

COMMITTEE: **Environment, Planning and Infrastructure**

DATE: **13th September 2011**

DIRECTOR: **Gordon McIntosh**

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

REPORT NUMBER: **EPI/11/196**

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.
4. Instruct officers that no further action is required with regard to The Green Townscape Heritage and that the existing loading bays in Stirling Street and Exchange Street should remain as previously installed.

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.

There are no financial implications as a result of The Green Townscape Heritage Initiative

Budget	Implementation costs (£)	Maintenance costs (£) after 5 years	Comments
(●) Cycling, Walking, Safer Streets (Scot Gov grant-funded)	9,950	6,570	If budgets are not currently available locations will be placed on a priority list for when future funding becomes available
(❖) Developer financed	-	250	Maintenance of these works generally falls to the council maintenance budget when they are on-street restrictions
(➤) Disabled Parking	No locations submitted this cycle	-	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.
(o) No funding required	-	-	-

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 16 locations brought forward during the course of routine examination of road safety and traffic flows and 5 proposals resulting from a request from a developer.

An additional proposal with regard to the loading bays within The Green Townscape Heritage Initiative is also incorporated within this report
There are no applications for blue badge spaces being promoted this cycle.

Key:
<ul style="list-style-type: none">• 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**
- **Abbotswell Crescent / Redmoss Road** - proposed prohibition of waiting “At any time”

Nigg Community Council has raised concerns over vehicles being parked in the vicinity of the Redmoss Road / Abbotswell Crescent Junction. Specifically vehicles parked on Abbotswell Crescent on the immediate approach to the junction with Redmoss Road can, on occasion, hinder bus turning movements at the junction. Whilst on Redmoss Road vehicles are being parked on both sides of the road adjacent to the Police Station and leaving a running lane for a single vehicle. These practices in turn are causing obstruction in the vicinity of the junction as vehicles wait to allow opposing vehicles to pass parked vehicles. It is therefore proposed to introduce lengths of prohibition of waiting at any time on both these roads and additionally a Bus Stop ‘Clearway’ on Abbotswell Crescent. These aforementioned proposals will ensure vehicle movements are unhindered within the vicinity of the junction.

The proposals are indicated on the plan below.

Implementation cost - £1,000

Estimated maintenance cost – £900 every 5 years

Ward (13) – Kincorth/Loirston

Elected members – Cooney, Dean, McCaig

- **Berryden Road** – Extension of Zone M to include Nos 3 and 5 Berryden Road and proposed “At any time” and “timed” waiting restrictions.

Since the introduction of Zone M in 2005 the residents of the flats at Nos 3 and 5 Berryden Road have parked their vehicles in the empty area of ground on the east side of the street. However, for reasons of security and safety access to this area of waste ground has been denied. Residents are now parking on Berryden Road causing a major obstruction to the flow of traffic at peak times of the day.

A temporary Traffic Regulation Order has been implemented to restrict parking on this key route to ensure unrestricted flows at peak times. This will continue to be operational until a permanent Traffic Regulation Order is finalised.

It is now proposed to include the two blocks of flats into Zone M in order that they may have the opportunity to park in the surrounding streets providing they purchase a residents permit.

It is also proposed that the waiting restrictions on Berryden Road be rationalised in order that traffic flow is maintained at all times.

The proposals are indicated on the plan below.

Implementation cost - £700

Estimated maintenance cost – additional £600 every 5 years

Ward (7) – Midstocket/Rosemount

Elected members – Corall, Cormie, Laing

- **Binghill Road, Milltimber** – proposed lengths of prohibition of waiting “At any time”

Residents in Milltimber have contacted officers to voice concerns over vehicles being parked on Binghill Road in the vicinity of the signal controlled junction with the North Deeside Road. Such parking reduces the width of the road to a single running lane and there are occasions where vehicles are forming queues to let opposing vehicles pass parked cars. In this regard, instances have been reported where a queue forms on Binghill Road and subsequently hinders traffic flow on the North Deeside Road. It is therefore proposed to introduce certain lengths of prohibition of waiting at any time to ensure the signal controlled junction operates efficiently and traffic flow is maintained.

The proposals are indicated on the plan below.

Implementation cost - £920

Estimated maintenance cost – £920 every 5 years

Ward (9) – Lower Deeside

Elected members – Boulton, Malone, Milne

- **Brunswick Place** – Proposed “At Any Time” waiting restrictions

A request has been received from a resident in Brunswick Place to extend the “At any time” waiting restrictions along the north side of the street. Site visits have confirmed that vehicles are being parked just behind the existing “At any time” waiting restrictions which forces vehicles exiting Brunswick Place into Bright Street onto the “wrong” side of the road. This results in these vehicles coming into conflict with vehicles entering this section of Brunswick Place.

The proposals are indicated on the plan below.

Implementation cost - £120

Estimated maintenance cost – £120 every 10 years

Ward (12) – Torry/Ferryhill

Elected members – Allan, Cormack, Donnelly, Kiddie

- **Claymore Avenue** – Proposed “At any time” waiting restrictions

Claymore Avenue is an adopted road maintained by Aberdeen City Council. Since its adoption vehicles have been able to park along its full length.

During major events held in the Aberdeen Exhibition and Conference Centre (AECC) this road becomes a preferred parking place for many vehicles and the density of parking causes access problem to the many businesses there.

These businesses have associated car parking facilities and it is therefore proposed that “At any time” waiting restrictions be promoted over this road in order that access can be maintained at all times.

The proposals are indicated on the plan below.

Implementation cost - £3,000

Estimated maintenance cost – £3,000 every 5 years

Ward (2) – Bridge of Don

Elected members – Jaffrey, Leslie, Reynolds, Young

- **Fonthill Road** – revocation of “POLICE” bays and replace with Residents Only bays

In recent months a purpose-built medical centre incorporating a new police office, has opened on Whinhill Road on the old NHS Grampian site at Great Southern Road.

The Police office on Fonthill Road has now been vacated and the parking bays that were reserved for the exclusive use by police vehicles are no longer required. This bay allowed for 4 police vehicles to park on-street and it is now proposed to replace this bay with a “Resident permit holders only” bay to accommodate 3 vehicles on street whilst maintaining access to the property.

The proposals are indicated on the plan below.

Implementation cost - £350

Estimated maintenance cost – no increase in maintenance costs

Ward (12) – Torry/Ferryhill

Elected members – Allan, Cormack, Donnelly, Kiddie

- **Greenfern School** – proposal to revoke the “School Keep Clear” zig-zag restrictions associated with this school and to propose “At any time” waiting restrictions in surrounding streets.

Greenfern School (nursery and infant) and Kingsford School (primaries 4 – 7) occupied adjacent sites between Springhill Road and Sheddocksley Road.

Some years ago Greenfern School closed with the nursery/infant pupils relocating to the adjacent Kingsford School. The empty building remained as an option for future educational needs until last year when it was demolished. The site has now been declared surplus to educational requirements and the zig-zags associated with the school now required to be revoked and removed.

It is now proposed that these zig-zags (3 sets) currently on Springhill Road, Maidenhead Place and Sheddocksley Road, be revoked; the lining and signage removed and the kerbside returned to being unrestricted.

The proposals are indicated on the plan below.

Implementation cost - £1,650

Estimated maintenance cost – reduction in maintenance costs

Ward (3) – Kingswells/Sheddocksley

Elected members – Ironside, Stephen, Stuart

- **Hardgate** – proposal for “At any time” waiting restrictions.

A request was received from a resident of Bethany Gardens to have a section of timed restrictions, Mon – Sat, 8:00am to 6:00pm, on the Hardgate replaced with “At any time” waiting restrictions. This section is on the east side of the Hardgate between Bethany Gardens and Rosebank Terrace.

This was requested when larger vehicles, delivering to the small businesses on the Hardgate, were being obstructed by vehicles parked on the single yellow line and overhanging the restrictions.

Several visits were made to this area where officers confirmed this to be a problem. It is now proposed to replace a 5m section of timed waiting restriction with “At any time” waiting restrictions to facilitate the passage of larger vehicles along this one-way street whilst still allowing evening parking for two vehicles on the timed waiting restriction.

The proposals are indicated on the plan below.

Implementation cost - £50

Estimated maintenance cost – minimal increase in maintenance costs

Ward (12) – Torry/Ferryhill

Elected members – Allan, Cormack, Donnelly, Kiddie

- **Hermitage Avenue** – proposed relocation of “Pay & Display” bays and “At Any Time” waiting restrictions.

Residents contacted the Traffic Management Team during the implementation of the parking controls surrounding the University in Old Aberdeen where it was suggested that the position of the “Pay and Display” bays on the north side of Hermitage Avenue restricted entry to, and exit from, the driveways of nos. 1 – 6 Hermitage Avenue on the south side of the road.

Following a site visit it was noted that access could still be maintained to these properties with the bays in place, however an alternative location was identified some distance away from these driveways that could be utilised for these Pay and Display parking bays. This alternative would maintain the current driveway access, however there would be a loss of space.

It is therefore proposed to relocate this Pay and Display bay from opposite these properties westwards to an alternative section on the south side of Hermitage Avenue. The “At any time” waiting restrictions will remain opposite the driveways.

The proposals are indicated on the plan below.

Implementation cost - £350

Estimated maintenance cost – no increase in maintenance costs

Ward (6) – Tillydrone/Seaton/Old Aberdeen

Elected members – Collie, Noble, Robertson

- **High Street** – revocation of “POLICE ” bays

Recently, the police office situated in the High Street of Old Aberdeen has been relocated to Tillydrone with the High Street office being vacated.

A parking bay, exclusively for marked Police vehicles, was implemented last year to allow unhindered access but is not now required.

It is therefore now proposed to revoke this bay and return it to “At any time” waiting restrictions

The proposals are indicated on the plan below.

Implementation cost - £100

Estimated maintenance cost – no increase in maintenance costs

Ward (6) – Tillydrone/Seaton/Old Aberdeen

Elected members – Collie, Noble, Robertson

- **Howe Moss Drive** – proposed length of prohibition of waiting at any time.

Officers have been contacted by a haulage firm based in Howe Moss Drive where staff are expressing concern with regard to vehicles parking on a bend on the road. The issue is the lack of forward visibility for drivers, as vehicles have to pass the parked vehicles using the lane for opposing traffic. The forward visibility for drivers is being limited by an industrial building adjacent to the inside of the bend. This has led to occasions where the drivers of Heavy Goods Vehicles are confronted by an oncoming vehicle and in turn have to brake sharply and in some cases have to reverse . It is therefore proposed to introduce a length of prohibition of waiting at any time that will keep the bend clear of parked vehicles.

The proposals are indicated on the plan below.

Implementation cost - £350

Estimated maintenance cost – £350 every 5 years

Ward (1) – Dyce, Bucksburn, Danestone

Elected members – Crockett, McDonald, MacGregor, Penny

- **McDonald Court** – Proposed “At Any Time” waiting restrictions.

It has been highlighted by the Residents Association that vehicles are being parked within the turning head of this development despite there being adequate parking within the area. This indiscriminate parking restricts the ability of larger vehicles, such as emergency vehicles, refuse collection lorries and delivery vans, to turn and exit in a forward gear. Evening observational surveys by officers have confirmed this to be the case.

This turning head does not currently have any waiting restrictions over it, however it is now proposed to introduce “At any time” restrictions over the turning head.

The proposals are indicated on the plan below.

Implementation cost - £200

Estimated maintenance cost – £200 every 10 years

Ward (8) – George Street/Harbour

Elected members – May, Hunter, John Stewart

- **Morningfield Road** – Proposed “At Any Time” waiting restrictions

This street, along with Carnegie Crescent, Carnegie Gardens, Moray Place and Rubislaw Den North, were removed from the recently implemented Zone X parking controls. New parking pressures are now apparent in the surrounding streets and Morningfield Road is probably now the most densely parked street just outside this new zone.

Although there should be no parking along the front of the garages on Morningfield Road at its junction with Forest Road, the garage owners have reported that on a number of occasions vehicles have been parked across these entrances preventing access to and from their garages.

This has no doubt been as a result of displaced parking from the new zone and in this instance it is proposed to implement “At any time” waiting restrictions across the garage entrances in order that this stretch of road remains clear of indiscriminately parked vehicles.

The proposals are indicated on the plan below.

Implementation cost - £250

Estimated maintenance cost – £250 every 5 years

Ward (10) – Hazlehead/Ashley/Queens Cross

Elected members – Farquharson, Greig, Jennifer Stewart, John West

- **Osborne Place** – proposed “At any time” waiting restrictions
Following routine inspections of the culvert that runs under Osborne Place it was found that the culvert was unable to withstand the everyday loading related to normal traffic movements. A temporary weight restriction was imposed along this section of road preventing heavy goods vehicles using this section of road until a solution was found to either permanently reduce the vehicle loading or to strengthen the culvert to withstand these loads.
Approval was given at the Enterprise, Planning and Infrastructure Committee meeting on 7th September 2010 to form build-outs on either side of Osborne Place where the culvert traverses the street thereby reducing the width in order that only one vehicle can travel over the culvert at any one time.
The construction of these build outs requires that the existing parking layout be altered to accommodate them.

