

ABERDEEN CITY COUNCIL

COMMITTEE	Communities, Housing & Infrastructure
DATE	01/11/16
DIRECTOR	Pete Leonard
TITLE OF REPORT	Various small scale traffic management and development associated proposals (New works)
REPORT NUMBER	CHI/16/241
CHECKLIST COMPLETED	Yes/ No

1. PURPOSE OF REPORT

This report is to advise this 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 disabled parking bays which now require to be progressed through the normal legal process for the required Traffic Regulation Order.

2. RECOMMENDATION(S)

This Committee: -

- i. Approve the proposals in principle;
- ii. 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;
- iii. Instruct the appropriate officers to commence the combined statutory consultation for the traffic regulation order for the list of Blue Badge parking bays and report back to a future meeting of this Committee.

3. FINANCIAL IMPLICATIONS

The table below sets out the financial implications and identifies budgets that will be used to implement the proposals set out in this report.

Budget	Implementation costs (£)	Maintenance costs (£) every 5-10 years	Comments
Cycle, Walking, Safer Streets (Scot Gov grant-funded)	7440	4540	If budgets are not currently available locations will be placed on a priority list for when future funding becomes available
Developer financed	nil	3350	Maintenance of these works generally falls to the council maintenance budget when they are on-street restrictions
Nestrans / Transport Scotland /Sustrans	nil	200	Maintenance of these works generally falls to the council maintenance budget when they are on-street restrictions
Disabled Parking		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, if funding is insufficient, 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.

5. BACKGROUND/MAIN ISSUES

There are 11 traffic management proposals that are the result of routine examination of road safety and/or traffic management, while there are also 6 proposals related to development, transport projects etc. It is also proposed to install 94 disabled bays at locations citywide. The rationale for all these proposals is set out below and where necessary detailed in a series of plans within the Appendix to this report.

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

5.1 **Back Hilton Road, Kittybrewster** – Proposed lengths of prohibition of waiting at any time.

Concerns have been raised by residents with respect to cars being parked in the immediate approach to the junction serving as the access road to properties 11- 19 Back Hilton Road. This is compromising road safety and making manoeuvres difficult.

Implementation costs – £200

Estimated maintenance costs - £200 every 5 years

Ward – Midstocket / Rosemount

Elected members – Bill Cormie, Jenney Laing, Alex Nicoll

5.2 **Danestone Circle, Middlefield** – Proposed lengths of prohibition of waiting at any time.

Make temporary traffic regulation order permanent for this junction protection at entrance to Manor Park school car park. This is to allow for greater visibility which would aid safety for pedestrians and motorists.

Implementation costs - £170

Estimated maintenance costs - £170 every 5 years

Ward – Northfield / Mastrick North

Elected members – Scott Carle, Jackie Dunbar, Gordon Graham

5.3 **Cranford Road, Mannofield** – Proposed lengths of prohibition of waiting at any time.

Concerns have been highlighted with regard to vehicles being parked on Cranford Road in the very near proximity of its southern junction with Broomhill Road. Vehicles parked in such a manner cause difficulties for all road users by limiting visibility and obstructing safe pedestrian/vehicular movements at this junction. As a consequence, it is proposed short lengths of prohibition of waiting at any time be introduced in the immediate area of this junction.

Implementation Costs - £120
Estimated maintenance costs - £120 every 5 years

Ward – Airyhall / Broomhill / Garthdee
Elected members – Angela Taylor, Gordon Townson, Ian Yuill

5.4 School Road, Peterculter – Proposed lengths of prohibition of waiting at any time.

Concerns have been raised by local residents with regard to vehicles parking on and in proximity to the section of School Road which bends to the left when approaching from North Deeside Road, Peterculter. In order to allow this section of road to be kept clear of visibility and remove conflicts with oncoming vehicles when forced onto the opposite side of the road. It is proposed to introduce sections of 'at any time' waiting restrictions on both sides of School Road, Peterculter.

Implementation costs - £150.00
Estimated maintenance costs – £150.00 every 5 years

Ward – Lower Deeside
Elected members – Marie Boulton, Tauqeer Malik, Aileen Malone

5.5 & 5.6 Burnbank Terrace and Rockall Place, Torry - Proposed One-Way.

A request has been received from a local Councillor with regard to introducing a one-way system on Burnbank Terrace, which is currently a very narrow road connecting between Rockall Road and Girdleness Terrace and is subject to a 20mph speed limit with associated traffic calming measures. Upon investigation, given the roads width which varies between 2.6m and 3m throughout not allowing for two-way vehicular movements and only one appropriate passing place it would appear prudent to progress such a proposal.

Following consultation with our own Environmental Services to determine whether this proposal would impact them and which direction they take when servicing the bins for the residents of Burnbanks Terrace, it is proposed to introduce a 'one-way' system in a westerly direction (i.e. from Rockall Road to Girdleness Road).

It had also been identified that there is the similar situation with Rockall Place which is on the opposite side of Rockall Road from Burnbank Terrace. Therefore it is also proposed to introduce a 'one-way' system on Rockall Place in an easterly direction (i.e. from Rockall Road to Farquhar Road).

Implementation costs – £2,500.00

Estimated maintenance costs – £500.00 every 10 years

Ward – Ferryhill / Torry

Elected members – Yvonne Allan, Graham Dickson, Alan Donnelly, James Kiddie

5.7 Bloomfield Road, Ferryhill – Proposed lengths of prohibition of waiting at any time.

Concerns have been raised by local residents about the volume of commuter parking on the street. This is causing issues for the Waste Management team who are struggling to get their vehicle past the parked vehicles. This point is further emphasised by Scottish Fire and Rescue Service who note they would struggle to fit an appliance down the road and have full access to the side lockers and necessary equipment.

Implementation costs – £1600

Estimated maintenance costs – £1600 every 5 years

Ward – Ferryhill / Torry

Elected members – Yvonne Allan, Graham Dickson, Alan Donnelly, James Kiddie

5.8 Gowanbrae Road and Prospecthill Road, Bieldside – Proposed 20mph Speed Limit.

There has been on-going road safety concerns expressed over the speed of vehicles travelling on Gowanbrae and Prospecthill Road, Bieldside, during weekday afternoon/peak periods. The background is some drivers while travelling southbound on Bailliewells Road, on observing or expecting a queue at the signal controlled junction with the North Deeside Road, choose to use these two roads as a cut through to bypass the signals, thereafter turning right onto the North Deeside Road at the Prospecthill Road junction 225 metres to the west.

The two roads are narrow with numerous driveway and garage accesses, with both only having a single footway on their northern sides. The footways concerned are also narrow at just over 1 metre in width; the modern standard is 2 metres. On both roads there is also westbound one-way restrictions that were introduced in 1994; the one-way restrictions being introduced to prevent the opposing occurrence where eastbound drivers on the North Deeside Road used these roads as a cut through to Baillieswells Road.

On these roads there is a clear correlation between the afternoon/early evening peak commuter period and increased vehicular speeds, with the average 85%tile speed* on Gowanbrae Road during these periods being 7mph higher than those recorded out-with the afternoon/early evening peak; likewise on Prospecthill Road the figure is 9mph.

**The 85%tile speed is that which 85% of the volume of recorded vehicles was travelling at or below. The 9am-3pm average 85%tile on Gowanbrae Road over 6 working days was 26mph, and from 3pm-6pm it was 33mph; for the same periods on Prospecthill Road it was 24mph and 33mph respectively.*

While the two roads are currently subject to a mandatory speed limit of 30mph, the average speeds** outside the peak afternoon/evening period are in the region of 20mph. It is therefore proposed the mandatory speed limit should be reduced to 20mph. This would take the form of signs and carriageway roundels on entering these roads and further repeater signs/roundels along their length. It is hoped this would encourage those drivers using the road to bypass the traffic signals during the afternoon/evening peak to lessen their vehicular speed. The effectiveness of the new speed limit would be measured by survey following installation.

***While the 85%tile speed is highlighted, the average speed is the preferred reference for setting speed limits.*

Implementation costs – £1000

Estimated maintenance costs – £200 every 10 years

Ward – Lower Deeside

Elected members – Marie Boulton, M. Tauqeer Malik, Aileen Malone

5.9 Bressay Brae, Sheddocksley – Proposed lengths of prohibition of waiting at any time.

Concerns have been raised by local residents regarding vehicles parking close to and on the corner of Bressay Brae, impeding driver and pedestrian visibility. It is proposed therefore to introduce two sections of ‘at any time’ waiting restrictions to improve visibility for motorists and pedestrians.

Implementation costs – £200

Estimated maintenance costs – £200 every 10 years

Ward – Kingswells / Sheddocksley / Summerhill

Elected members – David Cameron, Steve Delaney, Len Ironside

5.10 Cults School – Various traffic management measures.

It is proposed to introduce a prohibition on turning left from the perimeter road at Cults School on to Earlswells Road during the morning and afternoon peak periods. This location is very busy during the school arrival/leaving periods, with many vehicles entering by way of the Cairnlee Road East/Hillview Crescent Junction and thereafter entering the perimeter road or briefly stopping on Earlswells Road. The perimeter road also has an anti-clockwise one-way system in operation, while a School Crossing Patroller is positioned on Earlswells Road between the entry and exit junctions.

The current situation where vehicles can turn left from the exit junction results in conflict with westbound vehicles on Earlsells Road that are often using the eastbound lane to pass vehicles that are stopped to allow passengers to board/alight. Those vehicles turning left are also entering an area that is busy with pupils crossing and vehicles entering the perimeter road. This proposal to prohibit the left turn would thereby reduce conflict and lessen traffic volume in area where road safety is paramount. The detour caused by the restriction would be modest, in the region of 300 metres, by way of Earlsells Drive back to Cairnlee Avenue East.

