

ABERDEEN CITY COUNCIL

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COMMITTEE	Communities, Housing and Infrastructure
DATE	29 August 2017
REPORT TITLE	Various small scale traffic management and development associated proposals (New works)
REPORT NUMBER	CHI/17/200
INTERIM DIRECTOR	Bernadette Marjoram
REPORT AUTHOR	Graeme McKenzie

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**1. PURPOSE OF REPORT:-**

This report advises the Committee of the need for various small scale traffic management measures identified as necessary on road safety and/or traffic management grounds, and therefore requests Committee approval to proceed with the statutory procedure to establish Traffic Regulation Orders to bring these proposals into effect.

**2. RECOMMENDATION(S)**

This Committee: -

- a. Approve the proposals in principle;
- b. Instruct the appropriate officers to commence the necessary legal procedure of initial consultation with Police Scotland, Scottish Ambulance Service, Scottish Fire and Rescue Service, Public Transport Operators, Freight Transport Association, Road Haulage Association and any other organisations representing persons likely to be affected by any provision in the order as the authority considers appropriate e.g. Community Councils, Aberdeen Cycle Forum, Disability Equity Partnership etc. If no objections are received, then progress to the public advertisement.
- c. Following the public advertisement, if there are no objections, the Traffic Regulations Orders will be made as originally envisaged by way of delegated authority. Otherwise, in the event of objection(s), instruct officers to report the results to a future meeting of this Committee.

### 3. BACKGROUND/MAIN ISSUES / OTHER HEADINGS AS APPROPRIATE

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. It is also proposed to install 31 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, and Safer Streets' budget**

##### 3.1 **Allison Close** – Proposed lengths of prohibition of waiting at any time

Concerns have been raised by a member of the public who has reported vehicles often being parked within the turning area in the south west corner of the northernmost cul-de-sac on Allison Close and thereby obstructing vehicular access to the car park accessed between property no. 61 and property no. 63 Allison Close. This parking also leaves refuse vehicle drivers with no option other than to reverse into the cul-de-sac when making collections due to the turning area being obstructed.

It is therefore proposed certain lengths of prohibition of waiting at any time should be introduced within the turning areas of Allison Close, to both ensure residents can safely access/egress the car parking areas to the rear of their properties, and likewise, keep the turning area clear for its designed purpose.

Implementation costs – £108

Estimated maintenance costs – £108 every 5 years

Ward – Kincorth / Nigg / Cove

Elected members – Sarah Duncan, Stephen Flynn, Alex Nicoll, Philip Sellar

##### 3.2 **Craigshaw Street** - Proposed lengths of prohibition of waiting at any time

On Craigshaw Street, access to a business is being hindered by parked vehicles. To address this situation it is proposed to manage on-street parking by way of introducing certain lengths of prohibition of waiting at any time.

Implementation costs – £395

Estimated maintenance costs – £395 every 5 years

Ward – Kincorth / Nigg / Cove

Elected members – Sarah Duncan, Stephen Flynn, Alex Nicoll, Philip Sellar

3.3 **St Machar Road** – Footway parking prohibition and proposed lengths of prohibition of waiting at any time

There is a long-standing issue with vehicles being parked (partly or entirely) on the footways on St Machar Road. This practice, beyond obstructing safe pedestrian passage, is causing damage to the footway surface and kerbs; it also has the potential to damage utilities located beneath the footway. It is therefore proposed a footway parking prohibition should be introduced.

It is also proposed to introduce certain lengths of prohibition of waiting at any time to protect accesses serving off-street premises, and additionally at the turning area for vehicles at the end of St Machar Road.

Implementation costs – £1348

Estimated maintenance costs – £1128 every 5 years

Ward – Tillydrone / Seaton / Old Aberdeen

Elected members – Ross Grant, Alexander McLellan, Jim Noble

3.4 **Tay Road, Mastrick** – Proposed lengths of prohibition of waiting at any time

Concerns have been raised by a local elected member, on behalf of a constituent, with regards to obstructive parking and parking on the footway on the inset road to the rear of property nos. 2-16 Tay Road. During their investigations into these concerns, officers also noted that there is a requirement for refuse vehicles to access this inset road to make collections. Officers have discussed this issue with colleagues from Waste Collection Services who advised that they do encounter significant issues when attempting to access this area.

It is therefore proposed a prohibition of waiting at any time should be introduced on both sides of the carriageway of this inset road, to preserve access for emergency and public service vehicles.

Implementation costs – £ 672

Estimated maintenance costs – £672 every 5 years

Ward – Northfield/Mastrick North

Elected members – Jackie Dunbar, Gordon Graham, Ciarán McRae

3.5 **Rose Street** – proposed extension of an existing length of prohibition of waiting at any time

A business on Rose Street has raised concern over the limited length of road, near their premises and others, that is available for loading. They currently

use a 10 metre length where 'double yellow' lines are present; this however takes their vehicle into an area that acts as a visibility splay for drivers exiting Picardy Court. It is therefore proposed to extend the length of 'double yellow' lines by 5 metres thereby mitigating this issue, with vehicles actively being loaded shifted slightly further from the Picardy Court access. Given the demand for on-street parking in this area, there could be disappointment that an extension to current restrictions is being considered, and in this regard the statutory consultation process will provide the opportunity to gauge wider public opinion.

Implementation costs - £50

Estimated maintenance costs - £15 every 5 years

Ward – Midstocket / Rosemount

Elected members – Bill Cormie, Jenny Laing, Tom Mason

3.6 **Bank Street, Woodside** – proposed lengths of prohibition of waiting at any time

It is proposed to rationalise parking on Bank Street, Woodside, by introducing certain lengths of prohibition of waiting at any time. The current issue is one where vehicles are being parked on the footways, as the road cannot accommodate parking on both sides.

Implementation costs - £168

Estimated maintenance costs - £168 every 5 years

Ward – Hilton / Woodside / Stockethill

Elected members – Neil Copeland, Lesley Dunbar, Freddie John

3.7 **Wagley Place/Court (adopted carriageway Newhills Avenue)** – proposed length of prohibition of waiting at any time

At the end of the Newhills Avenue cul-de-sac that serves Wagley Place/Court there have been on-going issues with parked vehicles obstructing a residential driveway and also access to the footway/path that is adjacent to Brimmond School. This is despite the area concerned having large 'Keep Clear' text applied to the carriageway. The drivers concerned parking their vehicle and thereafter dropping off/collecting children from the school. While there is on-going communication by the school with parents/guardians in an effort to bring an end to these parking issues, it is proposed that a length of prohibition of waiting at any time should be promoted; the application of such would act as a further deterrent and allow City Wardens to provide enforcement when necessary.

Implementation costs - £60

Estimated maintenance costs - £60 every 5 years

Ward – Dyce / Bucksburn / Danestone

Elected members – Barney Crockett, Neil MacGregor, Avril MacKenzie, Gill Samarai

**3.8 Unnamed Road serving property nos. 4 to 18 Craigton Road** – proposed lengths of prohibition of waiting at any time

The above length of road is maintained by housing and provides access for refuse/service vehicles and also to a residential driveway. While it is not wide enough to accommodate parked vehicles, parking does occur on occasions and obstructs access. It is therefore proposed to introduce lengths of prohibition of waiting at any time.

Implementation costs - £120

Estimated maintenance costs - £120 every 5 years

Ward – Airyhall / Broomhill / Garthdee

Elected members – Douglas Lumsden, Gordon Townson, Ian Yuill

**3.9 Birkhall Place / Upper Mastrick Way** - proposed lengths of prohibition of waiting at any time

Concerns have been raised over parked vehicles at the junction of Birkhall Place / Upper Mastrick Way. These vehicles obstruct visibility splays and hinder safe travel for other road users. It is therefore proposed to introduce certain lengths of prohibition of waiting at any time at this junction.

Implementation costs - £120

Estimated maintenance costs - £120 every 5 years

Ward – Northfield / Mastrick North

Elected members – Jackie Dunbar, Gordon Graham, Ciaran McRae

**3.10 Simpson Road** - proposed lengths of prohibition of waiting at any time

Concerns have been raised with regard to obstructive parking on sections of Simpson Road, with vehicles being parked on the footway and preventing safe pedestrian passage. Similarly, parking on both sides of the road is not possible without obstructing general traffic flow. It is therefore proposed to introduce certain lengths of prohibition of waiting at any time.

Implementation costs – £129

Estimated maintenance costs – £129 every 5 years

Ward – Bridge of Don

Elected members – Alison Alphonse, Brett Hunt, John Michael Reynolds, Sandy Stuart

**3.11 Farburn Terrace** – Resident Permit Priority Parking Bays

Officers have received representations from the residents of property nos. 12-17 Farburn Terrace regarding the availability of on-street parking in this area. In particular, residents have reported vehicles being left parked for long periods of time by offshore workers travelling with Babcock helicopters, located opposite these properties. The existing “Residents only” signs in place adjacent to these properties are purely advisory and have no legal standing, as this section of on-street parking is not covered by a Traffic Regulation Order (TRO).

It is therefore proposed that a ‘Priority Parking’ scheme is introduced on this short section of carriageway to preserve parking opportunities for these residents. Unlike a traditional Controlled Parking Zone (CPZ) where every length of kerb space is regulated, ‘Priority Parking’ only regulates sections of the road.