The proposals are indicated on the plan below.

Implementation cost - £400

Estimated maintenance cost – £250 every 5 years

Ward (10) – Hazlehead/Ashley/Queens Cross

Elected members – Farquharson, Greig, Jennifer Stewart, John West

- **Queen’s Road** – Proposed waiting restrictions, “At any time” and Mon – Fri; 8am – 6pm on the south side only

There have been a number of complaints from road users regarding the vehicles parked on Queen’s Road between Hazledene Road and the Hazlehead roundabout. When vehicles park on the south side of the road, they force all vehicles travelling westbound into the offside lane creating a bottleneck and this has had an adverse effect on the peak flows especially in the evenings.

Currently a short section on the south side of the road is unrestricted except for a bus clearway and a small number of vehicles take advantage of this parking, however clearing this section of parked vehicles over the peak flow times would improve traffic flows.

It is proposed to extend the existing “At any time” waiting restrictions by 10m westwards at Hazledene Road and to also restrict the remainder of the southern carriageway with a Mon – Fri; 8:00am to 6:00pm waiting restriction. This should improve the traffic flows at peak times but still allow evening parking.

The proposals are indicated on the plan below.

Implementation cost - £260

Estimated maintenance cost – £260 every 3 years

Ward (10) – Hazlehead/Ashley/Queens Cross

Elected members – Farquharson, Greig, Jennifer Stewart, John West

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

Some years ago the entry/exit to Duthie Park from Riverside Drive was reversed. At that time the exit was adjacent to the rail bridge and the visibility eastwards under the bridge was poor. The changeover has improved the situation considerably, however it has recently been brought to our attention that, when major events are held in the Park, vehicles are being parked on Riverside Drive at either side of the exit creating visibility problems.

It is therefore proposed to install “At any time” waiting restriction at either side of the exit to improve both visibility and the means to exit safely.

The proposals are indicated on the plan below.

Implementation cost - £250

Estimated maintenance cost – £250 every 5 years

Ward (13) – Kincorth/Loirston

Elected members – Cooney, Dean, McCaig

The following proposals will be funded by the developer

- ❖ **Belgrave Mansions (Lane)** – Proposed “At any time” waiting restrictions.

A request was received from the factor of this development to have “At any time” waiting restrictions implemented on both sides of this lane. As this lane is unrestricted within a controlled area it is seen as a real opportunity for free parking for visitor/commuters to the area at the expense of the residents’ access.

The proposals are indicated on the plan below.

There will be no implementation nor maintenance costs involved

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

- ❖ **Scott Cassie Circle** – Stopping up (part)

As part of the continued development of the Robert Gordon University, additional buildings are currently being constructed to the south of the existing turning circle adjacent to the Health Centre. The developer proposes to make Scott Cassie Circle a private access and application is being made for a Stopping Up order over this road.

Bus access will not be removed as a result of this proposal.

The extent of the proposed area to be stopped up is indicated on the plan below.

Ward (11) – Airyhall/Broomhill/Garthdee
Elected members – Townson, Wisely, Yuill

- ❖ **Scott Cassie Circle** – Prohibition of Driving (part)

Also in association with the new building works, and prior to the implementation of any Stopping up Order, there requires to be a Prohibition of Driving introduced over the lower part of this road to facilitate the construction works.

The extent of the proposed Prohibition of Driving is indicated on the plan below.

Ward (11) – Airyhall/Broomhill/Garthdee
Elected members – Townson, Wisely, Yuill

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

As a part of this small development of three detached properties, a new footway has been constructed on the west side of Cairn Road and, as part of the Planning Conditions, “At any time” waiting restrictions are required along the length of this site.

It is therefore proposed to promote these “At any time” waiting restrictions.

The proposals are indicated on the plan below.

Implementation cost – funded by developer

Estimated maintenance cost – £500 every 5 years

Ward (9) – Lower Deeside

Elected members – Boulton, Malone, Milne

❖ **East North Street Car Park** – removal of car park.

Due to the impending development of the Community Health and Care Village planned for the sites between East North Street and Frederick Street, the East North Street Car Park now requires to be taken off the Off-street car park Traffic Regulation Order. This will be replaced with a new 6-storey car park on the north side of Frederick Street.

The car park area is indicated on the plan below.

Ward (8) – George Street/Harbour

Elected members – May, Hunter, John Stewart

○ **The following proposal does not require any funding**

- **Loading Bays** – The Green Townscape Heritage Initiative, Public Realm Streetscape Works

Background

A report was submitted to the Controlled Parking areas Working party on 24 February 2011, the minute of which was then presented to the 15 March 2011 E P & I committee.

Recommendation 12 from the above report was that residential parking bays be established between 6.00pm and 8.00pm at locations within the city centre where pay and display bays now applied until 8.00pm but single yellow lining nearby ceased to apply at 6.00pm.

The committee resolved to approve recommendation 12 from the report and to request officers to investigate and report back to committee on the issue of loading bays in The Green.

The issues to be investigated related to the usage of the existing loading bays and whether any of them could be revoked and returned to pay & display parking. Concerns had been raised by constituents through Councillor John Stewart that these loading bays were not being utilised by the businesses.

Existing Layout

Within The Green Townscape Heritage initiative, four loading bays were implemented which operate Mon to Fri 8.00am to 6.00pm. Outwith these times the bays return to pay and display parking where they can be used by the general public or by residents with a valid residential permit.

Two loading bays were installed on Exchange Street and two on Stirling Street (see appendix 1 for locations). These bays were located adjacent to local businesses within The Green area to allow them to operate and accept deliveries.

Within The Green restricted parking and 20 mph zone the area was enhanced by the environmental improvements to the streetscape. This involved the majority of the footways being widened and shared footways created, thus reducing the width of the carriageway and the available space to provide designated parking bays.

The proposals saw an increase in the available day time parking areas from around 33 spaces to 44, including the introduction of the four restricted loading bays. This resulted in a reduction from 62 spaces to 44 in the evening and overnight parking spaces.

Surveys

Surveys were carried out on the 18th July 2011 between 8.00am and 2.00pm and the following observations were made:

- It was noted that all four loading bays were used intermittently throughout the survey period with a total of 15 light goods vehicles or HGVs making deliveries.
- The Northern bay on Exchange Street could not be used for the majority of the survey period due to cars illegally parked within the loading bay. Although 1 HGV was recorded within the bay it should be noted that the majority of nearby businesses are currently lying vacant.
- The surveys recorded a total of 14 cars illegally parking within the loading bays.
- On 2 occasions cars were parked within the immediate bay, stopping delivery vehicles from entering. This resulted in two lorries parking over the footpath causing a road safety concern to pedestrians and partially blocking the carriageway.

Consultations

From the surveys carried out it was identified that the vehicles using the existing loading bays were serving a number of local businesses.

A total of 8 businesses were visited in The Green area, adjacent to the loading bays and consulted on their use and requirements. On all occasions officers were informed that they were an integral requirement for their businesses to function and should not be removed. Deliveries vary from day to day in both type and size of vehicles used.

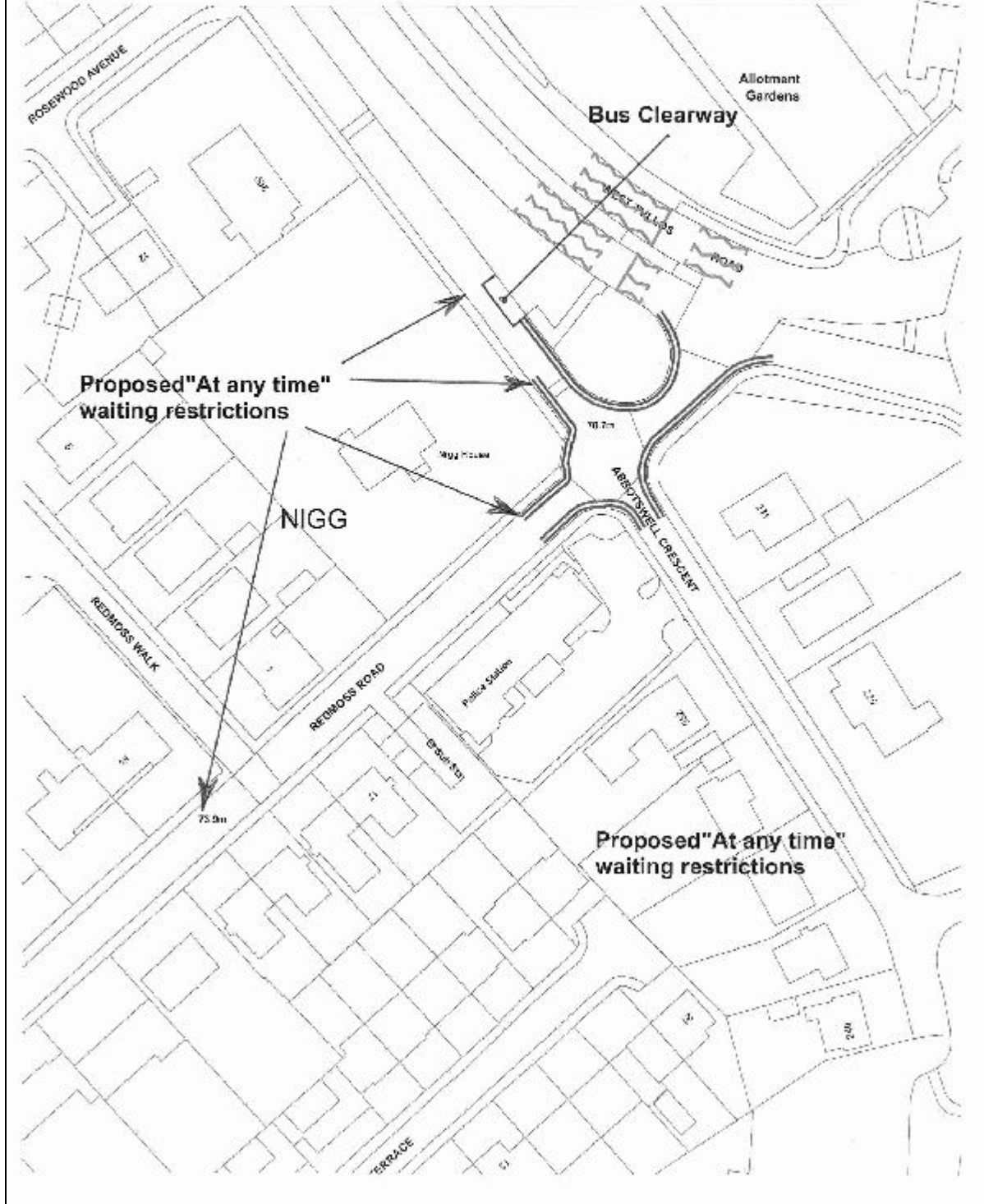
Conclusions

Officers would have serious concerns if these loading bays were removed. Shoppers / commuters are already parking within these loading bays making it difficult for some of these businesses to operate. Delivery vehicles are often not able to access these bays and block the street or more often, park partially on the footpaths. This causes congestion, blocks the carriageway for larger vehicles to access / egress the area and causes a road safety hazard to pedestrians. The removal of these loading bays would only exacerbate this problem.

