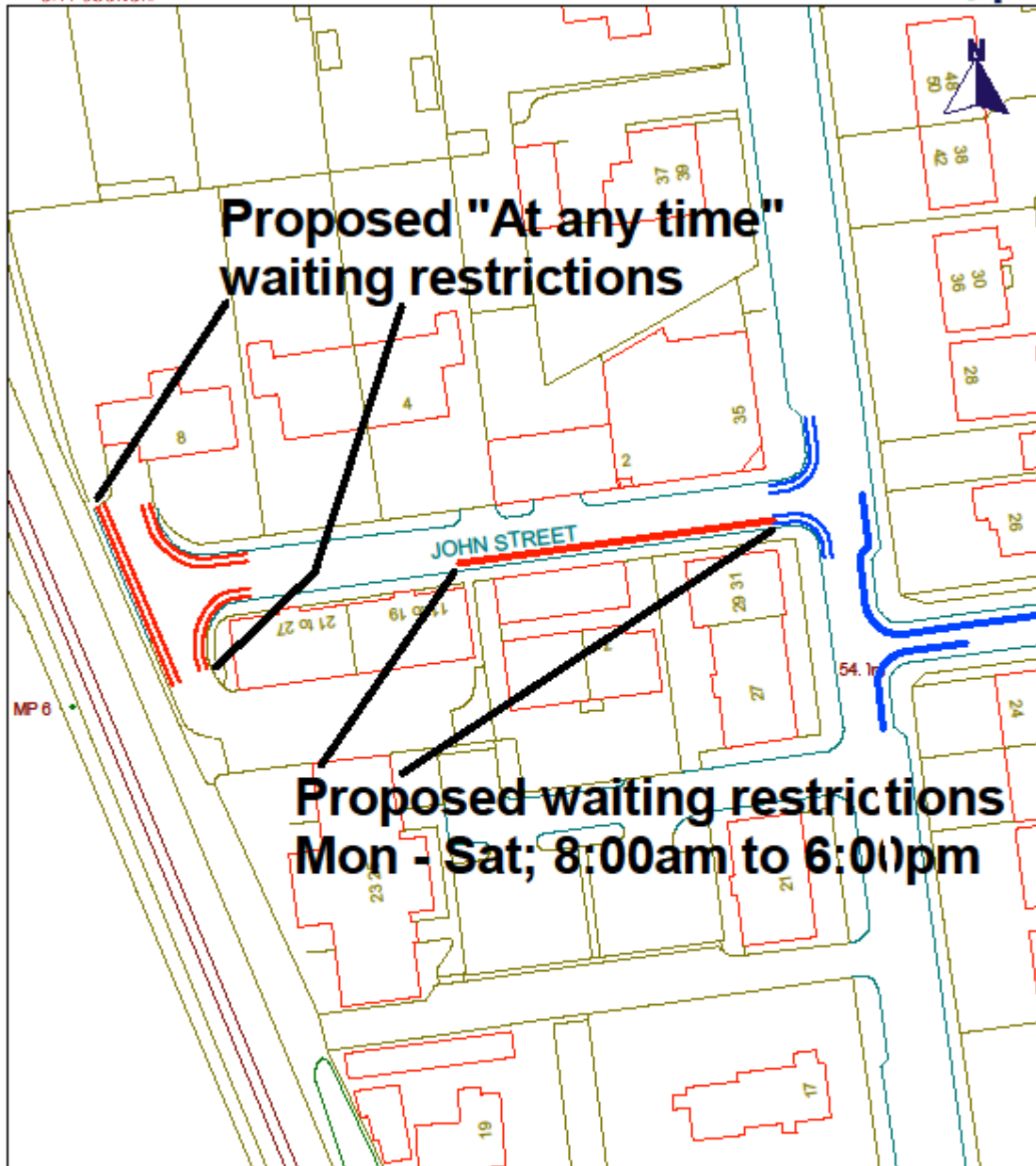
- **Hazlehead Gardens/Hazlehead Road** - Proposed “At any time” waiting restrictions and proposed revocation of existing “At any time” restrictions



- **John Street, Dyce** – Proposal for “At any time” and timed waiting restrictions