It's also proposed to introduce some further 'double yellow' lines on the perimeter road to prevent parking that causes damage to grass verges. There is parking capacity in the vicinity of the school, but there is an unfortunate tendency for some drivers to park for convenience on verge areas, as opposed to walking the short distance to an appropriate parking area. A length of existing waiting restriction is also defunct and will be revoked.

A parking bay for buses will also be extended in length. The aforementioned bay, while exclusive to buses to wait, is also used by the drivers of cars as a drop off/picking up point; the stipulation being a car can only wait for the duration a passenger is boarding/alighting.

Implementation costs – £1300

Estimated maintenance costs – £1300 every 10 years

Ward – Lower Deeside

Elected members – Marie Boulton, M. Tauqeer Malik, Aileen Malone

5.11 **Belmont Road** – Time limited parking bay.

It is proposed to introduce a time limited parking bay to accommodate two cars on Belmont Road. The parking bay would restrict vehicles to a maximum of stay of 45 minutes, no return within 15 minutes; it would operate Monday – Friday, between the hours of 8am and 6pm, and on a Saturday between 8am and 2pm. It would be located adjacent to busy veterinary practice that serves the local community. There is currently a situation where long-term parking makes it very difficult for visitors to access the veterinary practice. The time-limited parking would therefore create a turnover and aid those visiting the practice.

It is of note, some years ago, the entire northern side of Belmont Road was subject to time-limited parking when the 'Kittybrewster Mart' existed. This restriction was then removed to provide residents with further parking. It is since the removal, that visitors to the Veterinary Practice have experienced difficulties in accessing the practice. This proposal therefore provides a balance between retaining 'long stay' on-street parking (8 car lengths) for residents, while creating a limited turnover of parking (2 car lengths) for visitors to this road, whether they be visiting the Veterinary Practice or likewise briefly visiting a residential property.

Implementation costs – £200
Estimated maintenance costs - £100 every 5 to 10 years

Ward – Midstocket / Rosemount
Elected members – Bill Cormie, Jenney Laing, Alex Nicoll

The following proposal will be funded by NESTRANS / Transport Scotland / Sustrans

5.12 Broad Street, City Centre – Redetermination of footways.

As part of the Marischal Square development officers have approached Sustrans for match funding the Muse Development contribution towards the Broad Street improvements. One of the Sustrans conditions is to allow cyclists to utilise the entirety of the public realm. The Sustrans contribution will enable an enlargement of the public realm which will extend along the entirety of Broad Street from Upperkirkgate to Union Street. Implementing this condition will require a redetermination order (under Section 152(2) of the Roads (Scotland) Act 1984) to allow the footways listed in this report to be converted to shared use of pedestrians and cyclists:

Broad Street (west and east side between Upperkirkgate and Union Street)

Queen Street (extending 35m on the north and south side)

Upperkirkgate (extending 40m on the north and south side at the junction with Gallowgate)

Gallowgate (extending 30m on the west and east at the junction with Upperkirkgate)

Implementation costs – nil
Estimated maintenance costs – nil

Ward – George Street / Harbour
Elected members – Michael Hutchinson, Jean Morrison, Nathan Morrison

5.13 Exploration Drive, Bridge of Don – Proposed public electric vehicle bays with electric charging points.

It has been proposed to install four new public electric vehicle bays and two electric vehicle charge points. It is proposed a section of 'At Any Time' waiting restrictions is revoked in order to make create on-street space for the EV charge points.

Implementation Costs - £ NIL
Estimated maintenance costs - £ 200 every 5 years

Ward – Bridge of Don

Elected members – Muriel Jaffrey / John Reynolds / Sandy Stuart / Willie Young

The following proposals will be funded by developers

- 5.14 **D2 Development, Dyce** - Proposed lengths of prohibition of waiting at any time.

Concerns have been raised about potential for problem parking associated with the airport within the business parks internal road network. The D2 business park lies between Dyce Drive and the A96. The waiting restrictions are proposed for the full lengths of the roads Harvest Avenue and Harvest Way.

Implementation costs - £NIL

Estimated maintenance costs – £2000 every 5 years

Ward – Dyce / Bucksburn / Danestone

Elected members – Barney Crockett, Graeme Lawrence, Neil MacGregor, Gill Samarai

- 5.15 **Aldi – Cornhill Road, Cornhill** - Proposed lengths of prohibition of waiting at any time.

Permanent order to replace temporary order currently in place around new supermarket development.

Implementation costs - £NIL

Estimated maintenance costs –£100 every 5 years

Ward – Dyce / Bucksburn / Danestone

Elected members – Barney Crockett, Graeme Lawrence, Neil MacGregor, Gill Samarai

- 5.16 **Mastrick Drive, Mastrick** – Proposed lengths of prohibition of waiting at any time.

Junction protection is proposed at the entrance to the Mastrick Drive Day Centre.

Implementation Costs - £NIL

Estimated maintenance costs - £250

Ward – Kingswells / Sheddocksley / Summerhill

Elected members – David Cameron / Steve Delaney / Len Ironside

5.17 Hopetoun Park Housing Development, Bucksburn – Mandatory 20mph speed limit / ‘one-way’ restriction.

It is proposed to introduce two traffic management measures within the Persimmon Homes ‘Hopetoun Park’ development: -

A mandatory 20mph speed limit would be established on Hopecroft Road, Hopecroft Crescent, Hopecroft Walk and Hopetoun Grange (inset section). These roads all new and have been constructed as a result of the development. In terms of modern design they include areas of shared space and it is appropriate the speed limit is set at 20mph when considering road safety, prioritising vulnerable road users, and the environment for residents.

A westbound ‘one-way’ restriction would be established on Hopetoun Grange (inset section) with vehicles entering by way of its junction with Hopetoun Grange and exiting onto Hopecroft Road. The layout of this particular road has been designed for ‘one-way’ operation.

Implementation costs - £NIL

Estimated maintenance costs – £1000 every 10 years

Ward – Dyce / Bucksburn / Danestone

Elected members – Barney Crockett, Graeme Lawrence, Neil MacGregor, Gill Samarai

The following proposals will be funded from the Disabled Parking Revenue Budget

- 5.18 Disabled parking bays to be provided through the Disabled Persons Parking Places (Scotland) Act 2009** **(Plans are not included as under normal circumstances a parking bay will be located close to the property concerned)*

On-street parking – disabled parking bays

10b Northfield Place	26b Grampian Road
34 Kirkwall Avenue (Back door Lewis Road)	31 Grampian Circle
22 Sheddocklsey Road	10 Jesomond Avenue
31 Annfield Terrace	30 Bressay Brae
8 Strathmore Drive	32 Eday Square
Hallfield Road (rear of 160 Lang Stracht)	10 Gillahill Place
137 Cairncry Road	16 Mile-End Avenue
143 Midstocket Road	37 Berrywell Gardens
142 Kincorth Circle	30b Logie Avenue
19 Faulds Gate	58 Mastrick Drive
56 South Grampian Circle	3 Hillock Way

135 School Drive	143 Provost Fraser Drive (in circle)
93 Middlefield Place	36 Bankhead Road
15 Kincorth Place	300 North Balnagask Road
13 Nigg Way	19 Arran Avenue
102 Tollohill Drive	8 Hillside Place
15 Auchinyell Road	51d Bedford Avenue
88 Oscar Road	3 Strathburn Street
87 Oscar Road	39 Coningam Gardens
89 Oscar Road	7 Loirston Place
101 Pittodrie Street	15 Coull Gardens
131 Gray Street	87 Devonshire Road
137 Gray Street	23 Danestone Cirlce
5 Gardens Knowe	8 Pitmedden Cresecent
43 Danestone Terrace	4 Strathburn Street
108 Cairncry Road	
14 Balmoral Terrace	60 Hazlehead Terrace
21 Jute Street	5 Farquhar Road
5 Hillside Crescent	11 Skelly Rock
23 Hillylands Road	26 Invercauld Gardens
19C Ferrier Crescent	508 Balnagask Road
15 Portree Avenue	30A Cattofield Place
45 Provost Hogg Court	185 Hilton Avenue
106 Cairncry Road	24 Western Road
1A Seaton Avenue	114 Forest Avenue
305 Hilton Drive	19 Ruthrie Court
45A Mansefield Road	22 Western Road
118 Willowpark Crescent	O/S Hays Hydraulics - Russell Road
19 Whinpark Place	22 Greenbrae Crescent
11 Eday Road	11 Ashgrove Gardens South
24 Devanha Terrace	

Off-street parking

39 Shetland Walk	17 Merkland Place
21 Shetland Walk	For 58 Howes Drive o/s 137 Howes Drive
47 Shapinsay Court	5 Whitestripes Place
61 Sahrpinsay Court	19 Balgownie Brae
4 X Cairncry Court	For 92 Stockethill Court in car park
2 Logie Place – Healthy Hoose	93 Cairncry Road

6. IMPACT

Improving Customer Experience – The content of the report meets with the local Community Plan objectives to continually improve road safety and maximize accessibility for pedestrians and all modes of transport. As the

recommendation is to approve the proposals, there will be a positive impact on current customer experience.

Improving Staff Experience – Not Applicable

Improving our use of Resources – Not Applicable

Corporate – The contents of this report link to the Community Plan vision of creating a “sustainable City with an integrated transport system that is accessible to all”. With respect to the delivery of the Smarter Mobility aims of Aberdeen – *The Smarter City*: “We will develop, maintain and promote road, rail, ferry and air links from the city to the UK and the rest of the world. We will encourage cycling and walking”, and “We will provide and promote a sustainable transport system, including cycling, which reduces our carbon emissions.” These proposals are also in line with the Council’s Transportation Strategy to improve safety for all road users by continuing to reduce the number of casualties in traffic collisions.

