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COMMITTEE	<b>Enterprise Planning and Infrastructure</b>
DATE	<b>21 May 2013</b>
DIRECTOR	<b>Gordon McIntosh</b>
TITLE OF REPORT	<b>Various small scale traffic management and development associated proposals (New Works)</b>
REPORT NUMBER:	<b>EPI/13/084</b>

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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 orders 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.

<b>Budget</b>	<b>Implementation costs (£)</b>	<b>Maintenance costs (£) after 5 years</b>	<b>Comments</b>
<b>Cycle, Walking, Safer Streets (Scot Gov grant-funded)</b>	3850	3850	If budgets are not currently available locations will be placed on a priority list for when future funding becomes available
<b>Developer / Business / Nestrans financed</b>	Nil	1675	Maintenance of these works generally falls to the council maintenance budget when they are on-street restrictions
<b>Disabled Parking</b>	2500	1250	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 3 traffic management proposals brought forward during the course of routine examination of road safety and traffic flows, 1 proposal funded by the North East of Scotland Transport Partnership (Nestrans), 2 proposals funded by the 'Air Quality Action Plan' budget and 4 proposals resulting from requests from developers/businesses. It is also proposed to install 25 disabled bays at locations citywide.

## **The following proposals will be funded from the Cycling, Walking, Safer Streets budget**

### **Charleston Road** – Proposed 'At any time' waiting restrictions

Police Scotland has raised concern with regard to a length of Charleston Road, adjacent to Charleston School, where parking is unregulated. The length concerned encompasses a bend and is immediately opposite a T Junction. Police Officers have indicated they regularly receive complaints with regard to the indiscriminate parking of vehicles by parents/guardians/carers etc. during school drop off/pick up times. On visiting the location they have described the parking as being hazardous, restricting the flow of traffic and creating visibility issues.

Police Scotland recognise that while 'double yellow' lines do not prevent drivers from stopping their vehicle to allow passengers to board/alight, the introduction of such would at least encourage drivers to move on swiftly, while encouraging those who have a tendency to park for some time to seek alternative locations where parking causes less disruption.

On surveying the location roads officers concur with the opinion expressed by Police Scotland. It is therefore proposed to introduce a prohibition of waiting at any time on the length of road concerned to alleviate the issues described above.

This proposal is indicated in Appendix 1.

Implementation Costs - £250

Estimated maintenance costs - £250 every 5 years

Ward (8) – Kincorth / Loirston

Elected members – Cooney / Finlayson / McCaig

### **Provost Graham Avenue** – Proposed various waiting restrictions and the revocation of existing 'At any time' waiting restrictions

Concerns have been raised through the local Councillor with regard to parents dropping off/picking up their children in the vicinity of Hazlehead Primary School. It is therefore proposed to introduce 'School Keep Clear' markings at the gate into the playground with a timed restriction from 8am – 4pm on the north side of Provost Graham Avenue.

There is also another proposal to revoke a stretch of the existing 'At any time' waiting restrictions on the access to the car park to the rear of No. 2-20 Provost Graham Avenue to allow more on-street parking.

This proposal is indicated in Appendix 2.

Implementation costs – £600

Estimated maintenance costs – £600 every 5 years

Ward (10) – Hazlehead / Ashley / Queens Cross

Elected members – Corall / Greig / Stewart / Thomson

### **Riverside Drive – Proposed ‘At any time’ waiting restrictions**

With the restoration and improvements to Duthie Park there has been a reduction in the capacity to provide vehicular parking. As a result, concerns have been expressed with regard to vehicles being parked on the adjacent Riverside Drive, and it is the case instances of such are being observed. Given Riverside Drive functions as a busy distributor road it is proposed to apply lengths of prohibition of waiting at any time to ensure the road is kept free of obstructions that would both hinder traffic flow and have a negative impact on visibility splays, thereby compromising road safety.

This proposal is indicated in Appendix 3.

Implementation costs – £3000

Estimated maintenance costs – £3000 every 5 years

Ward (12) – Torry/Ferryhill

Elected members – Allan, Dickson, Donnelly, Kiddie

## **The following proposal will be funded by NESTRANS**

**New access road and turning circle to the west of Dyce Railway Station that will serve the Service 80 Dyce Shuttle Bus** – Proposed 'no entry' except for buses and cycles, and prohibition of waiting at any time on any day.

A planning application is currently under consideration for the construction of a new access road and turning circle to the west of Dyce Railway Station. This new facility will serve the current Service 80 Dyce Shuttle Bus, a successful public transport route that operates between the Dyce Station, Aberdeen Airport and Kirkhill Industrial Estate. A measure of the success of this service is with current patronage and Nestrans commitment to establish the turning circle on the west side of the station, bus operator Stagecoach Bluebird will now operate the service on a commercial basis without subsidy. The access road and turning circle will also, of course, be open to any bus service, for example a company running a shuttle bus for employees etc. or any future public service that may develop.

In recognition that the access road and turning circle should exclusively serve bus operations (albeit while still allowing pedal cycles access), it is proposed that other motor vehicles such as private cars, taxis etc. should be prohibited from entering the access road. In order to introduce such it will be necessary to promote a traffic order that will allow the installation of 'no entry except for buses and cycles' signs at its junction with Foinavon Close. This will ensure that the new facility is kept clear of parked vehicles, such as vehicles associated with commuters being parked all day or taxis using the facility to pick up/drop off passengers, that otherwise could choke the facility and restrict the free flow of buses. It must be stressed when considering private cars, taxis etc, that there are adequate facilities to serve these vehicles on the east side of the station, by way of a car park that can accommodate 100 vehicles and has a dedicated pick up/drop off point for taxis/cars. This car park also has dedicated bays to serve disabled drivers/occupants.

