#### ABERDEEN CITY COUNCIL

COMMITTEE Enterprise, Planning and Infrastructure

DATE 26<sup>th</sup> November 2009

DIRECTOR Gordon McIntosh

TITLE OF REPORT Various, Small Scale Traffic Management and Development Associated Proposals (New Works)

REPORT NUMBER EPI/09/104

#### 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 officials. It also brings forward proposal associated with new development as part of the development management process.

## 2. RECOMMENDATION(S)

That the Committee:

- 1. Approve the proposals in principle
- 2. Instruct the appropriate officials 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. FINANCIAL IMPLICATIONS

Currently there is a rolling programme for the Non-housing Road Safety and Traffic Calming capital budget and, due to the length of time taken for the legal process required for the Traffic Regulation Order, funding for these schemes will come from the 2010/2011 "Non-housing Road Safety and Traffic Calming" capital budget or some other future budget.

Developer associated traffic management proposals are only included in this report once the developer or their agent has agreed in writing to fund the costs of the legislative process. When the legislative process is completed, and the appropriate Committee has approved the Traffic Regulation Order, it is the developer who implements and funds the scheme.

### 4. SERVICE & COMMUNITY IMPACT

This report is in accordance with the administration's Vibrant, Dynamic and Forward Looking, under the heading of Transport and highlighted in Paragraph 7.

It also 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.

#### 5. 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.

### 6. REPORT

There are traffic management proposals for seven locations brought forward during the course of routine examination of road safety, traffic flows and a proposal resulting from a planning application:

### KEY:

- Funded from the Non-housing Road Safety and Traffic Calming 2010/2011 capital budget
- Funded by developer
- Grampian Road/Glenbervie Road junction "At any time" waiting restrictions

Parking surveys have highlighted that drivers are consistently contravening the Highway Code and parking within 10m of the junction. These parked vehicles are reducing junction visibility and it is therefore proposed to install "at any time" waiting restrictions at the junction.

The extent of these proposed restrictions is indicated in the plan below.

## Accommodation Road / Beach Esplanade junction – Prohibition of leftturn

Accommodation Road is the road that links the Beach Esplanade to Golf Road and runs past the golf driving range.

There are two manoeuvres regularly carried out at this junction that are causing officers concern. Vehicles travelling northwards from the Beach Ballroom and turning left into the Accommodation Road experience difficulties in executing this manoeuvre

Firstly, larger vehicles (4x4s, estate cars vans etc) making the left turn from the inside "lane" are having to reverse back up the hill and take a second attempt to complete the manoeuvre. Vehicles travelling in the opposite direction invariably have to stop to allow this movement to be completed. Smaller cars can make the full manoeuvre from this "lane" in one attempt but again require the vehicles travelling in the opposite direction to stop to allow them to complete the turn.

Secondly, vehicles, in order to avoid the reversing manoeuvre, are swinging out into the outside "lane" and taking the full width of the carriageway to turn into Accommodation Road. This has caused confusion in the past with vehicles travelling behind the turning vehicle not aware of the intention to turn left and trying to "undertake" resulting in confusion and minor knocks and near misses.

In order to remove the dangers associated with these manoeuvres we are proposing to ban this left-turn movement.

These manoeuvres are not generally carried out by the majority of commuting traffic and so the effect on the traffic flows at both the morning and evening peaks times wouldn't impact significantly.

The proposals are indicated on the plan below.

# Park Brae, Cults – "At any time" waiting restrictions

Residents in the area surrounding Park Brae, Cults, have expressed concern with regard to parked vehicles hindering visibility splays when negotiating the junction with Park Road. Further highlighted is the issue where parked vehicles force drivers to negotiate a nearby sharp 90 degree bend/corner on the inside, without any forward visibility of oncoming vehicles. At this particular corner, parked vehicles are also obstructing the footway that provides access to the Deeside Way and School Road.

As a consequence, it is proposed to manage parking with the introduction of further 'At any time' waiting restrictions.

The extent of these proposals is indicated on plan below.

Queen's Road at Hazledene Road – Extension of "At any time" waiting restrictions.