**GEOGRAPHICAL  
INFORMATION  
SYSTEM**



**Title:** John Street, Dyce - Proposed waiting restrictions  
"At any time" and "Mon - Sat; 8am to 6pm"

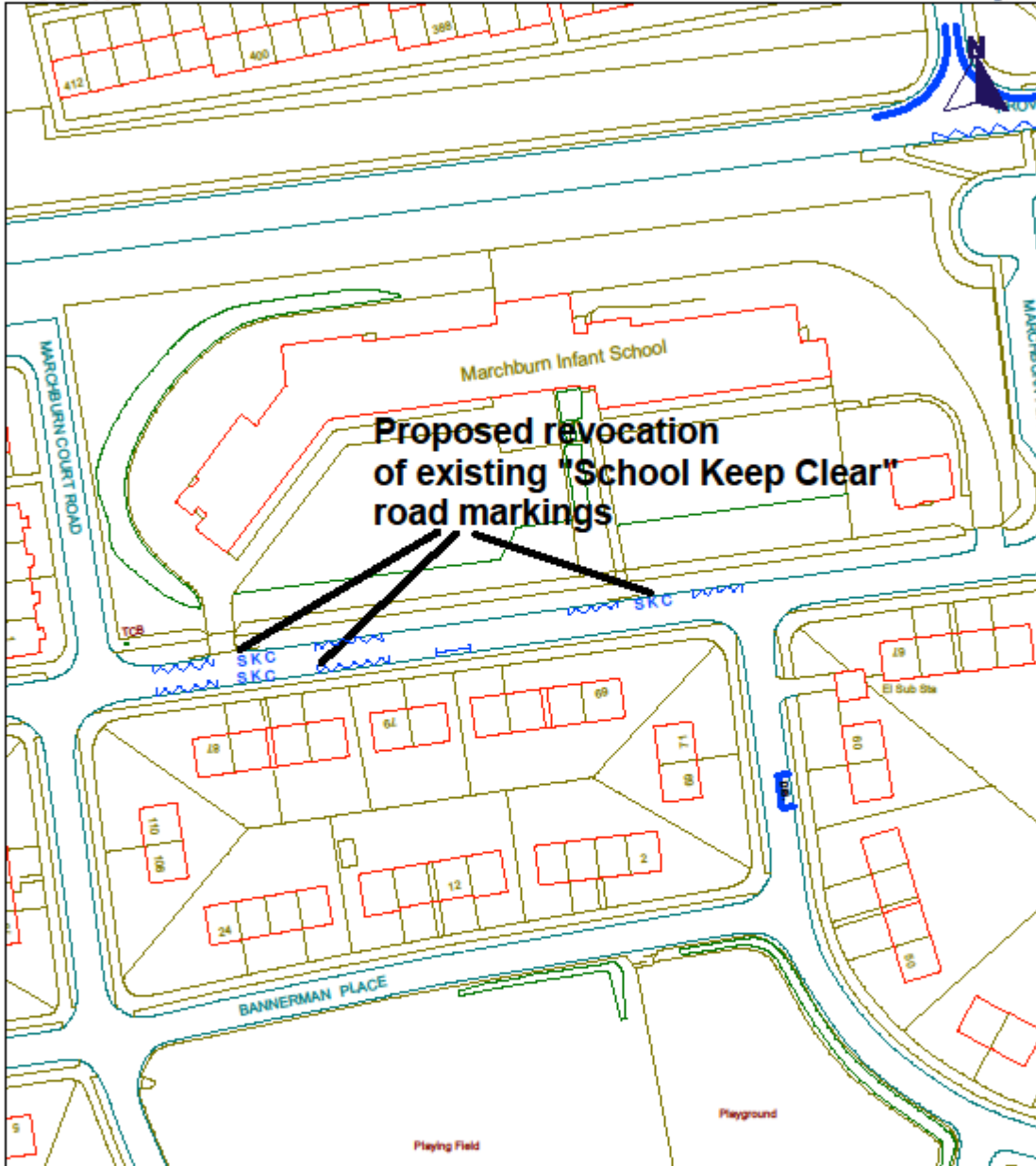
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- **Marchburn Infant School** – Revocation of “School Keep Clear” zig-zags