In tandem with the aforementioned restriction, a prohibition of waiting at any time would also be applied to the new access/turning circle. This would provide an alternative enforcement method in the case when a driver had contravened the 'no entry' and thereafter parked, but a police resource was not available to deal with the initial offence, a City Warden could then apply a 'penalty notice' to the offending vehicle.

This proposal is indicated in Appendix 4.

Implementation cost – £Nil

Estimated maintenance cost – £1000 every 5 years

Ward (1) – Dyce/Bucksburn/Danestone

Elected Members – Crockett, Lawrence, MacGregor, Samarai

## **The following proposal will be funded from the 'Air Quality Action Plan' budget**

### **Marischal Street – Proposed 'car club' parking bays**

There are currently no Car Club cars conveniently located and available during the working day for members of the public or businesses based on the east side of the City Centre. The aforementioned is the case as all the current 'east end' Car Club cars are fully utilised for exclusive use by Aberdeen City Council during business hours. The demand for new spaces in the 'east end' area has come from Car Club members, as the closest available Car Club location is currently South Silver Street. It is therefore proposed to create a length of Car Club parking bay on Marischal Street that could accommodate two vehicles.

The particular location on Marischal Street has been chosen as it is possible to install a new length of parking bay without any impact on existing 'pay & display' / residential parking bays. The aforementioned can be achieved by revoking a 12 metre length of existing prohibition of waiting at any time ('double yellow' lines) and replacing it with a length of Car Club parking bay that will accommodate two vehicles. This change will have no detrimental impact when considering traffic flow or road safety at this location.

This proposal is indicated in Appendix 5.

Implementation cost – £Nil

Estimated maintenance cost – £180 every 5 years

### **Golden Square – Proposed 'car club' parking bay**

A Car Club space is currently located on South Silver Street. This space is subject to a great deal of misuse, with members of the public persistently parking in the reserved space when the Car Club vehicle is not present. When the driver of the Car Club vehicle returns they have to then park the vehicle in the next available legal space (usually Golden Square) in order to avoid a penalty notice. It is therefore proposed that the current bay on South Silver Street be revoked and returned to a general 'pay & display' bay for use by the public, while a new Car Club parking bay will be created in Golden Square.

The new Car Club parking bay would be located next to existing cycle parking facilities in order to create a transport interchange point. In the longer term there is also the possibility this new bay could have an electric charging point installed and would thereafter accommodate an electric Car Club vehicle.

This proposal is indicated in Appendix 6.

Implementation cost – £Nil

Estimated maintenance cost – £180 every 5 years

Ward (8) – George Street / Harbour

Elected Members – May, Jean Morrison, Nathan Morrison

**The following proposals will be funded by the developer / business**

**Trinity Street** – Proposed 'loading bay' between the hours of 8.00am – 10.00am, Monday to Saturday

Planning consent has been given to convert the property at 54 Guild Street, formerly functioning as a Public House, the 'Criterion Bar', to a retail unit. The prospective occupier is a national supermarket business that would run the unit as a grocery convenience store. In order to service the store with deliveries it is proposed to install a length of loading bay on Trinity Street that would allow Goods Vehicles to park at the rear of the store. The loading bay would function between the hours of 8am and 10am, Monday to Saturday. Its length would encompass an area that is partly regulated by a current prohibition of waiting at any time and a length that provides 'pay & display' parking. While a length of 'pay & display' bay, that could serve two cars currently, would be lost for two hours in the morning, there would be an overall gain of two car spaces for the rest of the day with the extension to the existing marked bay created by the loading area.

This proposal is indicated in Appendix 7.

Implementation cost - £Nil

Estimated maintenance cost – £minimal

Ward (8) – George Street / Harbour

Elected members – May / Jean Morrison / Nathan Morrison

**Church Street, Footdee** – Proposed 'At any time' waiting restrictions

Aberdeen Harbour Board has requested 'double yellow' lines be applied to a length of Church Street adjacent to a gated access to a storage yard. Drivers are regularly parking their vehicles in the mouth of the access; this practice both obstructs access/egress to/from the yard, and also forces pedestrians using the footway on either side of the access on to the road to pass these vehicles.

A survey of this location has confirmed such and it is therefore proposed to introduce a length of prohibition of waiting at any time.

This proposal is indicated Appendix 8.

Implementation cost – £Nil

Estimated maintenance cost – £200 every 5 years

Ward (8) – George Street / Harbour

Elected Members –May / Jean Morrison / Nathan Morrison

**Minto Drive** – Proposed ‘At any time’ waiting restrictions

Gray Forklift Services Ltd, based off Minto Drive, Altens Industrial Estate, has requested that ‘double yellow’ lines be installed at the access/egress to its premises due to continuing issues caused by vehicles being parked within the access/egress area. Vehicles parked in this area obstruct vehicle movements and/or hinder visibility splays when considering road safety. Of particular note is many Large Goods Vehicles are entering and exiting these premises.

A survey of this location has confirmed such and it is therefore proposed to introduce lengths of prohibition of waiting at any time.

This proposal is indicated in Appendix 9.

Implementation cost – £Nil

Estimated maintenance cost – £115 every 5 years

Ward (13) – Kincorth/Loirston

Elected Members – Cooney, Finlayson, McCaig

**Hilton Avenue** – Revocation of ‘School Keep Clear’ restriction outside defunct Hilton Nursery School

CALA Homes (East) Ltd are developing the site of the defunct Hilton Nursey School. Outside the entrance to the school was a ‘School Keep Restriction’ on the north side of Hilton Avenue. Procedurally it is now necessary to promote a Traffic Regulation Order to revoke this feature.