There has been a request, through one of the cycling groups, for the waiting restrictions on Queen's Road just west of Hazledene Road to be extended to create a longer section of clear road to the west of this junction. This will allow cyclists more time to pull out from the cycle lane and merge into the flow of traffic.

A short extension has been proposed and this will assist cyclists on this section of road whilst still allowing some on-street parking.

The extent of these proposals is indicated on the plan below.

## • Inchgarth Road – 30mph speed restriction

Currently there exists a short section, approximately 425m, of 40mph mandatory speed limit on Inchgarth Road. It is now proposed to remove this section and keep the mandatory speed limit at a consistent 30mph as you travel between Garthdee and Cults. Of further note, is the proposal, yet to be approved, that may lead to the introduction of a 20mph mandatory speed limit in the Inchgarth Road area. If the aforementioned is implemented, it would be preferable to have the 20mph zone abutting a 30mph speed limit rather than the current 40mph.

The extent of the proposal is indicated in the attached plan.

# <u>Kingswells Bypass / Access Road (leading to Fairley Road) Junction</u> – prohibit right turn from the Access Road

In November 2008 the road layout on the approach to the Kingswells Bypass, on the immediate approach to the Kingswells Roundabout, was modified to increase throughput at the roundabout during peak times. This modification involved removing a dedicated lane for northbound vehicles turning right into the access road leading to Fairley Road, and thereby creating two lanes for southbound vehicles approaching the roundabout. However, in the period since, there have been some concerns expressed by drivers with regard the right-turn manoeuvres associated with the junction.

On investigation, a scan of collision data recorded by Grampian Police since the installation of the new layout indicates there have been two collisions, both involved vehicles turning right from the access road serving Fairley Road into the Kingswell Bypass, and both with the same causation factors involving the right-turn manoeuvre. It is as a result of our investigations into these collisions that this prohibition is being promoted.

The consequences of prohibiting this right-turn manoeuvre are that a driver would the have the choice of either utilising the Kingswood Drive Junction, or the Kingswells Roundabout, with very little distance added to their journey. In fact, when the new road layout was implemented, it was assumed very few

drivers would carry out such a manoeuvre, and thus a Traffic Order would not be necessary. However, given the two recorded collisions, and the fact those drivers wishing to travel north can be accommodated with little disruption, it is proposed to initiate the statutory process to prohibit a right-turn.

A plan indicating the extent of the proposal is attached.

## Adelphi Lane

On 1 April 2009, the Central Area Committee approved community consultation about the use of lane gates at Adelphi Lane and on paths beside the Maritime Museum leading to Adelphi. This proposal was put forward as a way of reducing crime and antisocial behaviour on Adelphi. Two community consultation meetings were held in June and the residents and businesses who attended gave broad support to this proposal. Since then meetings have been held with various stakeholders to help determine the location of the restrictions. The Factor for numbers 21 and 22 Adelphi is currently consulting property owners in relation to measures required in those buildings, prior to any consultation on a Right of Way Extinguishment Order, for paths around that area.

The new hotel at 17 Market Street requires a disabled access on Adelphi Lane making it impractical to use two gates to restrict access from either side of the lane. It is therefore proposed that one gate is introduced in the lane which would stop pedestrian access between 7pm - 8am weekdays and 7pm - 9.30am weekends. City Wardens shall undertake opening and closing of the gates.

The locations of the lanes are indicated in the plan below.