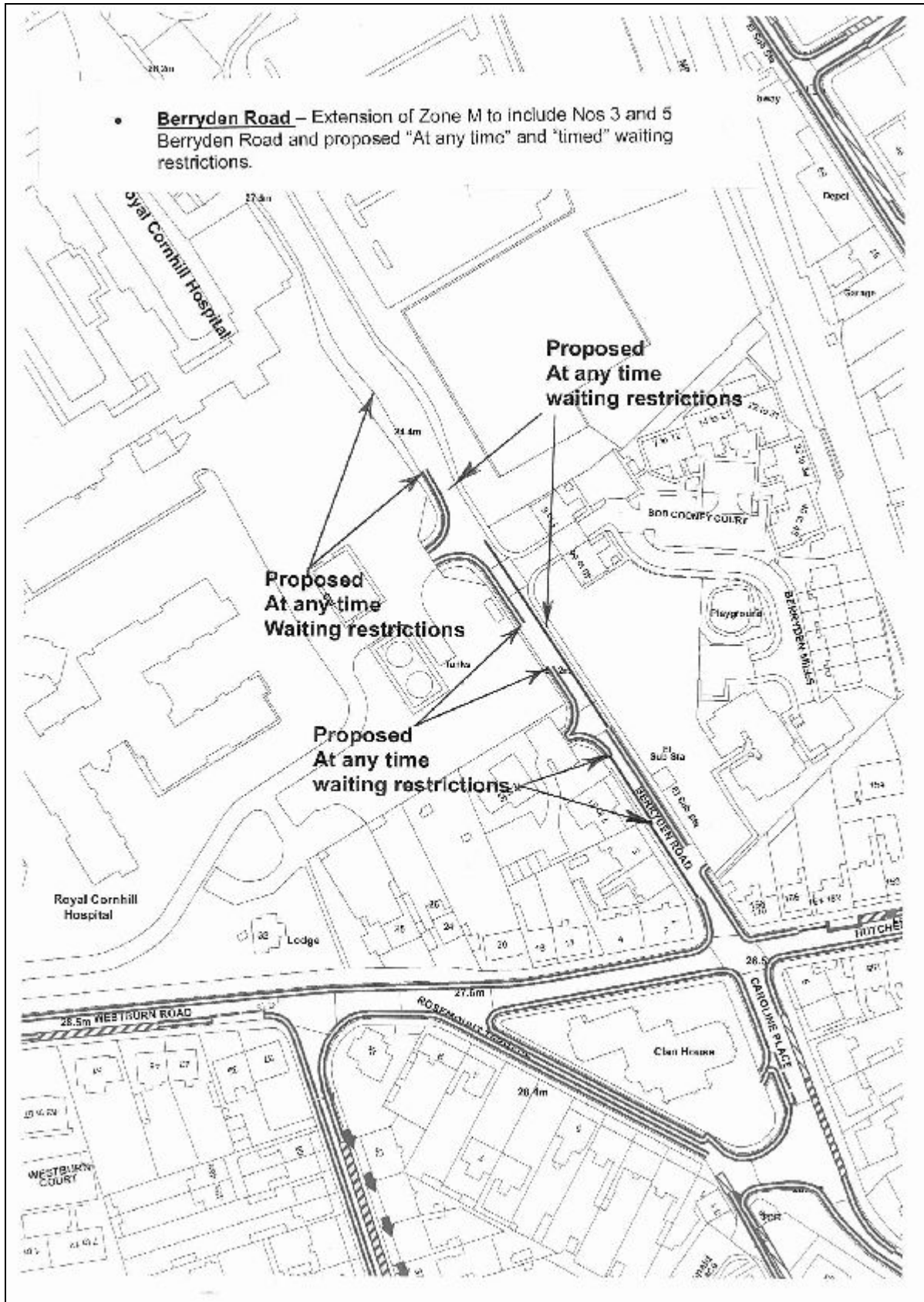
The existing loading bays are currently strategically placed next to office developments or licensed premises. If the committee were minded to remove any, this would result in difficulty in delivering such things as paper, beer barrels and spirits.

This area is now known as the Merchant Quarter and still has a number of vacant premises. The removal of any loading bays may inhibit growth and discourage new businesses being attracted to the area in the future.

- **Abbotswell Crescent / Redmoss Road** – Proposed "At any time" waiting restrictions

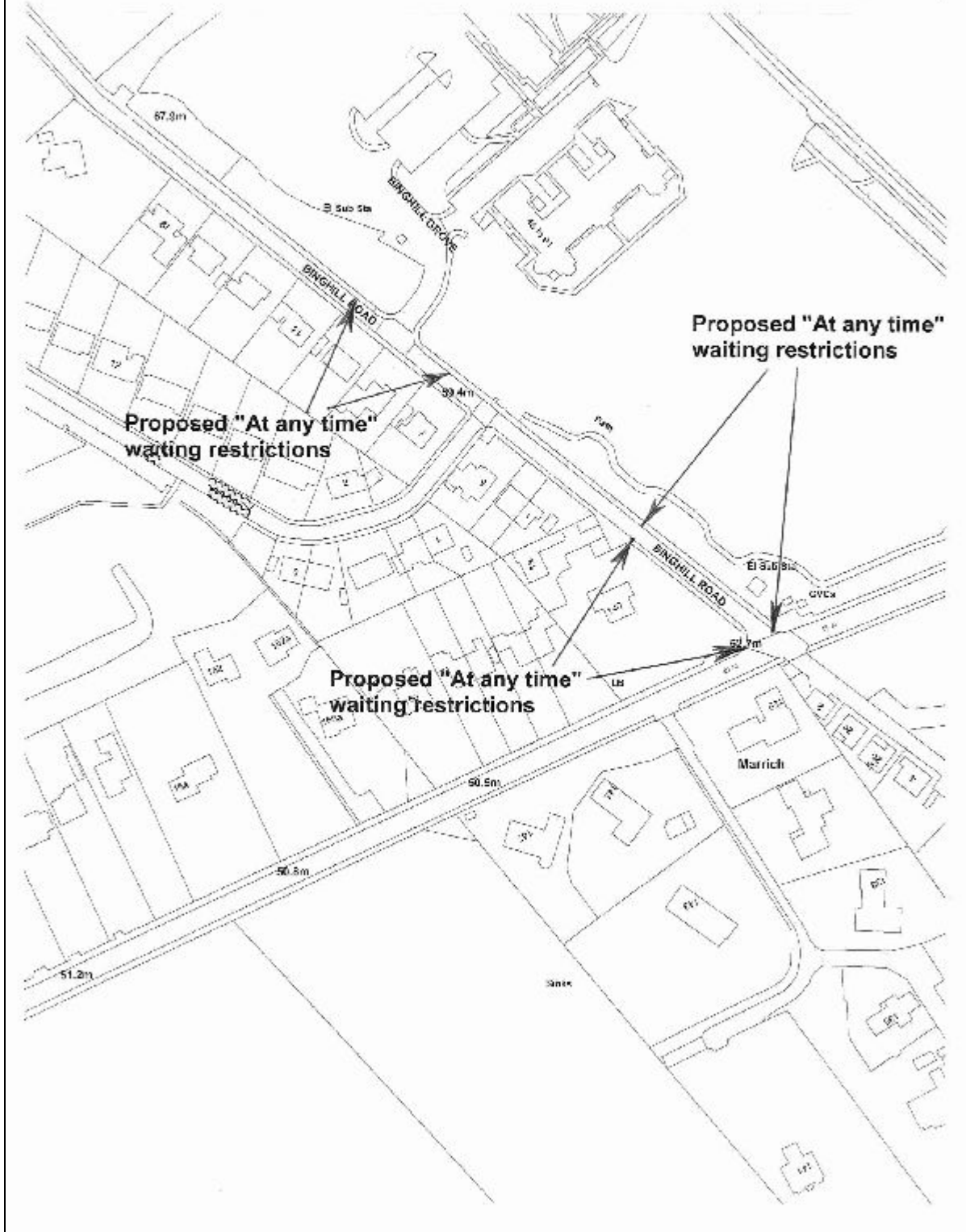


- **Berryden Road** – Extension of Zone M to include Nos 3 and 5 Berryden Road and proposed “At any time” and “timed” waiting restrictions.

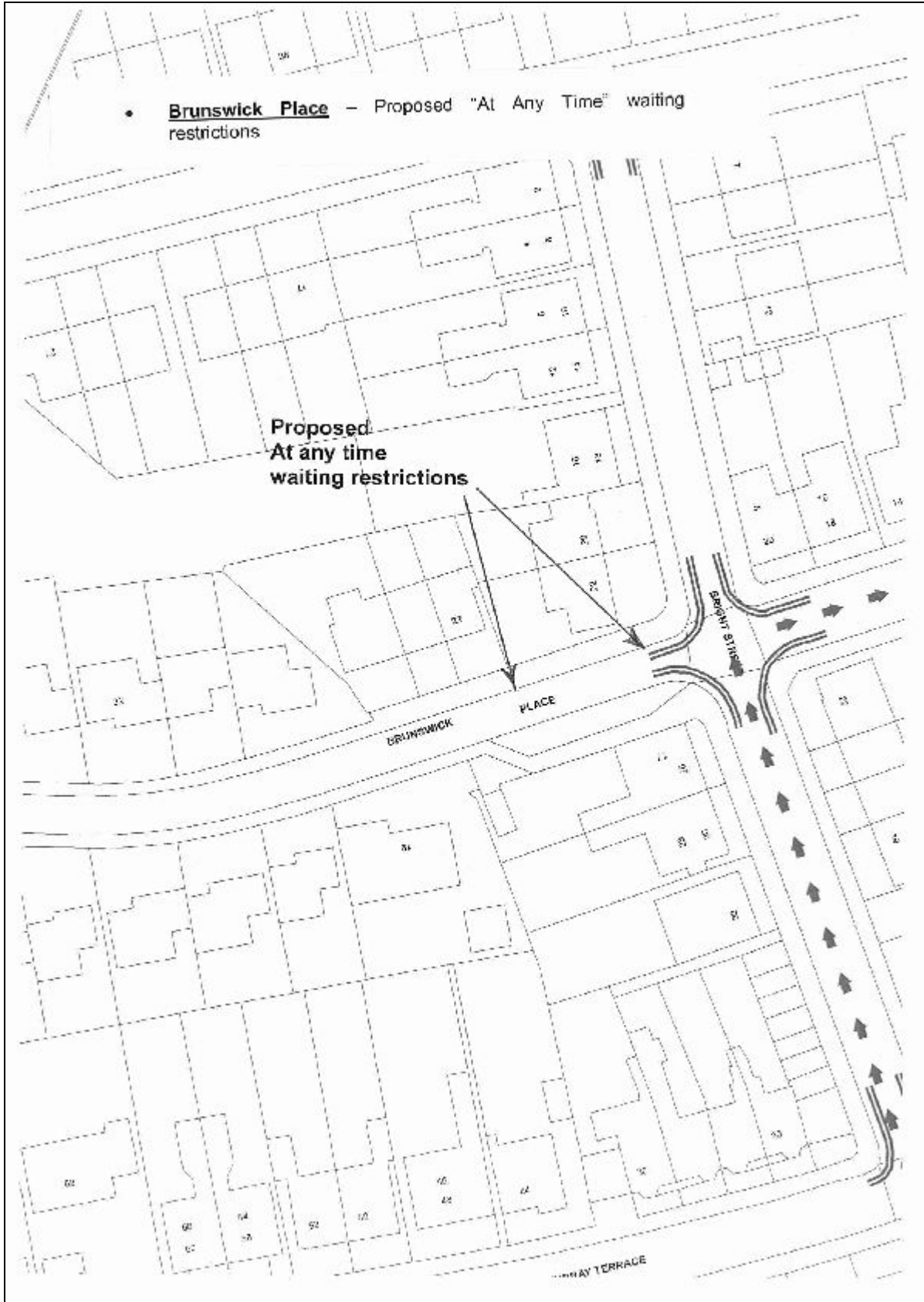


Craig Court

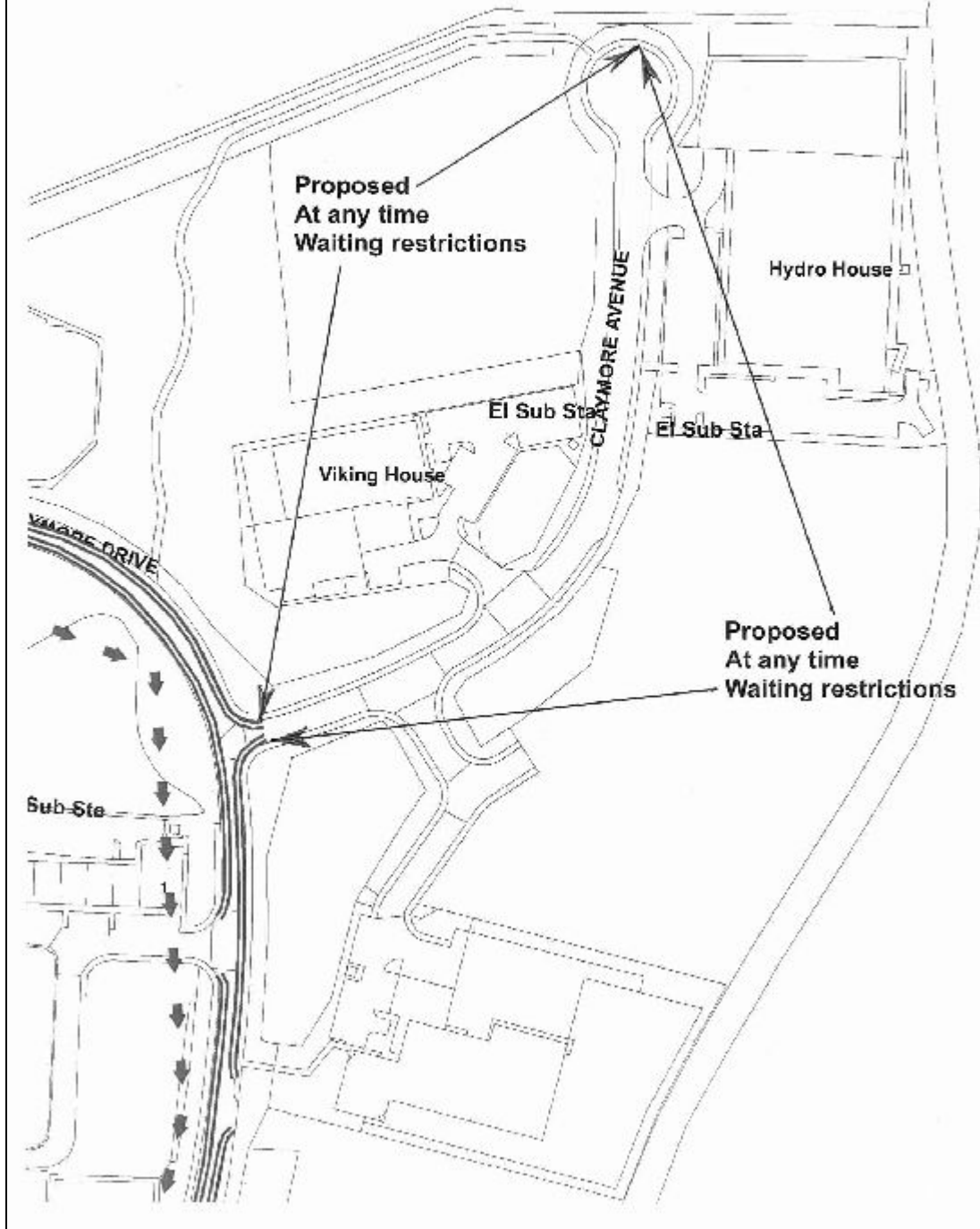
- **Binghill Road** – Proposed "At any time" waiting restrictions