Cost - £Nil

Ward (5 ) – Hilton/Stockethill

Elected Members – Adam, Blackman, Dunbar



## 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** *\*(Plans are not included as, under normal circumstances, spaces are located close to the properties.)*

### **On-street parking** – 20 spaces

79 SCHOOL DRIVE	16 SEAFIELD DRIVE WEST
183 NORTH ANDERSON DRIVE	45 COVENANTERS DRIVE
3 HILLOCKS WAY	51 CORONATION ROAD
27 WOODEND DRIVE	21 FINDHORN PLACE
74 LANG STRACHT (SPACE ON MASTRICK DRIVE	58 DEANSLOCH TERRACE
15A FROGHALL ROAD	83 OLD CROFT PLACE
110 FOWLER AVENUE	2 WALLACE HOUSE, PROPOST GRAHAM AVENUE
68 CRAIGIEVAR PLACE	413 HOLBURN STREET
62 FORBESFIELD ROAD	6 FORBESFIELD ROAD
22 DEEVALE TERRACE	12 TARANSAY CRESCENT

### **Non-specific spaces** – No spaces

### **Off-street parking** – 5 spaces

1 PIRIES COURT	34 ROSE HOUSE. HAZLEHEAD ROAD
75 FAIRLEY ROAD	4 CASTLETON DRIVE
17 TARANSAY CRESCENT	

## 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.

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

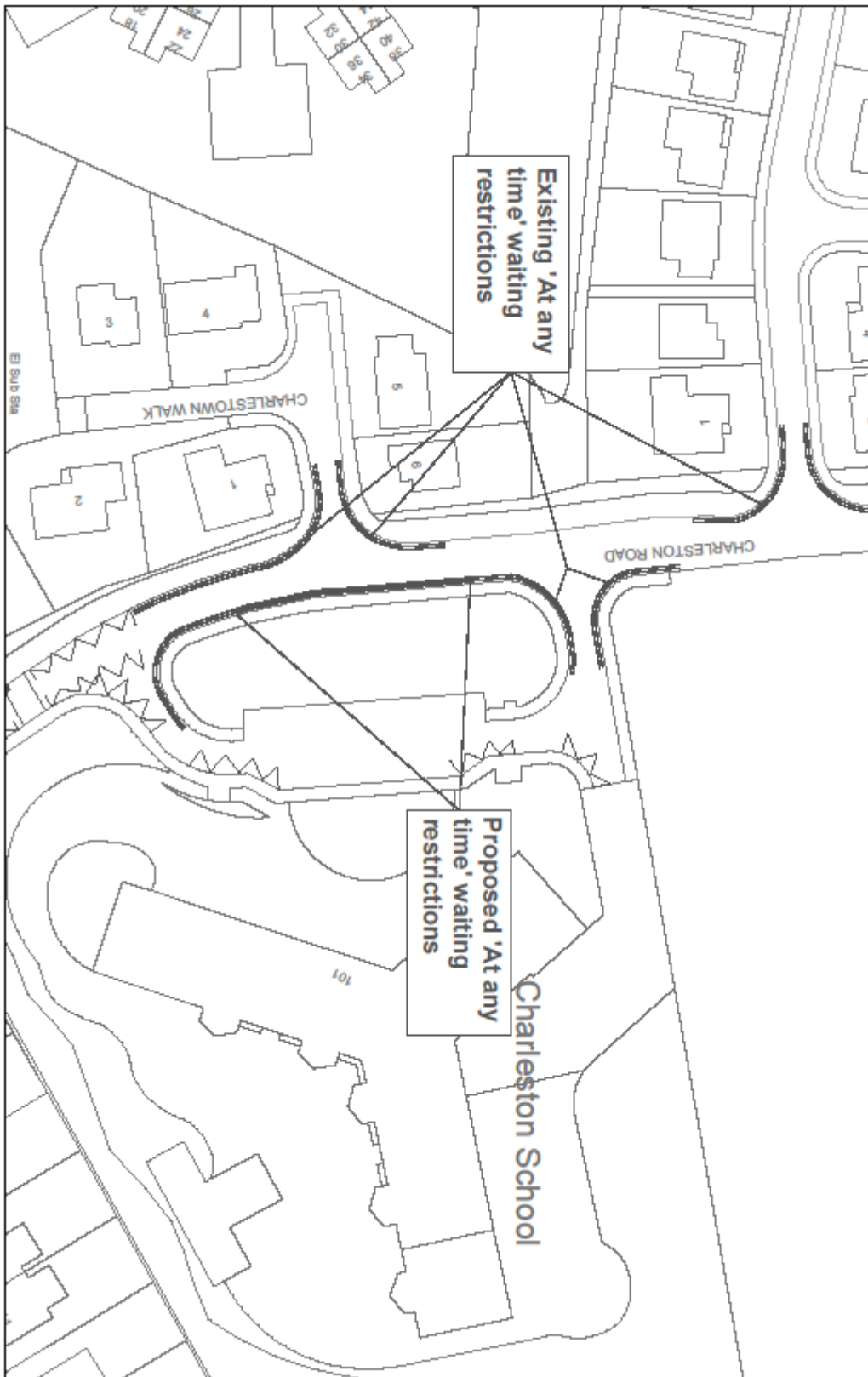
**8. REPORT AUTHOR DETAILS**

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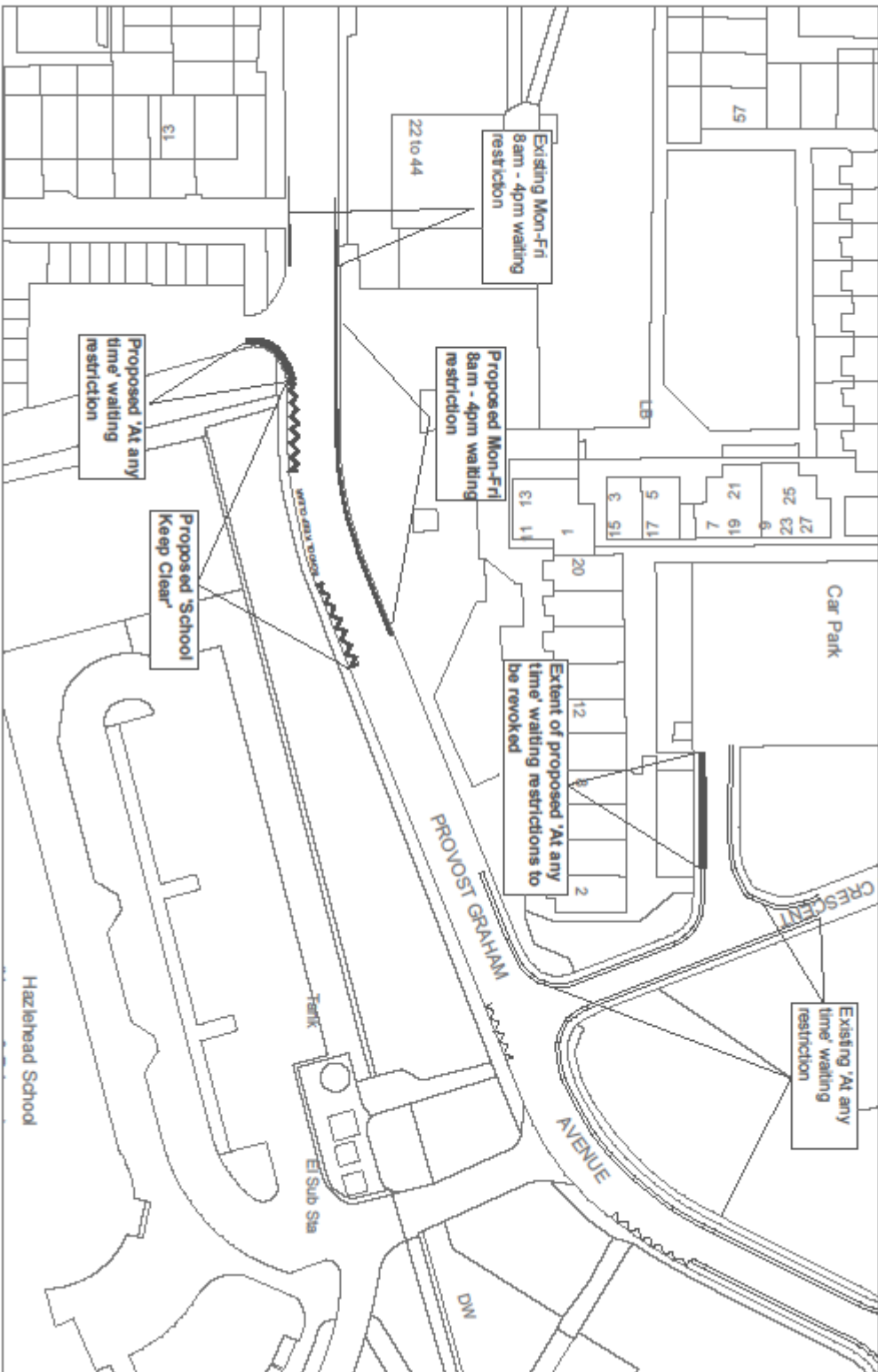
**Appendix 1**