**GEOGRAPHICAL  
INFORMATION  
SYSTEM**



**Title:** Marchburn Drive - Proposed revocation of "School Keep Clear" road markings

**Scale:** 1:1000

**Date:** 11 April 2011

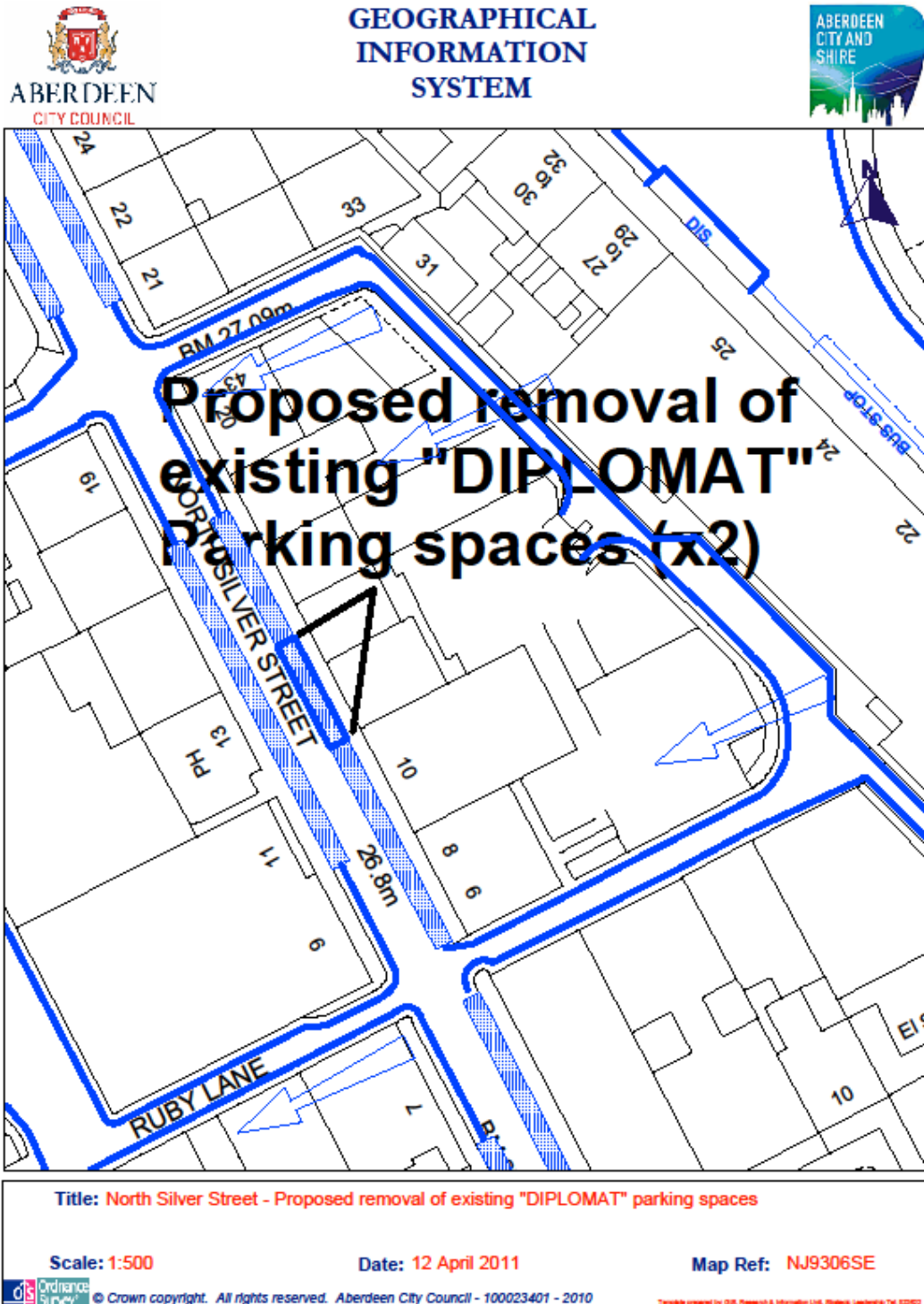
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Map data provided by OS, Ordnance Survey, Edinburgh, Scotland, Ordnance Survey, Edinburgh, Scotland