Under a Priority Parking scheme, a road would be lined with lengths of parking bay for the exclusive use by residents holding a permit. Residents without a permit or visitors would require to park on a length of road not subject to regulation. Residential permit holder bays would only operate for a short period of time (in this case 10am to 2pm, Mon to Fri), thereby preventing long-stay parking by non-residents. It is also planned to revoke a short section of ‘At Any Time’ waiting restrictions to slightly increase the unregulated kerbside car parking space available at this location.

It is proposed the cost of a ‘Priority Parking’ permit would be half that of a 1<sup>st</sup> permit issued for an existing Controlled Parking Zone; so if introduced at this current time the charge would be £25. This rate takes into account the reduced operational hours of the restriction when compared to a controlled parking zone and the observation it would not be subject to the same enforcement in terms of staff resources.

Implementation costs – £450

Estimated maintenance costs – £450 every 5 years

Ward – Dyce / Bucksburn / Danestone

Elected members – Barney Crockett, Neil MacGregor, Avril MacKenzie, Gill Samarai

**The following proposals will be funded by developers**

**3.12 Culter House Road – proposed lengths of prohibition of waiting at any time**

A new turning head has been created on Culter House Road as a result of the Aberdeen Western Peripheral Route. In order to protect its function for turning

vehicles, it is proposed to introduce a certain length of prohibition of waiting at any time.

Implementation costs – N/A

Estimated maintenance costs – £201 every 5 years

Ward – Lower Deeside

Elected members – Philip Bell, Marie Boulton, M.Tauqeer Malik

**3.13 Wellington Circle** – proposed length of prohibition of waiting at any time

It is proposed to introduce certain lengths of prohibition of waiting at any time on Wellington Circle and the Access Road that will serve the new Calder Park (Cove Rangers) Stadium; this will ensure access/egress is unimpeded.

Implementation costs – N/A

Estimated maintenance costs – £195 every 5 years

Ward – Kincorth / Nigg / Cove

Elected members – Sarah Duncan, Stephen Flynn, Alex Nicoll, Philip Sellar

**3.14 ‘Balgownie’ Cala Homes Residential Development Phase 2 (Located off Balgownie Road)** - proposed 20mph speed limit

It is proposed the speed limit on the road serving the above residential development should be 20mph. This speed limit is considered appropriate in terms of the function of the new road and safety.

Implementation costs – £N/A

Estimated maintenance costs – £300 every 5 years

Ward – Bridge of Don

Elected members – Alison Alphonse, Brett Hunt, John Reynolds, Sandy Stuart

**3.15 Pittodrie Street** – ‘Car Club’ Parking Bays

To encourage sustainable transport and reduce the burden on parking capacity, it is proposed to introduce two ‘Car Club’ parking bays on Pittodrie Street. The cost of installing this facility will be met by the developer that is constructing adjacent student apartments.

For background, Car Clubs provide access to shared vehicles to members on a pay-as-you-drive basis. They provide much of the convenience of owning a car without the hassle or costs of repairs, depreciation, insurance, servicing

and parking. Car clubs tend to be organised on an area basis with cars located in clusters so that if one car is not available, a member will only have a short walk to access another car.

Implementation costs – N/A

Estimated maintenance costs – £200 every 5 years

Ward – George Street / Harbour

Elected members – Dell Henrickson, Ryan Houghton, Michael Hutchison, Sandra MacDonald

**3.16 Willowbank Road / Hardgate** – proposed relocation of “Pay & Display” parking bays and length of prohibition of waiting at any time

Due to a new access being created on the Hardgate to serve new development, it is necessary to introduce a length of prohibition of waiting at any time. While the aforementioned modification will replace current ‘pay & display’ parking bays at this location, the same capacity for ‘pay & display’ parking is being created on Willowbank Road, where the access to the site previously existed; accordingly, the proposed modification is a relocation of existing restrictions.

Implementation costs – N/A

Estimated maintenance costs – N/A (Relocation, so there is no additional burden on maintenance)

Ward – Torry / Ferryhill

Elected members – Yvonne Allan, Christian Allard, Alan Donnelly, Catriona MacKenzie

**3.17 Froghall Road** – One-Way System, ‘Car Club’ Parking Bay, and lengths of prohibition of waiting at any time

As a result of a residential development it is proposed to introduce a clockwise ‘one-way system on Froghall Road. The aforementioned is a result of limited visibility from a new access and also the observation the existing road layout lends itself to a one-way system. It is also proposed to introduce certain lengths of prohibition of waiting at any time and a single ‘Car Club’ parking bay.

Implementation costs – N/A

Estimated maintenance costs – £570 every 5 years

Ward – George Street / Harbour



Elected members – Dell Henrickson, Ryan Houghton, Michael Hutchison, Sandra MacDonald

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

- 3.18 **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 (19)**

45 Kincorth Land	15 Ashgrove Gardens South
10 Short Loanings (2)	4 Marchmont Street
33 Cava Close	22 Hartington Road
10H Holland Street	137 Ruthrieston Circle
13 Greenburn Road	20 Cadenhead Place
39 Beachview Court	40 Beachview Court
15 Balmoral Court	50 Beachview Court
67 Simpson Road	29 Beachview Court
121 Kirkhill Road	86 Lewis Road
130 Gardner Crescent	

**Off-street parking (12)**

Off-street car park serving 45-115 Pennan Road (1 no.)	Off-street car park serving 33-50 Shetland Walk (1 no.)
Off-street car park serving Brimmond Court (3 no.)	Off-street car park serving 2-32 Raeden Crescent (2 no.)
Off-street car park serving Brimmond School (5 no.)	

**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.

<b>Budget</b>	<b>Implementation costs (£)</b>	<b>Maintenance costs (£) every 5/10 years</b>	<b>Comments</b>
<b>Cycle, Walking, Safer Streets (Scot Gov. Grant)</b>	3620	3365	If budgets are not currently available locations will be placed on a priority list for when future funding becomes available
<b>NESTRANS/ SUSTRANS</b>	N/A	N/A	Maintenance of these works generally falls to the council maintenance budget when they are on-street restrictions
<b>Developer financed</b>	N/A	1466	Maintenance of these works generally falls to the council maintenance budget when they are on-street restrictions
<b>Disabled Parking</b>	8060	Some of these spaces will require to be relined approximately every 5 years at a cost of £100 per space and some will require removal before this time at a cost of £108 per space.	

## 5. LEGAL 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.

## 6. MANAGEMENT OF RISK

### 6.1 Financial

N/A

6.2 Employee

N/A

6.3 Customer / Citizen

Road safety levels and/or traffic management could be compromised if measures are not progressed, leading to continued public concern.

Potential Impact: Medium

Likelihood of occurrence: Low

Mitigation: Officers propose measures that are deemed reasonable and appropriate to address Road Safety and/or Traffic Management concerns, thereby reducing possibility of public objection.

Risk Level: Medium

6.4 Environmental

N/A

6.5 Technological

N/A

6.6 Legal

N/A

6.7 Reputational

Proposals can be contentious and attract negative feedback.

Potential Impact: Low

Likelihood of occurrence: Low

Mitigation: Concerned parties would be provided with a thorough rationale as to the requirement for the proposal.

Risk Level: Low

**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.

An Equality and Human Rights Impact Assessment (EHRIA), has been completed to assess 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**