**Charleston Road - Proposed 'At any time' waiting restrictions**



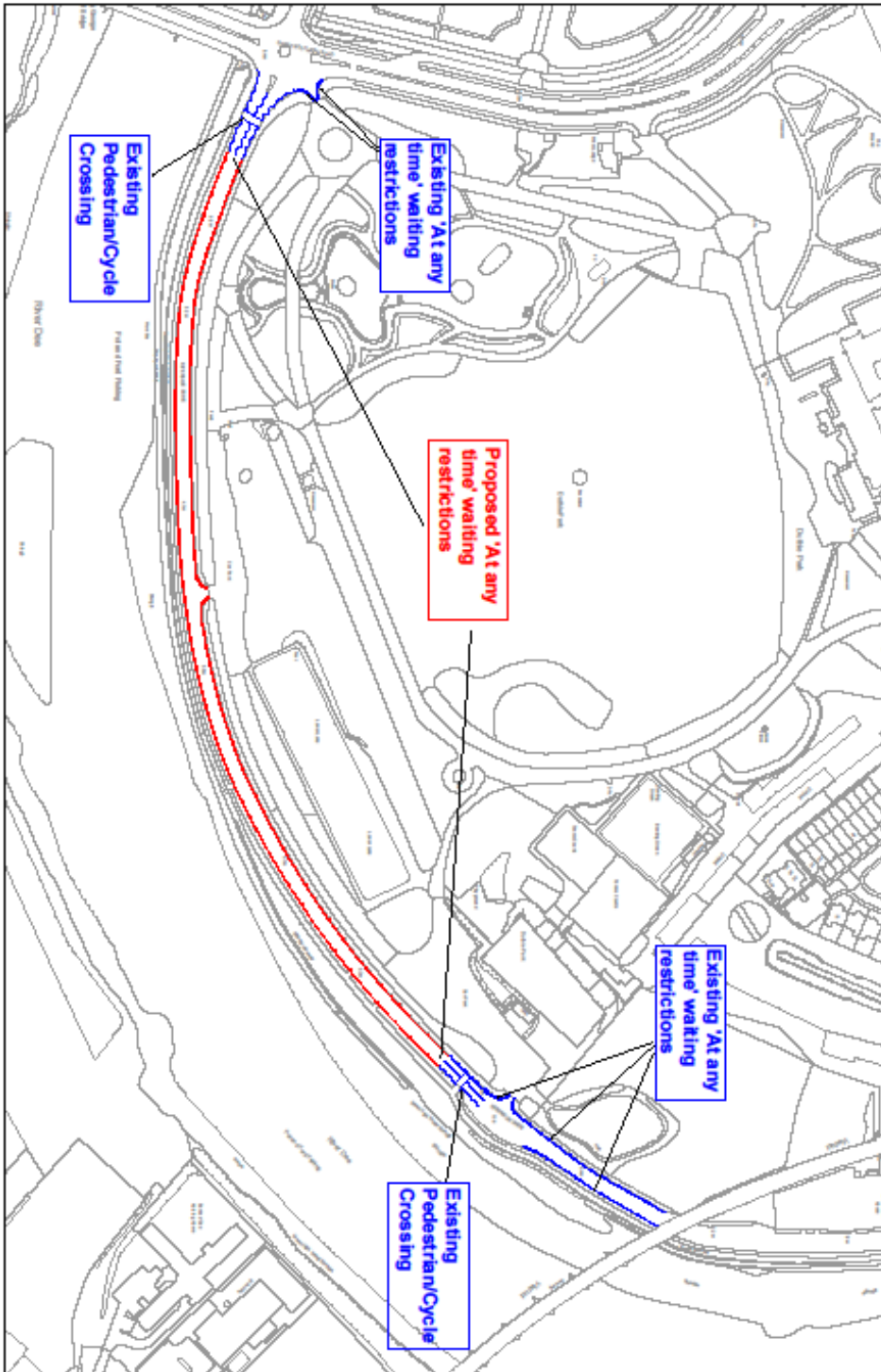
**Appendix 2**

**Provost Graham Avenue - Proposed various waiting restrictions and revocation of prohibition of waiting at any time restriction**