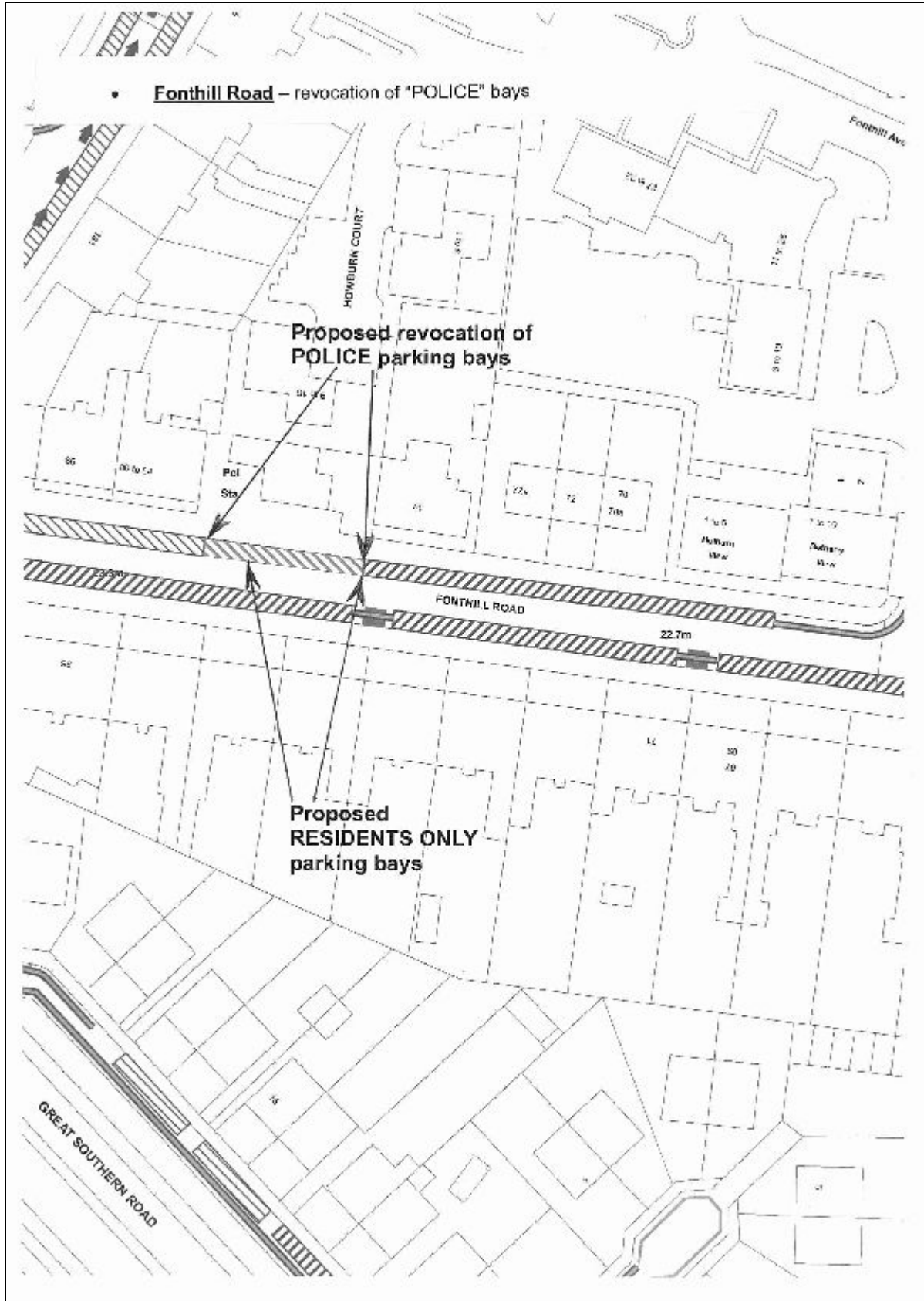
- **Brunswick Place** – Proposed “At Any Time” waiting restrictions



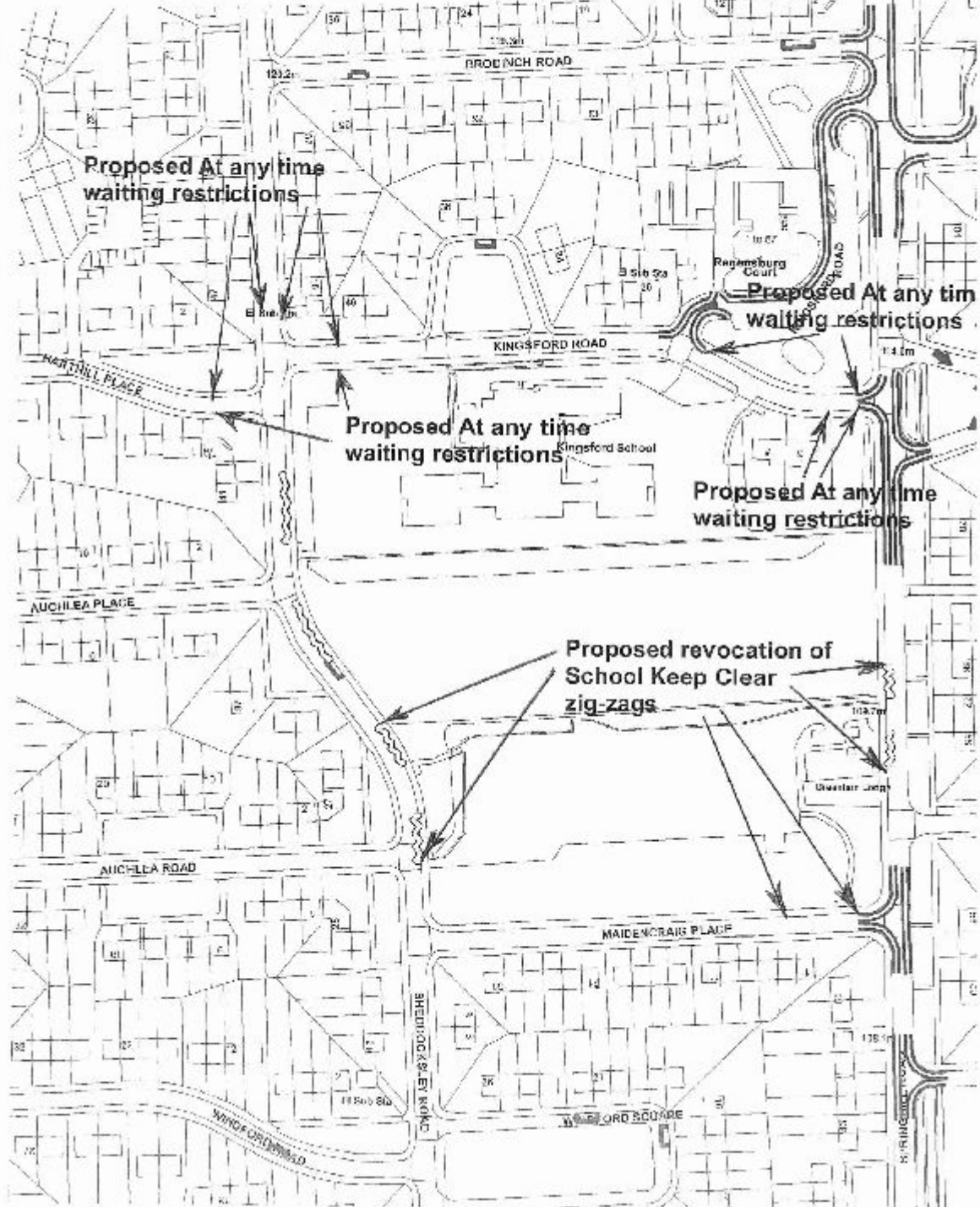
- Claymore Avenue – Proposed "At any time" waiting restrictions



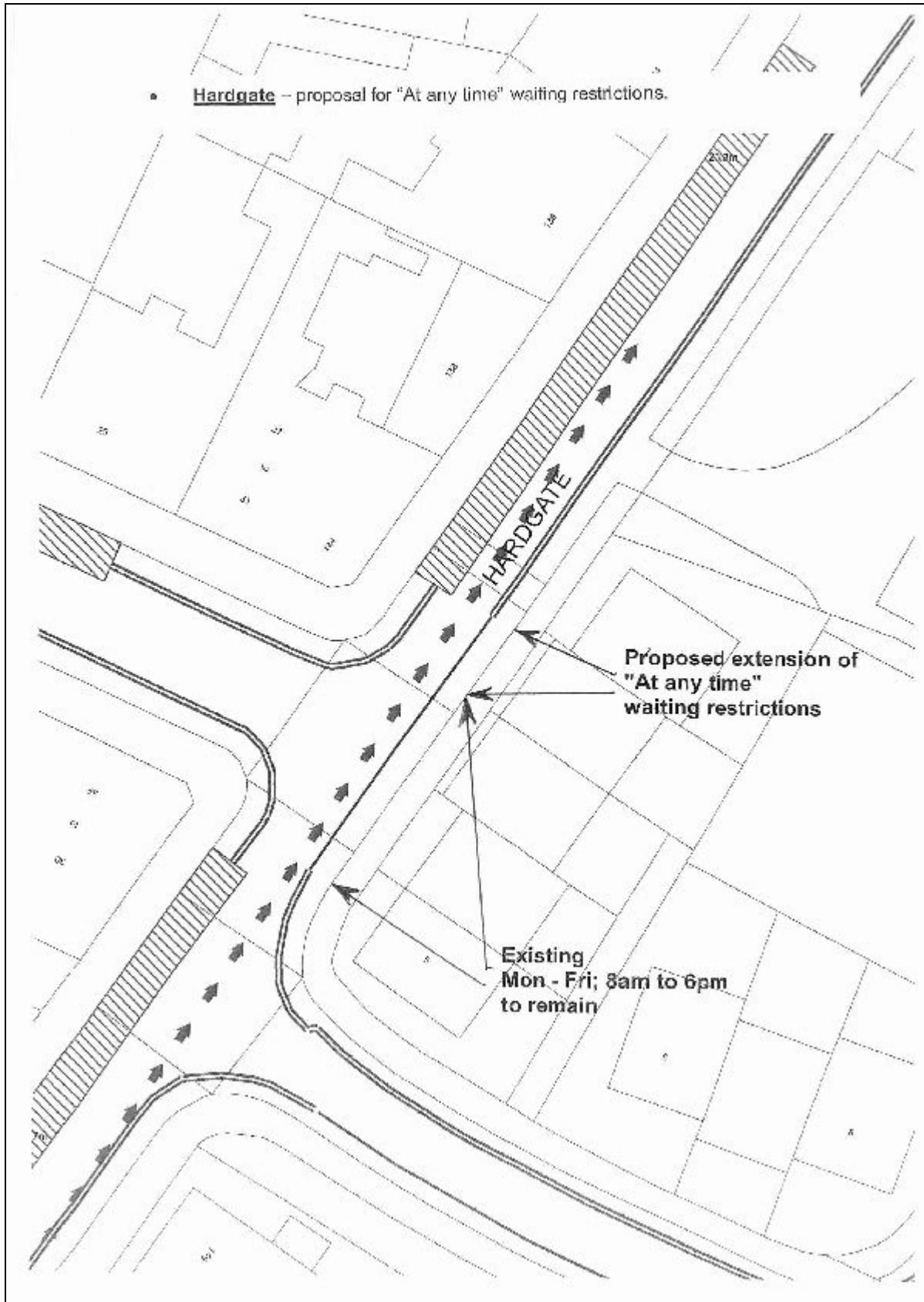
- **Fonthill Road** – revocation of "POLICE" bays