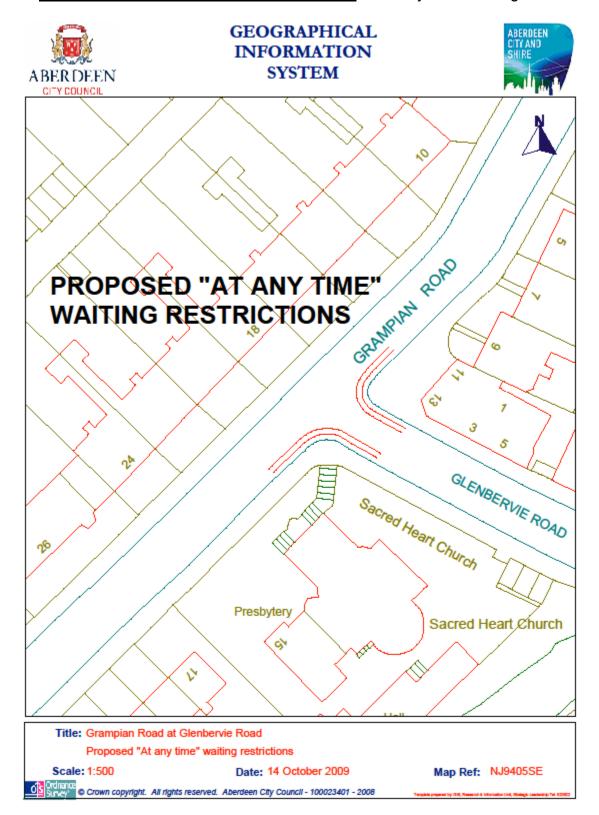
## North Deeside Road, Cults – Loading restriction

As part of a planning application for the Tesco development on North Deeside Road in Cults, a loading bay is required for a short period of time in the mornings to facilitate deliveries. Parking surveys were carried out to record the current level of residents parking in the area and to ascertain that this proposal would not be to the detriment of the residents' parking nearby.

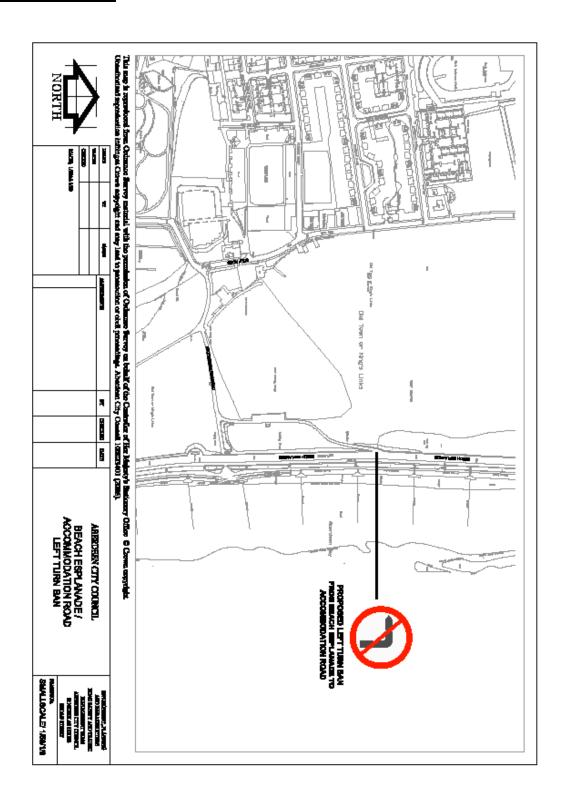
The results of these surveys indicated that there were sufficient overnight parking spaces to allow the loading restrictions over this bay and still allow the current level of residents parking.

The location of this proposed parking bay is indicated on the plan below.

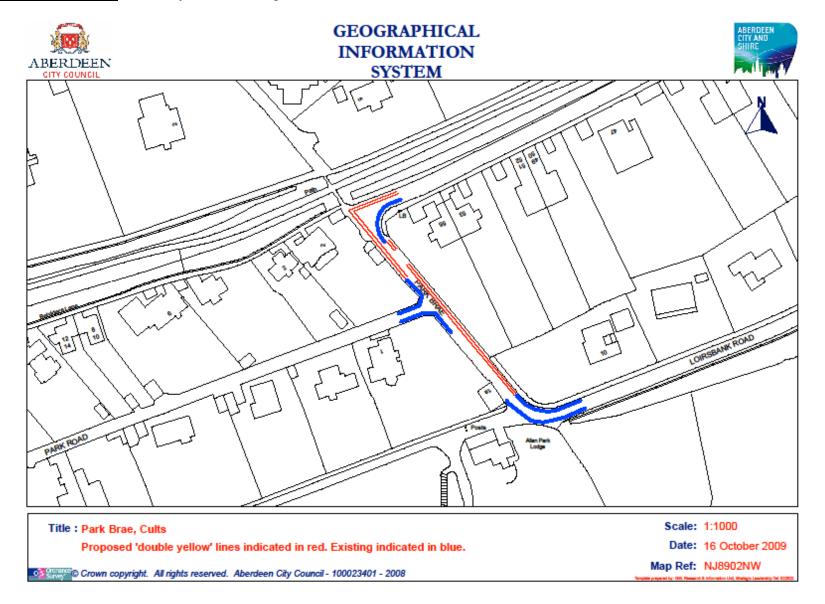
• Grampian Road/Glenbervie Road junction – "At any time" waiting restrictions