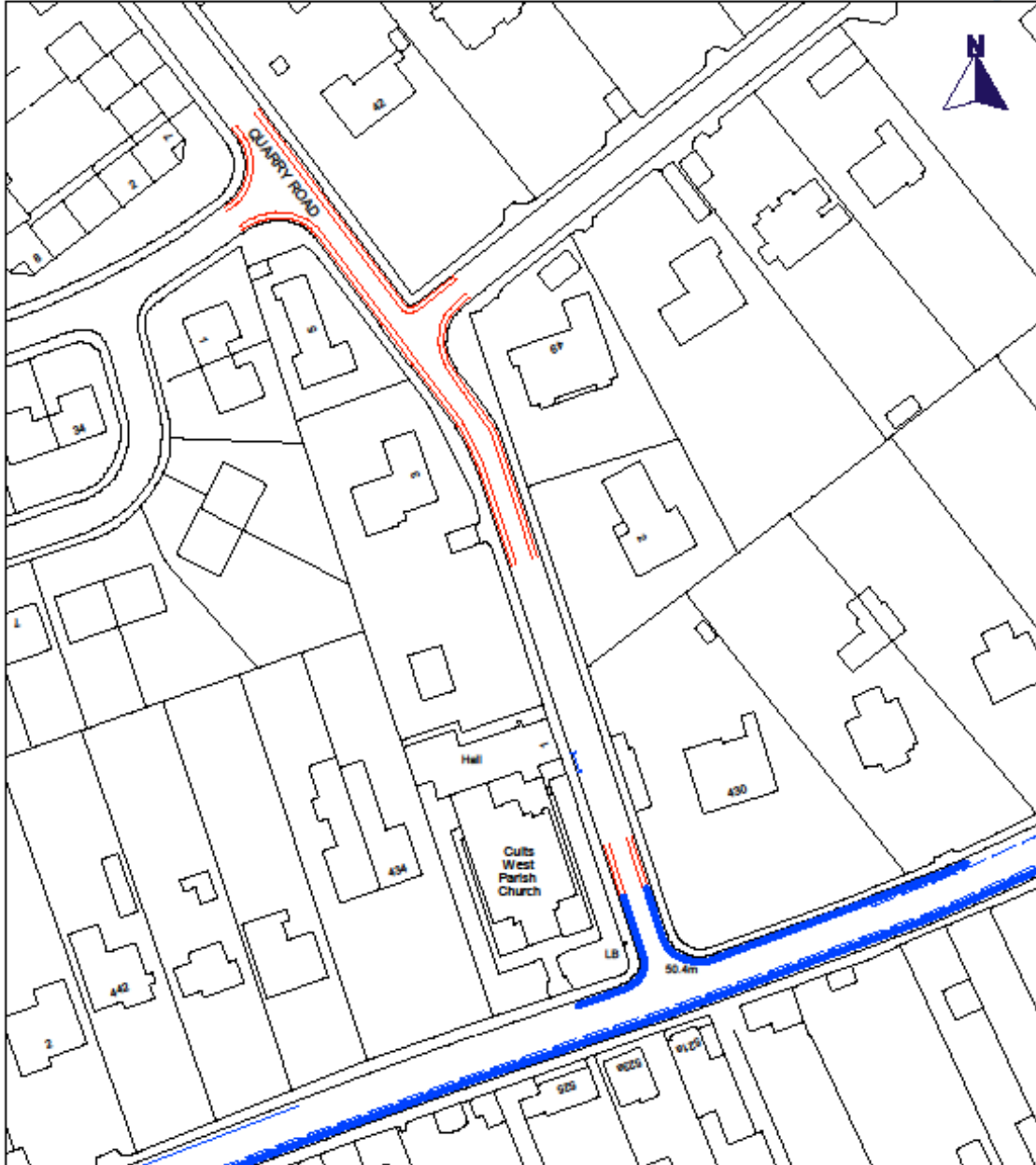
- **Marischall College car park** – creation of multi-storey car park for both private and public use.  
**Plan not available for this location**
- **North Silver Street** – Proposed removal of existing two “DIPLOMAT” parking spaces



