

ABERDEEN CITY COUNCIL

COMMITTEE	Communities, Housing and Infrastructure
DATE	24 May 2017
REPORT TITLE	Various small scale traffic management and development associated proposals (Initial Statutory consultation)
REPORT NUMBER	CHI/17/081
INTERIM DIRECTOR	Bernadette Marjoram
REPORT AUTHOR	James Watt

1. PURPOSE OF REPORT:-

This report is to advise this Committee of the results of the initial statutory consultation process undertaken following the report titled 'Various small scale traffic management and development associated proposals (New works)' dated 24 January 2017.

This report also advises the Committee of the results of the informal consultation with the residents of Grampian Place on the possible introduction of single or double yellow lines in relation to the proposal for lengths of prohibition of waiting at any time on Grampian Place / Oscar Road / North Grampian Circle, Torry as presented in the report titled 'Various small scale traffic management and development associated proposals (New works)' dated 24 January 2017.

2. RECOMMENDATION(S)

It is recommended this Committee:-

- a) acknowledges the responses received as a result of the initial consultation and thereafter instructs Officers to progress to the public advertisement stage and report any objections to a future committee.
- b) acknowledges the results of the informal consultation with the residents of Grampian Place on the possible introduction of single or double yellow lines and thereafter instructs Officers to progress the proposal to introduce lengths of 'At any time' waiting restrictions on Grampian Place / Oscar Road / North Grampian Circle to the public advertisement stage and report any objections to a future committee.

3. BACKGROUND/MAIN ISSUES

The initial statutory consultation process gave various parties the opportunity to consider to the development associated and small scale traffic management proposals set out in the report dated 24 January 2017. The various parties consulted appear in Appendix 1 of this report. The schemes under consideration during the initial statutory consultation were as follows:

- 3.1 **Brimmond Court, Torry** – Proposed lengths of prohibition of waiting at any time.
No statutory objections received
- 3.2 **Ellon Road, Bridge of Don** – Proposed extension to Bus Lane timings.
No statutory objections received
- 3.3 **Cults Avenue / Kirkbrae Avenue** – Proposed lengths of prohibition of waiting at any time.
No statutory objections received
- 3.4 **St Ninian's Place, Seaton** - Proposed lengths of prohibition of waiting at any time.
No statutory objections received
- 3.5 **Provost Watt Drive, Kincorth** – Proposed prohibition of U-Turn manoeuvres.
No statutory objections received
- 3.6 **Dyce Drive, Dyce** – Proposed 40mph Speed Limit.
No statutory objections received
- 3.7 **Greig Court Car Park, Gerrard Street, City Centre** – Proposed lengths of prohibition of waiting at any time.
No statutory objections received
- 3.8 **Gort Road, Tillydrone** – Proposed lengths of prohibition of waiting at any time
No statutory objections received
- 3.9 **Dyce Drive, Dyce** – Proposed redetermination of footway/pavement to Cycle track
No statutory objections received
- 3.10 **Oldfold Development, Milltimber** - Proposed 20mph speed limit.
No statutory objections received
- 3.11 **Allan Park Development, Cove** - Proposed lengths of prohibition of waiting at any time, proposed 20mph speed limit and proposed 'one-way' restriction.
No statutory objections received
- 3.12 **Charleston Development, Cove** – Proposed 20mph speed limit and additional traffic management measures.
No statutory objections received

3.13 **Grampian Place / Oscar Road / North Grampian Circle, Torry** - Proposed lengths of prohibition of waiting at any time.

Initial Statutory Consultation

With regards to the responses received to the initial statutory consultation for the proposal to introduce lengths of prohibition of waiting at any time on Grampian Place / Oscar Road / North Grampian Circle, Torry no statutory objections were received. Torry Community Council chose to postpone making formal comment on these proposals until the results of the informal consultation were published in this report. Comments from Torry Community Council will therefore be reported to a future committee as part of the report detailing the results of the formal public consultation stage of this proposal.

Informal Public Consultation

At its meeting on Tuesday 24 January, the committee resolved to instruct officers to carry out an informal consultation with the residents of Grampian Place on the possible introduction of single or double yellow lines in association with the initial statutory process and report back to the committee prior to the commencement of the formal public consultation.