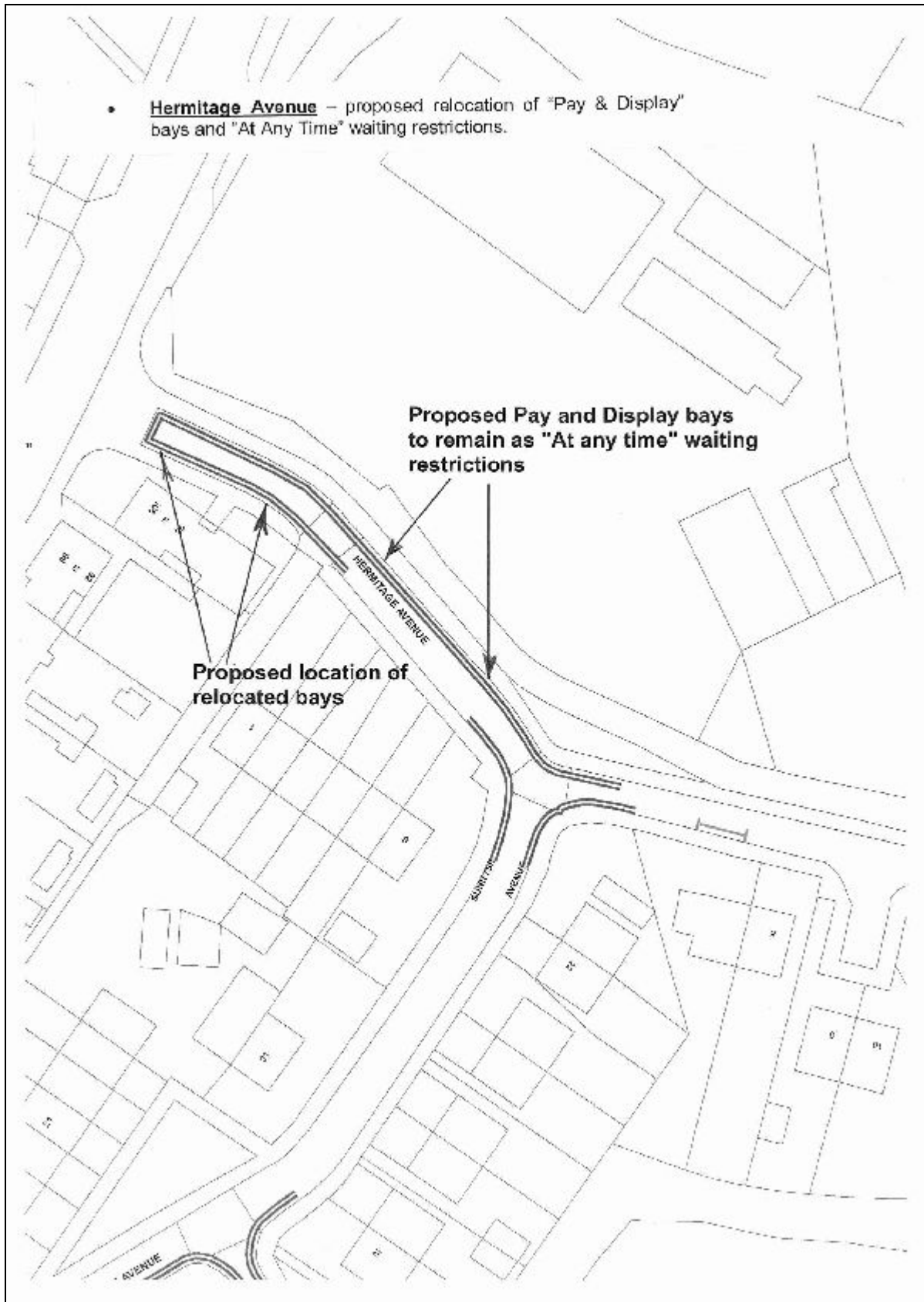
- Greenfern School** – proposal to revoke the "School Keep Clear" zig-zag restrictions associated with this school and to propose "At any time waiting restrictions in surrounding streets.



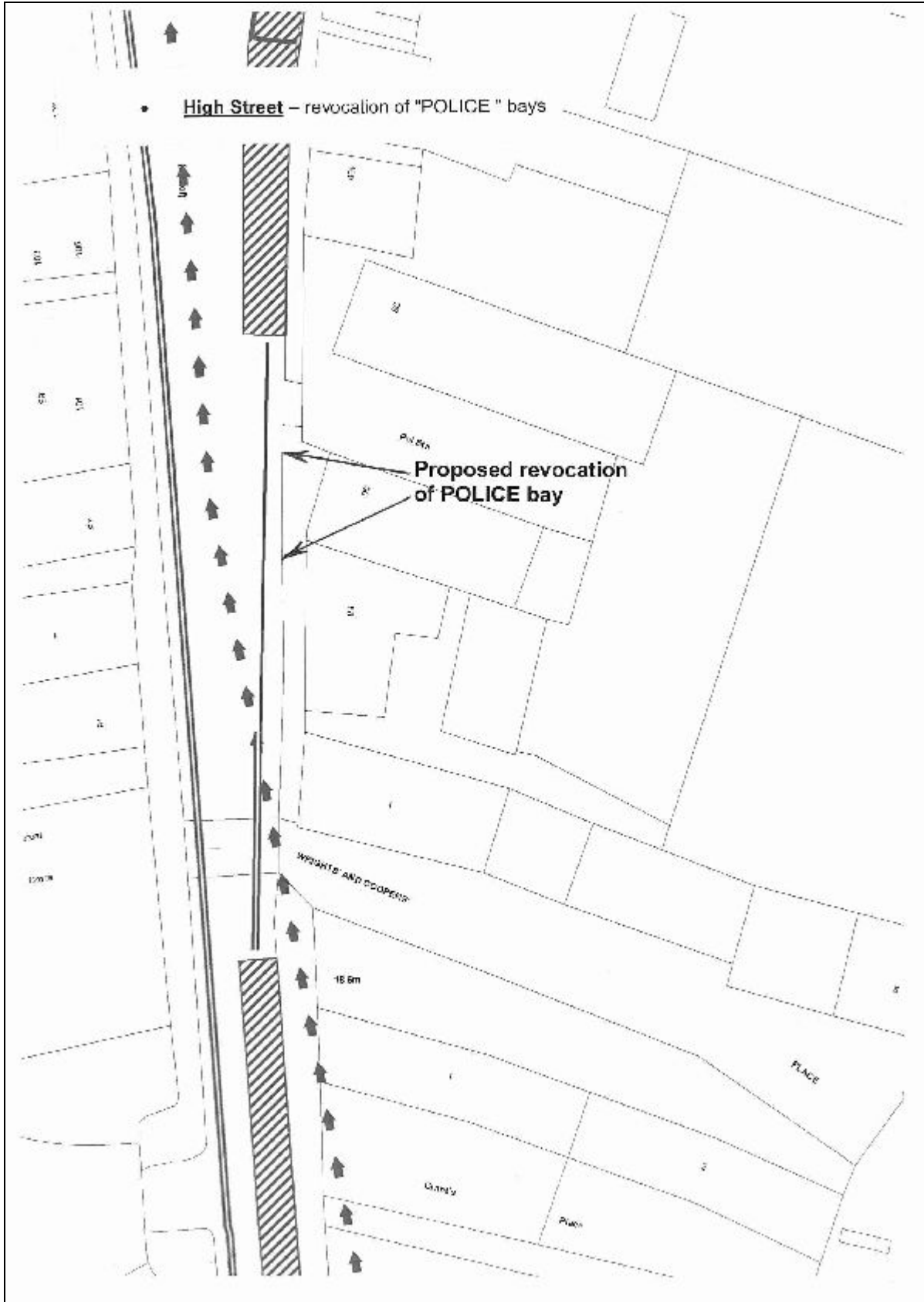
- **Hardgate** – proposal for "At any time" waiting restrictions.



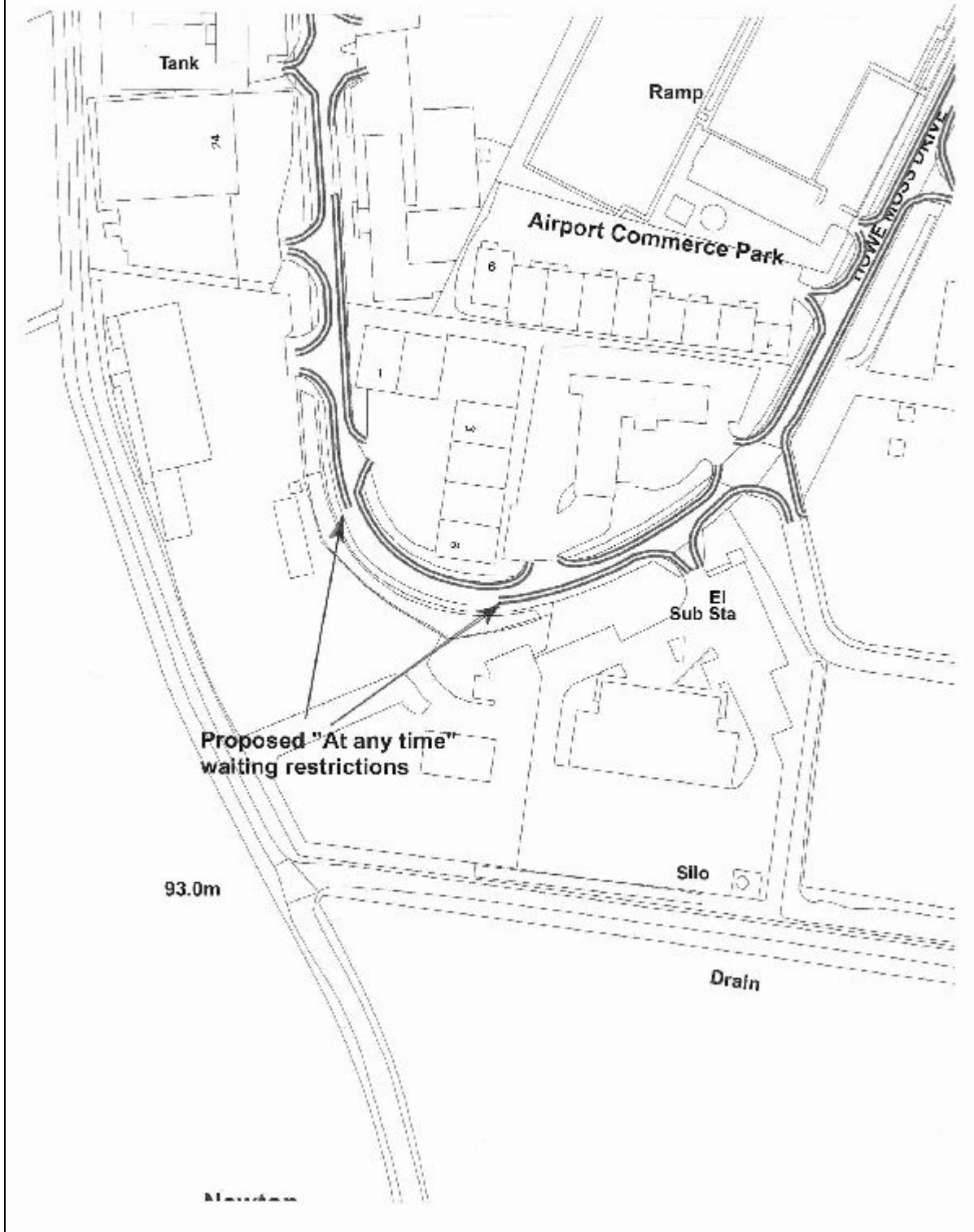
- **Hermitage Avenue** – proposed relocation of "Pay & Display" bays and "At Any Time" waiting restrictions.