- **Quarry Road, Cults** – Proposed 'At any time' waiting restrictions



## GEOGRAPHICAL INFORMATION SYSTEM



**Title:** Quarry Road, Cults  
Proposed 'At any time' waiting restrictions

**Scale:** 1:1000

**Date:** 08 April 2011

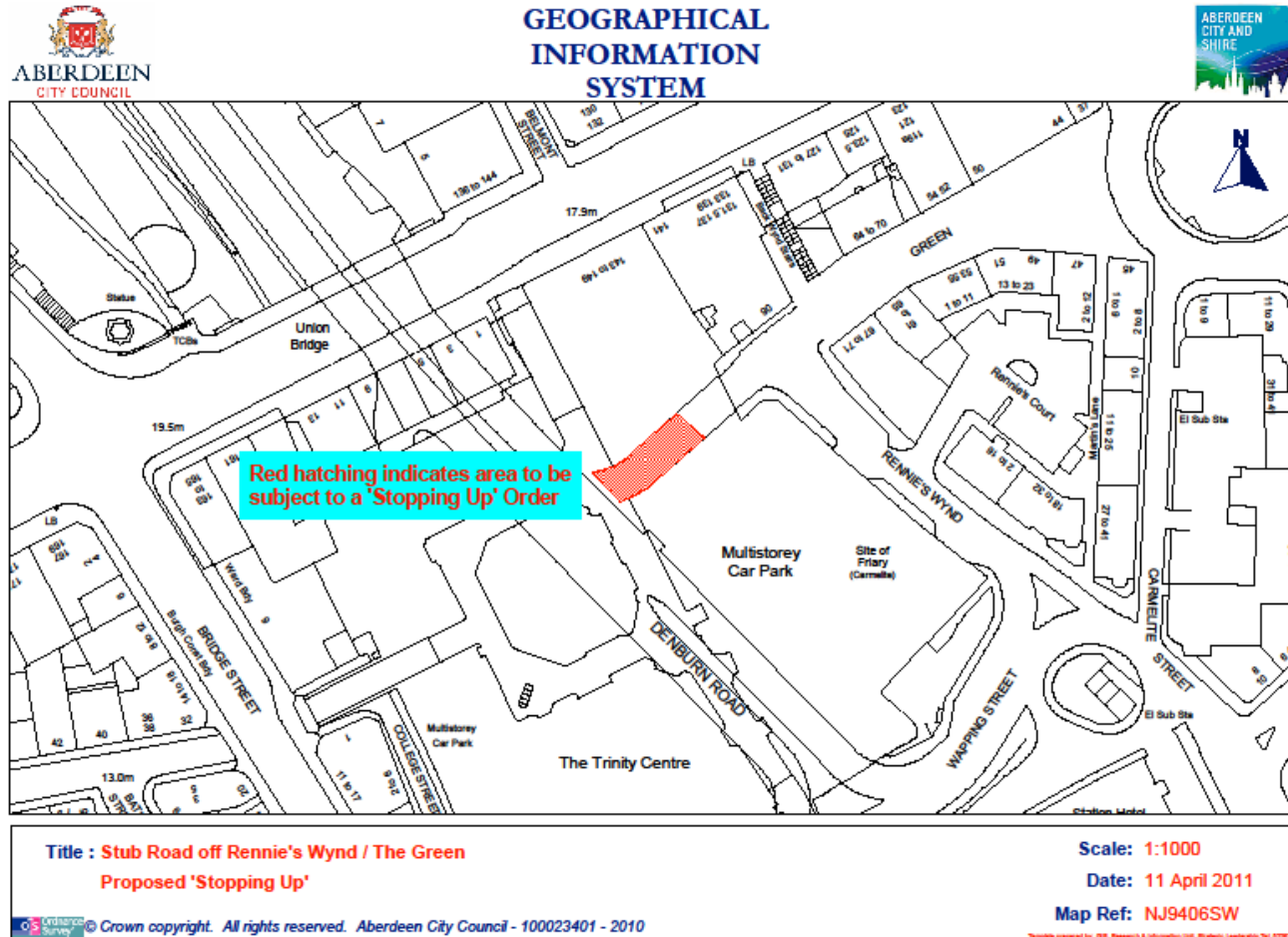
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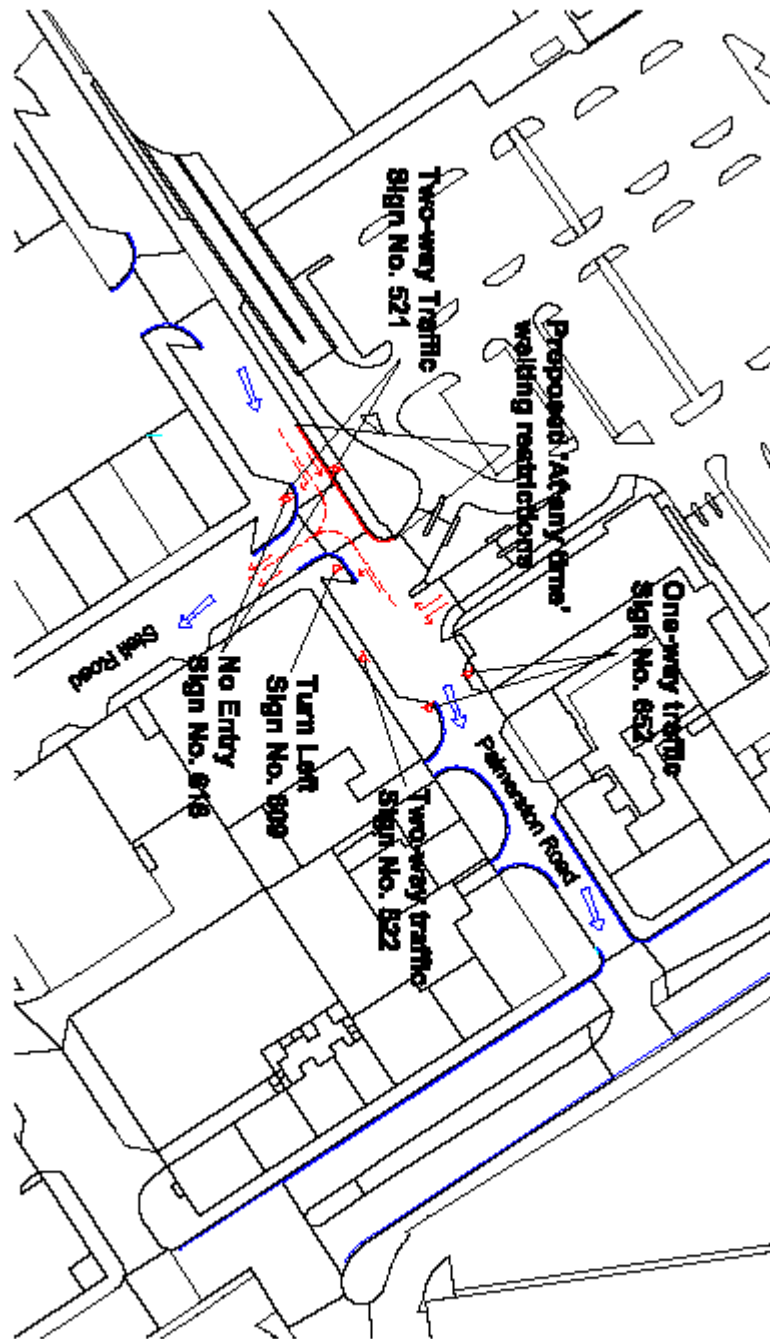