N/A

## **9. APPENDICES (if applicable)**

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

## **10. REPORT AUTHOR DETAILS**

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Tel. 01224 522308

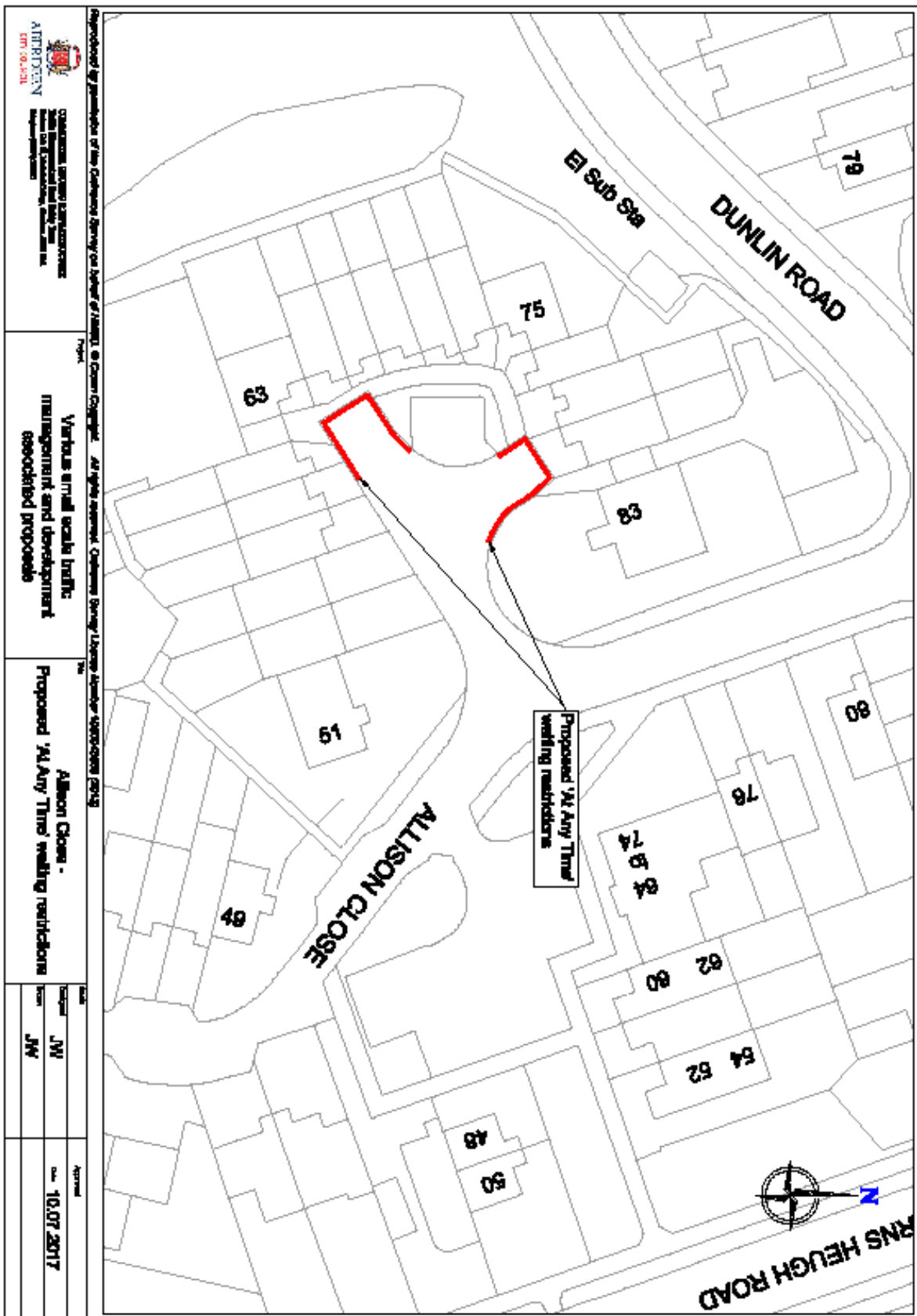
## **HEAD OF SERVICE DETAILS**

Mark Reilly  
Head of Public Infrastructure and Environment

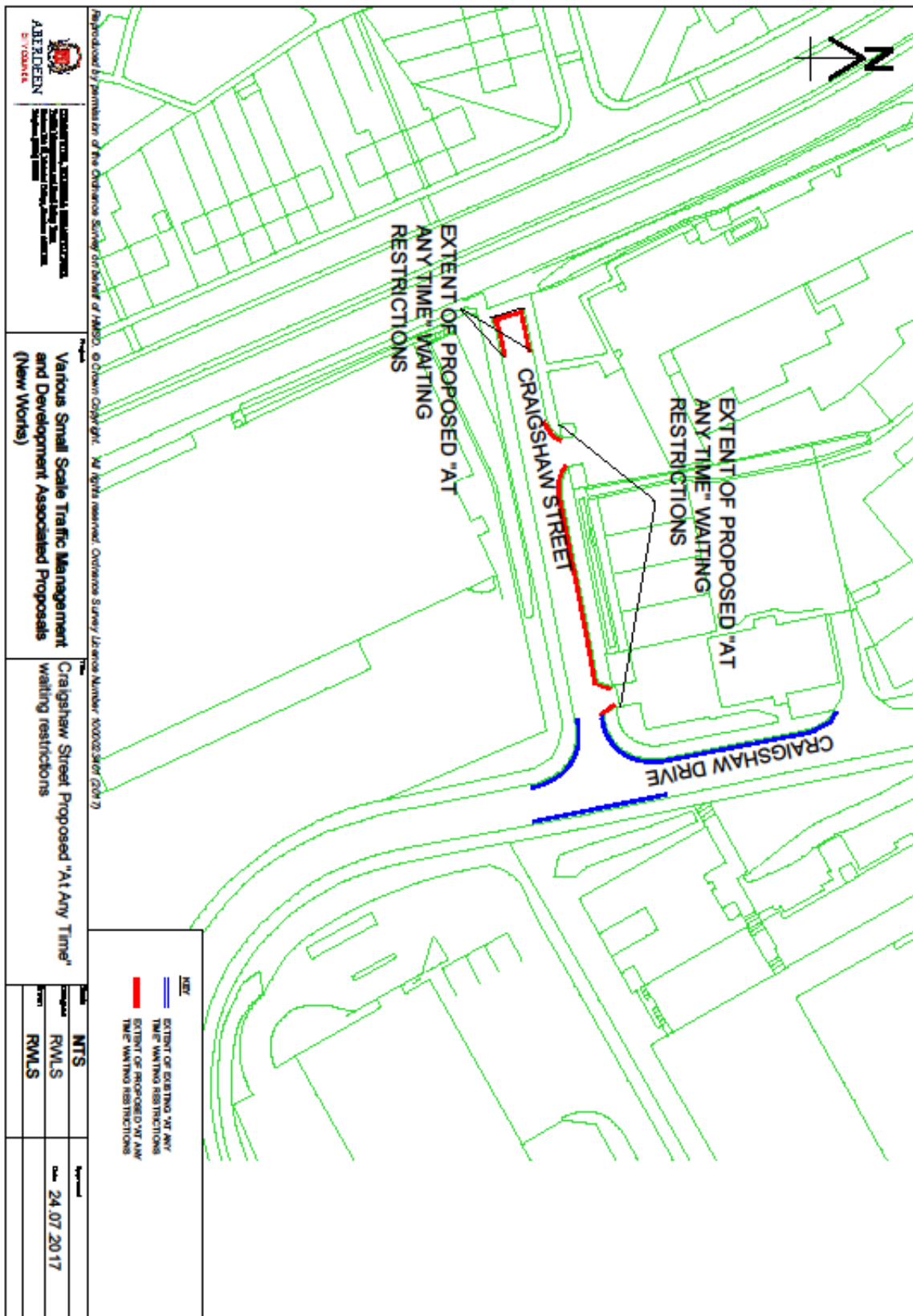
Email: [mareilly@aberdeencity.gov.uk](mailto:mareilly@aberdeencity.gov.uk)  
Tel. 01224 523096

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

**3.1 Allison Close – Proposed lengths of prohibition of waiting at any time**



### 3.2 Craighaw Street - Proposed lengths of prohibition of waiting at any time

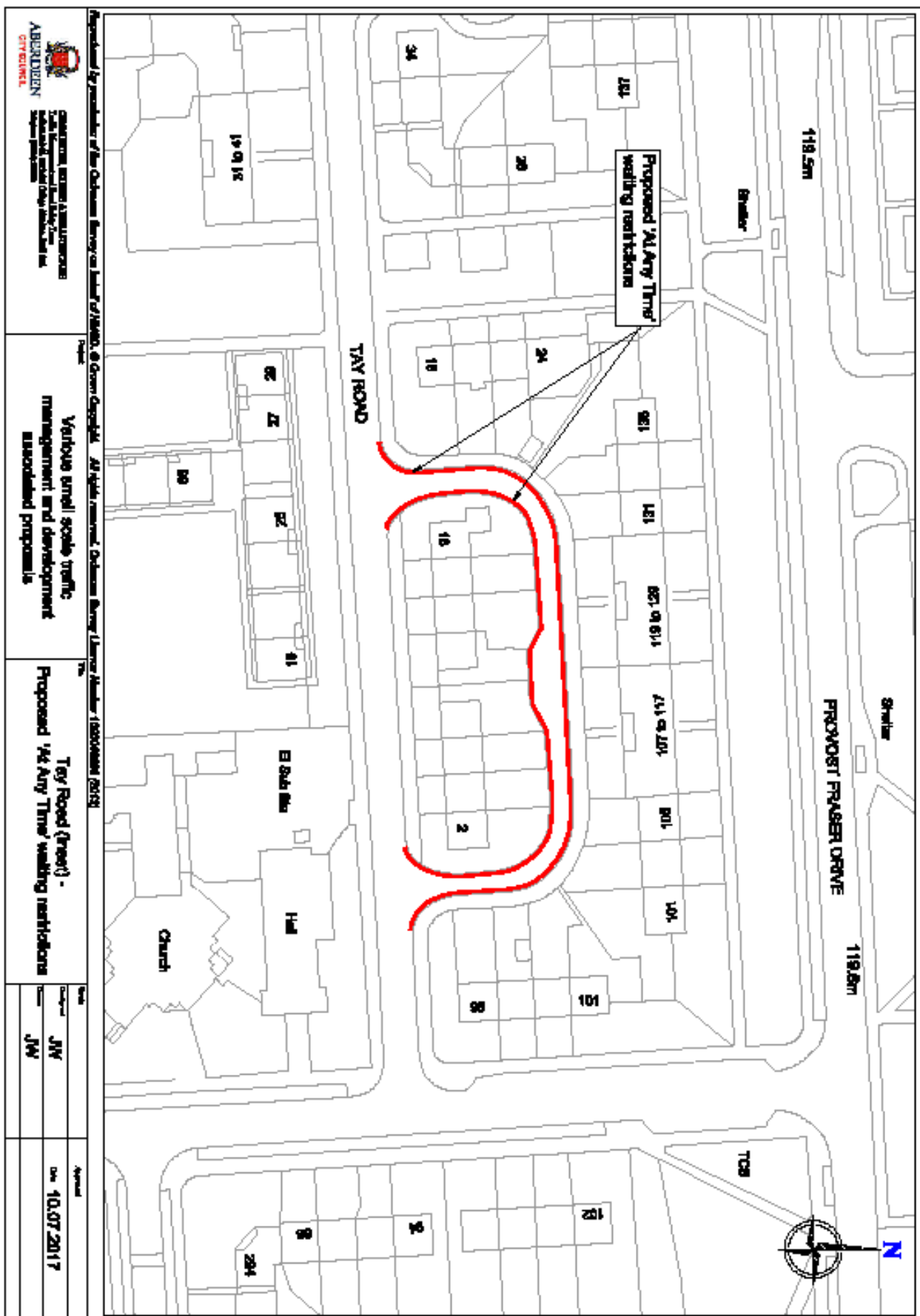


3.3 **St Machar Road** – Footway parking prohibition and proposed lengths of prohibition of waiting at any time



