

ABERDEEN CITY COUNCIL

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COMMITTEE        **Enterprise, Planning and Infrastructure**

DATE                **13<sup>th</sup> September 2011**

DIRECTOR         **Gordon McIntosh**

TITLE OF REPORT **Justice Mill Lane – Traffic Management Proposals  
Initial Statutory Consultation**

REPORT NUMBER: **EPI/11/091**

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1.     PURPOSE OF REPORT

To advise the Committee of the results of the initial statutory consultation on the proposed traffic management scheme on Justice Mill Lane.

2.     RECOMMENDATION(S)

1. That the committee acknowledges the responses received as a result of the Statutory Consultation and hence instructs the appropriate officials to progress to public advertisement and report the results to a future Committee.
2. That the committee instructs officers to prepare the detailed design and tender the works.
3. It is also proposed that should Tender be returned within budget that delegated powers be given to nominated officers to accept Tender.

3.     FINANCIAL IMPLICATIONS

Developer contributions are available for the implementation of the proposed traffic management scheme and subject to the preparation of an appropriate detailed design would fund the works. The proposed improvements whilst enhancing the environment will potentially reduce future road revenue maintenance costs.

A preliminary design and estimation for the traffic management proposals on Justice Mill Lane has now been completed, with the estimated costs being £210,000. This cost does not include the signalised crossing on Holburn Street which is estimated at £35,000. Therefore the total cost of the works is £245,000.

#### 4. OTHER IMPLICATIONS

None

#### 5. BACKGROUND / MAIN ISSUES

##### 5.1 Report

At its meeting on 23<sup>rd</sup> April 2010 the Enterprise, Planning and Infrastructure Committee considered a report by officers relating to the Traffic Management Proposals for Justice Mill Lane.

In recent years Justice Mill Lane has substantially changed following significant redevelopment in the area, this has been recognised as an area in need of traffic management improvements to address the current vehicle and pedestrian conflicts that occur. There is also a need to accommodate the number of services vehicles that require access to the businesses on Union Street and Justice Mill Lane. This is a vibrant area of the city for evening leisure whereby large amounts of pedestrians can spill from the existing footways onto the carriageway and conflict with vehicular traffic. This safety issue is consistently raised by Grampian Police.

The Committee resolved to approve the preliminary scheme on Justice Mill Lane and to commence the required legal process for the necessary Traffic Regulation Order.

##### 5.2 Proposals

The proposed scheme for Justice Mill Lane includes the introduction of a one-way system (westbound), a revision of parking restrictions, traffic management, realignment of kerb lines and the upgrading of the footway to provide a 2m minimum width. A controlled pedestrian crossing is also proposed on Holburn Street as part of the scheme north of the Justice Mill Lane junction and is seen to improve pedestrian access and safety. A plan of the proposed traffic management proposals is attached in Appendix A.

##### 5.3 Consultation Comments

This section of the report informs the members of the results of the first initial statutory stage of this process.

A list of parties consulted regarding the traffic management proposals on Justice Mill Lane is given in Appendix B. The consultation stage ran from 15<sup>th</sup> June 2011 to 8<sup>th</sup> July 2011 and the comments received are detailed in Table 1 of Appendix B.

There was one official objection to the proposed traffic calming proposals received from the Aberdeen Cycle Forum. The objection was

raised as the Cycle Forum felt that a one-way system in the westbound direction would create more difficulties for the cyclist, as they would be required to tackle the already congested Holburn Street / Union Street junction exposing cyclists to a greater level of traffic conflicts.

They also consider that:

1. It will discourage potential commuter cycling to the large new office development and hotels in the area.
2. Current policy and guidance recognises the disadvantages that one-way systems pose for cycling but that cycle access should be direct and coherent.
3. The proposals conflicts with Aberdeen City Council's Local Transport Strategy 'there will be a presumption in favour of new traffic management schemes that incorporate measures for cyclists. This will include exemptions from road closures, one way streets, banned turns....' (This proposal is in clear breach of this presumption).

"To accommodate cyclists in an easterly direction it would be necessary to provide a contra-flow cycle lane along the entire length of Justice Mill Lane. The carriageway width is restricted to 5.5metres over much of its length and would not accommodate a cycle lane and opposing traffic.

The possibility for shared use of the upgraded footpaths was considered but deemed unsafe due to limited footway width and that the many doorways that front out onto Justice Mill Lane. The safety of pedestrians particularly those stepping out of businesses onto the footway of Justice Mill Lane was considered a safety hazard and would not accommodate a shared use footway."

Following further discussions with a Cycle Forum representative a review of the road widths and the possible introduction of a contra-flow cycle lane was carried out. The introduction of a cycle lane would effectively reduce the available single vehicular carriageway width to 4m and would not accommodate services of premises on the north side over some sections or allow for breakdowns or similar circumstances.

Officers also have concerns with regard to safe and clear provision of a contra-flow cycle lane due to the limited width available and could not support the provision of the cycle lane.