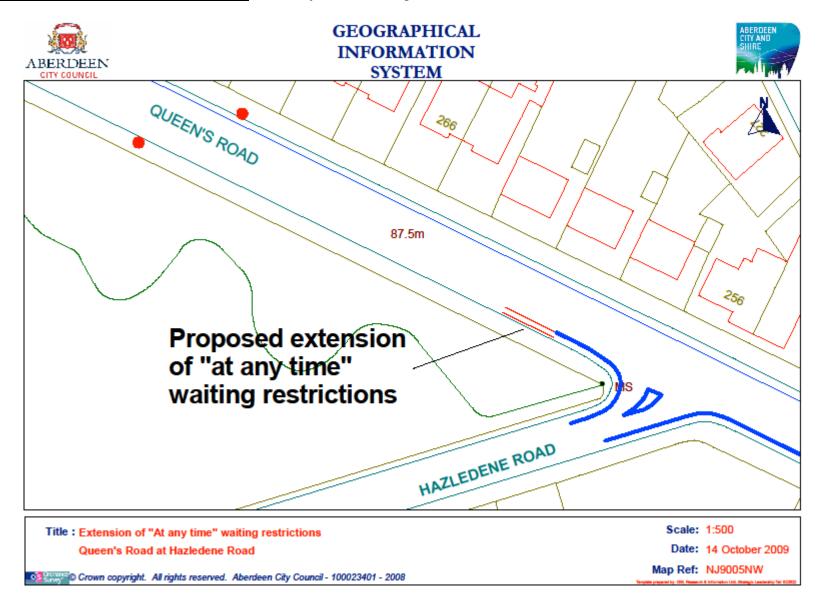
# • Accommodation Road – Prohibition of left-turn



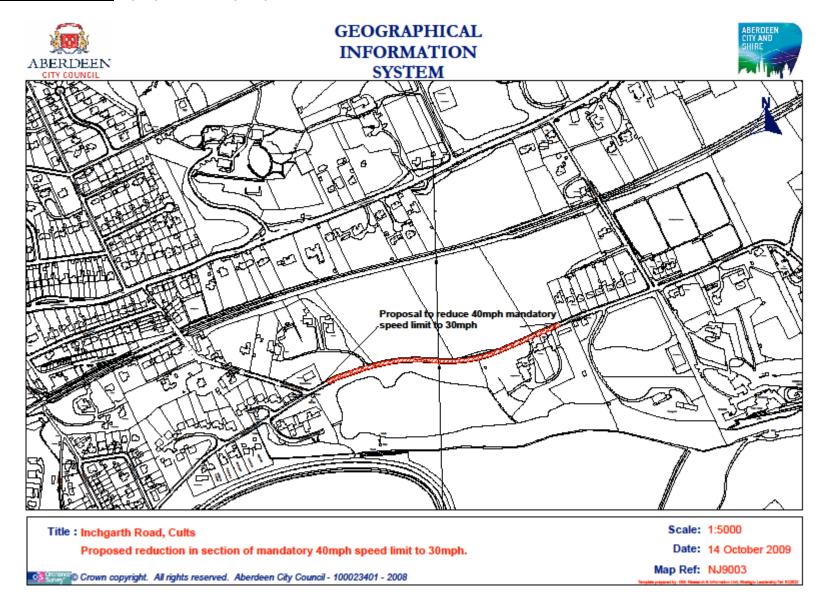
# • Park Brae, Cults – "At any time" waiting restrictions