Public – There is no Equality and Human Rights Impact Assessment required as this report only recommends these proposals progress to the Statutory Consultation process and subsequent public advertisement of the proposed schemes. Accordingly there will be no changes effected as a result of the recommendations being approved by this Committee.

This report will be of interest to the residents/proprietors/businesses within the proposal areas.

7. MANAGEMENT OF RISK

Having assessed the risks identified within all the proposals, and the potential to impact negatively or positively on the decision required of the Committee, it has been assumed that the risk is low. Where recommendations are not accepted with regard to a number of these proposals there is the risk road safety levels and traffic management could be compromised thereby resulting in on-going public concern, negative media reporting, and reputational damage. Conversely, proposals with regard to traffic management measures can often prove contentious and it is therefore possible some of these proposals could be subject to negative feedback/comments. In this respect, concerned parties would be provided with a thorough rationale as to the necessity for the traffic management proposal concerned.

8. BACKGROUND PAPERS

N/A

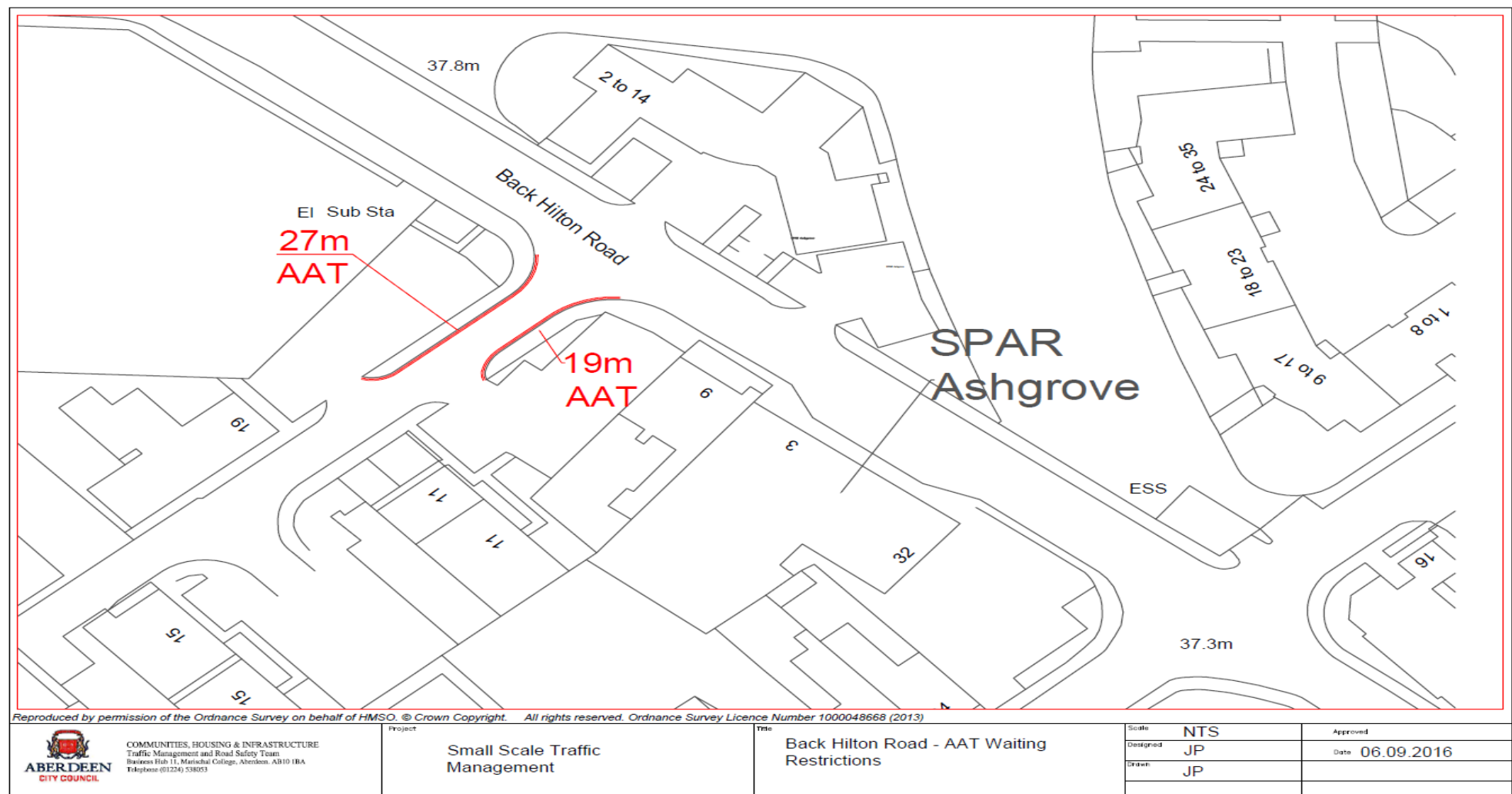
9. REPORT AUTHOR DETAILS

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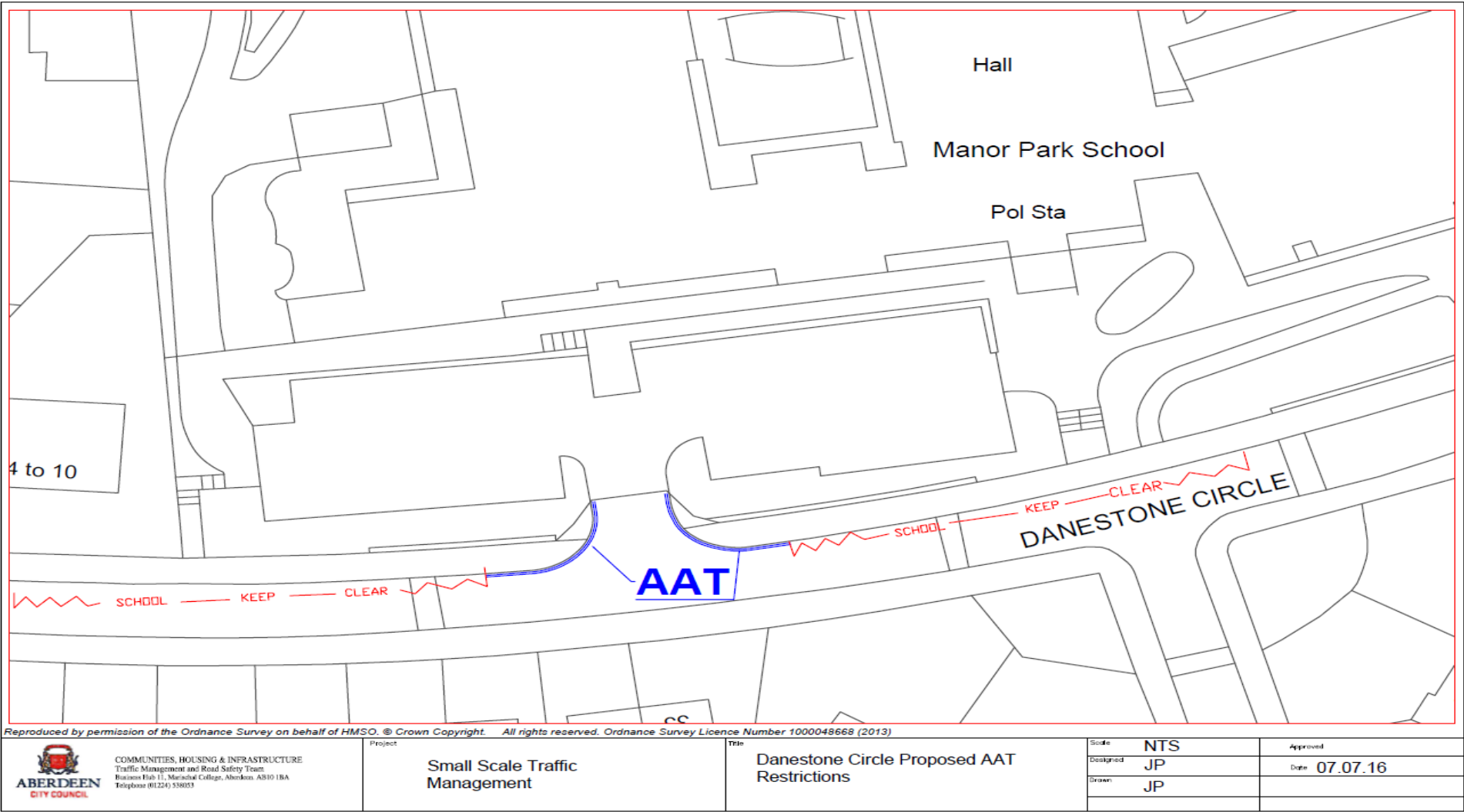
Tel. 01224 (52)2303

Appendix: Plans for various small scale traffic management and development associated proposals (New works)

