

ABERDEEN CITY COUNCIL

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COMMITTEE	<b>Enterprise, Planning and Infrastructure</b>
DATE	<b>31<sup>st</sup> May 2012</b>
DIRECTOR	<b>Gordon McIntosh</b>
TITLE OF REPORT	<b>Notice of Motion from Councillor Yuill – ‘That given the significant inconvenience and difficulties caused to householders and others by bollards opposite the entrance to Deeside Drive to the rear lane lying between the rear of properties on Deeside Drive and Deeside Crescent, Council instructs officers to report to the appropriate committee on the removal of these bollards.’</b>
REPORT NUMBER:	<b>EPI/12/108</b>

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**1. PURPOSE OF REPORT**

This report provides further information to members of the Committee following their request, at the meeting on 31<sup>st</sup> January 2012, for officers to explore alternative solutions to the difficulties experienced by the bollards opposite the entrance to Deeside Lane with regard to Councillor Yuill’s notice of motion.

**2. RECOMMENDATION(S)**

It is recommended that the Committee:

1. Note the content of this report and the proposals that officers have considered.
2. Agree that no further action should be taken with regard to the removal of the bollards as this cannot be justified due to the costs of the associated works.

**3. FINANCIAL IMPLICATIONS**

- 3.1 There are no financial implications as a result of the recommendation from this report.
- 3.2 Should the bollards be removed, funding would require to be made available and a source identified. An estimate for the total costs for each proposal provided by officers lies in the range from £19,000 - £22,000, details of which can be found in section 5.4.

#### 4. OTHER IMPLICATIONS

None.

#### 5. BACKGROUND/MAIN ISSUES

##### 5.1 Background

At its meeting on 13<sup>th</sup> September 2011 the Enterprise, Planning and Infrastructure committee considered a notice of motion raised by Councillor Yuill "That, given the significant inconvenience and difficulties caused to householders and others by bollards opposite the entrance to Deeside Drive to the rear lane lying between the rear of properties on Deeside Drive and Deeside Crescent, council instructs officers to report to the appropriate committee on the removal of these bollards". The committee instructed officers to report on the terms of this motion to a future meeting of the Enterprise, Planning and Infrastructure Committee.

A report was presented to the E P & I Committee on the 31<sup>st</sup> January 2012 at which time the Committee instructed officers to consider other options and their respective merits and to report back.

- 5.2 There are a number of properties on Deeside Gardens and Deeside Crescent that back onto this lane where the majority of garages exit onto the lane. During the winter period these residents encounter difficulty exiting onto Deeside Drive via a parallel inset road as it receives limited treatment during periods of severe inclement weather and is on a steep gradient of approximately 1 in 12 uphill towards North Deeside Road, similar to other roads to the west of this location.

There is currently a footway with two bollards at the end of this lane between Deeside Drive and the inset road (see plan Appendix 1). The footway is of standard for pedestrians and not intended for vehicles. Should it be used by vehicular traffic it would require to be strengthened and upgraded to carriageway standards with additional works carried out to protect to the existing British Telecom services..

Following an approach by residents, Councillor Yuill requested that the bollards situated on this footway be removed to allow residents to exit directly onto Deeside Drive at the end of this lane. The removal of the bollards on this footway raises concerns that vehicles would proceed from the lane over this footway causing possible damage to the underground telecom cables and presenting a road safety hazard by bringing vehicles into conflict with pedestrians, who will not be expecting to encounter any vehicles crossing a footway at this point.

- 5.3 Officers have reviewed the range of options available and have listed them in detail below.

#### Proposal 1 – Formalised Junction

To allow vehicles to enter / exit at this point would require the junction to be realigned and depth of construction upgraded to the standards of a carriageway. Details are shown in Appendix 2. This work would require the footway to be widened into the grass verges and would have a cost implication with an estimated cost for the works of £10,000.

#### Proposal 2 – Single Lane Exit

To allow vehicles to exit only out of Deeside Lane directly onto Deeside Drive as above would require a single lane junction to be created and depth of construction upgraded to withstand vehicular traffic. Details are shown in Appendix 3. This work would require construction into the existing grass verges with a realigned kerb line reconstruction. The estimated cost for the works is £7,000.