Officers have therefore written to all households on Grampian Place, between its junctions with Grampian Road and Tullos Circle, to ask for their views on the proposal to introduce parking restrictions on the north side of the carriageway to prevent footway parking causing obstruction to vulnerable road users. Residents were presented with two plans, one showing the proposed 'at any time' (double yellow line) restrictions and one showing the proposed timed waiting restrictions (single yellow line), along with a letter explaining the reasons for bring forward this proposal. The indicative plans form Appendix 2 and Appendix 3 of this report respectively. A response sheet was also provided for residents to state their preferred option and any comments regarding the proposed parking restrictions on the north side of Grampian Place and safe movement of pedestrians on the adjacent footway.

Officers received seven responses to this consultation exercises – four in favour of introducing waiting restrictions (two in favour of 'at any time' restrictions and two in favour of timed waiting restrictions) and three from residents who did not believe there was a need to introduce waiting restrictions on the north side of Grampian Place.

Those responses which included comments in support of introducing waiting restrictions noted the reduction in width of the footway that is caused by indiscriminate footway parking and the difficulties this creates for pedestrian access.

With regards to responses received which included comments opposing the introduction of waiting restrictions on Grampian Place issues raised included:

<u>Comment</u>	<u>Officer Response</u>
No observed access issues for pedestrians/children on school walking route and notes that the school children are chaperoned when making this journey.	Concerns regarding obstructive footway parking in terms of pedestrian safety were originally raised following an injury sustained by a child pedestrian when attempting to avoid a car parked on the footway.
Cost of implementation is unjustified.	Officers estimate initial implementation costs of £600, with estimated maintenance costs of £600 every 5 years thereafter. The damage to the footway caused by continued footway parking would be significantly more costly to repair.
Consideration should be made to implementing waiting restrictions on the opposite side of the carriageway to the proposal.	Officers considered a number of options when investigating potential solutions to this issue. Implementing waiting restrictions on the south side of Grampian Place and displacing all parking to the north side of the carriageway would create difficulty for buses accessing the stop located here, as well as for refuse vehicle making collections from the communal bins located on this side of the street. This would mean additional restrictions could be required to preserve access for these vehicles.
Residents would risk receiving a Penalty Charge Notice (PCNs) if parked on a single yellow line restriction overnight and were unable to move their car in the morning due to illness	Vehicle owners have the opportunity to appeal the issuance of PCNs due to extenuating circumstances.
Residents on the north side of the street would not be able to wash/clean their vehicles.	Whilst this may inconvenience private vehicle owners, there are other options available in terms of car servicing facilities and the needs of pedestrians should not be compromised for the convenience of private vehicle users.
Aberdeen City Council should consider converting the grass area to the rear of the properties on the north side of Grampian Place into off-street car parking	This is outwith the remit of the Traffic Management team and should be pursued by residents with the area Housing officer, albeit officers would note there is parking capacity available on adjacent streets to accommodate vehicles displaced by the removal of footway parking on Grampian Place.
School walking route should cross to the other side of the road to avoid pavement parking	The introduction of two additional carriageway crossings, and thus two additional vehicle/pedestrian conflict points, to the school walking route would be less than ideal in terms of road safety.

Given the responses received the recommendation provided in section 2 of this report is to continue with the proposal as originally envisioned, as there would be potential to amend the proposal if necessary depending on the comments received

during the statutory public consultation period. This amendment could be to introduce timed restrictions, rather than the proposed 'at any time' restrictions, although this would be less than ideal in terms of road safety and in terms of reinforcing a road user hierarchy which should place the needs of pedestrians above other road users.

4. 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)	6500	5650	If budgets are not currently available locations will be placed on a priority list for when future funding becomes available
NESTRANS/ SUSTRANS	nil	100	Maintenance of these works generally falls to the council maintenance budget when they are on-street restrictions
Developer financed	nil	2750	Maintenance of these works generally falls to the council maintenance budget when they are on-street restrictions

5. LEGAL IMPLICATIONS

There is a risk, if resources are 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 the public consultation.