Plan – Report Ref 5.1

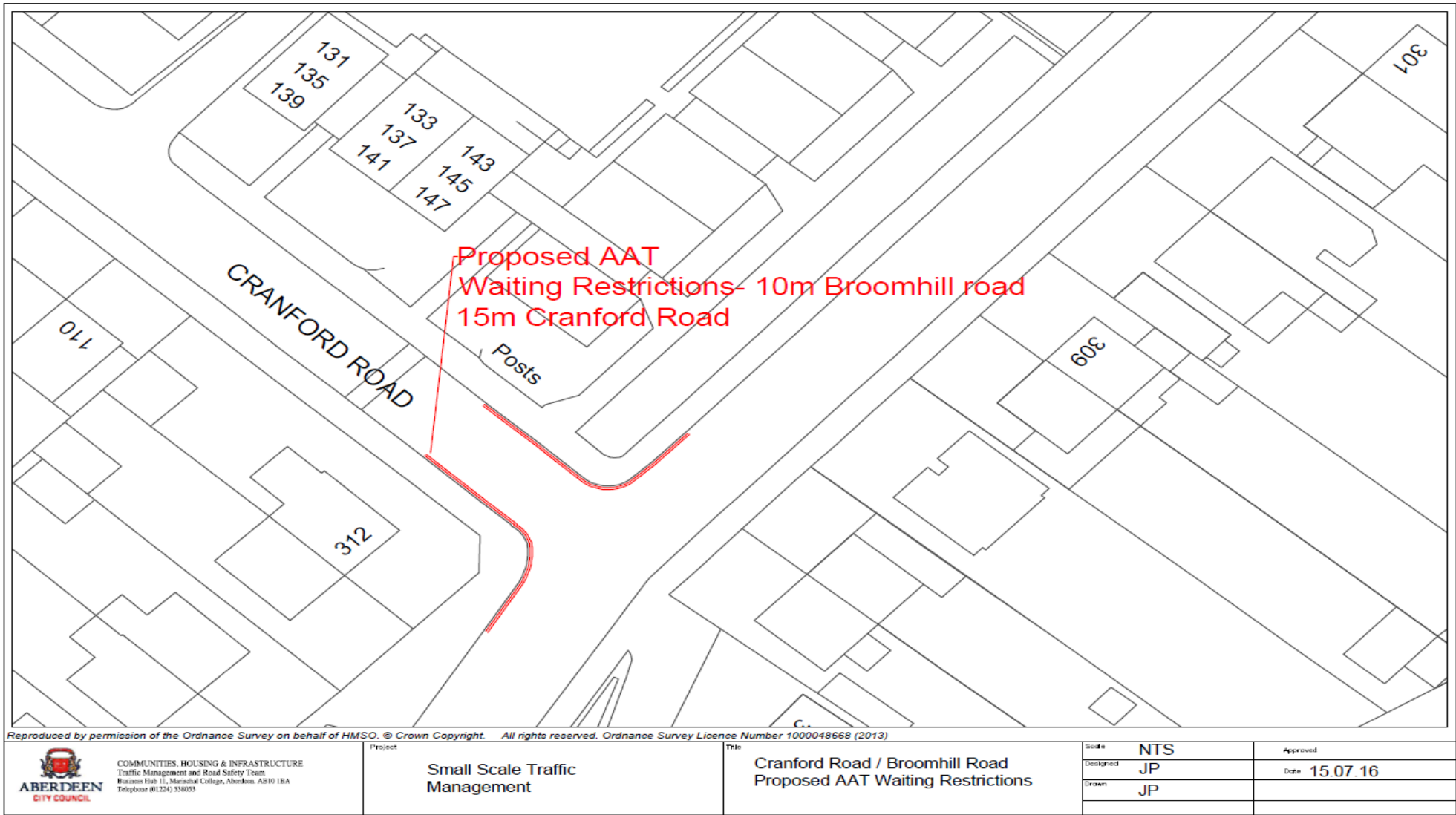


Plan – Report Ref 5.2

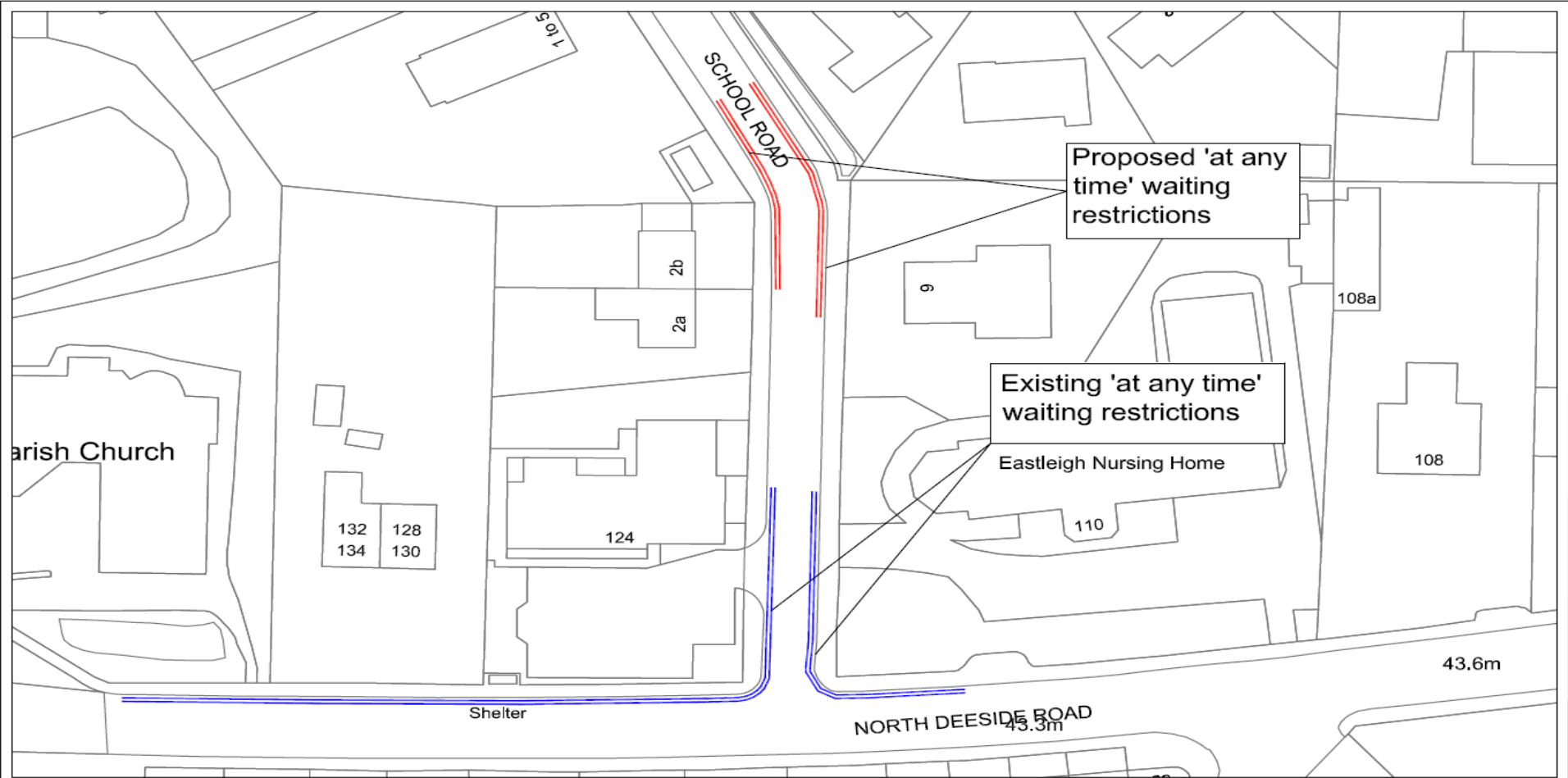



Plan –

Report Ref 5.3

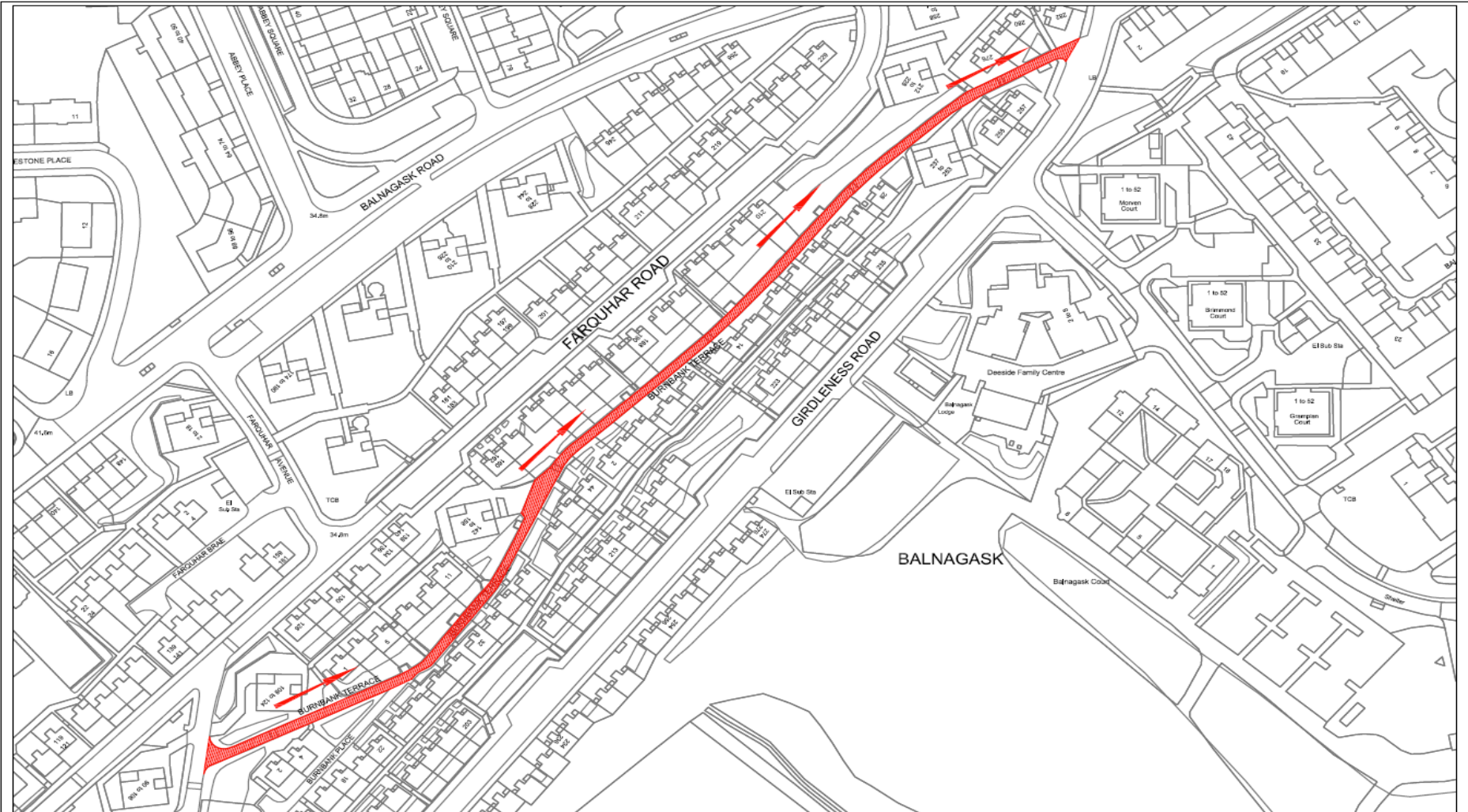


Plan – Report Ref 5.4




 Aberdeen City Council Traffic Management Team Business Hub 1.1, 2nd Floor West Marischal College, Broad Street Aberdeen AB10 1AB	Project:- Various Small Scale and Traffic Management and Development associated Proposals (New Works)	Scheme:- School Road, Peterculter - Proposed 'At any time' waiting restrictions	Drawn (Init./date) MC 09/09/2016	Org. Location