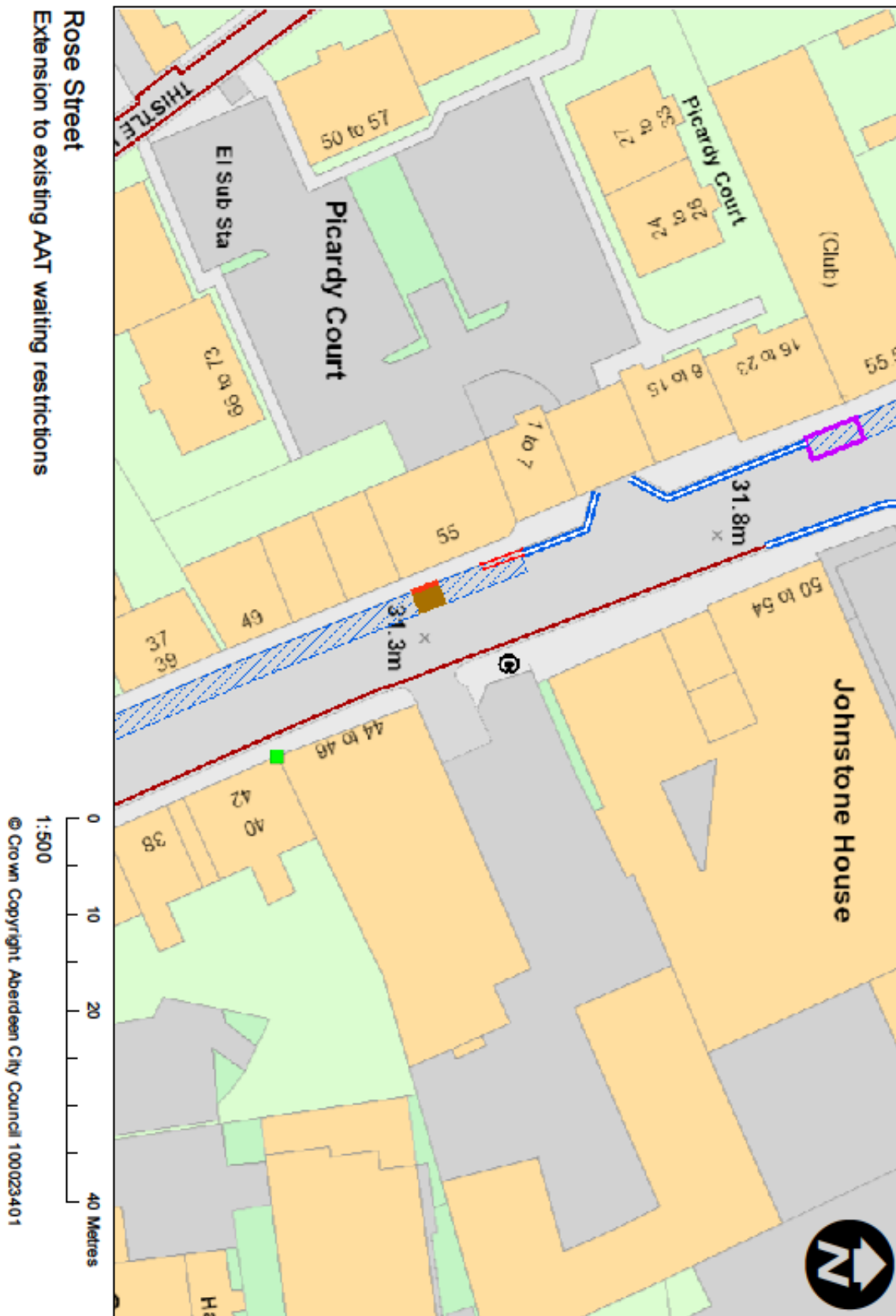


3.4 Tay Road, Mastrick – Proposed lengths of prohibition of waiting at any time

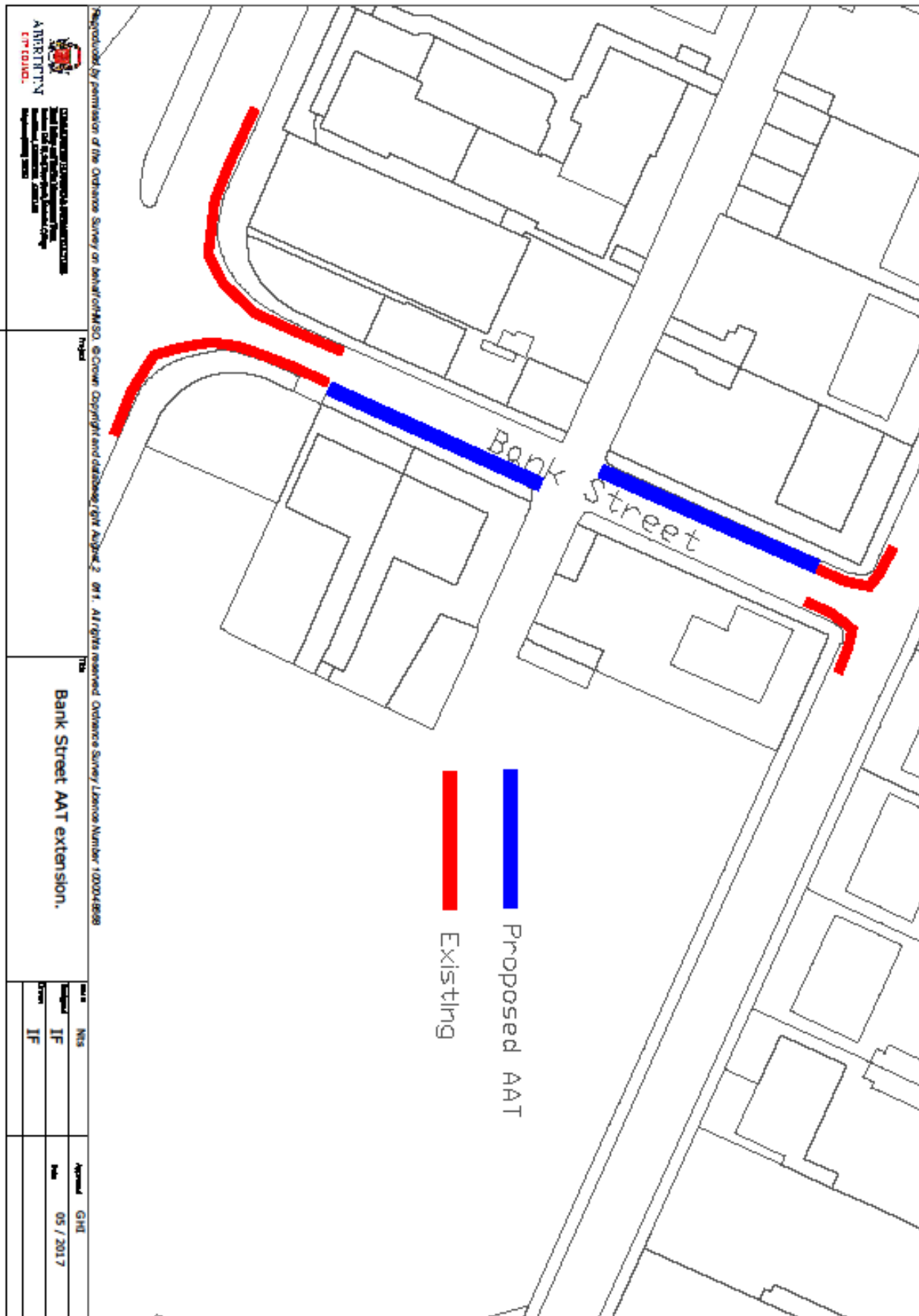


 <p><b>ABULJUZIEN CITY COUNCIL</b>          MUNICIPAL ENGINEER ABULJUZIEN          2nd Floor, Municipal Building, 1st Stage,          Sector 10, Abu Dhabi, UAE</p>	<p>Project: Various small scale traffic management and development associated proposals</p>	<p>By: Tay Road (West) - Proposed "At Any Time" waiting restrictions</p>	Drawn	Approved
			<p>JW</p>	<p>10.07.2017</p>
			Checked	
			JW	