6. MANAGEMENT OF RISK

Risk Category	Potential Impact L/M/H	Likelihood of occurrence L/M/H	Mitigation	Risk level L/M/H
Financial	n/a			
Employee	n/a			
Customer/ Citizen Road safety (RS) levels and traffic management (TM) could be compromised if measures are not progressed, leading to continued public concern.	M	L	Officers propose measures that are deemed reasonable and appropriate to address the RS and TM to reduce incidents of public objections.	M
Environmental	n/a			
Technological	n/a			
Legal	n/a			
Reputational Proposals can be contentious and attract negative feedback.	L	L	Concerned parties would be provided thorough rationale as to the requirement for the proposal.	L

7. IMPACT SECTION

Economy

By developing our infrastructure and improving road safety and the management of traffic through the network this will support multi modal access to Aberdeen and benefit commuter, visitor and freight transportation within the city.

People

Approving the parking spaces for people with disabilities will provide a positive impact for their mobility and social inclusion. Disabled persons' parking places play a vital role in enabling disabled people to carry out day-to-day activities that non-disabled people take for granted. Provision of such parking places helps towards enabling disabled people to lead autonomous and independent lives.

The Equality and Human Rights Impact Assessment (EHRIA), has been included to shown this impact.

Place

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

As the recommendation is to approve the proposals, there will be a positive impact on current customer experience in terms of road safety in our communities. Proposals included in this report contribute towards cycling, walking and safer streets (CWSS) supporting active travel including the walkability of neighbourhoods.

Technology

N/A.

8. BACKGROUND PAPERS

Various small scale traffic management and development associated proposals (New works)' dated 24 January 2017.

<https://committees.aberdeencity.gov.uk/documents/s65534/Various%20Small%20Scale%20Traffic%20Mangement%20Development%20Associated%20Proposals%20Stage%201%20CHI.16.301.pdf>

9. APPENDICES

Appendix 1 – List of Statutory Consultees

Appendix 2 – Indicative plan showing proposed 'at any time' waiting restrictions on Grampian Place / Oscar Road / North Grampian Circle

Appendix 3 – Indicative plan showing proposed timed waiting restrictions on Grampian Place and 'at any time' waiting restrictions on Grampian Place / Oscar Road / North Grampian Circle

10. REPORT AUTHOR DETAILS

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HEAD OF SERVICE DETAILS

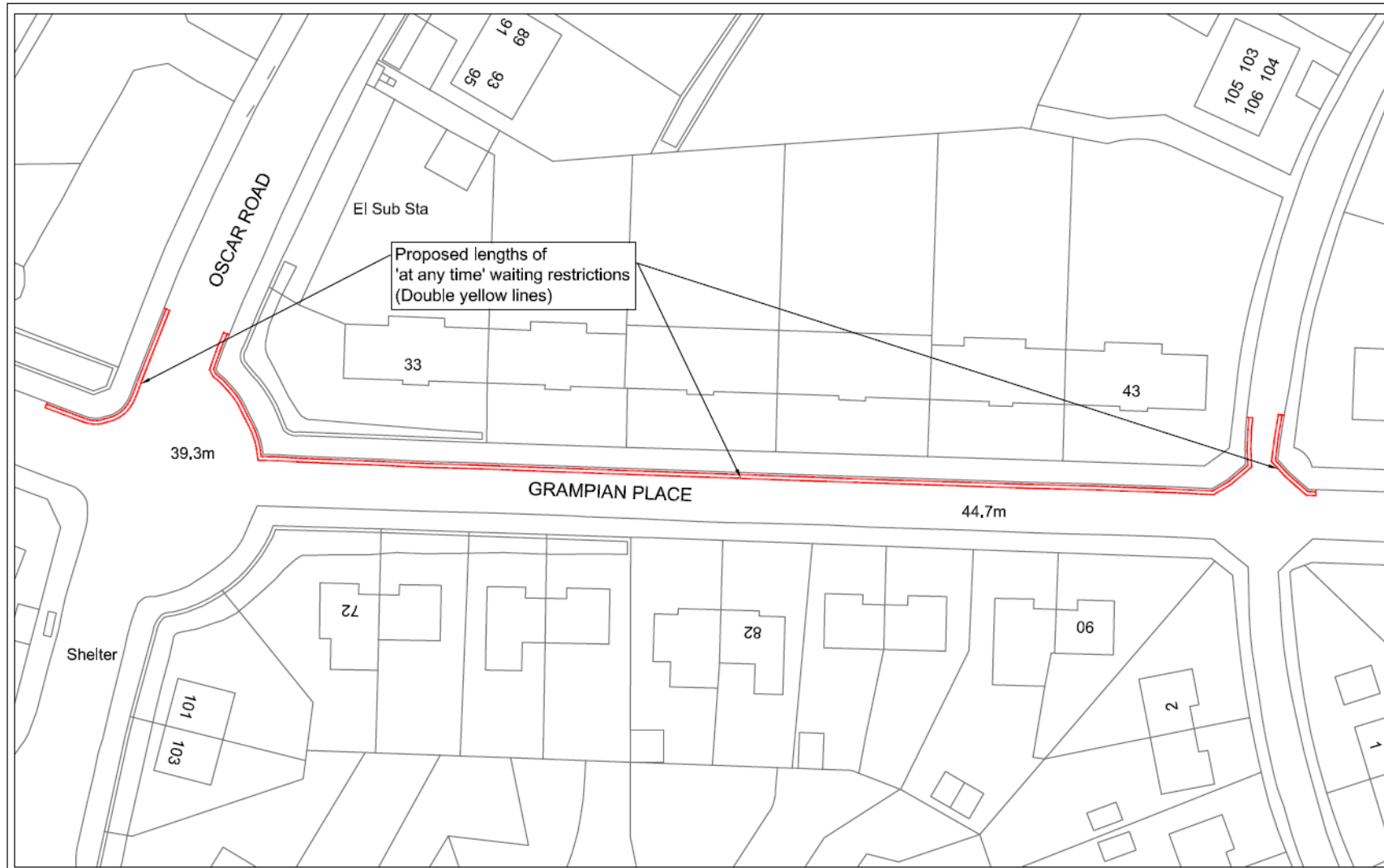
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APPENDIX 1