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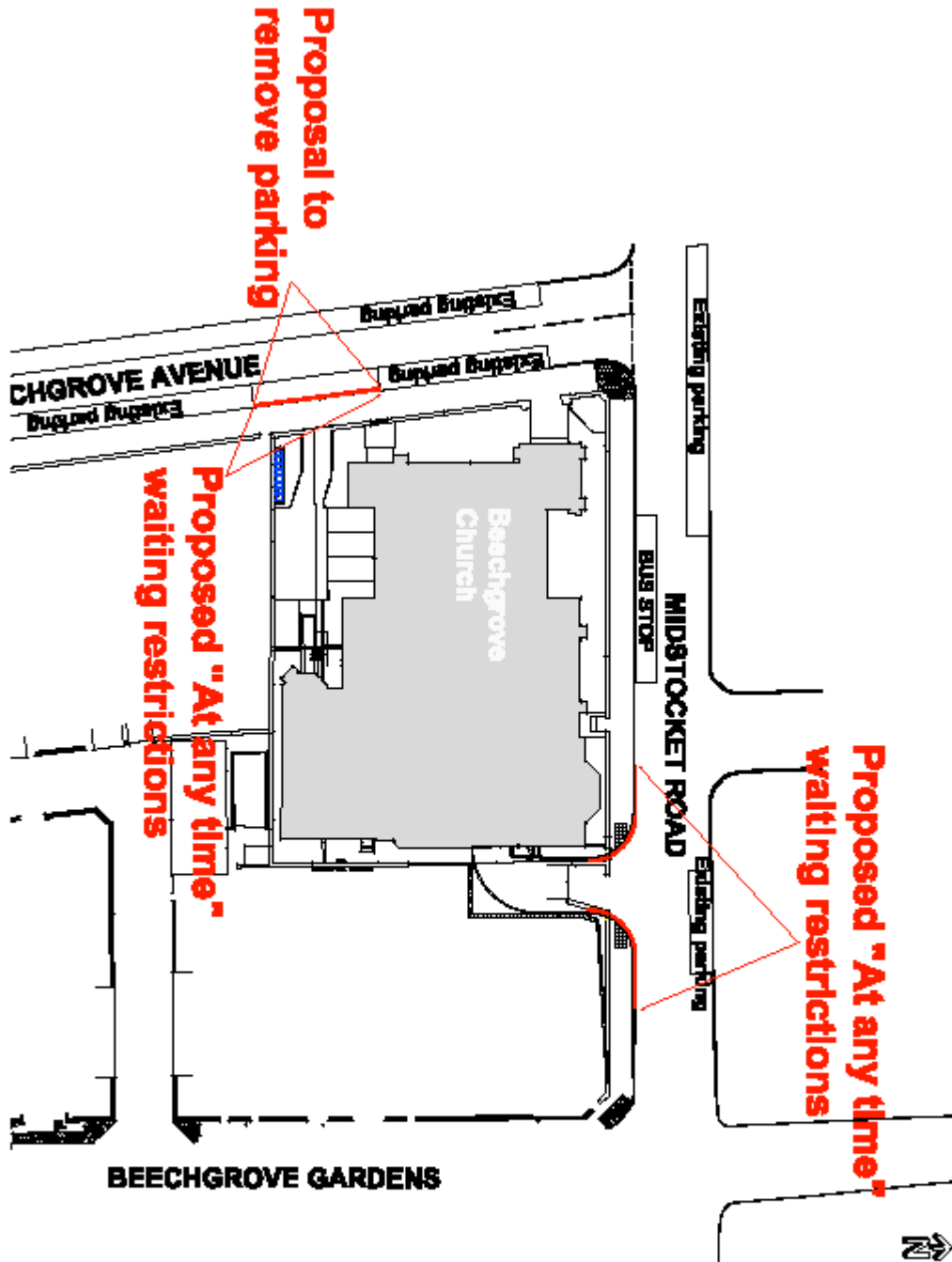
- **St Nicholas House car park** - conversion of predominantly private parking for St Nicholas House council employees and the Shopmobility charity, to public parking.  
**Plan not available for this location**
- **Section of road between Denburn Road and Rennie's Wynd / The Green** – Stopping Up subject to the reservation of a means of passage for pedestrians