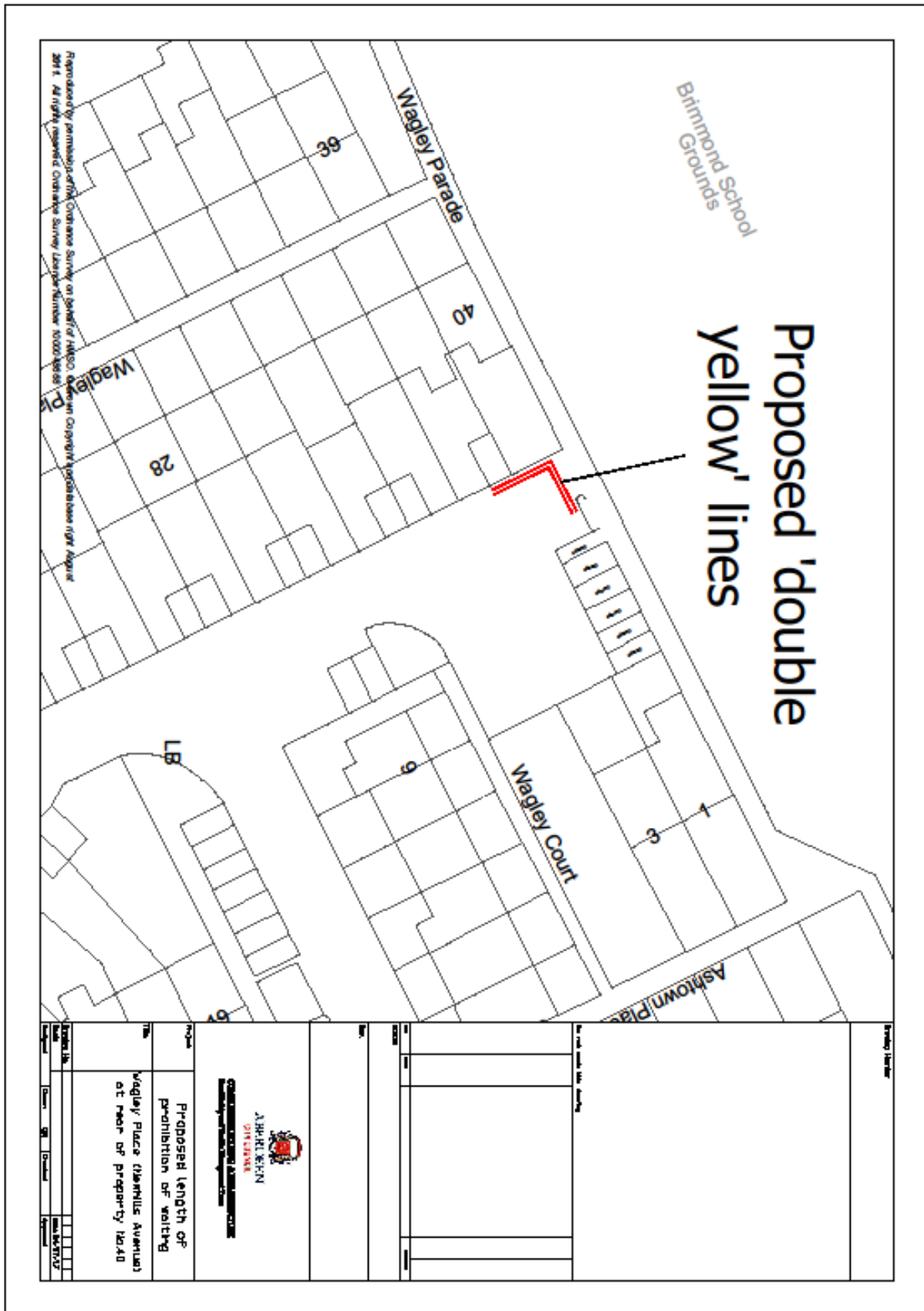
3.5 **Rose Street** – proposed extension of an existing length of prohibition of waiting at any time



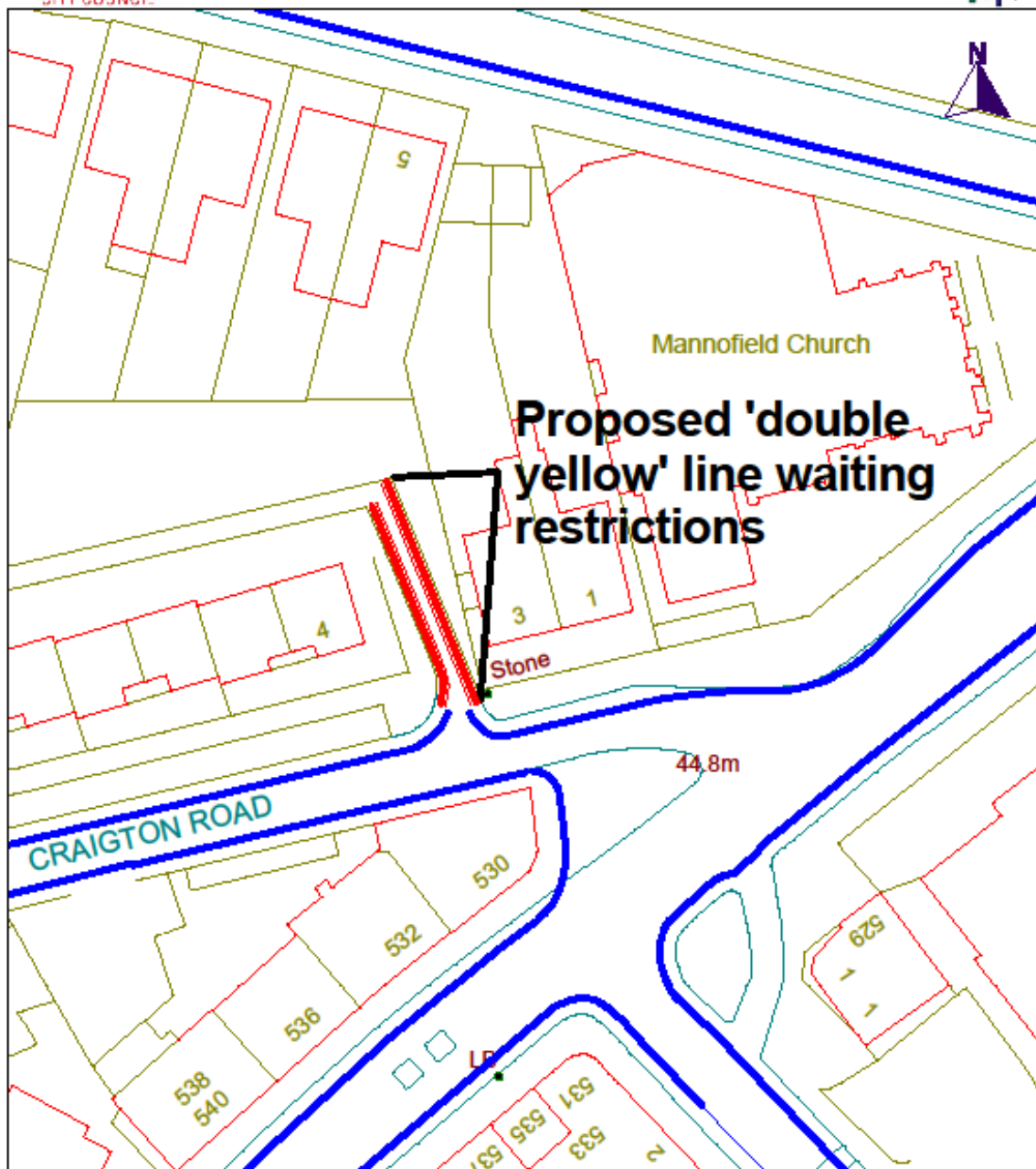
### 3.6 Bank Street, Woodside – proposed lengths of prohibition of waiting at any time



3.7 Wagley Place/Court (adopted carriageway Newhills Avenue) – proposed length of prohibition of waiting at any time



3.8 Unnamed Road serving property nos. 4 to 18 Craighton Road – proposed lengths of prohibition of waiting at any time



Title: Unnamed Road serving property nos. 4 to 18 Craighton Road – proposed lengths of prohibition of waiting at any time