			Checked (Init./date)	
			Scale & sheet size NTS A4	

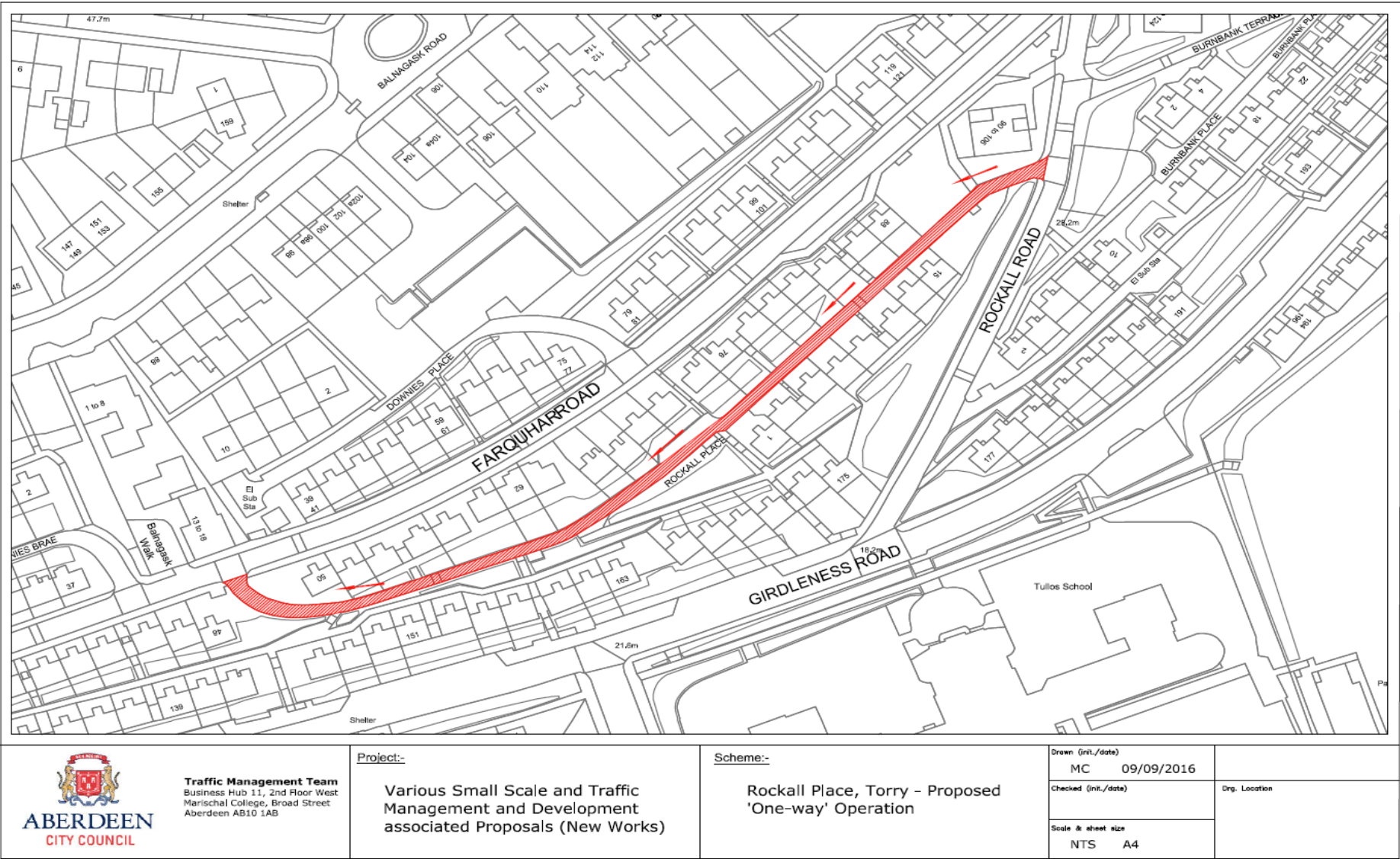
Plan – Report Ref 5.5



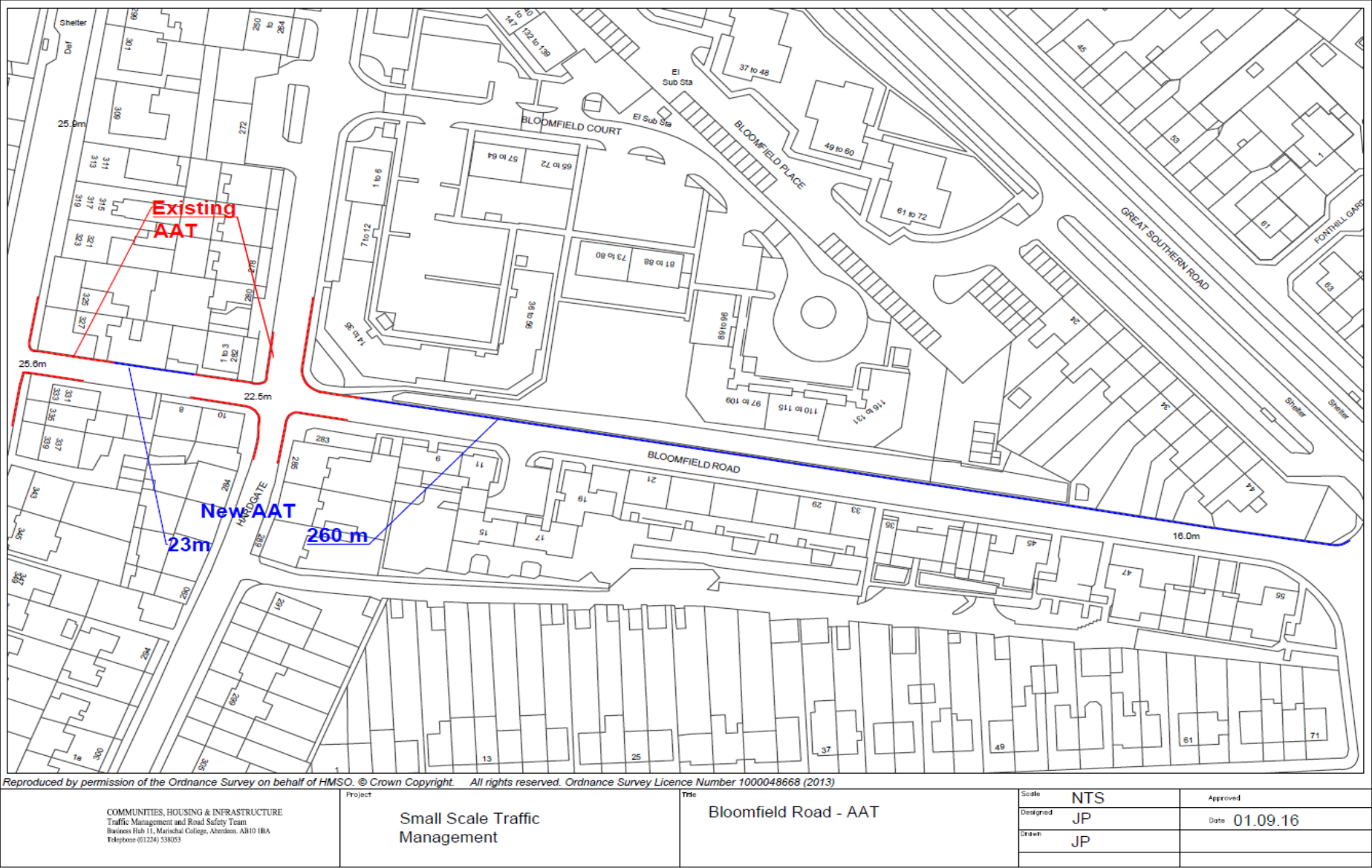
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 <div>COMMUNITIES, HOUSING & INFRASTRUCTURE Traffic Management and Road Safety Team Business Hub 11, Marischal College, Aberdeen, AB10 1BA Telephone: (01224) 538053</div>	Project Various Small Scale Traffic Management and Development Associated Proposals (New Works)	Title Burnbank Terrace, Torry - Proposed 'One-way' operation	Scale NTS	Approved
			Designed	Date 22.06.2016
			Drawn MC	