<u>Consultee</u>	<u>Response</u>
Police Scotland	Consulted 08/03/2017
Torry Community Council	No Objections - formal comments to be made after consideration of the informal consultation published in this report and included in the next report to this committee.
City Centre Community Council	Consulted 08/03/2017
Cults, Bieldside and Milltimber Community Council	No Objections
Dyce and Stoneywood Community Council	No Objections
Scottish Ambulance Service	Consulted 08/03/2017
Stagecoach Bluebird	Consulted 08/03/2017
Public Transport Unit	Consulted 08/03/2017
Bon Accord Access Panel	Consulted 08/03/2017
Scottish Fire & Rescue Service	No Objections
First Aberdeen Ltd	Consulted 08/03/2017
NESTRANS	No Objections
North East Scotland Federation of Small Businesses	Consulted 08/03/2017
Road Haulage Association	Consulted 08/03/2017
Freight Transport Association	Consulted 08/03/2017
Aberdeen Cycle Forum	Consulted 08/03/2017
Grampian Cyclists Touring Club	Consulted 08/03/2017
Councillor Yvonne Allan	Consulted 08/03/2017
Councillor Marie Boulton	Consulted 08/03/2017
Councillor Neil Cooney	Consulted 08/03/2017
Councillor Barney Crockett	Consulted 08/03/2017
Councillor Graham Dickson	Consulted 08/03/2017
Councillor Alan Donnelly	Consulted 08/03/2017
Councillor Andrew Finlayson	Consulted 08/03/2017
Councillor Stephen Flynn	Consulted 08/03/2017
Councillor Ross Grant	Enquiry – No Objections
Councillor Michael Hutchison	Consulted 08/03/2017
Councillor Muriel Jaffrey	Consulted 08/03/2017

<u>Consultee</u>	<u>Response</u>
Councillor James Kiddie	Consulted 08/03/2017
Councillor Graeme Lawrence	Consulted 08/03/2017
Councillor Neil MacGregor	Consulted 08/03/2017
Councillor M. Tauqeer Malik	Consulted 08/03/2017
Councillor Aileen Malone	No Objections
Councillor Ramsay Milne	Consulted 08/03/2017
Councillor Jean Morrison MBE	Consulted 08/03/2017
Councillor Nathan Morrison	Consulted 08/03/2017
Councillor Jim Noble	Consulted 08/03/2017
Councillor John Reynolds	Consulted 08/03/2017
Councillor Gill Samarai	Consulted 08/03/2017
Councillor Sandy Stuart	Consulted 08/03/2017
Councillor Willie Young	Consulted 08/03/2017