Scale: 1:500

Date: 24 July 2017

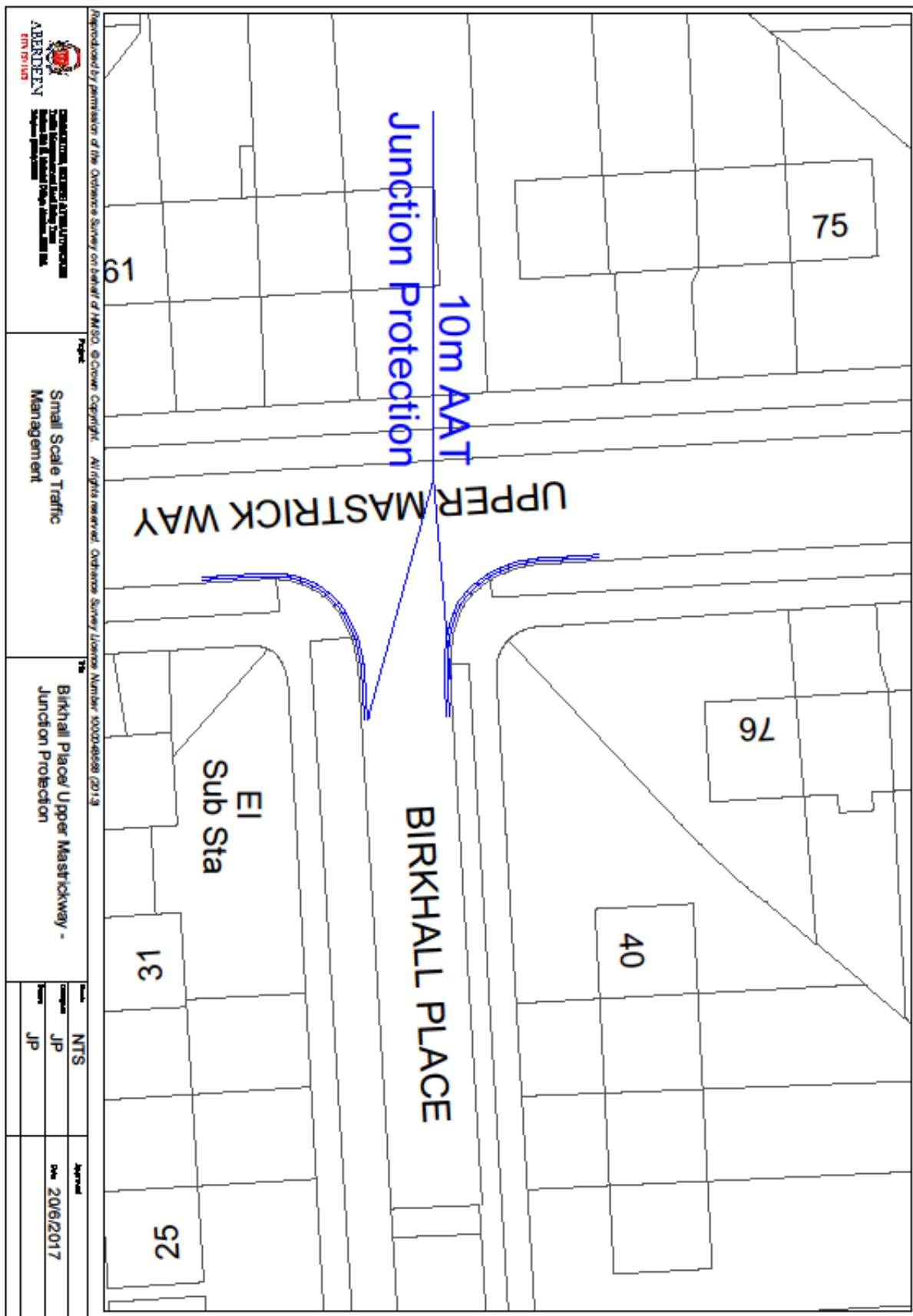
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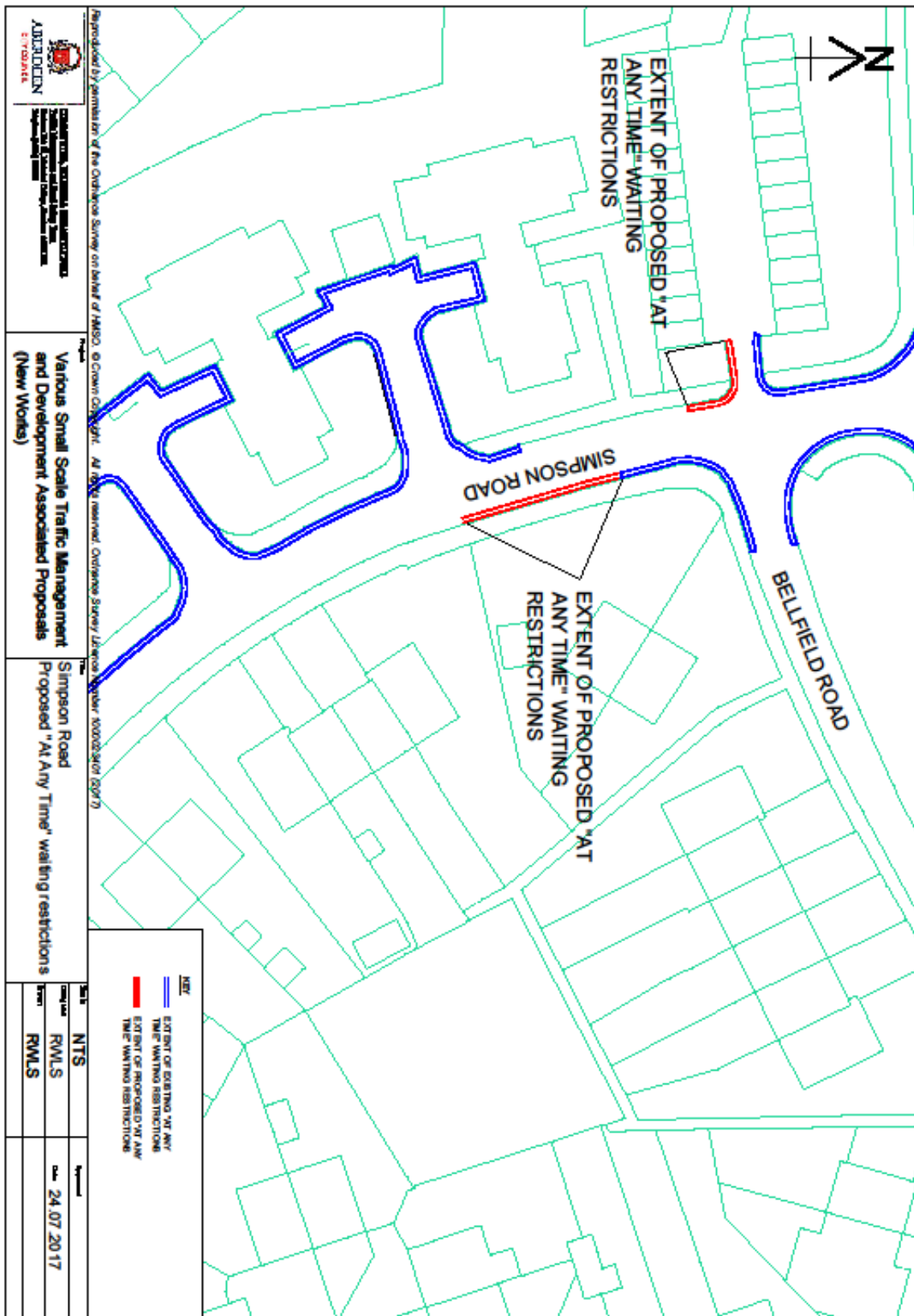
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Map data prepared by: GIS, Research & Information Unit, Strategic Leadership Unit (2012)

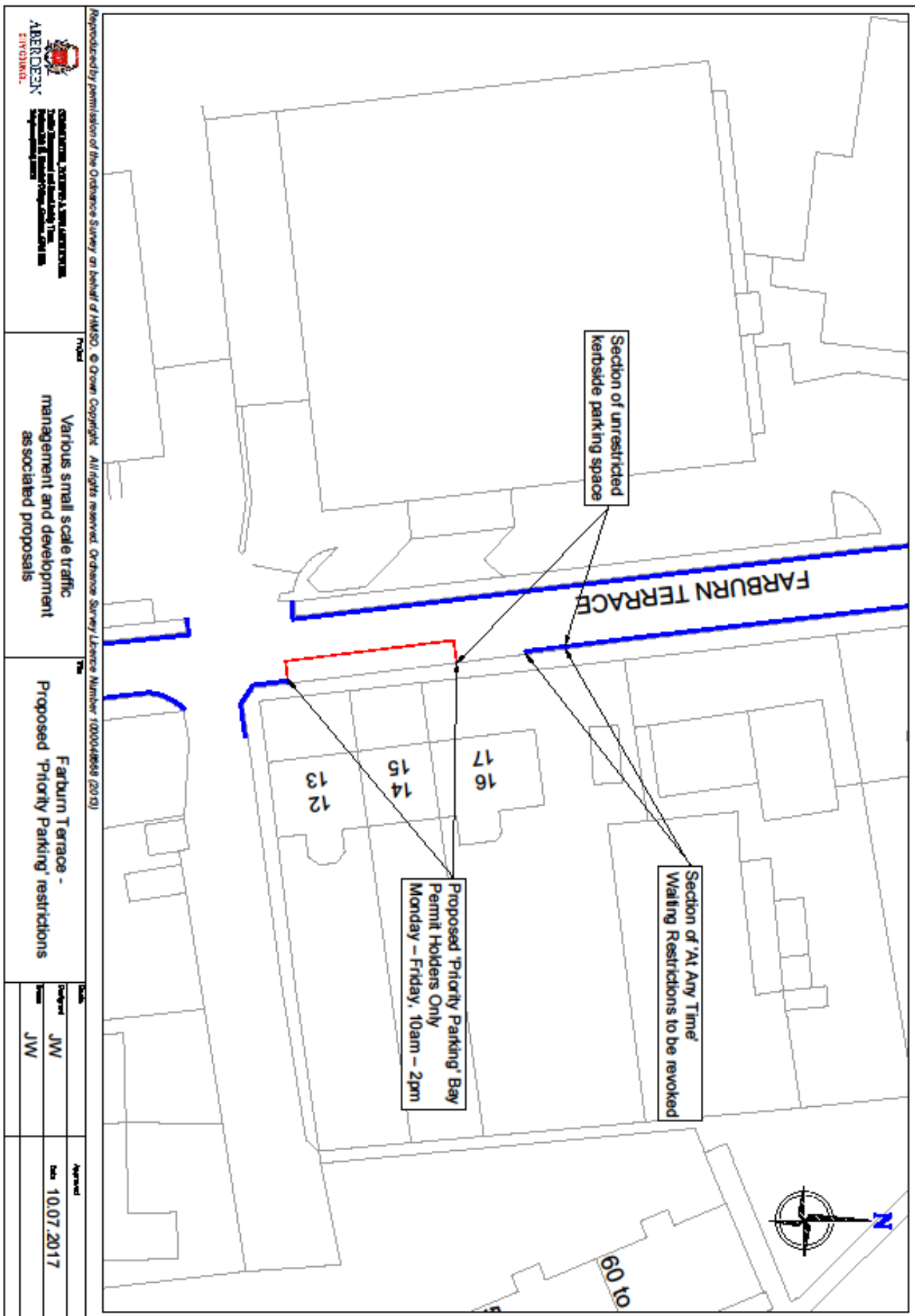
3.9 Birkhall Place / Upper Mastrick Way - proposed lengths of prohibition of waiting at any time