#### 5.4 Detailed Design

Following the findings of the Statutory Consultation and the consideration given it is felt that it would now be prudent to take steps to conclude the detailed design for the proposed scheme on Justice Mill Lane and prepare the contract documents for Tender purposes.

## 6. IMPACT

Within the Community Plan, City Centre redevelopment is identified as a strategic priority, and within the Single Outcome Agreement, two national outcome objectives identified are that “We live in well designed, sustainable places” and that “We value our natural and build environment and protect it and enhance it for future generations.”

In its document, “Vibrant, Dynamic and Forward Looking,” the City’s Partnership states in the Economic Development Section, that it will “Implement master plans, working with partners, including those in the private sector,” and that it will “Continue to drive regeneration and take advantage of regeneration opportunities city wide, as they present themselves”

## 7. BACKGROUND PAPERS

Minute of Enterprise Planning and Infrastructure Committee meeting  
23<sup>rd</sup> April 2010

## 8. REPORT AUTHOR DETAILS

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## Consultees comments

### 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;

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### Local Members

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Councillor John West	Email sent 29/07/2011
Councillor Yvonne Allan	Email sent 29/07/2011
Councillor Martin Greig	Email sent 29/07/2011
Councillor Irene Cormack	Email sent 29/07/2011
Councillor Alan Donnelly	Email sent 29/07/2011
Councillor James Kiddie	Email sent 29/07/2011
Councillor Jim Farquharson	Email sent 29/07/2011
Councillor Jennifer Stewart	Email sent 29/07/2011

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### Council Officers

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Barry Jenkins, Head of Finance, Resources – ***has been consulted and had no comments relating to finance.***

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***

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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## Appendix B

### Table 1

#### Initial Statutory Consultation

<u>Consultee</u>	<u>Response</u>
Grampian Police	<p>In general terms Grampian Police are supportive of the proposals for Justice Mill Lane but wish to highlight:</p> <p>All side street taxi ranks will be moved to Union St from Midnight onwards and any evening ranks might cause confusion between the operational hours.</p> <p>As vehicles can no longer access Justice Mill Lane via Holburn St there only option is to proceed on to Union St and either turn right at Bon Accord Crescent/Street. The concern here is for Bon Accord Crescent, there is no signals and only a stacker lane which is already busy and for Bon Accord Street is signalled but no right turn filter so would be looking for breaks in the westbound traffic.</p> <p>For LGV delivery drivers to access businesses on Justice Mill Lane the preferred option would be to direct via the lights on Bon Accord St and then up Langstane Place but this would require a 2.1m width restriction except for access on Bon Accord Terrace.</p>
Freight Transport Association	Has been consulted
Grampian Fire and Rescue Service	Assuming the implementation of traffic calming conform with regulation sizes, the proposals should have no detrimental effect on our operational appliances proceeding to incidents in this area. With this in mind the fire service offer no objection to the proposals.
Scottish Ambulance Service	Has been consulted
Public Transport Unit	<p>Have no comments regarding the proposals for Justice Mill Lane but for the crossing on Holburn Street. Concerns that this crossing is very close to the current pedestrian crossing at Holburn St/Union St junction and in close proximity to southbound bus stops.</p> <p>We understand this is a busy crossing point for pedestrians and safer, but feel for the above reason the crossing would be better situated south of Justice Mill Lane junction.</p>
Stagecoach Bluebird	Has been consulted
Royal Scottish Automobile Club	Has been consulted
Federation of Small Businesses	Has been consulted
Cyclist Touring Club	Has been consulted
Road Haulage Association	Has been consulted
Access Panel	Has been consulted

<u>Consultee</u>	<u>Response</u>
Aberdeen Cycle Forum	<p>Aberdeen Cycle Forum wishes to object to this proposal for the following reasons:</p> <p>Implementing a one-way system in the westbound direction of Justice Mill Lane would create more difficulties for the cyclist, as they would be required to tackle the already congested Holburn Street / Union Street junction exposing the cyclist to a greater level of traffic danger.</p>
NESTRANS	<p>NESTRANS has no objection with the introduction of a one-way system, the proposed right turn would benefit northbound traffic. This will also improve pedestrian access and safety.</p> <p>I can therefore confirm Nestrans is supportive of the proposed changes.</p>
Aberdeen City Centre Association	Has been consulted
DAG	Has been consulted
Cllr Alan Donnelly	Has been consulted
Cllr James Kiddie	Has been consulted
Cllr Jennifer Stewart	Has been consulted
Cllr Jim Farquharson	Has been consulted
Cllr John West	Has been consulted
Cllr Martin Greig	Has been consulted
Cllr Yvonne Allan	Has been consulted
Cllr Irene Cormack	Has been consulted
Aberdeen Taxi Group (Various)	<p>A one-way system would force all vehicles coming up Holburn St onto Union St and this junction is busy and tailed back at the best of times. A proposition is for taxi rank space on the south side lay-by outside the Raddison Hotel as this would be fully utilized in the evening, there would be no better place for a new taxi rank than a largely unused lay-by. The need for a 24hr taxi rank is well warranted to accommodate the new hotel and office developments, and those proposed in the future.</p>