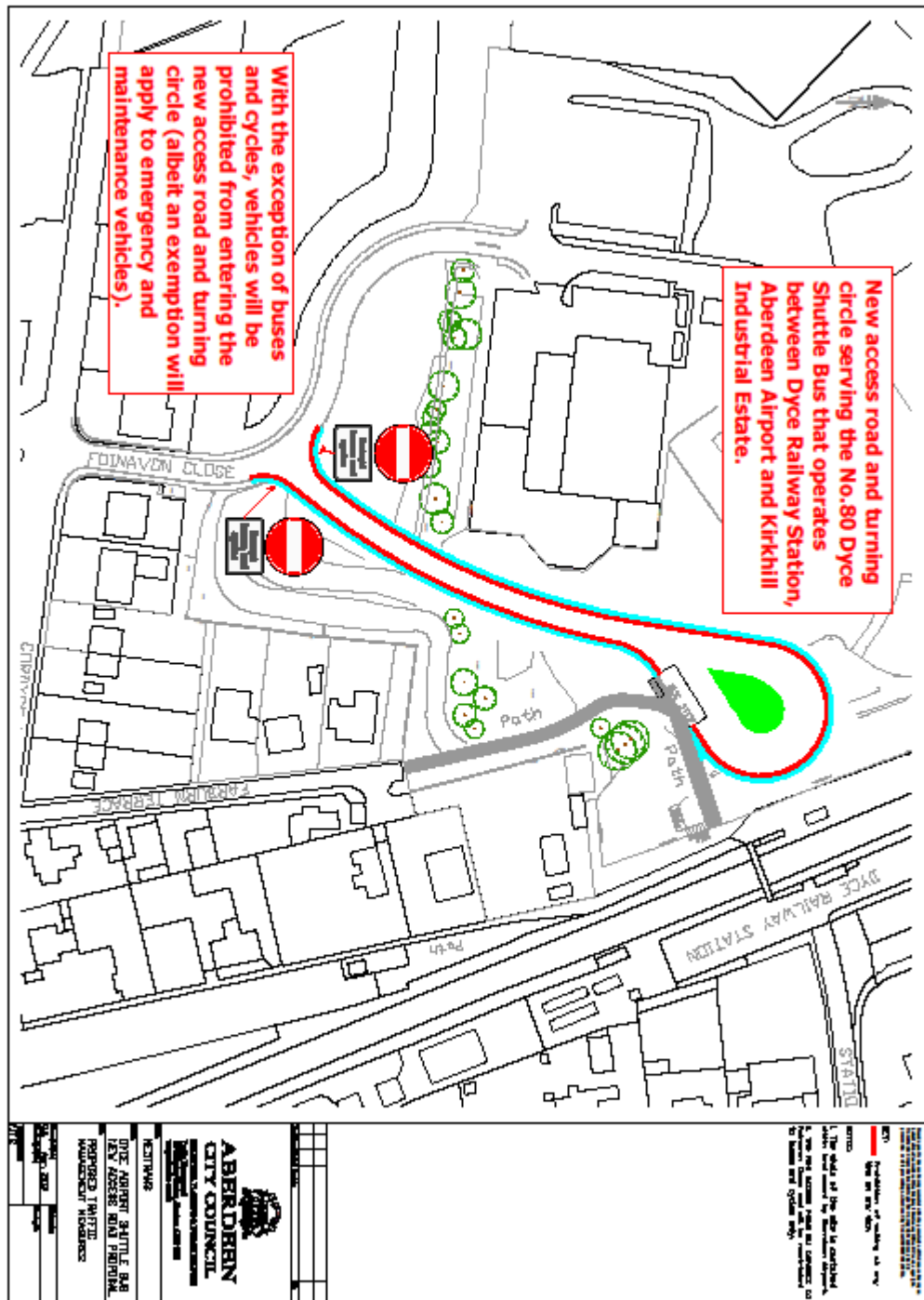


**Appendix 3**

**Riverside Drive - Proposed 'At any time' waiting restrictions**

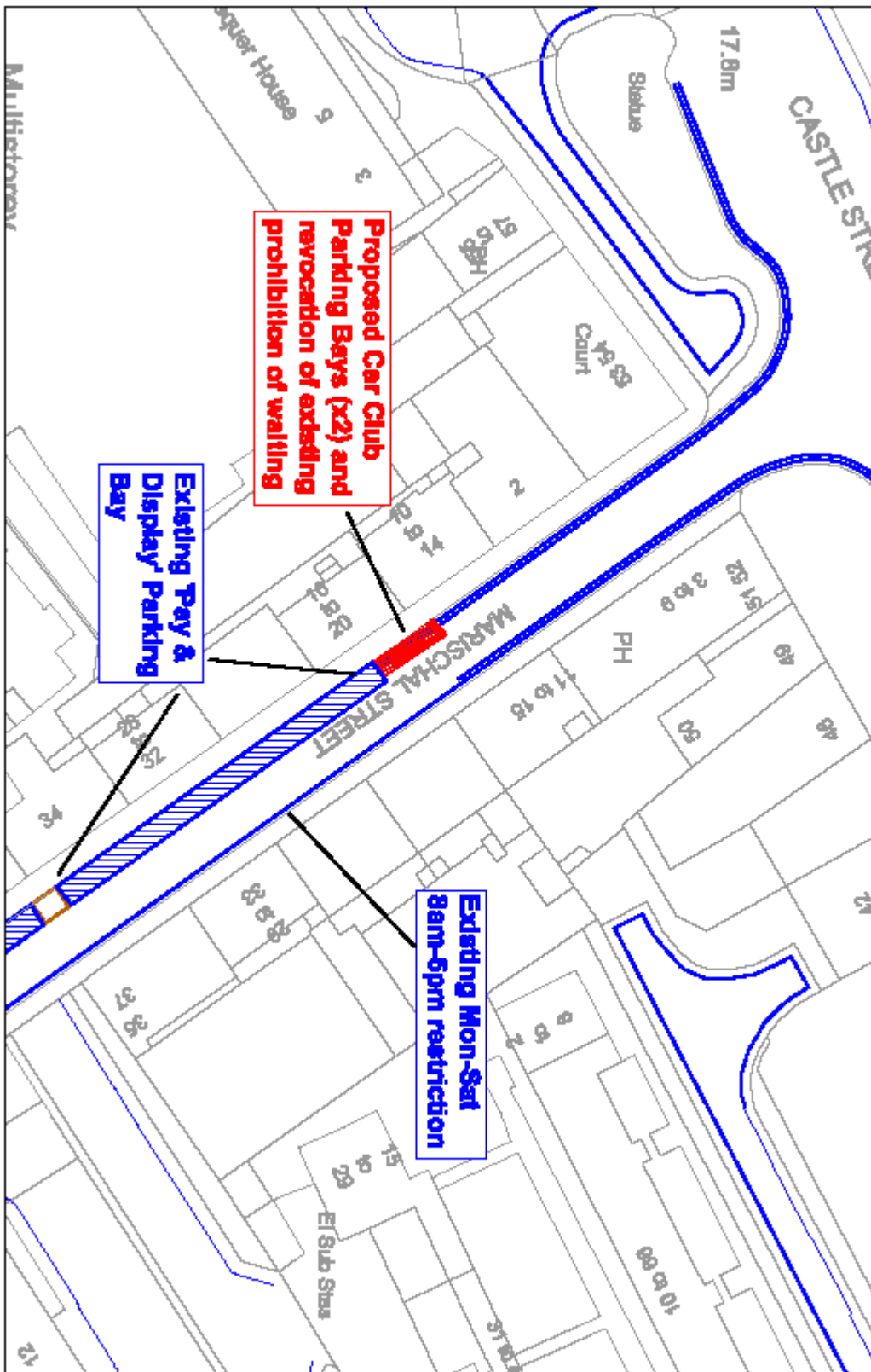


