

ABERDEEN CITY COUNCIL
COMMUNITIES, HOUSING & INFRASTRUCTURE
ROADS PROJECTS UNIT

**PLANNING APPLICATION FOR NEW BUS ACCESS ROAD LINKS BETWEEN
KINGSWELLS PARK & RIDE CAR PARK AND THE PRIME 4 BUSINESS PARK**

COMMENTS ON THE OBJECTION AND SUBMISSION FROM KINGSWELLS COMMUNITY COUNCIL

We have considered the contents of the submission from Kingswells Community Council and have the following comments on the concerns they requested to be addressed: -

1. There is already a 20mph speed limit within the park & ride car park which we think is appropriate. The existing bus turning circle, accessed from the traffic lights at the Kingswood Drive junction, is also a signed 20mph limit. However, new signs will need to be added to the proposed bus access link from the Prime Four development, to define the 20mph limit from the west side.

Noted. We also note that the speed limit in many car parks is below 20mph – typically 10 or 15mph.

2. We think that it is unlikely that travellers would choose to occupy the narrow area along the proposed new east-west bus route through the car park. This area is close to the existing accommodation block, adjacent to where most of the car park users park their vehicles and it would have the proposed bus services running through the area throughout the day. We have proposed barriers and height restrictions to deter travellers from gaining access to the more secluded and underused areas of the car park which they would be much more likely to occupy.

Noted, but is still a concern.

3. The proximity of the parking to the proposed bus route is not greatly different to parking within many city centre streets that are used by bus services. The same concern could be expressed about any of these other streets, especially where the speed limit is higher than the 20mph which it is here. At both the east and west ends of the bus route through the car park a change of direction is required, and because the main vehicular access to the upper car park still has priority north-south in the middle of the car park the buses from either direction will have to give way at this location. Finally, the bus route between these features is two short lengths with a straight alignment which affords good visibility (especially with the relatively few vehicles which occupy the adjacent parking spaces).

Parking in the street is parallel to the kerb, and it is possible to use wing mirrors to observe any traffic. There is a raised awareness and drivers are more alert to other road users.

ACC is not consistent in its attitude to the number of cars using the carpark. Sometimes it says use is light and therefore safety is not so critical. In other contexts, ACC contends that to relocate the 'lightly used' spaces would result in the loss of 30 or more spaces. KCC insist that the carpark is designed to ensure that safety is maintained when the carpark is full.

Parking in a carpark is perpendicular to the flow of traffic and, in the general case of a full car park, is between parked cars where vision is restricted.

KCC do not agree with the response and is concerned about the inconsistent approach, and potential danger to carpark users – especially young children.

4. We can not guarantee that the proposed height restriction barriers will keep the whole of the park & ride car park secure, but they would deter intrusion and significantly reduce ease of access to most areas. They can not be used in areas where the proposed bus services will require access.

We also have the following comments regarding the suggestions and plan drawing submitted by the community council: -

The red lines shown on the plan appear to show a significantly wider road for the buses than the proposed (rather than a reduced width).

KCC have marked up a PDF drawing. It is not to scale. The width of the road would be the same as that proposed by ACC.

Moving the road to the edge of the pavement as shown would remove an additional 30 parking spaces.

Agreed. The intention was to illustrate a possible alternative. As the professional engineers it is for ACC to take the suggestion and where there is merit produce a detailed design. Obviously, some modification to the layout of the parking spaces is required; but it is not for KCC to provide a fully detailed design.

Moving the pedestrian guardrail to the edge of the road as shown in blue would prevent access to an additional 29 spaces.

Noted

The plan gives no indication where the above 59 parking places could be replaced and because they are larger bays for disabled or parent & child, substituting them in place of other existing smaller bays would mean a total loss of 78 spaces.

Noted: There is no loss of area, so it should be possible for a designer to rearrange the layout to minimise the loss of parking spaces.

Pedestrian size gaps in the guardrails is a good idea, but it is difficult to provide suitable access routes through or past any adjacent parked vehicles without losing more parking bays.

Carpark users naturally move between parked cars. ACC propose to erect a barrier that will inhibit this natural movement. To ignore the need to be able to pass through the barrier is negligent and needs to be addressed.