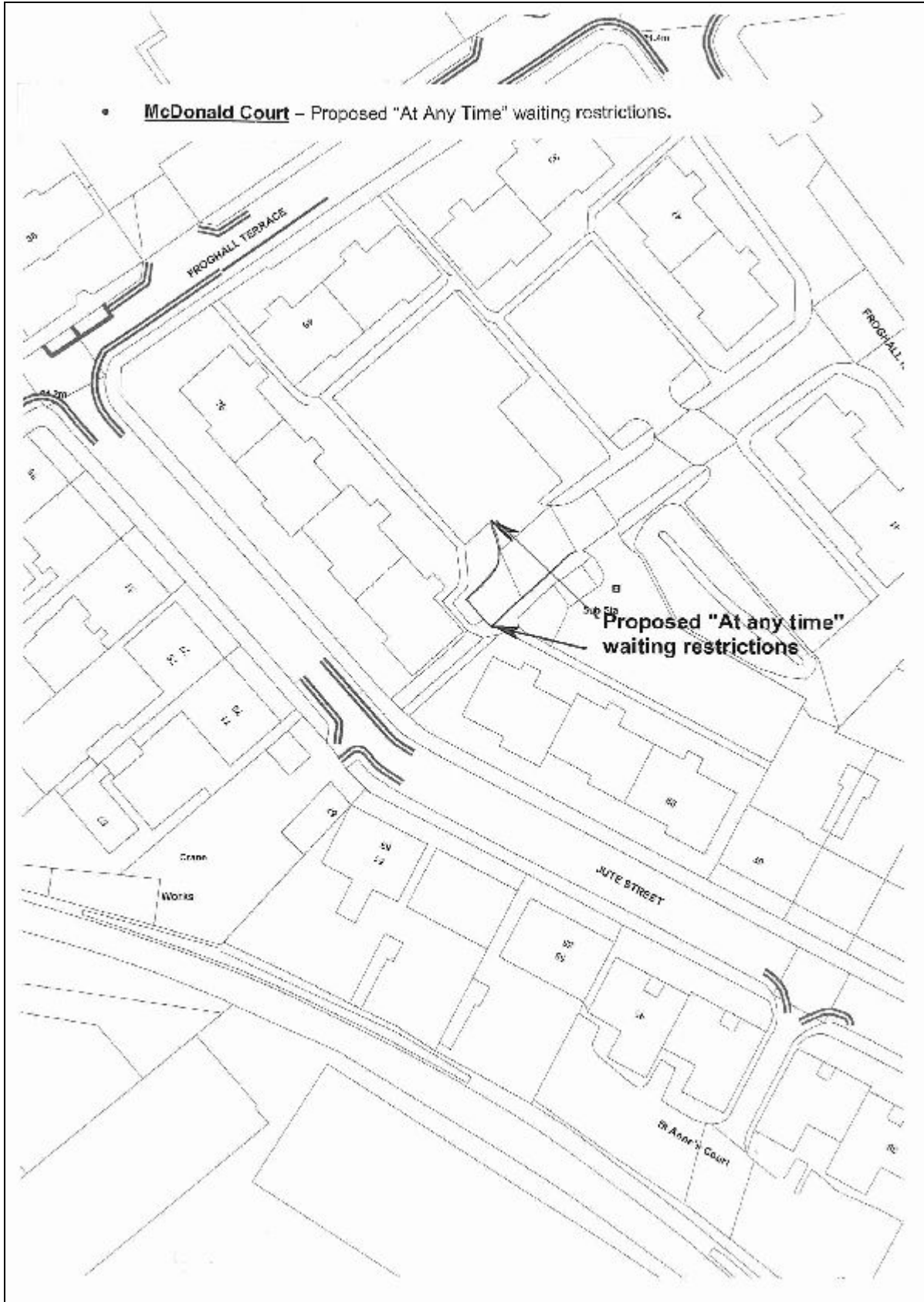
- **High Street** – revocation of "POLICE " bays



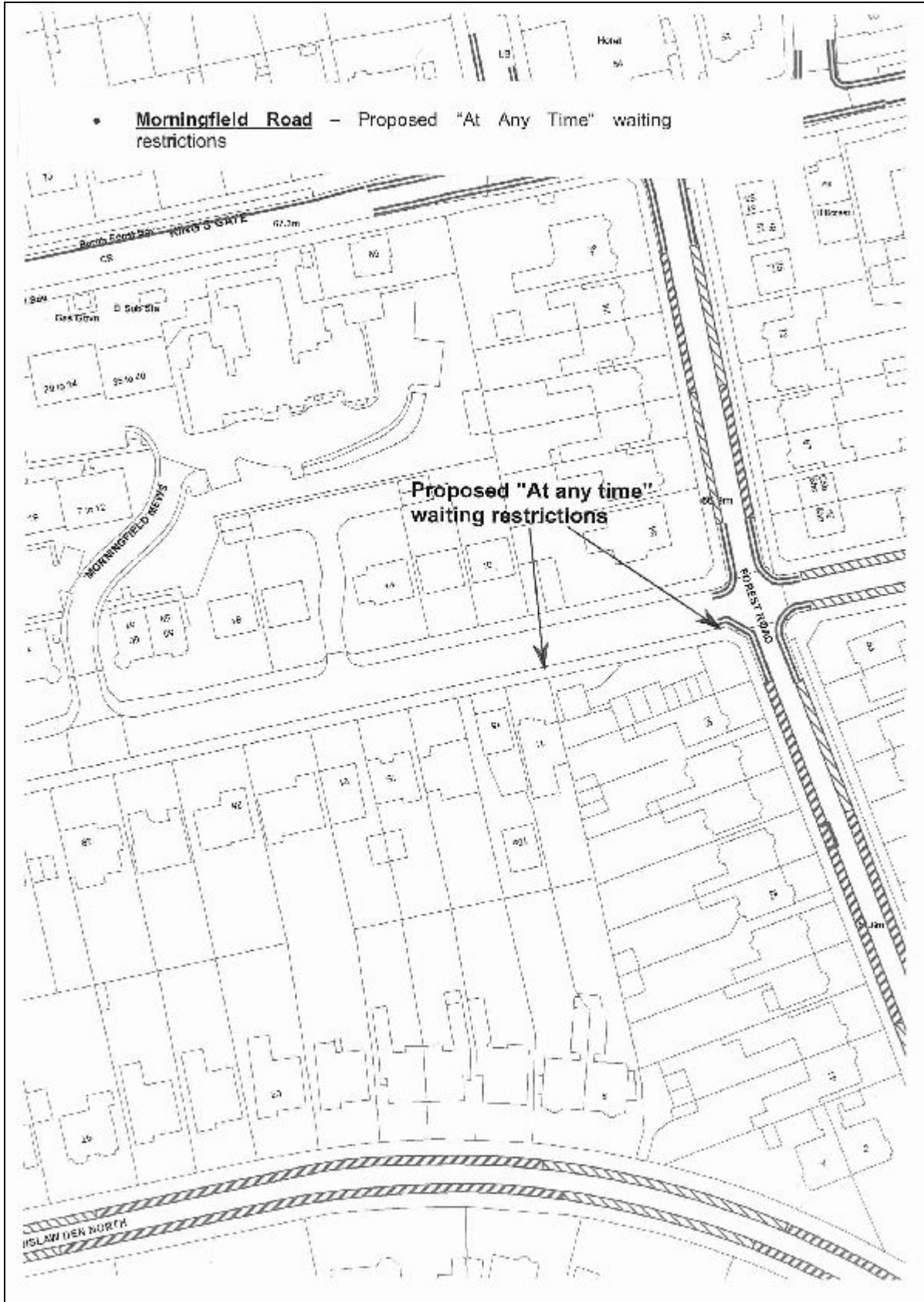
- **Howe Moss Drive** – Proposed "At any time" waiting restrictions



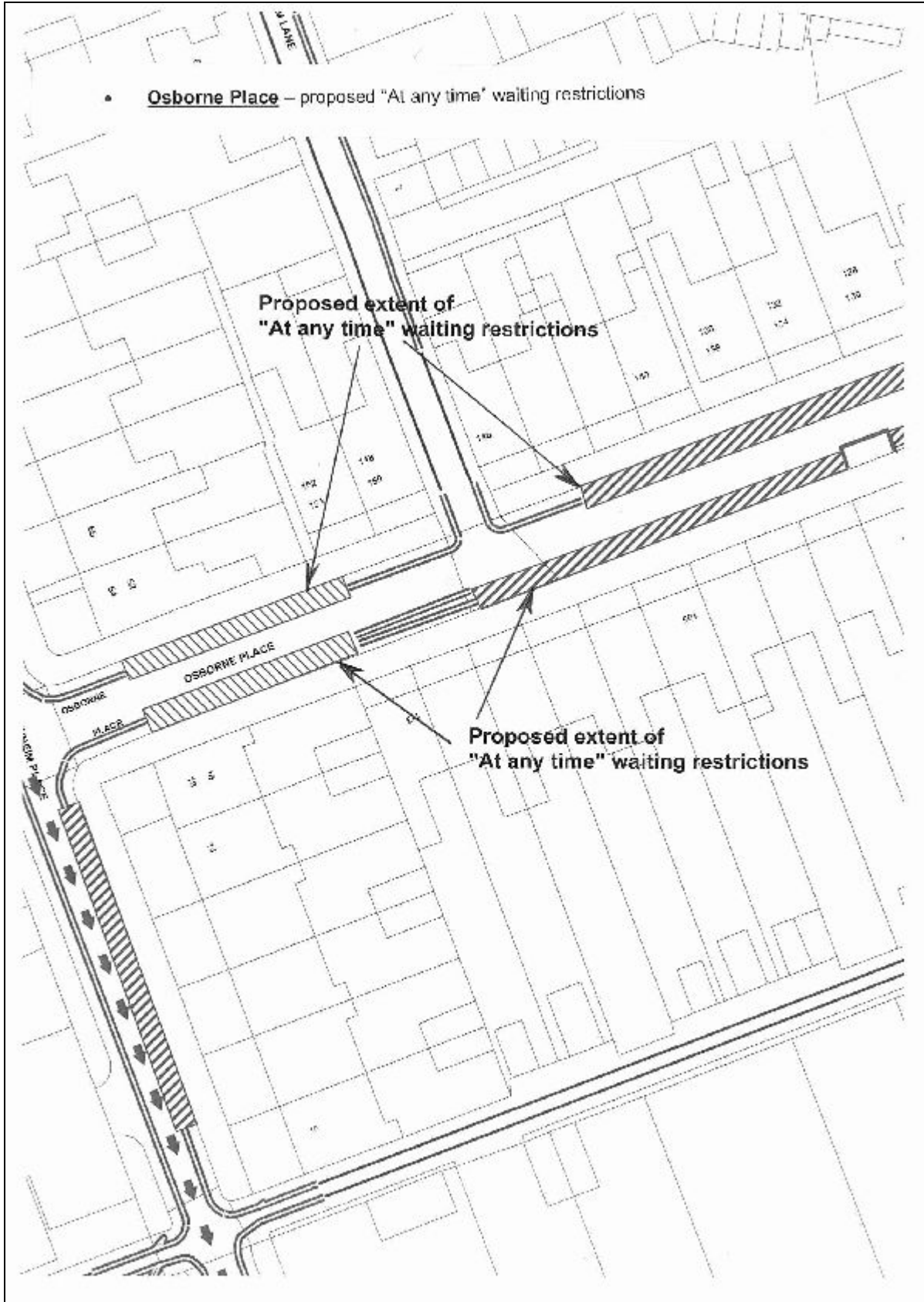
- **McDonald Court** – Proposed "At Any Time" waiting restrictions.



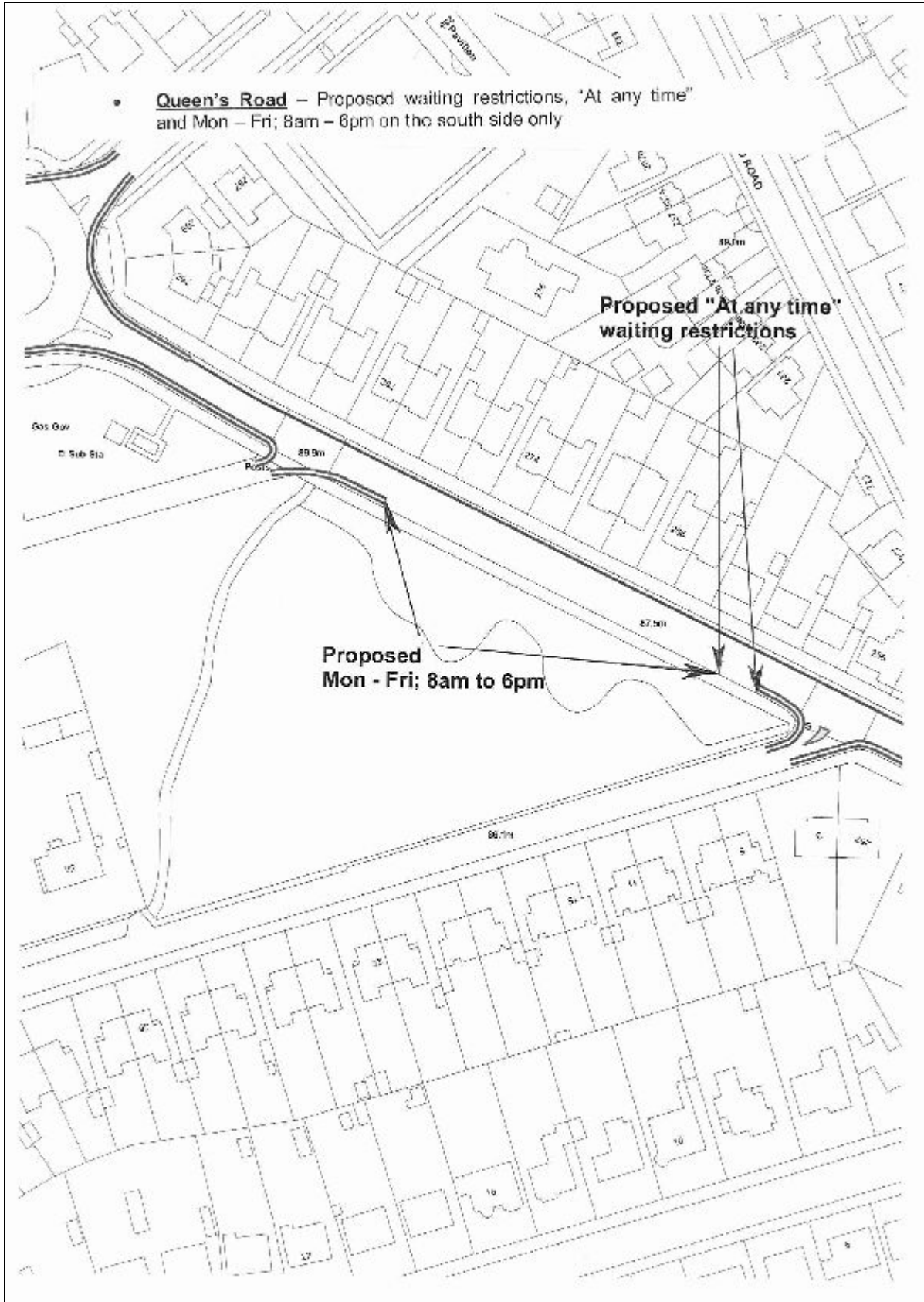
- **Morningfield Road** – Proposed “At Any Time” waiting restrictions