**Appendix 4**



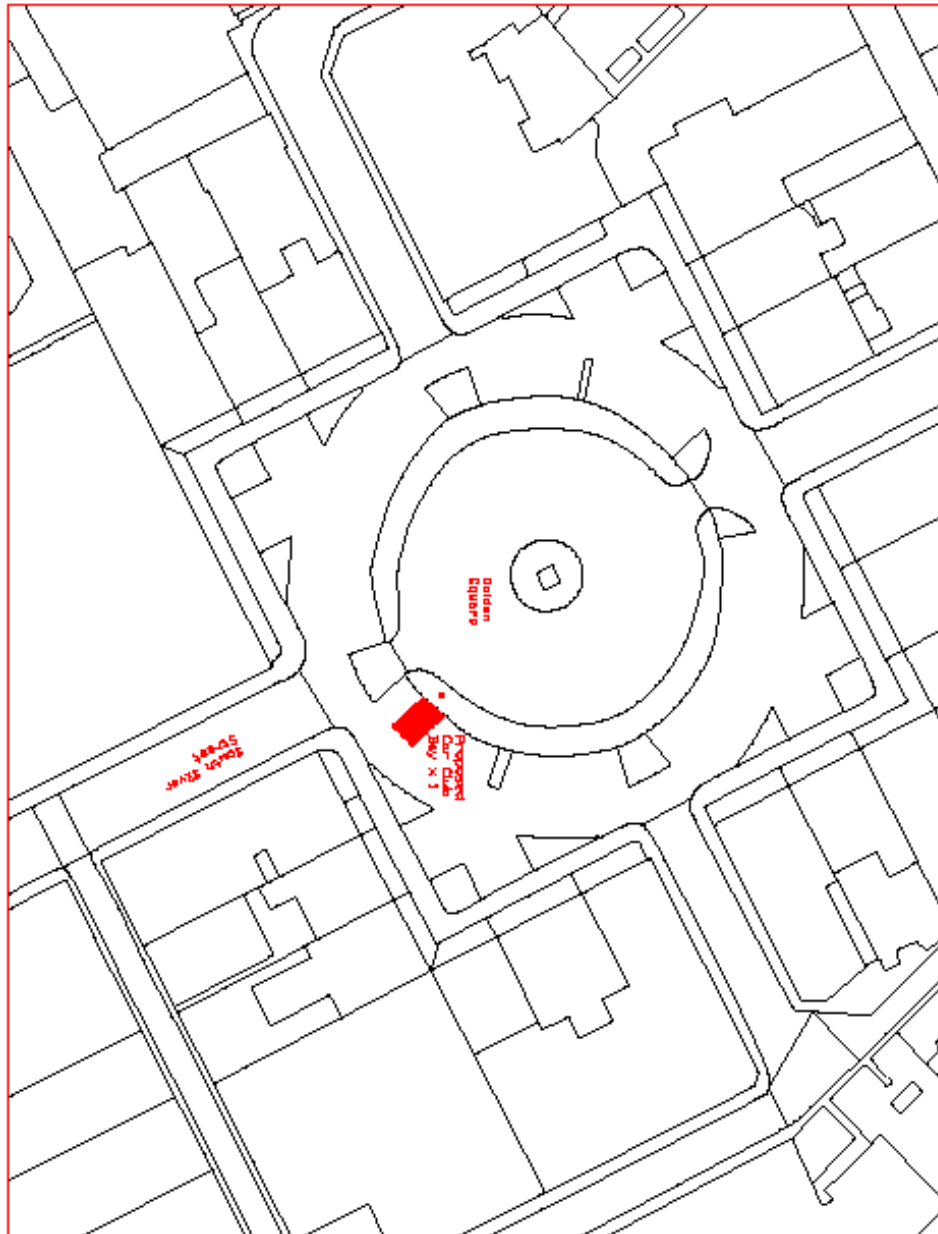
**Appendix 5**

**Marischal Street - Proposed Car Club bays and revocation