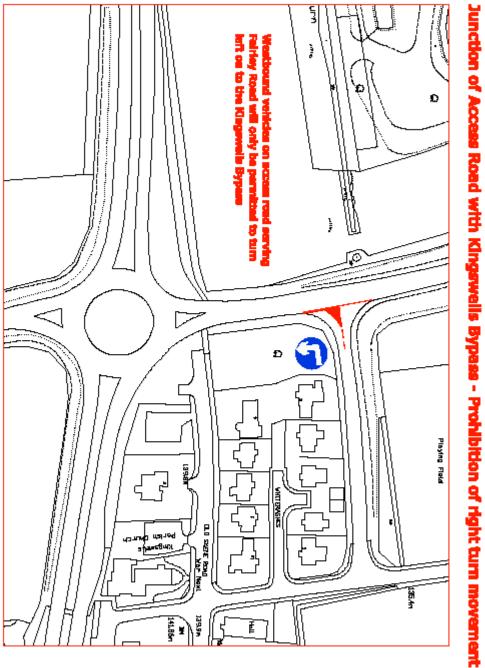
# • Queen's Road at Hazledene Road – "At any time" waiting restrictions



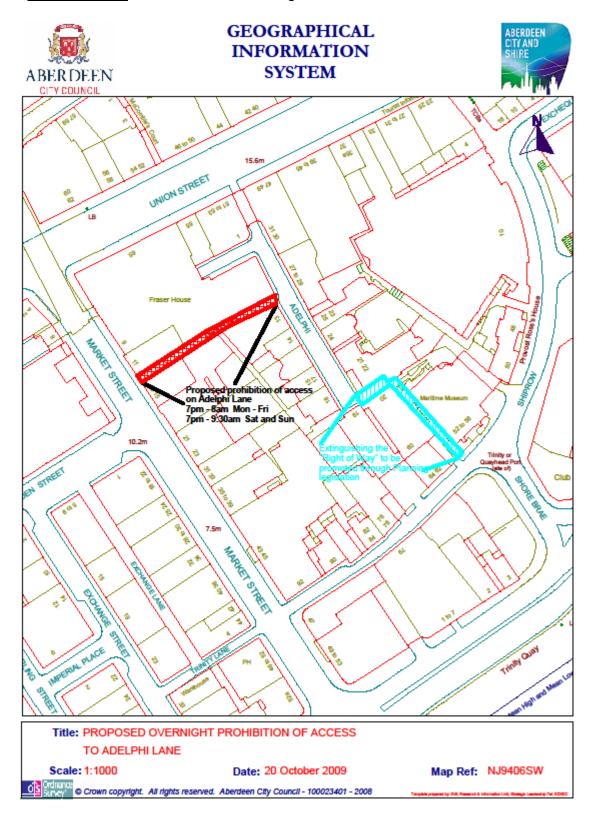
# • Inchgarth Road – proposed 30mph speed reduction



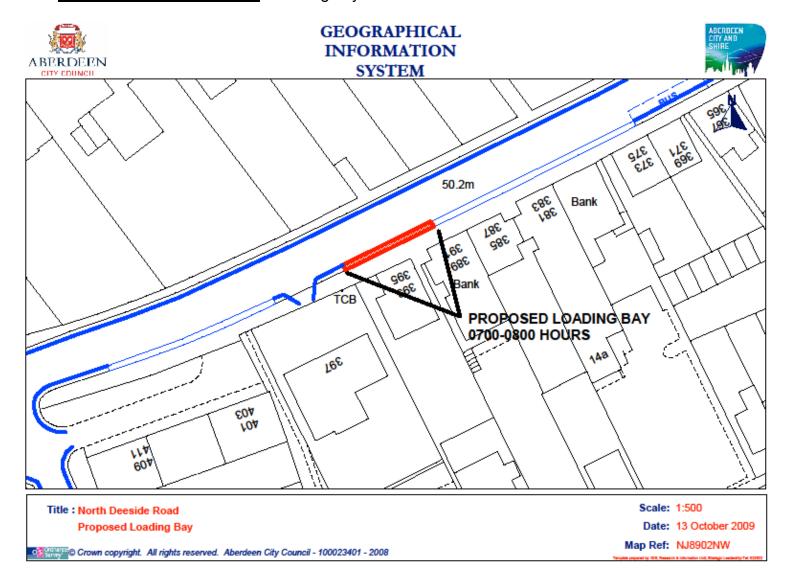
Access road between the C89C and Fairley Road, Kingswells – proposed ban of right turn from the Access Road



