

ABERDEEN CITY COUNCIL

COMMITTEE: **Enterprise, Planning and Infrastructure**

DATE : **15/11/2011**

DIRECTOR: **Gordon McIntosh**

TITLE OF REPORT: **Rose Street, Chapel Street and Marischal Street –
Traffic Management Proposals**

REPORT NUMBER: **EPI/11/297**

1. PURPOSE OF REPORT

To advise the committee of the results of the proposed traffic management scheme on Rose Street, Chapel Street and Marischal Street.

2. RECOMMENDATION(S)

1. It is recommended that no further action be taken on the introduction of one-way operation on Rose Street and Chapel Street.
2. Consideration be given to introducing a northbound one-way system on to Marischal Street and that the existing any time parking restrictions be revised to provide additional pay and display parking should the one-way operation be approved.

3. FINANCIAL IMPLICATIONS

1. There are no financial implications for Rose Street and Chapel Street as the recommendation is not to advance this proposal.
2. The implementation of a one-way system and pay and display parking spaces at Marischal Street is estimated to cost in the region of £7900 which would be funded from future budget.

Should one-way system approved the additional 11 on street parking spaces may generate up to £45,000 per year.

4. OTHER IMPLICATIONS

The proposed changes to Marischal Street will require a traffic regulation order to be progressed. Members should be aware that this process is open to objection from members of the public.

5 BACKGROUND / MAIN ISSUES

5.1 Report

At its meeting of the Enterprise, Planning and Infrastructure Committee of the 13th September 2011 the Committee instructed Officers to report back on the possible implementation of one-way operation on the Rose Street, Chapel Street and Marischal Street.

The potential for additional on street parking in Rose Street, Chapel Street and Marischal Street by the introduction of one-way operation was previously raised by the Control Parking Area Working Group and noted as worthy of further investigation.

When introducing a one-way operation it is necessary to consider all access needs and in particular that of emergency and service vehicles. With reference to "Guidelines and Specification for Aberdeen City Roads (1998) within Residential and Industrial Developments" for a General Access Road an unrestricted carriageway width of 6.0 m should be provided to ensure unobstructed access can be taken. The 6.0 m width will allow for the passage of vehicles, should a break down occur and servicing of properties and businesses. Consideration should also be given to road safety matters arising from the introduction of a one-way operation and in particular traffic speeds and the need for traffic calming.

5.2 Rose Street / Chapel Street

A scheme for the introduction of a one-way operation has been considered for Rose Street and Chapel Street and is shown in Appendix 1. It will be noted that the one-way operation for both roads would require to be complementary with Rose Street operating in a northbound direction and Chapel Street operating southbound.

Rose Street is located towards the west side of Union Street and connects Union Street with Skene Street. At present Rose Street operates two-way between its junctions with Skene Street and Thistle Street. The south end section of Rose Street from Union Street to Thistle Street operates one-way traffic in a northerly direction. The west side of Rose Street has a combination of pay and display and any time restrictions whilst the east side has a combination of any time and 8.00 am and 6.00 pm restrictions. The restricted east side of Rose Street accommodates evening parking for the local residents after 6.00 pm and delivery and service vehicles during the day time. A plan of the current waiting restrictions on Rose Street is attached in Appendix 2.

The section of Rose Street between Skene Street and Huntly Street provides access to the Chapel Street car park and the local network

and it is felt that it would not be appropriate to consider one-way operation on this length of Rose Street.

The carriageway width between Huntly Street and Rose Place is 10.3 m. At present this section has parking restrictions between 8.00 am and 6.00 pm and it would be possible to provide on street parking on the west side. However, providing additional parking will lead to visibility and road safety issues for vehicles turning into Rose Street from Huntly Street and would not be considered for road safety reasons.

The carriageway width of Rose Street between Rose Place and Thistle Street varies with a maximum width of 9.2 m and a minimum of 8.6 m. Providing parking facilities on the west side of Rose Street will effectively reduce the carriageway width to a maximum of 5.2 m and a minimum of 4.2 m. It is therefore considered that it would not be prudent to introduce additional parking in conjunction with one-way operation.

The introduction of a one-way system will be likely to increase traffic speeds along this section and traffic calming may be necessary. Given that no benefit will be achieved from the introduction of a one-way on Rose Street this option is not recommended.

Chapel Street is located towards the west side of Union Street and connects Union Street with Huntly Street. It currently carries two-way traffic up to its junction with Thistle Street, whereby traffic is then subject to a one-way restriction in a southbound direction up to Union Street. Consideration has been given to the introduction of a one-way operation of Chapel Street in a southerly direction. The carriageway width of Chapel Street varies with a maximum of 9.0 m and a minimum of 8.0 m.