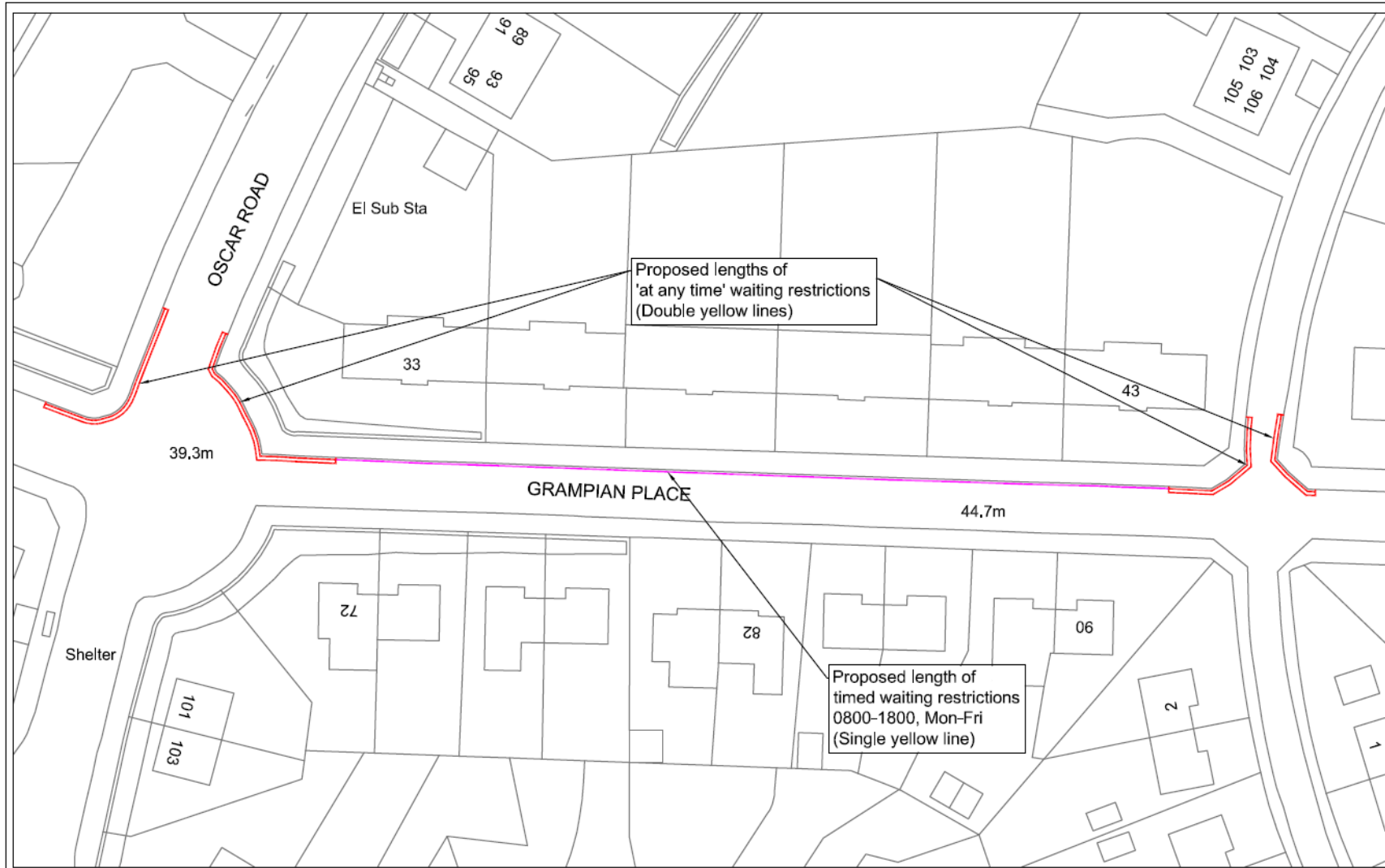
APPENDIX 2




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 <p>COMMUNITIES, HOUSING & INFRASTRUCTURE Traffic Management and Road Safety Team Business Hub 11, Marshall College, Aberdeen AB10 1BA Telephone (01224) 538053</p>	<p>Project</p> <p>Small Scale Traffic Management</p>	<p>Title</p> <p>Proposed 'At Any Time' waiting restrictions - Grampian Place, Torry</p>	Scale	Approved
			Designed JW	Date 12.04.2017
			Drawn JW	

APPENDIX 3



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			Designed	JW	Date	12.04.2017
			Drawn	JW		