of 'At any time' waiting restriction**



## Appendix 6

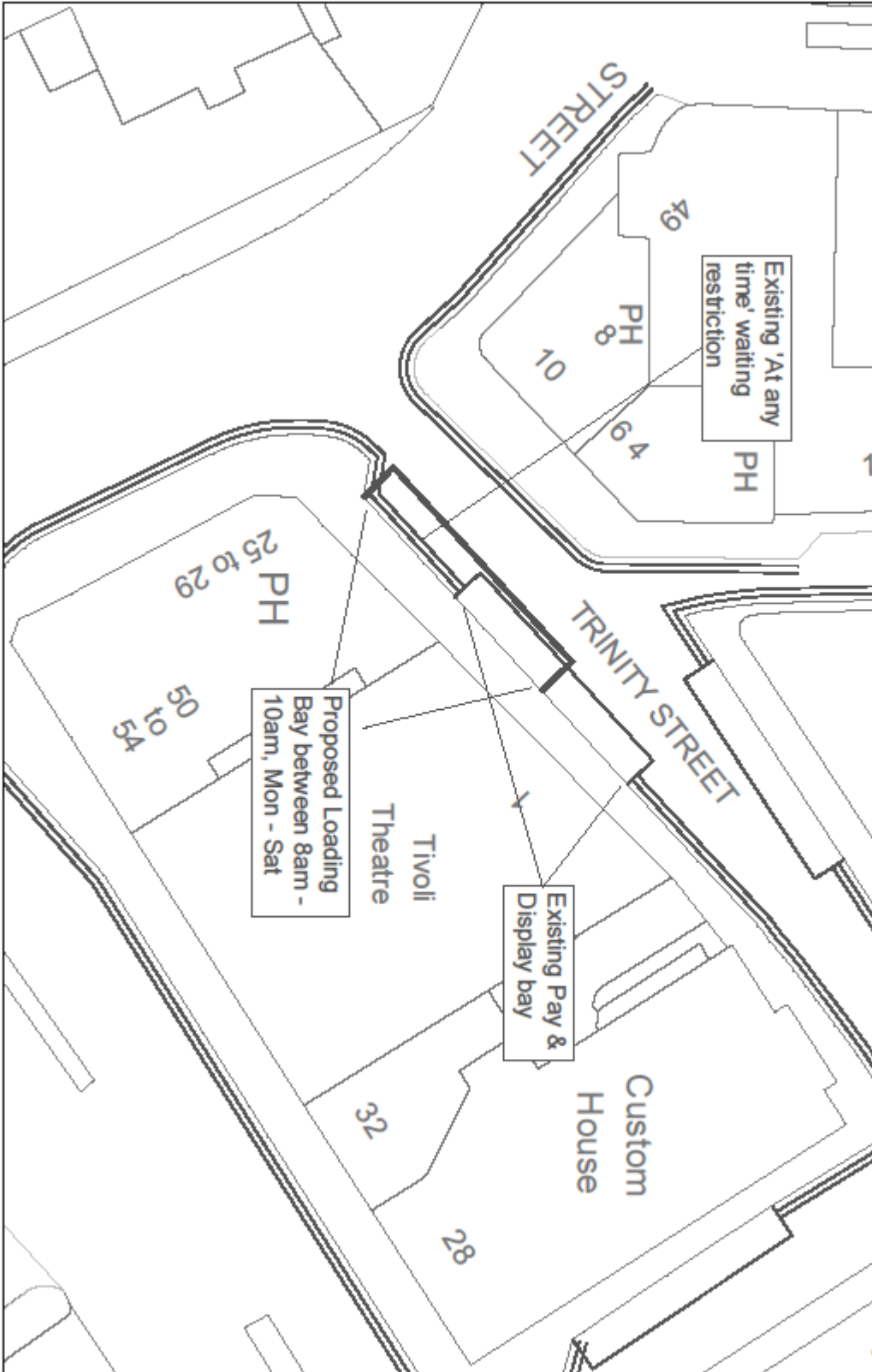
### Golden Square – Proposed Car Club Parking Bay