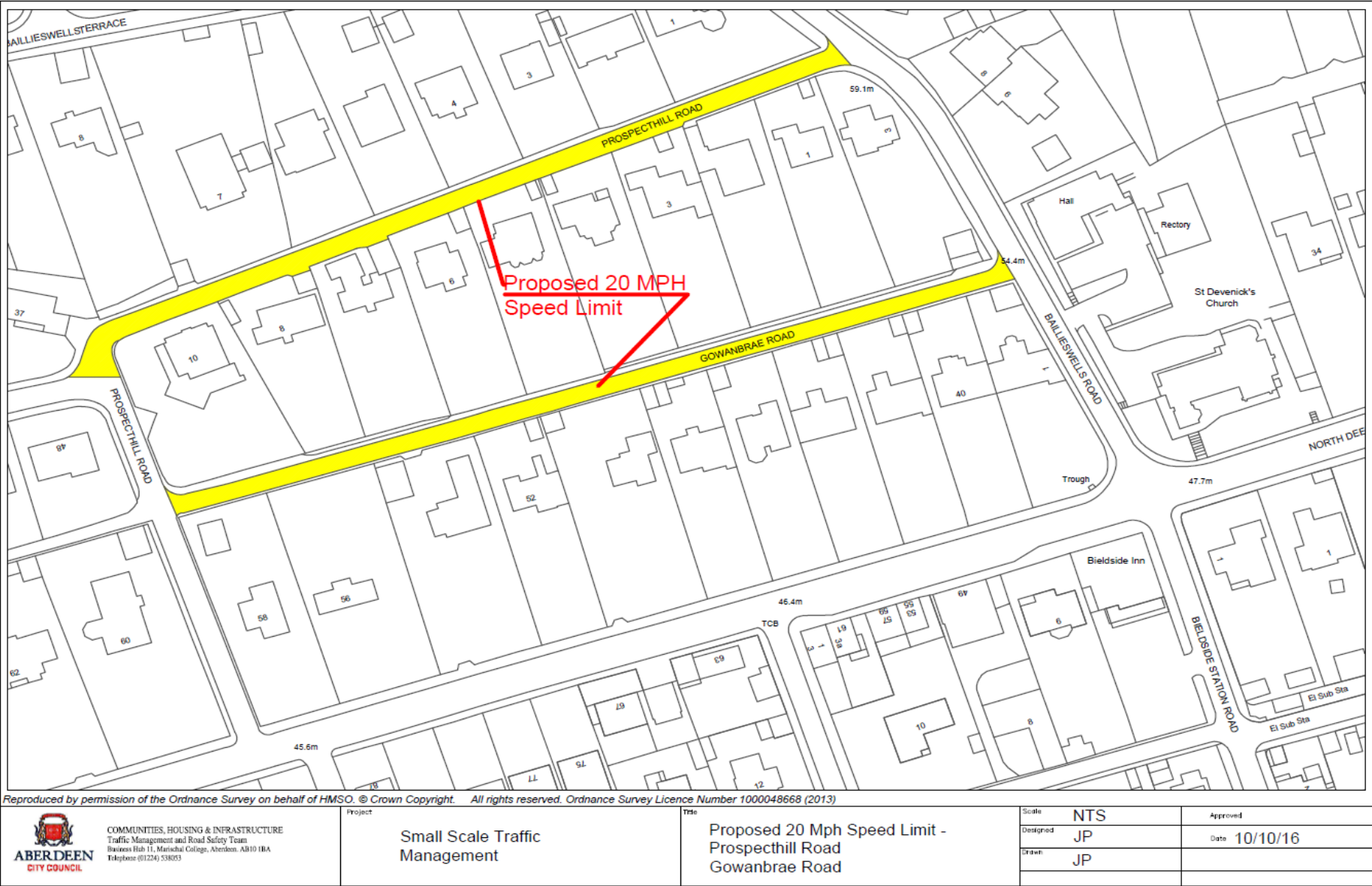
Plan – Report Ref 5.6



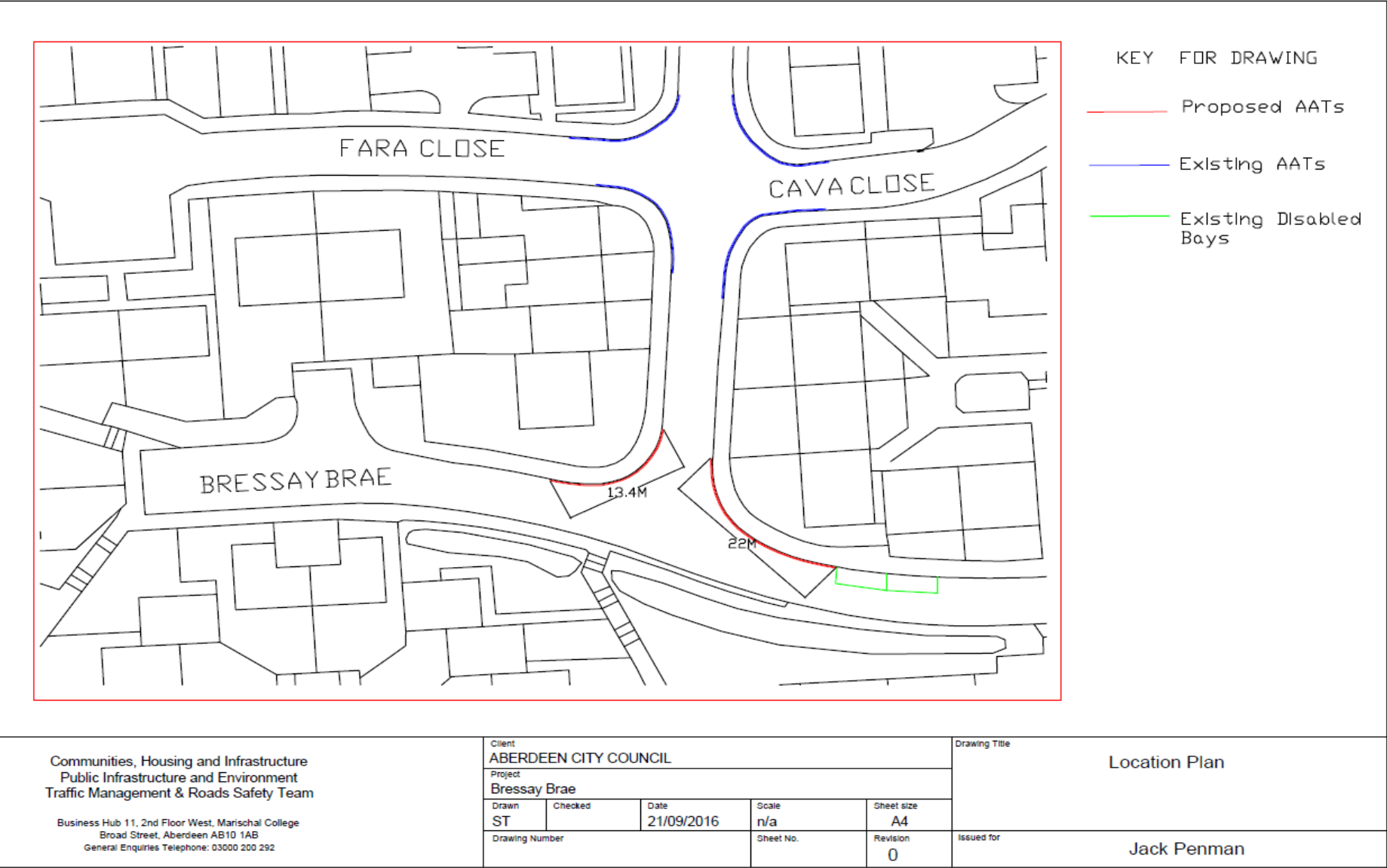
Plan – Report Ref 5.7



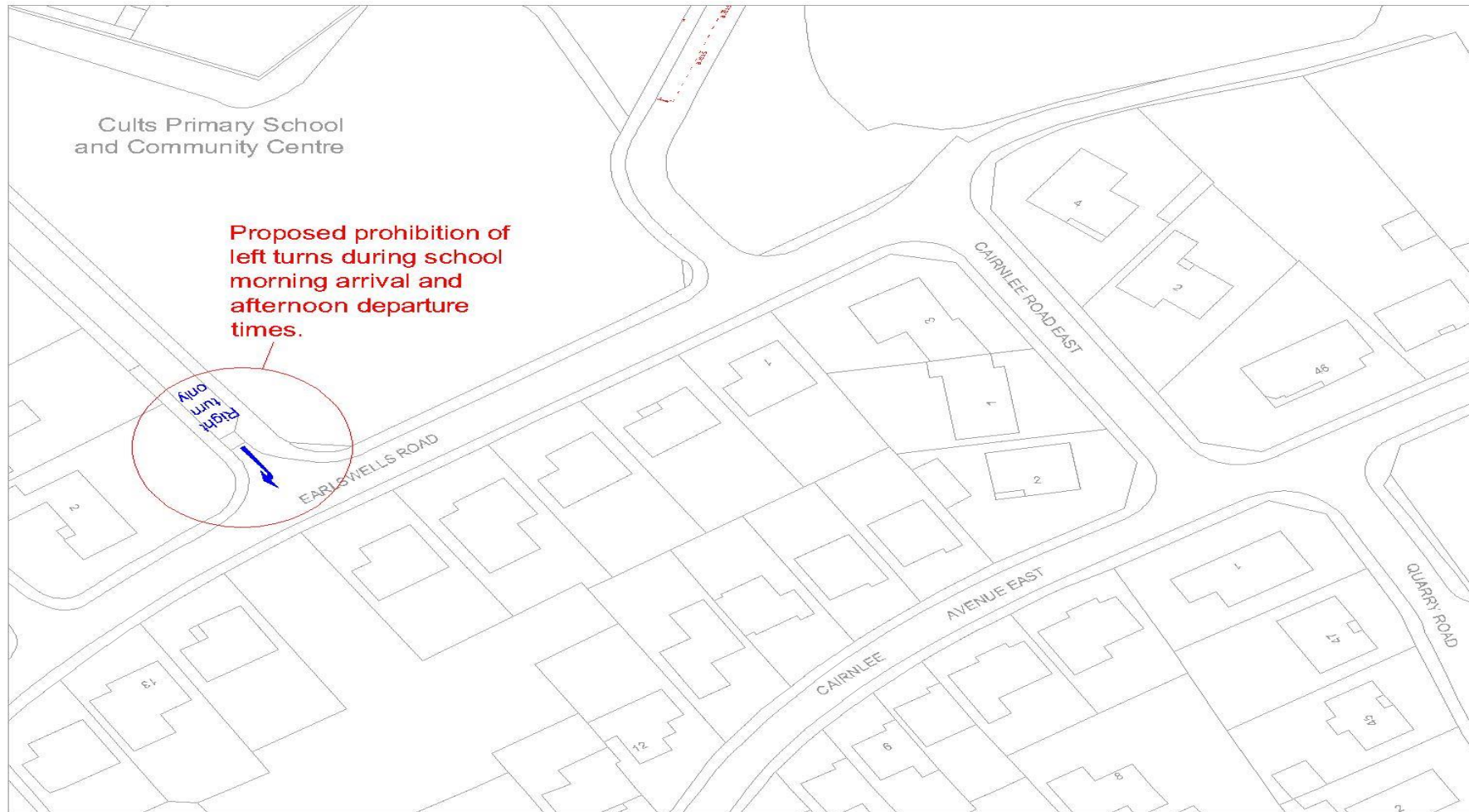
Plan – Report Ref 5.8



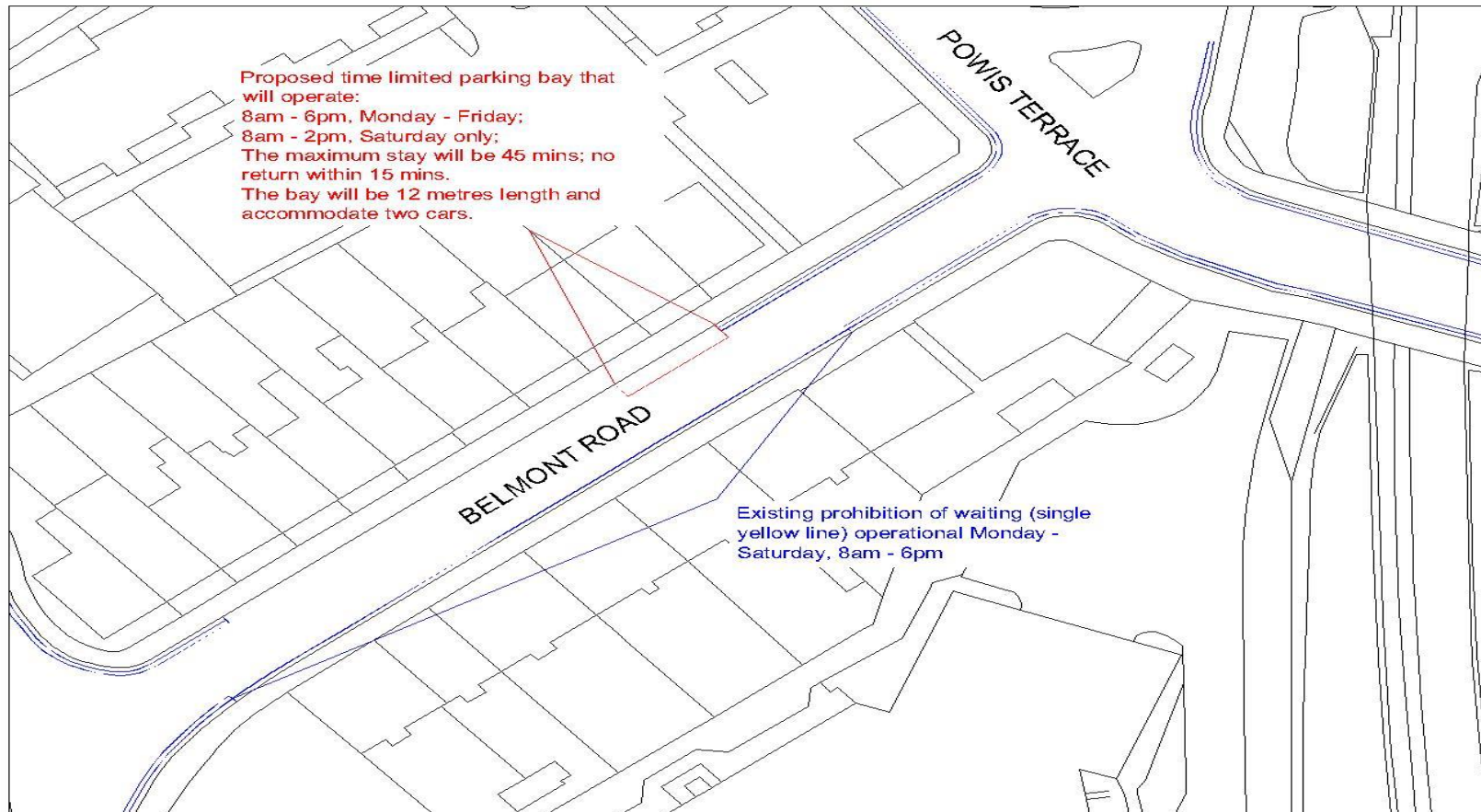
Plan – Report Ref 5.9

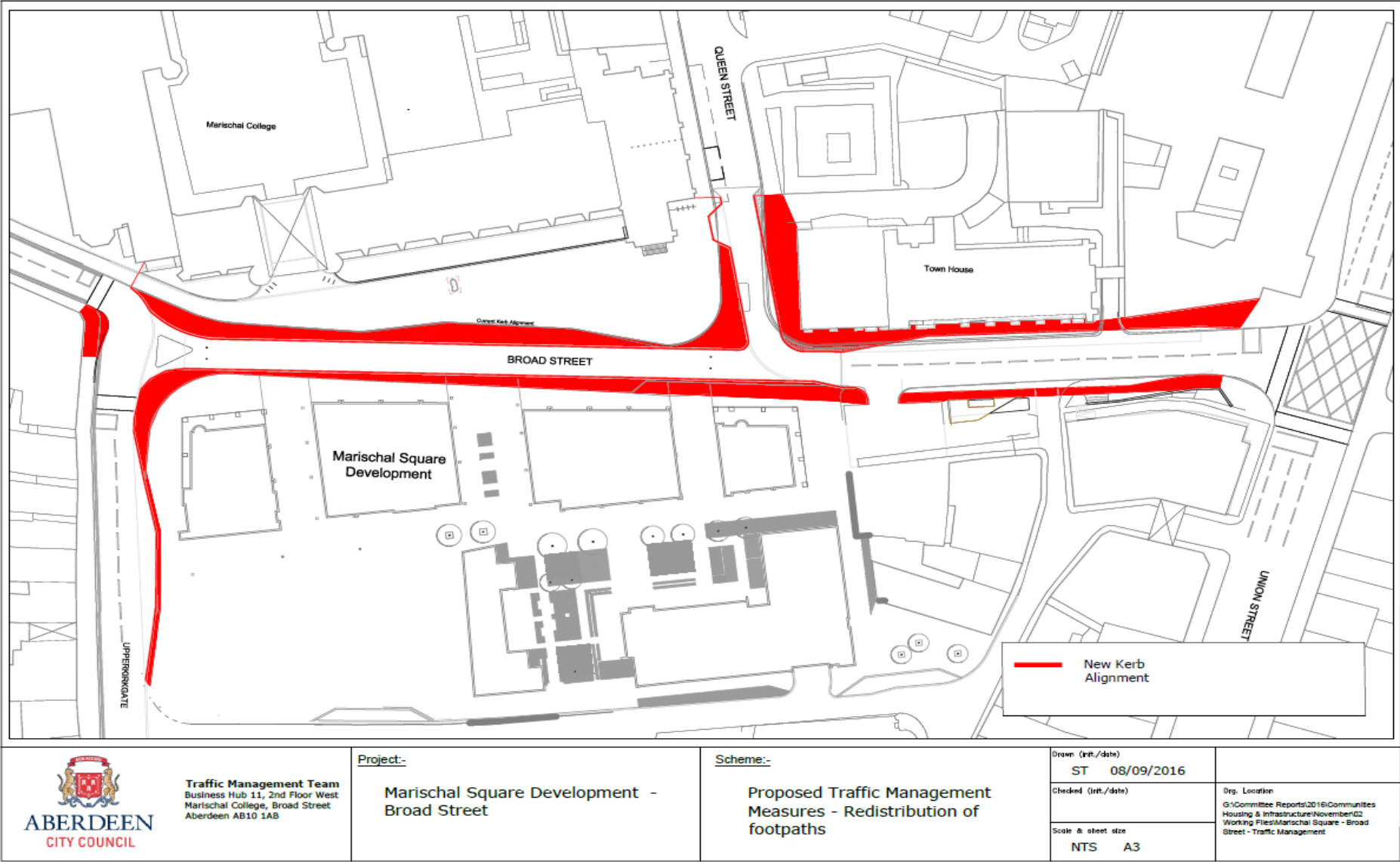


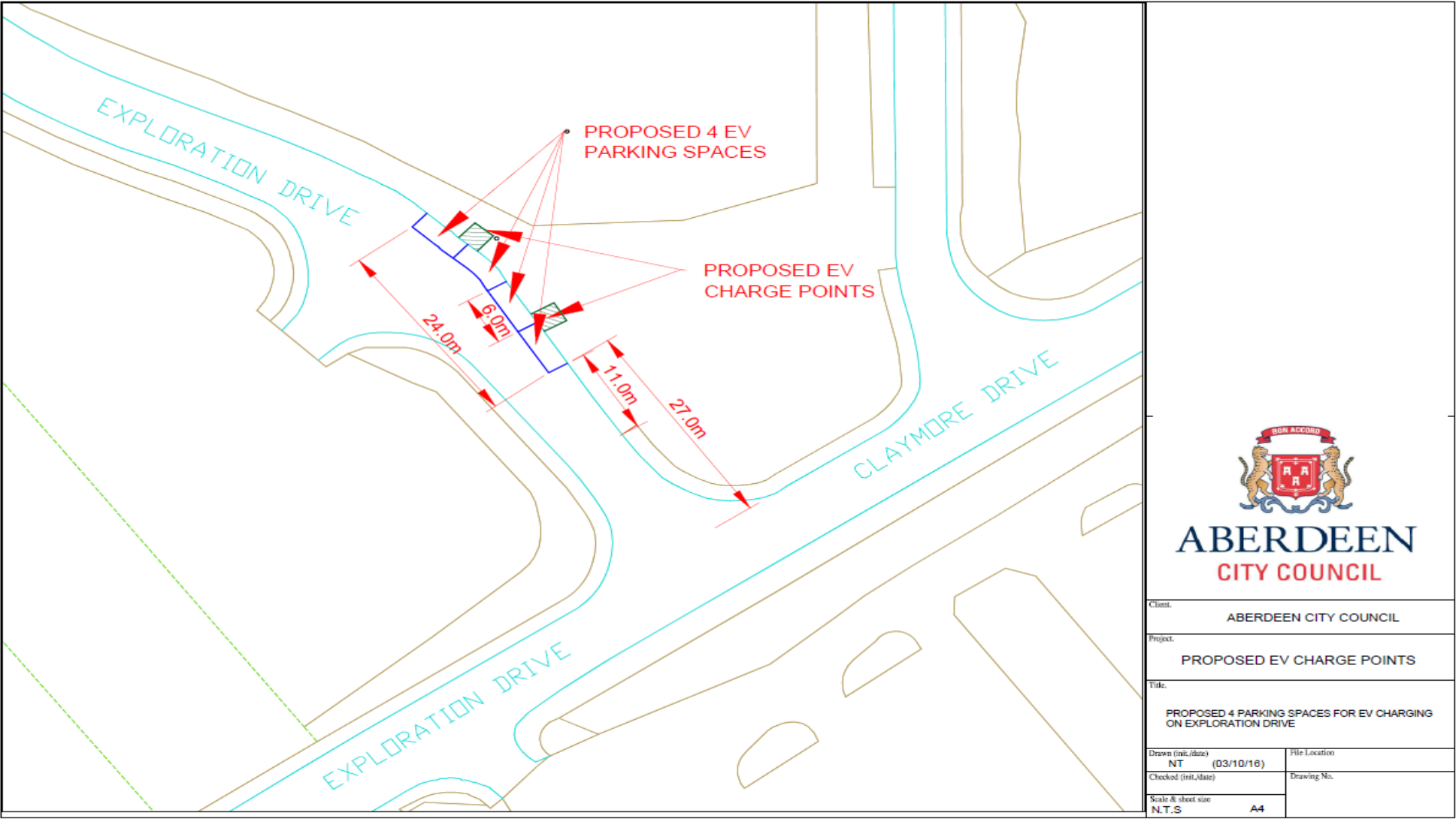
Cults School - Prohibition of left turns from perimeter road onto Earlswells Road