### 3.10 Simpson Road - proposed lengths of prohibition of waiting at any time



### 3.11 Farburn Terrace – Resident Permit Priority Parking Bays





### 3.13 Culter House Road – proposed lengths of prohibition of waiting at any time

**NOTES:**

1. Working sheet only has been used for the design element shown in the drawing.
2. All dimensions are in millimetres unless stated otherwise.
3. For this plan drawing refer to AMPR-DW-DMV-DMV-100-DR-C-001.
4. The drawing is based on the following information:
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Updated for various TDs & ACC Consultation Comments Incorporated				
Rev	Drawn / Date	Checked	Approved	Date

**FOR CONSTRUCTION**

**Aberdeen**  
roads limited

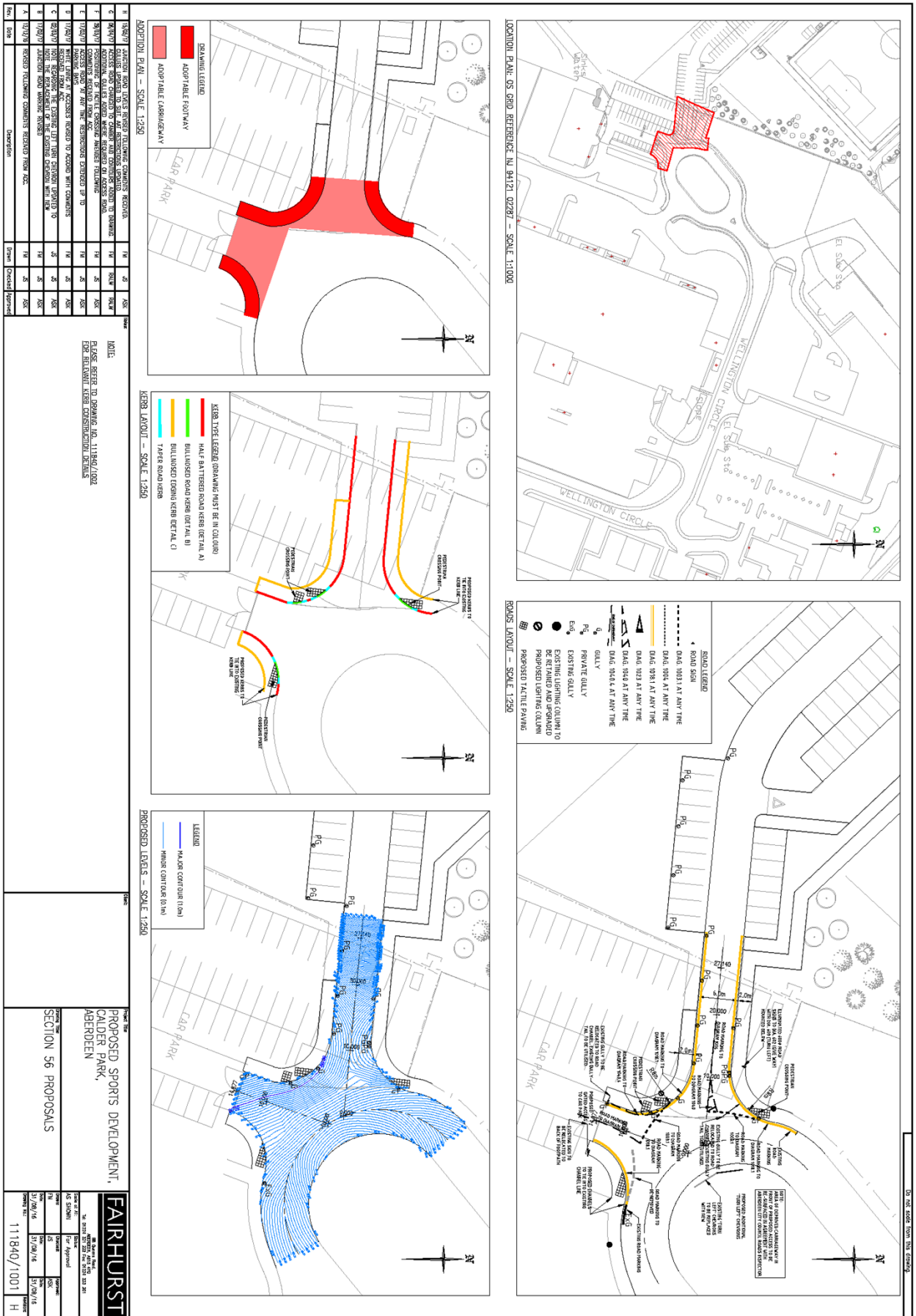
**Aberdeen Western Peripheral Route**

Scale	1:1250	Design	DMV	Checked	DMV	Approved	DMV	DC	DMV
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Drawn Date	30/09/17	Checked Date	30/09/17	Approved Date	30/09/17	DC	DMV		

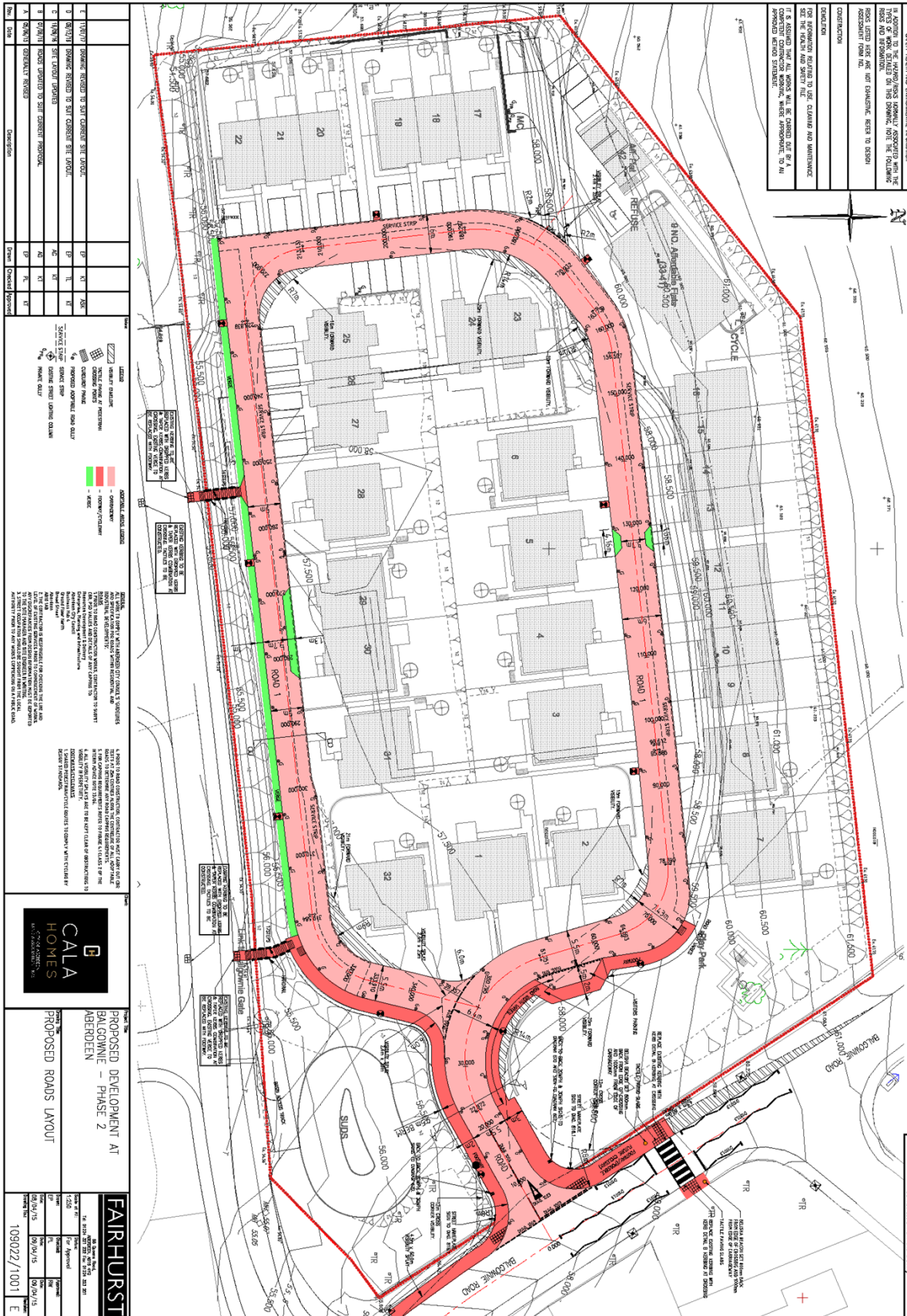
**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