Currently the east side of Chapel Street has pay and display restriction whilst the west end has parking restrictions between 8.00 am and 6.00 pm. The southern end of Chapel Street, within the one-way restriction, currently accommodates a taxi rank. A plan of the current parking restrictions on Chapel Street is attached in Appendix 2.

Providing parking facilities on the west side of Chapel Street will effectively reduce the carriageway width to a maximum of 4.6 m and to a minimum of 3.6 m. A carriageway width of less than 4.6 m will restrict access for service and emergency vehicles and would not meet current standard. In order to ensure that the needs of service and emergency vehicles can be accommodated, it is not considered practically to introduce parking along both sides of the street. As with Rose Street the introduction of a one-way operation would offer no substantial benefit and is not recommended.

Businesses within this area and in particular those members of the newly formed West End Association have raised concerns over the lack of available parking within the area. These businesses are experiencing difficulties in generating the turnover of parking required by the shops and businesses within the local area.

The difficulties currently being experienced can be attributed to the lack of short stay parking bays which are required to maintain a level of car parking to sustain a vibrant local economy.

One of the main concerns relates to the uptake in business parking permits within the west end area where they are parking all day to the detriment of the businesses, shoppers and visitors.

Officers intend to carry out a quantitative review of residential and business permit allocation within the city centre areas where the results will be reported back to the Controlled Parking Working Group.

5.3 Marischal Street

Marischal Street is located at the east end of Castle Street at its junction with King Street, and connects Castle Street with Regent Quay. The carriageway width of Marischal Street varies from 7.5 m to 8.0 m. The west side of Marischal Street accommodates pay and display parking whilst the east side has parking restrictions between 8.00 am and 6.00 pm. A plan of current parking restrictions on Marischal Street is attached in Appendix 3.

In considering a one-way operation the preferred direction of travel would be southbound as a northbound one-way system is likely to cause difficulties for vehicles travelling on Marischal Street during winter weather due to the steep gradient. A southbound one-way would also remove potential conflicts at the junction with Castle Street and King Street and improve road safety at this location.

However, Aberdeen Sheriff Court is located on the north end of Marischal Street with public access to the court taken from Exchequer Row. The vehicle delivering prisoners to the court requires to take access via a side door on the west side of Marischal Street. In order to accommodate this access requirement the prison vehicle must approach the court on Marischal Street in a northerly direction. Following consultation with the court team and given the access needs of the court and security issues associated with prisoner access a southbound one-way is not considered a practical option at this time.

It is possible to introduce a northbound one-way on Marischal Street which would allow the introduction of additional 11 'Pay and Display' parking spaces on existing sections of anytime restrictions without compromising access.

However the gradient of Marischal Street does raise issues of general access during periods of inclement weather in the winter period and is a concern.

A northbound one-way on Marischal Street would also have some implications for traffic movement and conflicts at its junction with Castle Street. However it is unlikely that volumes will significantly increase and therefore would not exacerbate the existing situation.

Consideration has been given to the introduction of extended parking on both sides of Marischal Street but would reduce the operational width of the carriageway to between 3.6 m to 3.1 m and would not meet accessibility standards.

It is therefore considered that a northbound one-way system that allows for some 11 additional parking spaces could be introduced. However, short term access difficulties could occur during the winter period.

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.

7. BACKGROUND PAPERS

Appendix plan's 1, 2 and 3.

Guidelines and Specification for Roads within Residential and Industrial Developments (1998) - Aberdeen City Council (Property and Technical Services Department)

8. REPORT AUTHOR DETAILS

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Consultees comments

Enterprise, Planning and Infrastructure Committee

Convener: Councillor Kate Dean - email sent 7/10/11

Vice Convener: Councillor John Corall - *has been consulted and agrees with the recommendations for Rose Street and Chapel Street and strongly disagreed with the recommendations for Marischal Street.*

<u>Local Members</u>	
Councillor Andrew May	email sent 7/10/11
Councillor James Hunter	email sent 7/10/11
Councillor John Stewart	email sent 7/10/11
Councillor Bill Cormie	email sent 7/10/11
Councillor Jennifer Laing	email sent 7/10/11

Council Officers

Barry Jenkins, Head of Finance, *has been consulted and has no comments related to finance.*

Ciaran Monaghan, Head of Service, Office of Chief Executive *has been consulted*

Gordon McIntosh, Director of Enterprise, Planning and Infrastructure *has been consulted and has no comments.*

Hugh Murdoch, Head of Service, Shelter and Environment – *has been consulted and has no comments.*

Mike Cheyne, Roads Manager *has been consulted*

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

Jane MacEachran, City Solicitor, Continuous Improvement *has been consulted and has no comments.*

Kathryn McFarlane, Service Co-ordinator

Allison Swanson, Committee Services