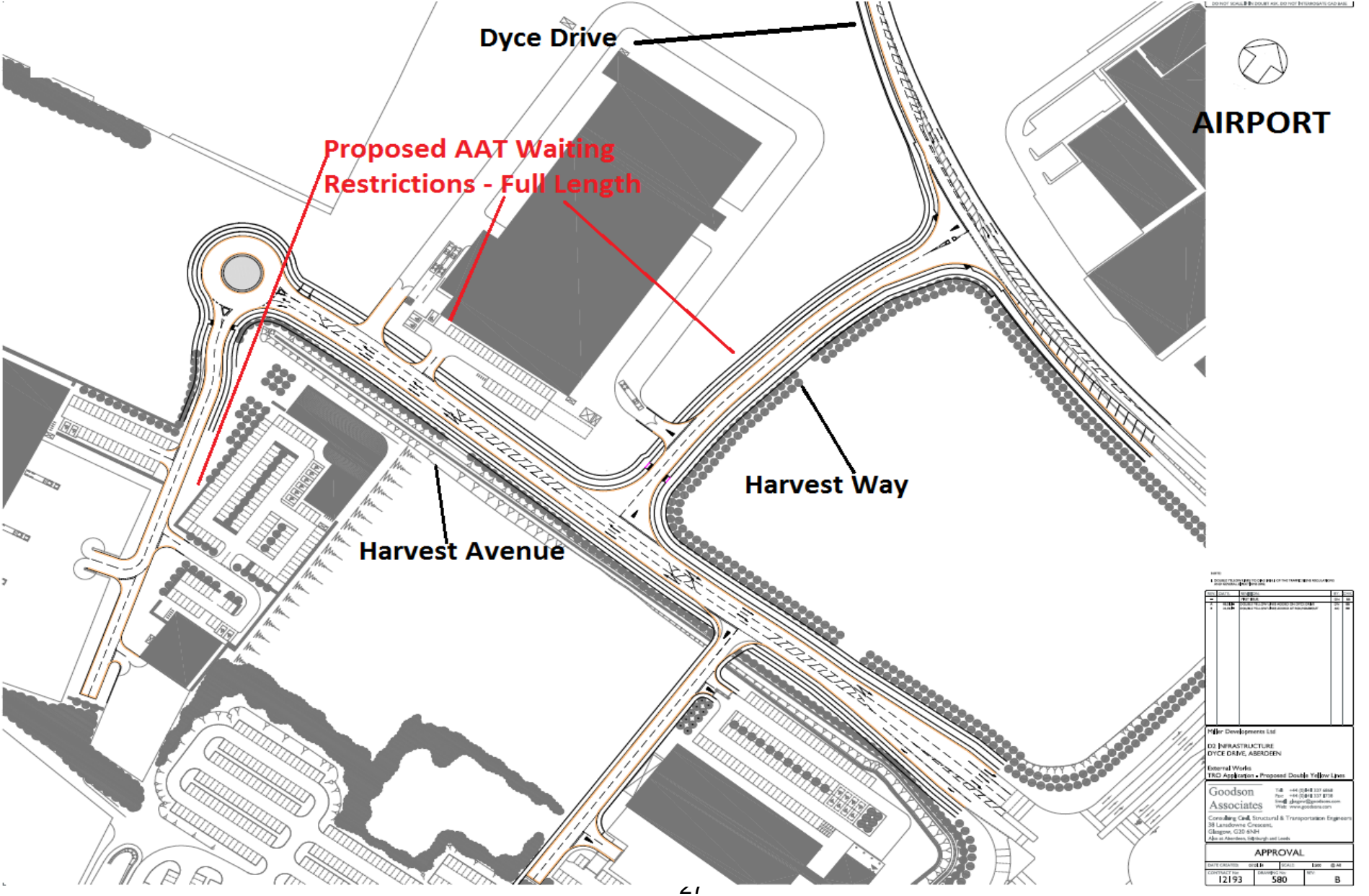


Belmont Road - Proposed time limited parking bay









NOTES			
1. CONSULT THE CLIENT FOR THE LATEST VERSION OF THE DRAWING. REVISED DRAWINGS WILL BE INDICATED BY A RED LINE AND A NEW NUMBER.			
NO.	DESCRIPTION	DATE	BY
1	ISSUED FOR TENDERS	10/10/2018	AS
2	REVISED DRAWING	10/10/2018	AS
3	REVISED DRAWING	10/10/2018	AS
4	REVISED DRAWING	10/10/2018	AS
Pilot Developments Ltd			
D3 INFRASTRUCTURE			
DYCE DRIVE, ABERDEEN			
External Works			
TPO Application - Proposed Double Yellow Lines			
Goodson Associates		Tel: +44 (0)181 121 1211	
		Fax: +44 (0)181 121 1211	
		Email: info@goodson.com	
		Web: www.goodson.com	
Consulting Civil, Structural & Transportation Engineers			
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Glasgow, G2 5NR			
Also at Aberdeen, Edinburgh and Leeds			
APPROVAL			
DATE CHANGED	BY	DATE	BY
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