To relocate the disabled parking spaces to the other side of the guard rail without removing the next row of spaces would prevent vehicular access to these bays. If the alternative layout was implemented it would move the disabled parking bays further away from the accommodation block and bus stop and would mean that all of the users of these bays would have to cross the proposed new bus access route.

It is ACC's responsibility to design a suitable alternative layout of parking spaces to minimise the loss of spaces.

The ACC design includes parking spaces in the proposed bus access route, and does nothing to prevent young children accessing the bus route whilst parents are dealing with issues relating to parking a car or getting other children out of child seats etc.

KCC do not accept this argument.

Two of the height restriction barriers at the locations shown in green are effectively the same as the design proposal, but the third one at the top of the upper car park access road is unnecessary as there is an existing one further down the same access road.

Accepted as long as there is no possibility of creating a travellers' camp adjacent to the road.

The detailed design of the new link junctions, which has still to be done, should achieve safe and suitable access.

Accepted.

The existing zebra crossing is there to provide a safe means of crossing the access road to the upper car park rows. The current position is considered to be the best location for pedestrian access to/from the accommodation block and bus stop, for all the parking rows to the north of the crossing. It is also on the route of the new path that has already been constructed as a link to the Prime Four development. We therefore consider this to be the best location for it and can not see where it should be relocated.

The intention was to move the crossing a metre or so, but the alignment of the road could be adjusted to suit the existing crossing if this is more acceptable. Final details should be addressed by the ACC design.

Taking into account all of the above comments, we think that an alternative layout will not be suitable and will not work without a lot more changes to the access and parking arrangements which would result in a significant reduction in the number of parking spaces. The design proposal keeps most of the existing car park arrangements and layout, with the total loss of no more than a dozen parking spaces. Therefore we consider that the proposals submitted in the planning application are still the preferred option.

It is not for KCC to prepare a fully detailed alternative design. It was always expected that ACC would develop the detailed design considering the points identified.

The existing design is not suitable or safe and requires further work to address the concerns of the community. KCC do not withdraw our comments, and reserve the right to make further comment when the finalised plans are available.

Comments on Kingswells Community Council submission.doc16/12/2014

Tommy Hart

From: Ian Cox <ian@kwells.org>
Sent: 20 November 2014 09:37
To: Tommy Hart
Cc: PI
Subject: Planning application 141578
Attachments: Park and Ride.pdf

Application Reference:	141578
Local Authority Reference:	
Proposal Description:	The construction of new lengths of road to enable alternative routes of bus access and through the site
Application type:	Detailed Planning Permission

Dear Tommy,

Kingswells Community Council (KCC) have the following comments to make on Planning Application 141578

We welcome the idea of introducing an additional bus service between the Park and Ride (P&R) in Kingswells and Westhill / Aberdeen, and appreciate that changes are required at the Park & Ride. However, the proposed scheme raises a few concerns that need to be addressed.

1. An appropriate speed limit is required within the P&R
2. The proposed bus route is too wide and would allow travellers to set up camp in the disabled and family parking area either side of the 'road'.
3. Having disabled and family parking at the edge of a road with buses at 10 minute frequency in both directions is considered dangerous. Folks will be either reversing into the traffic when exiting the parking space, or stopping on road and reversing into the parking space. Families with young kids may have issues with children running into oncoming buses. All of these points are considered safety issues.
4. The proposed scheme does not have sufficient height restriction barriers to keep the P&R secure.

KCC have the following suggestion that may alleviate these issues:

1. Reduce the width of the road to the red lines shown on the attached plan.
2. Move the road to the edge of the pavement as shown.
3. Move the pedestrian guardrail to the edge of the road as shown in blue.
4. Allow for pedestrian movement through the guardrail at various locations, and provide at least one official crossing point.
5. Relocate the disabled parking spaces to the other side of the guard rail, and close to the accommodation block.
6. Provide height restriction barriers at the locations shown in green.
7. Design proper junctions to ensure that buses can negotiate the junctions safely.
8. Relocate existing zebra crossing,

We hope that the above comments will be considered when finalising the proposed road layout.

Kingswells Community Council object to the application until the above points have been addressed, and we reserve the right to comment on any revisions to the plans provided for this planning application.

Yours Sincerely,

Ian Cox
Secretary
Kingswells Community Council