# • Adelphi Lane – Prohibition of overnight access



# ❖ North Deeside Road, Cults – loading bay



# **Consultees comments**

Council Leader - Councillor John Stewart - 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 Convenor: Councillor Callum McCaig - has been consulted and made no comment;

# **Local Members**

Councillor Marie Boulton Councillor Aileen Malone	Has been consulted and has no comment Indicates her full support for the proposals on both Park Road and Inchgarth Road Cults and has no further comments
Councillor Alan Milne	Has been consulted and has no comment
Councillor Martin Greig	Is very supportive of this proposal. It is a welcome move to improve the cycle route. The Westhill to Hazlehead cycle system is being upgraded and this proposal fits in well to create more of a green transport corridor in the area.
Councillor Yvonne Allan	Has been consulted and has no comment
Councillor James Kiddie	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 Andrew May	Has been consulted and has no comment
Councillor Jim Hunter	Does not support the proposal for the Accommodation Road and has no further comment
Councillor John Stewart	Would like this proposal put forward as an article in the local press to ensure that drivers are aware of it and has no further comment
Councillor Norman Collie	Fully supportive of the Accommodation Road proposal and has no further comments
Councillor James Noble	Is fully supportive of the Accommodation Road proposal and has no further comment
Councillor Richard Robertson	Is fully supportive of the Accommodation Road proposal. He also suggested that the road could be made be one-way although we have no proposals for that at this time as it carries a large number of vehicles at both peak times ie in both directions. He has no further comment
Councillor Len Ironside	Has been consulted and has no comment
Councillor Wendy Stuart Lord Provost Peter Stephen	Has been consulted and has no comment Is supportive of the Kingswells proposal for the right-turn ban and has no further comment.

Councillor Jennifer Stewart	Has been consulted and has no comment	
Councillor John West	Has been consulted and has no comment	
Councillor George Adam	Has been consulted and has no comment	
Councillor Ronald Clark	Has been consulted and has no comment	
Councillor John Corall	Has been consulted and has no comment	
Councillor Bill Cormie	Has been consulted and has no comment	
Councillor Barney Crocket	Has been consulted and has no comment	
Councillor Muriel Jaffrey	Has been consulted and has no comment	
Councillor George Penny	Has been consulted and has no comment	
Councillor Kevin Stewart	Has been consulted and has no comment	
Councillor Jim Farquharson	Has been consulted and has no comment	
Susan Cooper, City Chamberlai	n, Resources Management has been	
consulted and has no comment		
Jane MacEachran, City Solicitor, Continuous Improvement has been		
consulted and has no comment		
Ciaran Monaghan, Head of Service, Office of Chief Executive has been		
consulted and has no comment		
Gordon McIntosh, Director of Enterprise, Planning and Infrastructure has		
been consulted and has no comment		
Hugh Murdoch, Head of Service, Shelter and Environment has no comment		
to make on these proposals		
Margaret Bochel, Head of Planning & Infrastructure, Strategic Leadership		
has no comment to make on these proposals		
Mike Cheyne, Roads Manager has been consulted and has no comment		
Neil Carnegie, Community Safety Manager has been consulted and has no		
comment		
Margaret Jane Cardno, Community Safety Manager has been consulted and		
has no comment		
Colin Walker, Community Safety Manager has been consulted and has no		
comment		

# 7. REPORT AUTHOR DETAILS

Ruth Milne Technical Officer Rumilne@aberdeencity.gov.uk (01224) 523483

# 8. BACKGROUND PAPERS

Adelphi - Prohibition of access - Central Area Committee Report, 1 April 2009, Item 9