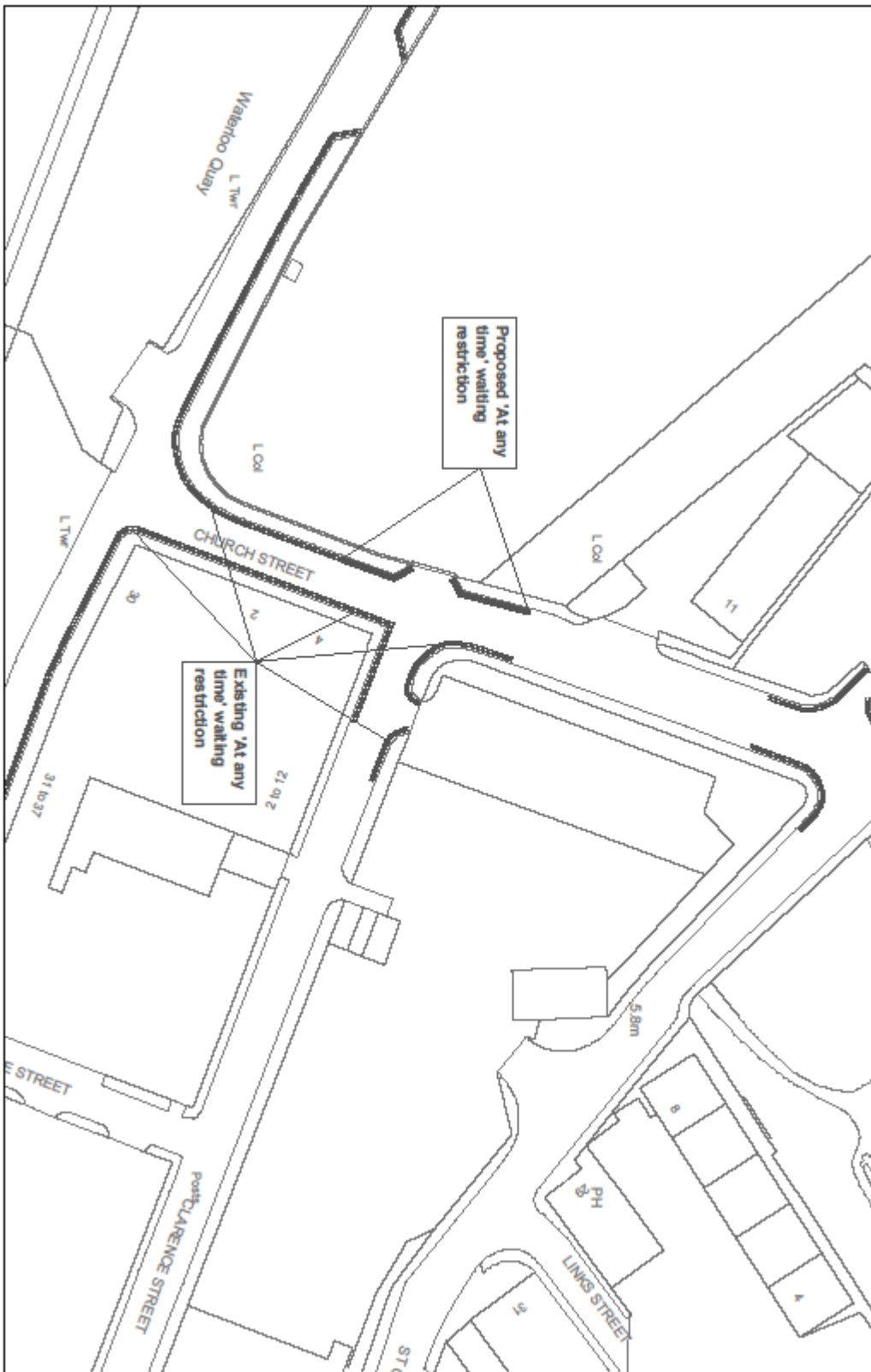
**Appendix 7**

**Trinity Street - Proposed Loading Bay**



**Appendix 8**

**Church Street, Footdee - Proposed 'At any time' waiting restriction**



**Minto Drive - Proposed lengths of prohibition of waiting at any time**