- **Osborne Place** – proposed "At any time" waiting restrictions

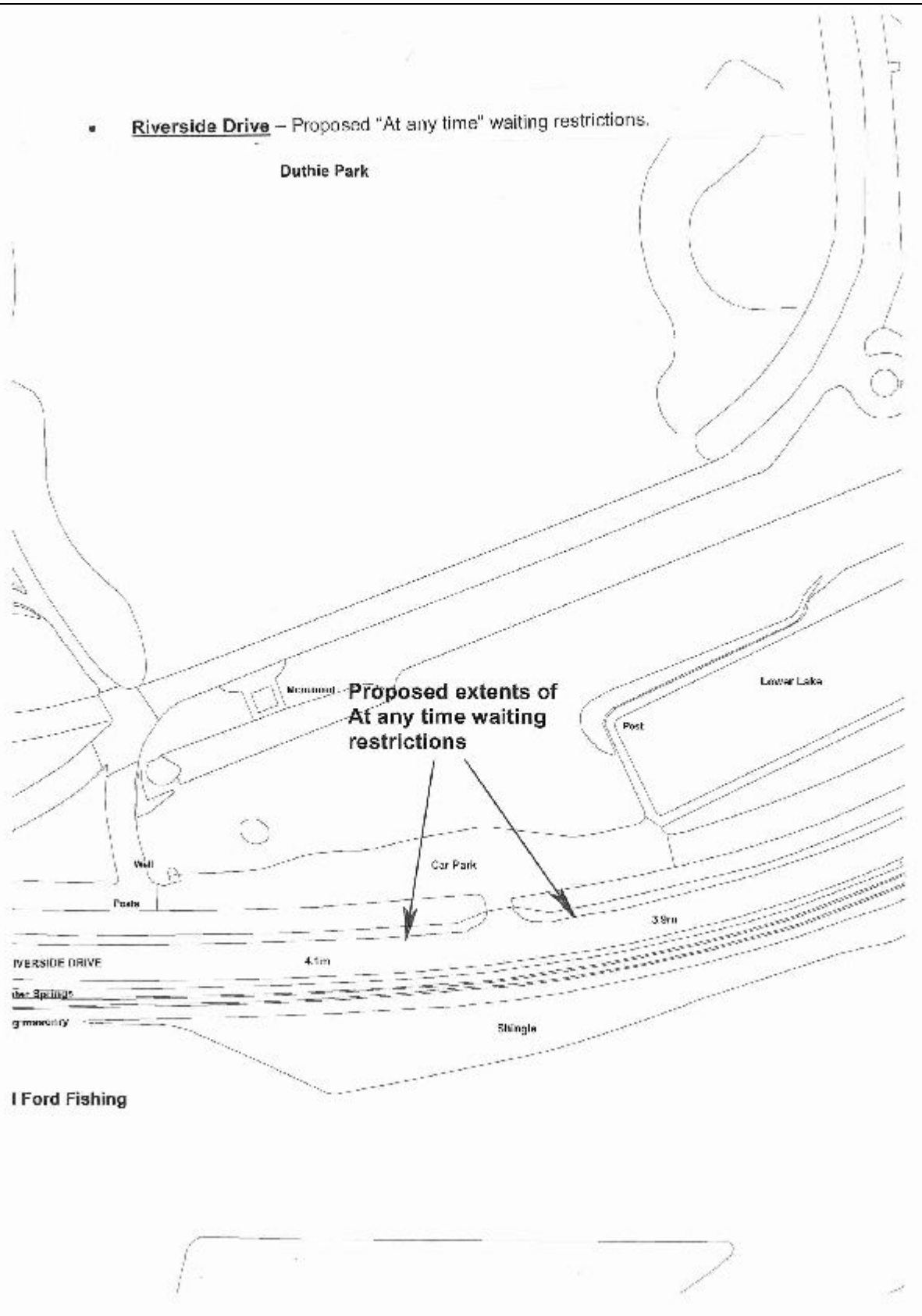


- **Queen's Road** – Proposed waiting restrictions, 'At any time' and Mon – Fri; 8am – 6pm on the south side only



- **Riverside Drive** – Proposed "At any time" waiting restrictions.

Duthie Park



**Proposed extents of
At any time waiting
restrictions**

RIVERSIDE DRIVE

4.1m

3.9m

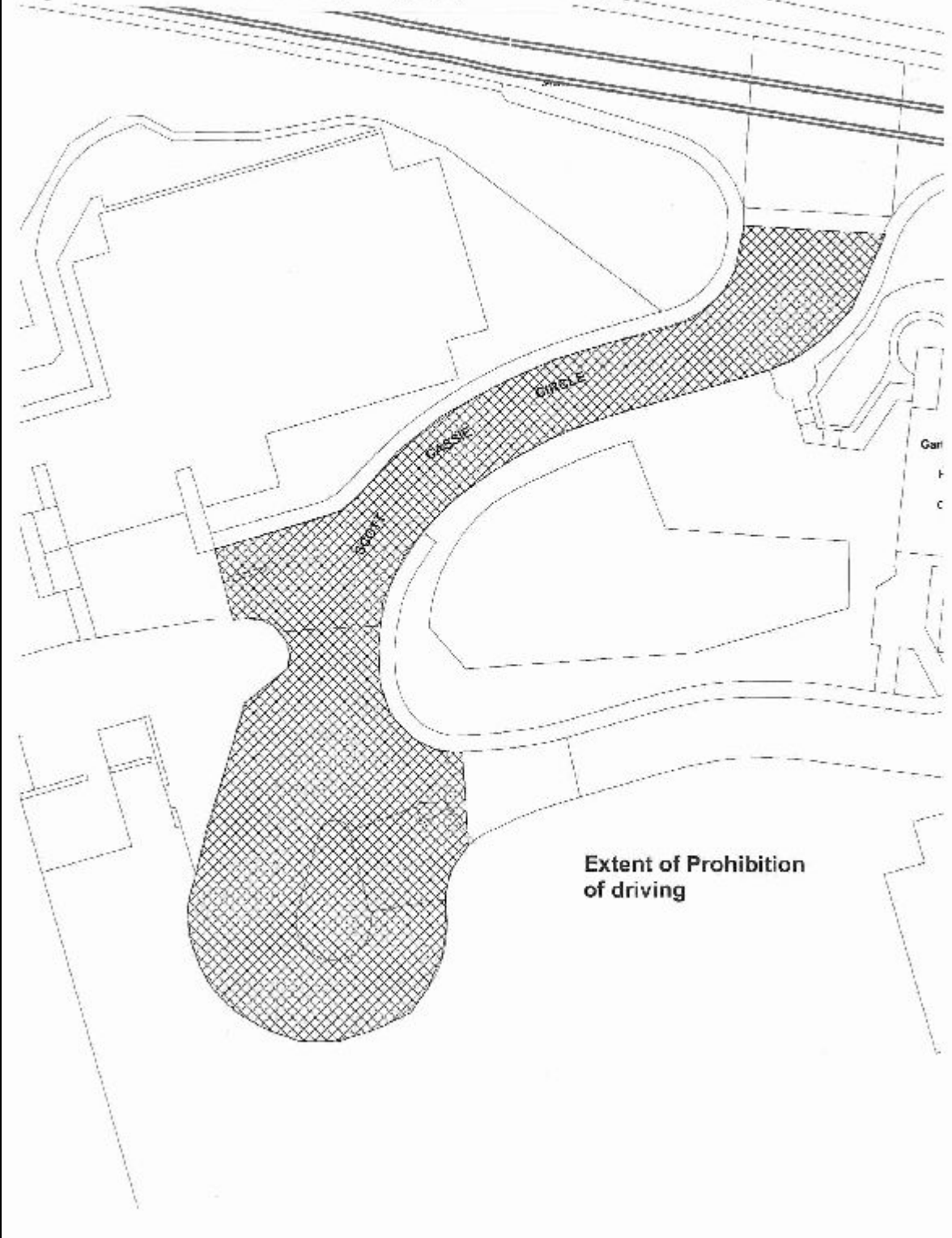
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g masonry