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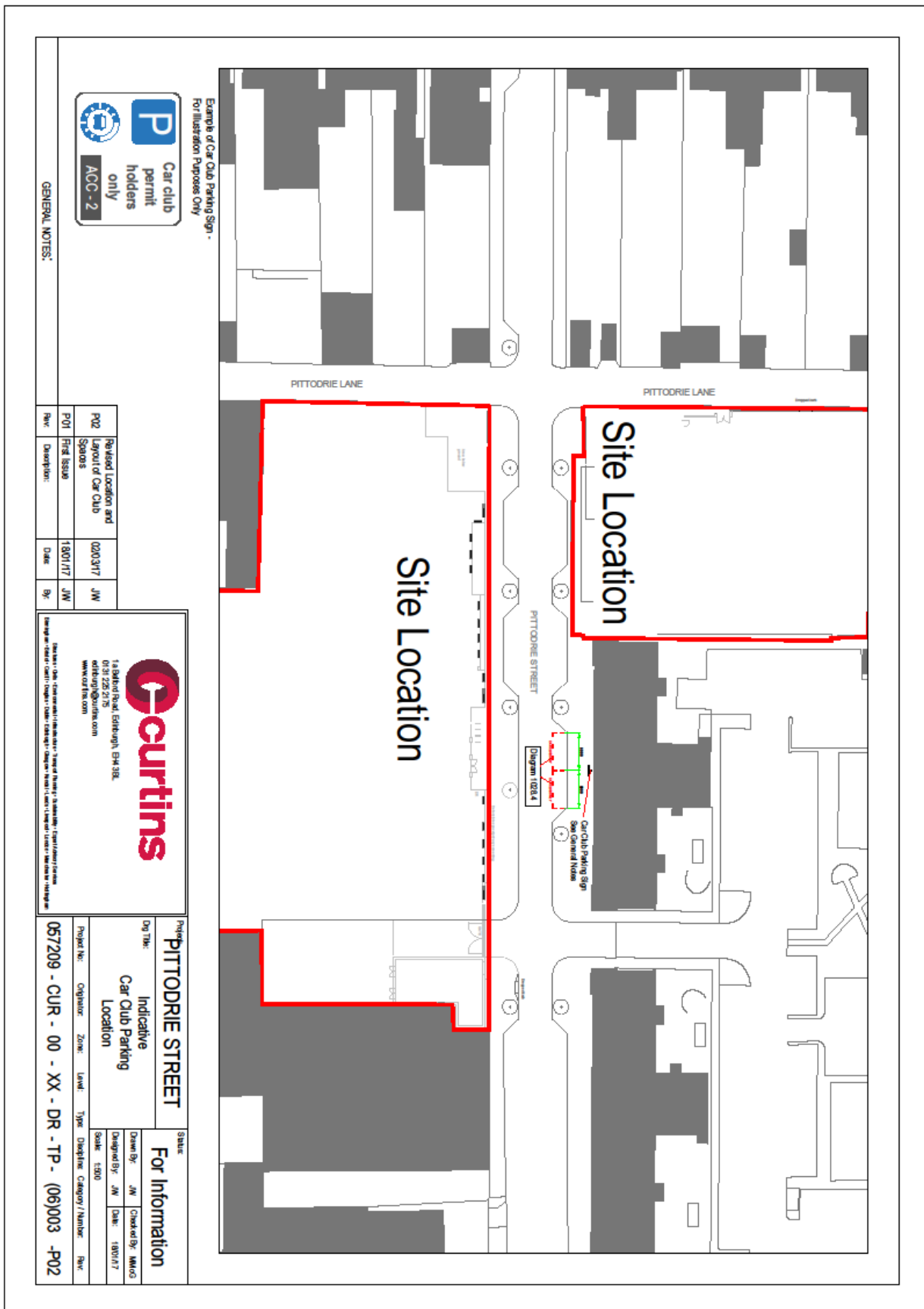
### 3.14 Wellington Circle – proposed length of prohibition of waiting at any time



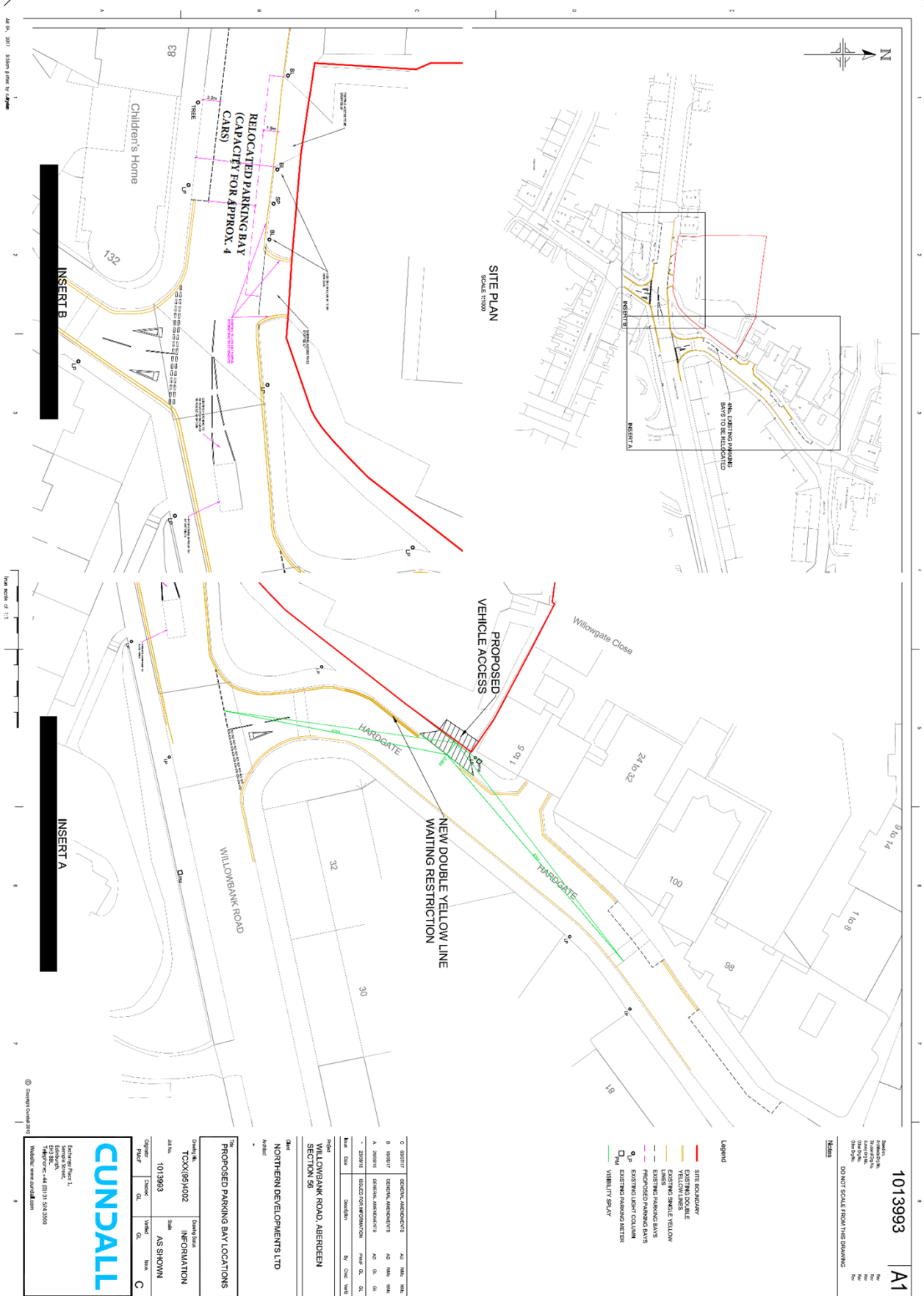
### 3.15 'Balgownie' Cala Homes Residential Development Phase 2 (Located off Balgownie Road) - proposed 20mph speed limit



### 3.16 Pittodrie Street – ‘Car Club’ Parking Bays



### 3.17 Willowbank Road / Hardgate – proposed relocation of “Pay & Display” parking bays and length of prohibition of waiting at any time



3.18 **Froghall Road – One-Way System, ‘Car Club’ Parking Bay, and lengths of prohibition of waiting at any time**