This option would incorporate a short section of one-way which would require a Traffic Regulation Order that would take up to 9 months to promote and implement. It should be noted that given experience with short sections of one-way in remote locations it is likely to be abused.

Officers considered a third proposal which was to create a new section of carriageway either north or south of the existing bollards. However this was rejected due the number and location of the trees within each verge and that there are further public service boxes located at each of these locations. This proposal would still encounter the similar construction costs and an additional sum for removing the mature trees. It would also fail to address the current problems faced by residents during the winter period with vehicles having to endure the steep gradient on the inset road.

#### 5.4 Services

Within the existing footway and surrounding grass verges there is British Telecom services and a concrete access chamber. British Telecom have identified that the reconstruction of the footpath to a carriageway standard would require the replacement of the service chamber to a carriageway box standard, and due to the shallow depth of the BT duct and cabling it would be necessary to lower and protect the services with a reinforced concrete mat. This work would have an additional cost implication with an estimated cost for this works of £9,000.

- 5.5 The above options do not include the associated costs of signing and lining work required with the construction of a new junction, The estimated cost for the associated signing and lining is £3,000.

Therefore the total costs of each of the proposals are as follows:

- Proposal 1 Formalised Junction = £22,000
- Proposal 2 Single Lane Exit = £19,000

## 5.6 Conclusion

The problems of access and egress for residents of Deeside Gardens and Deeside Crescent are only experienced during relatively short periods during periods of inclement winter weather.

Whilst the difficulties of the residents is understood they do have the option to park either on Deeside Gardens / Drive and Deeside Crescent during the short periods of severe inclement weather.

With the current budget constraint it is felt that the solutions identified are to address short term problem that can be managed by the residents through the use of alternative parking practices. Officers are therefore of the view that the works are difficult to justify at this time.

## 6. **IMPACT**

- 6.1 The content of the report meets with the local Community Plan objectives to continually improve road safety and maximize for pedestrians and all modes of transport.

## 7. **BACKGROUND PAPERS**

Minute of Enterprise, Planning & Infrastructure Committee meeting, 13<sup>th</sup> September 2011.

<http://councilcommittees/mgConvert2PDF.aspx?ID=1908&T=1>

Minute of Enterprise, Planning & Infrastructure Committee meeting 31<sup>st</sup> January 2012.

<http://councilcommittees/mgConvert2PDF.aspx?ID=2283&T=1>

## 8. **REPORT AUTHOR DETAILS**

Michael Cowie  
Engineering Assistant  
[micowie@aberdeencity.gov.uk](mailto:micowie@aberdeencity.gov.uk)  
01224 538050

## Consultees Comments

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### Local Members

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Councillor Ian Yuill	Email sent 26/04/2012 and does not agree with the recommendations made by Officers. Councillor Yuill would also like to highlight that this report only addresses the issue of access in bad weather, with there being another problem of since the bollards were installed residents have been unable to receive deliveries via the rear of their properties as the delivery vehicles can't turn from the service road into the lane.
Councillor Callum McCaig	Email sent 26/04/2012

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### Council Officers

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Barry Jenkins, Head of Finance, Resources – <b><i>has been consulted and has no comments</i></b>
Jane MacEachran, City Solicitor, Continuous Improvement – <b><i>has been consulted</i></b>
Ciaran Monaghan, Head of Service, Office of Chief Executive – <b><i>has been consulted</i></b>
Gordon McIntosh, Director of Enterprise, Planning and Infrastructure – <b><i>has been consulted</i></b>
Hugh Murdoch, Head of Asset Management and Ops – <b><i>has been consulted</i></b>
Margaret Bochel, Head of Planning & Sustainable Development – <b><i>has been consulted and has not further comments</i></b>
Mike Cheyne, Roads Manager – <b><i>has been consulted</i></b>
Neil Carnegie, Community Safety Manager – <b><i>has been consulted</i></b>
Dave Young, Account Manager, Service Design & Delivery – <b><i>has been consulted</i></b>
Anne Ross, Service Co-ordinator
Allison Swanson, Committee Services

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