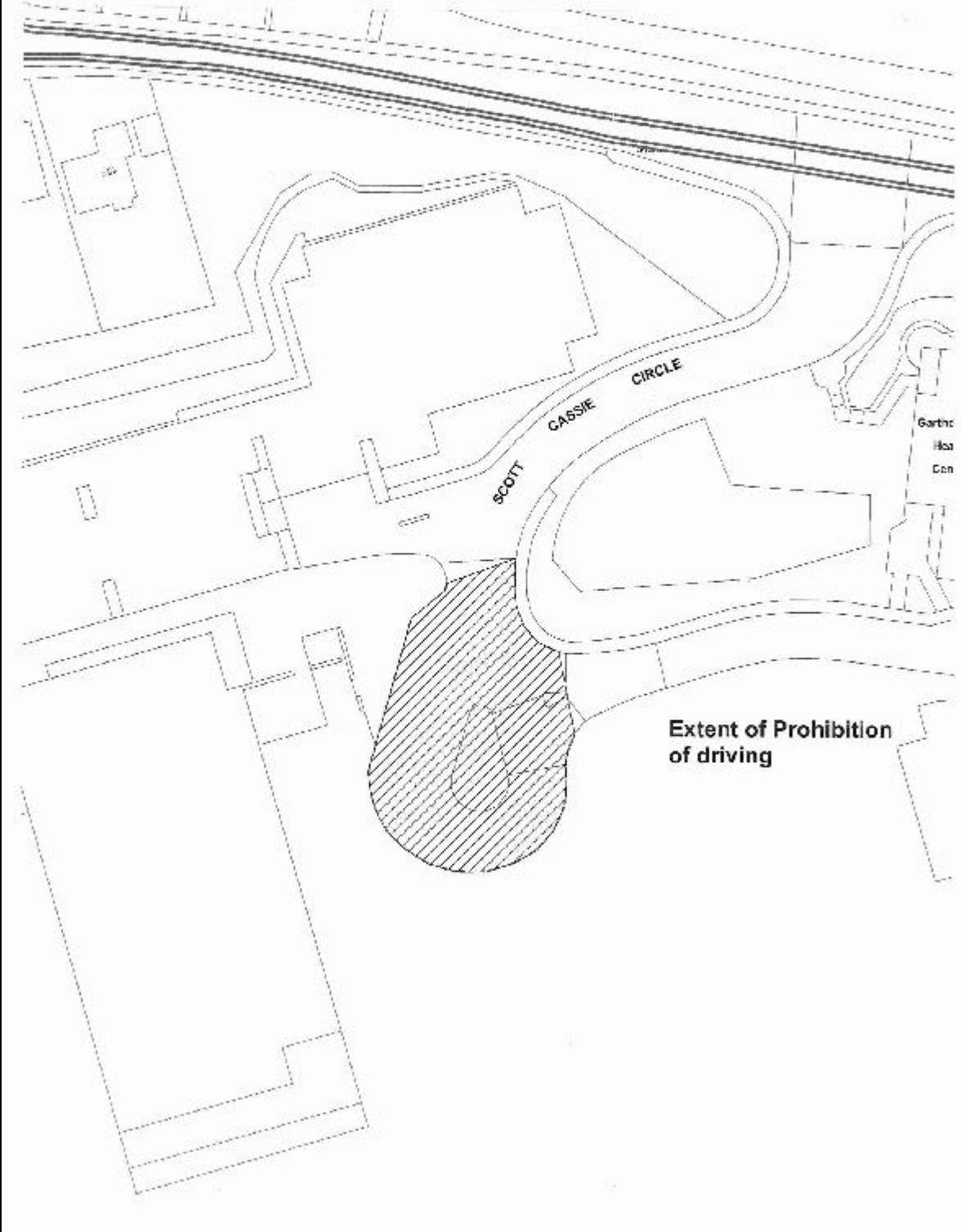
Single

Ford Fishing

◆ **Scott Cassie Circle - Stopping up**

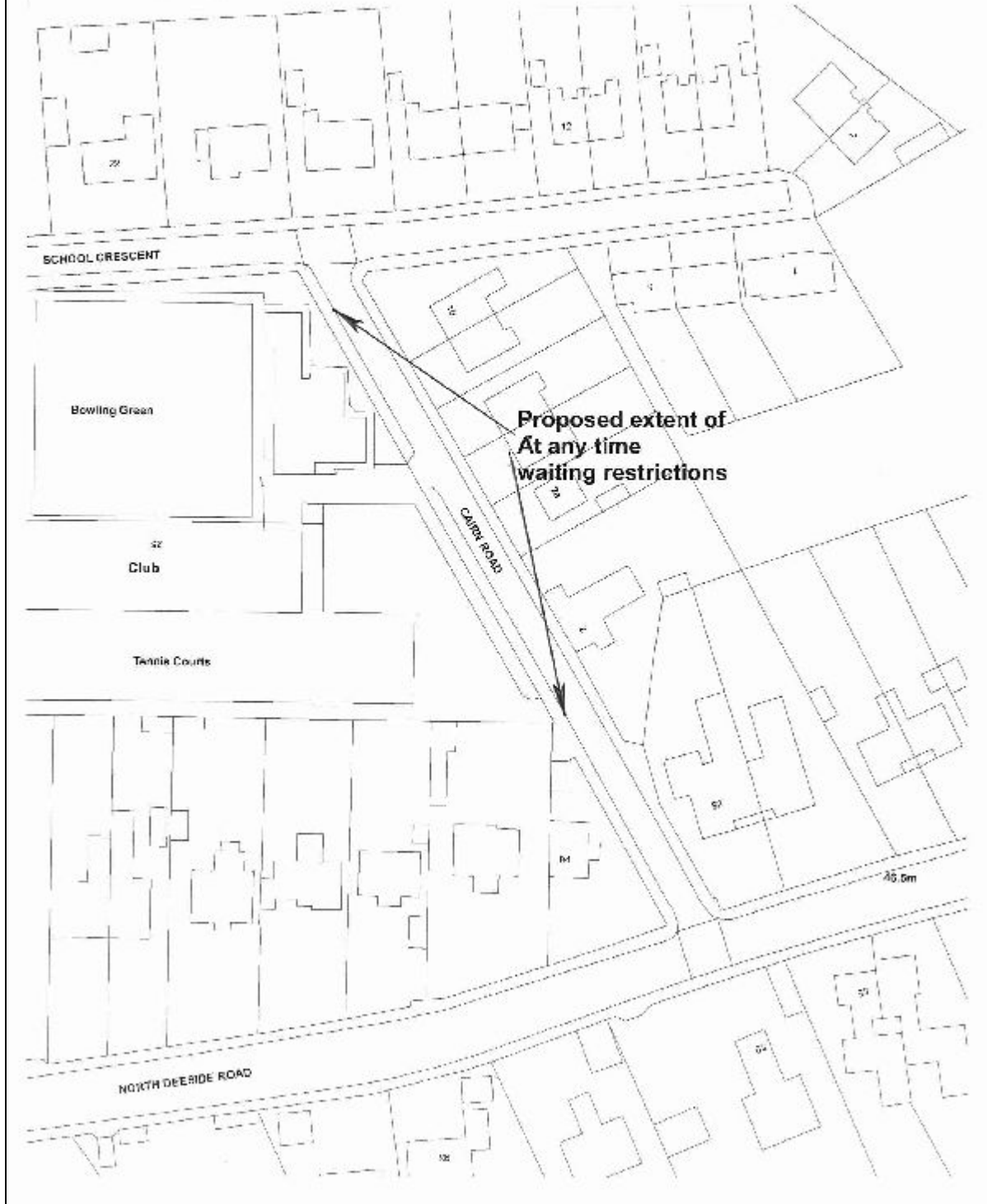


❖ **Scott Cassie Circle – Prohibition of Driving**

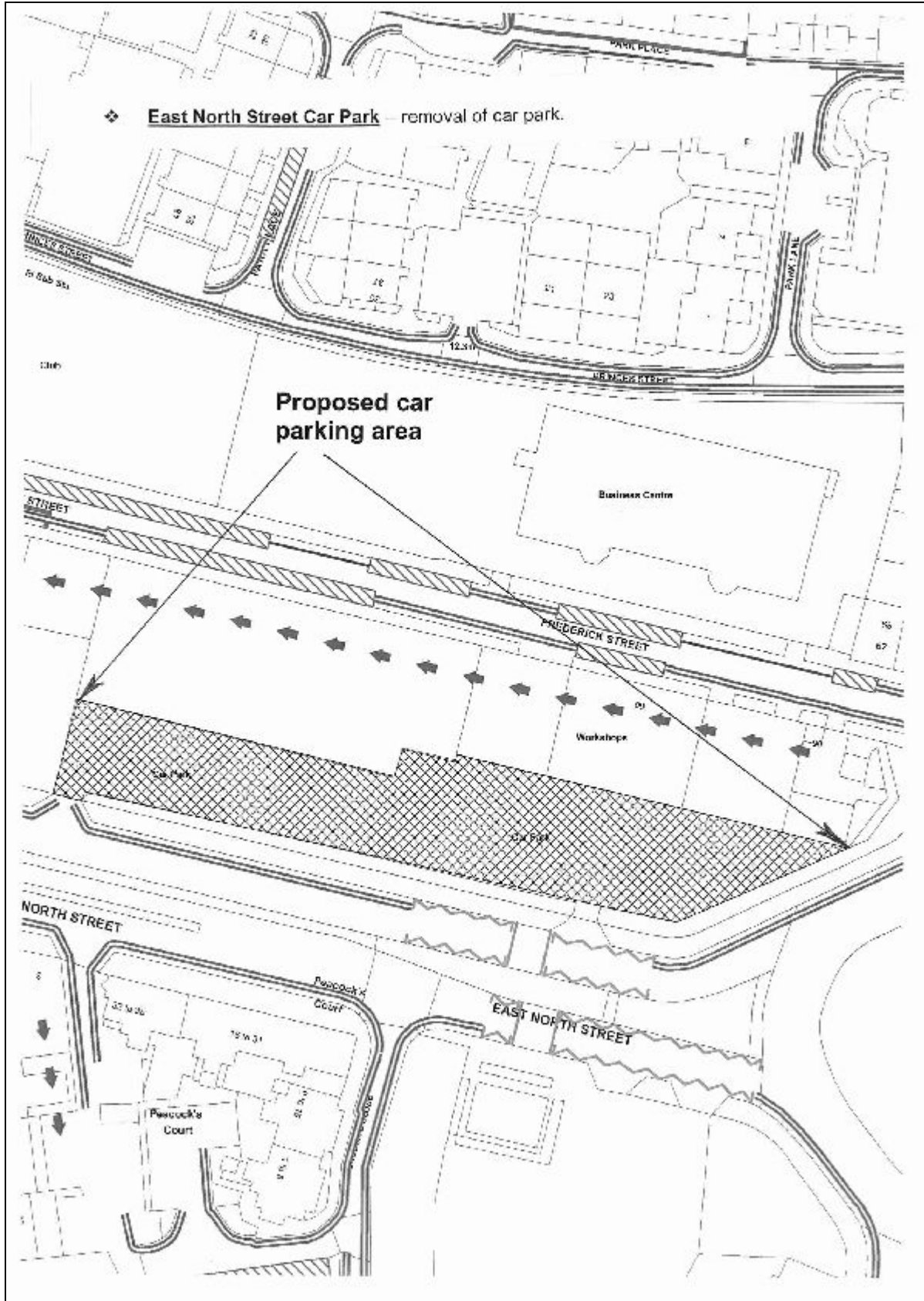


**Extent of Prohibition
of driving**

❖ **Cairn Road, Peterculter** – Proposed "At any time" waiting restrictions



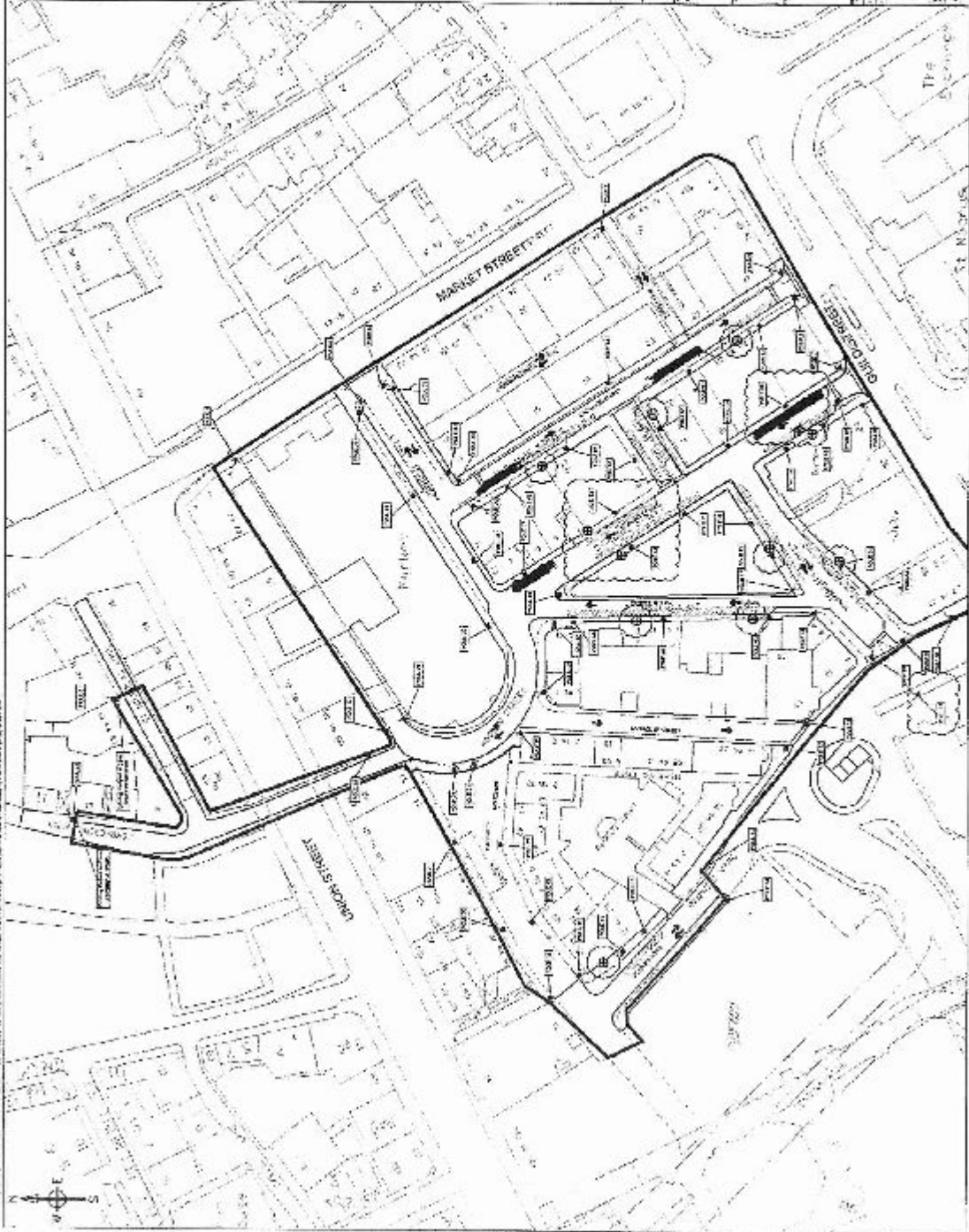
❖ **East North Street Car Park** – removal of car park.



○ Loading Bays - The Green Townscape Heritage Initiative, Public Realm Streetscape Works

- PROJECT: ...
- CLIENT: ...
- DATE: ...
- SCALE: ...
- ... (various technical symbols)

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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

In connection with The Green Townscape Heritage Initiative – loading bays

1. Report from the Controlled Areas Parking Working Party from 24 February 2011.
2. Minute from the Controlled Areas Parking Working Party dated 24 February 2011 that was presented to the E P & I Committee dated 15 March 2011.
3. Minute of Enterprise, Planning & Infrastructure Committee meeting, 15 March 2011.
4. Report from the Area Committee Central dated 1 April 2009 relating to the traffic management proposals associated with The Green Townscape Heritage Initiative, Public Realm Streetscape works.

8. REPORT AUTHOR DETAILS

Ruth Milne
Technical Officer,
rumilne@aberdeencity.gov.uk
(01224) 538052

Doug Ritchie
Engineer
dritchier@aberdeencity.gov.uk
(01224) 538055

Consultees comments

Council Leader – **Councillor Callum McCaig** - 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 Corall - has been consulted and made no comment;

<u>Local Members</u>	email 25/07/11
Councillor George Adam	Has been consulted and has no comment
Councillor Yvonne Allan	Has been consulted and has no comment
Councillor Marie Boulton	Has been consulted and has no comment
Councillor Bill Cormie (Depute Provost)	Has been consulted and has no comment
Councillor Barney Crocket	Has been consulted and has no comment
Councillor Martin Greig	Has been consulted and has no comment
Councillor Muriel Jaffrey	Has been consulted and has no comment
Councillor Alan Milne	Has been consulted and has no comment
Councillor George Penny	Has been consulted and has no comment
Councillor Richard Robertson	Has been consulted and has no comment
Councillor John West	Has been consulted and has no comment
Councillor John Stewart	Has been consulted and has no comment
Councillor Kevin Stewart	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 Gordon Townson	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 Neil MacGregor	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

Council Officers

Barry Jenkins, Head of Finance, Resources - *has been consulted and had no financial comments*

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 is in agreement with the recommendations within 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