# Palmerston Road – Proposed two way operation east of Stell Road



- ❖ **Beechgrove Church, Midstocket Road** – Proposed “At any time” waiting restrictions at two new accesses

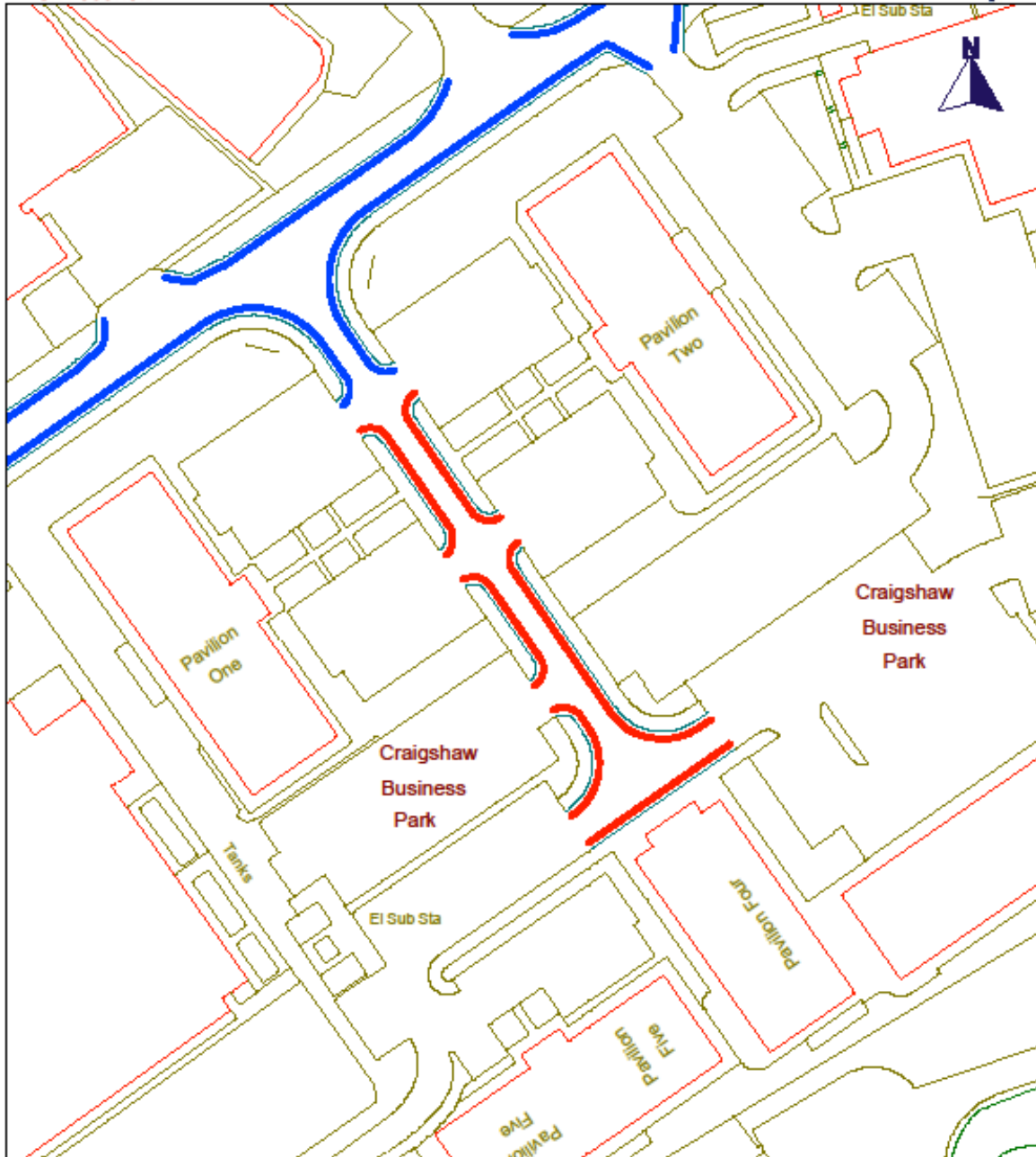




❖ **Craigshaw Road** – Proposed “At any time” waiting restrictions within



**GEOGRAPHICAL  
INFORMATION  
SYSTEM**



**Title:** Craigshaw Business Park  
Proposed "At any time" waiting restrictions

**Scale:** 1:721

**Date:** 17 March 2011

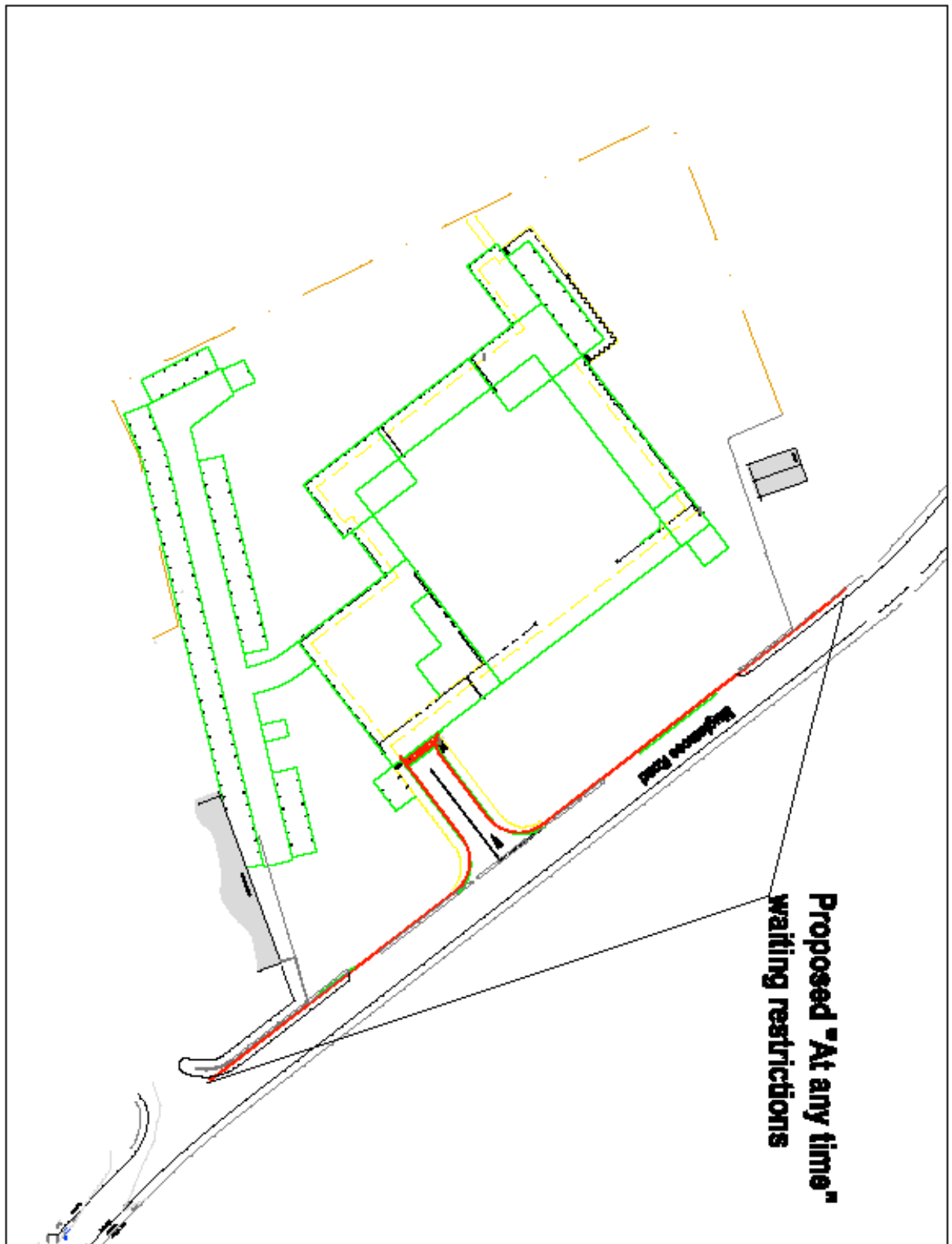
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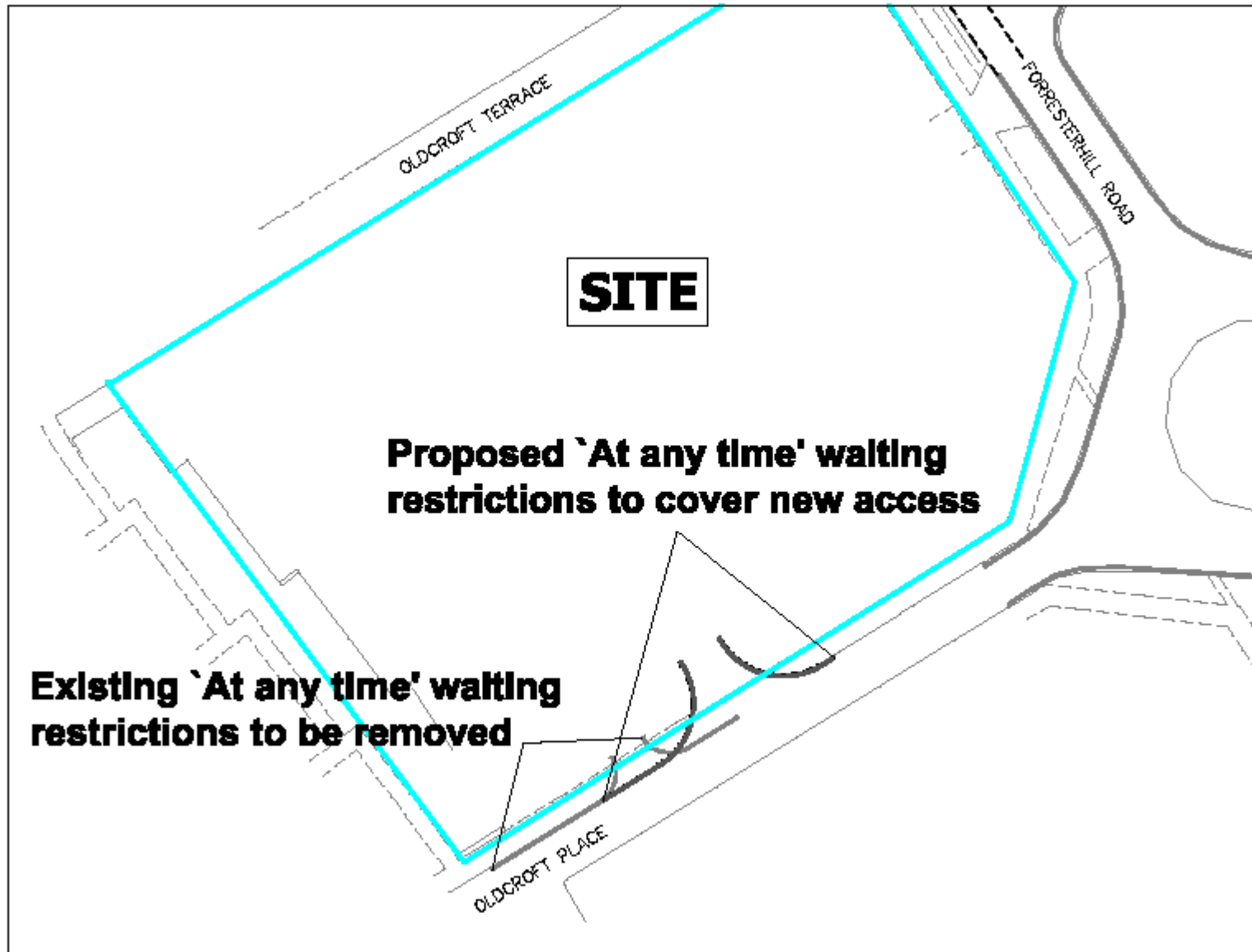
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Template prepared by: GIS, Research & Information Unit, Strategic Leadership Unit 12/2007

❖ **Mugiemoss Road** – Proposed “At any time” waiting restrictions



- ❖ **Oldcroft Place** – Proposed revocation of existing “At any time” waiting restrictions and a proposal for new “At any time” waiting restrictions.



## **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;

### Local Members

<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>	-did query where this request had originated as the church-goers require parking and this may cause parking issues for them.
<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

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 – there were concerns regarding whether the opening of St Nicholas House's underground car park would result in rates being charged for the whole building. But this has been clarified by yourselves and Asset Management and the opening of the car park would not incur rates on the building  
Therefore we are happy with the contents of this report.

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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