

ABERDEEN CITY COUNCIL

COMMITTEE	Operational Delivery Committee
DATE	19 April 2018
REPORT TITLE	Windmill Brae, Langstane Place, Justice Mill Lane – Night time Pedestrianisation - Informal Consultation
REPORT NUMBER	OPE/18/007
DIRECTOR	Rob Polkinghorne
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Ross Stevenson
TERMS OF REFERENCE	3 & 4

1. PURPOSE OF REPORT

This report advises the Committee of the initial feedback from the informal consultation on the Justice Mill Lane / Langstane Place / Windmill Brae night time pedestrianisation plans and thereafter outlines the detailed proposals and asks permission to progress the statutory procedure to establish the Traffic Regulation Orders required to bring these proposals into effect.

2. RECOMMENDATION(S)

That the Committee:

- (i) Approve the outline principle of the proposals to introduce a pedestrianised zone (no motor vehicles) between 10pm and 5am, 7 days a week, on Justice Mill Lane, Bon Accord Terrace (part of), Langstane Place (part of), Gordon Street (part of), Windmill Brae, Windmill Lane, Bath Street and Bridge Street (part of), with exemptions for cyclists, blue badge holders and also to allow access to off-street car parks.
- (ii) Approve the outline principle of the proposals for the 24 hour pedestrianisation of Langstane Place between Dee Street and Crown Street, with a timed exemption for delivery by goods vehicles between 6am and 11am Monday to Saturday.
- (iii) Approve the outline principle of the proposals for the introduction of a one-way restriction on Windmill Brae.

- (iv) Approve the outline principle for the proposed reintroduction of pay and display parking bays on the east side of Dee Street, with the conversion of 3 existing pay and display bays on the west side to blue badge holders only.
- (v) Instruct the Chief Officer Operations and Protective Services 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.
- (vi) Following the public advertisement, if there are no objections, the Traffic Regulations Orders may be made by way of delegated authority. In the event of objection(s) being lodged, instruct officers to report the results to a future meeting of this Committee.

3. BACKGROUND

- 3.1 Over a number of years Police Scotland have raised safety concerns regarding the interaction between pedestrians and vehicular traffic at night time in the Windmill Brae area. As a result a series of night time surveys were undertaken with the purpose of providing background information for any future traffic management proposals in the area.
- 3.2 As part of the Aberdeen City Council's City Centre Masterplan (CCMP), the following project was proposed:

EN03 Langstane Place / Windmill Brae: This key area for evening economy activities will be enhanced as a pedestrian priority area with new cycle routes, improved streetscape and lighting.
- 3.3 An informal consultation on the outline traffic management proposals for the first phase of this project was carried out by way of leaflet drop in October 2017; this process was subsequently extended into November to include additional residential and commercial properties within the scope of the consultation. In addition a meeting was held with the chairman of the Bon Accord Residents Group to discuss their concerns regarding the proposals.
- 3.4 The consultation leaflet outlined the general traffic management proposals for the night time pedestrianisation of Justice Mill Lane / Langstane Place and Windmill Brae and included the specific introduction of a prohibition of vehicles from a short stretch of Langstane Place between Dee Street and Crown Street, at all times, and the permanent introduction of a section of one-way on Windmill Brae between Crown Street and Bath Street. (See Appendix A).

3.5 The feedback received is summarised in Appendix B - Summary of Consultation Responses, with appropriate commentary, however the responses can be categorised as follows:

- A letter of concern from an affected residents group
- Two letters of concern from local residents
- Two letters of concern from a nearby church
- Three letters of concern raised by businesses
- Two letters of support from businesses in the area with some comment regarding adjustments to the scheme
- Five letters of unqualified support from organisations and businesses such as Aberdeen Inspired and, Aberdeen Street Pastors
- A letter from a member of the Disability Equity Partnership

3.6 From the feedback, there are two main traffic management related areas of concern from the residents and businesses in the area. The first relates to the concerns raised by the residents regarding the potential for increased levels of anti-social behaviour. This is responded to fully within Appendix B; however one proposed alteration would be the expansion of the pedestrianisation to include Bon Accord Terrace between Union Street and Langstane Place. An expansion would reduce the potential for drivers utilising the southern part of Bon Accord Terrace as a collection point as the route would be more convoluted but would still maintain access to the residents.

3.7 The second traffic management issue raised concerns the operation of the scheme and the ability for residents / businesses to access their properties during the hours of operation. How access is managed could influence the efficacy of the scheme; the more open the restriction is the more vehicles could use the area.

3.8 The more open the restriction is the more challenging it becomes for Police Scotland to effectively enforce any non-compliance. Officers consider that cyclists and Blue Badge holders should certainly be exempt from any movement restrictions. Further, the following are a summary of types of pedestrianisation and potential additional exemptions, some of which are already in use in Aberdeen:

No exemption - No exemptions would prevent access to all vehicles, including the off-street car parks, on-street parking bays. Currently there are no pedestrianised areas without any exemptions.

Except for Access - Both New Pier Road, Footdee, and the Belmont Street Area are pedestrianised zones with an exemption "Except for Access". In the instance of Belmont Street / Back Wynd this includes access to off-street car parks, a taxi rank, blue badge spaces, and also allows for direct loading to properties.

Except for loading by goods vehicles - The George Street Area, The Green and the St Nicholas Street area all operate as pedestrianised zones, except for access for goods vehicles only.

Except for Permit holders - In addition to an exclusion for goods vehicles the Shiprow Area, between Shore Brae and Market Street, includes an “Except for Permit Holders” this system is historical and in practice has never been fully operated, however such a scheme could be developed for the proposed area.

Except for access to off-street car parks - Whilst the current *Traffic Signs Regulations and General Directions 2016*, do not allow a “pedestrianised zone” to operate with an “Except for Access to off-street car parks” they do allow a “No motorised Vehicles Except for Access to Off-street car parks”. Whilst this essentially means the same thing, if chosen, officers would seek Scottish Government approval for a variation of the pedestrianisation sign to provide clarity and consistency of message to the public.

- 3.9 Appendix C – Option Appraisal, shows an assessment of each option and concludes that the most appropriate option would be with the inclusion of an “except for access to off-street parking”.
- 3.10 Appendix D – Revised Scheme Proposals, shows the adjusted proposals for the scheme.
- 3.11 The surveys carried out in 2015 suggest that the pedestrian activity along the corridor increases steadily from 9pm, generally peaking between midnight and 1am, where 1361 pedestrian movements were recorded along the corridor. On a single Saturday evening 6034 pedestrian movements were recorded between 2100 and 0500 at the junction of Langstane Place / Bon Accord Street. The peak period for vehicular traffic occurs between 9pm and 1am. In order to address the vehicular / pedestrian conflict at its height whilst also minimising impact on residential movement it is suggested that the operational hours of the scheme are set at 10pm – 5am in the outset.
- 3.12 There are approximately 30 pay and display parking spaces within the proposed area. On reviewing the extent of the timed waiting restrictions, it is evident that there are approximately 50 further night time parking spaces, giving a total of approximately 80 on-street parking spaces. Setting the operational hours between 10pm and 5am would allow residents to park their car on-street before 10pm, after this time it will only be possible to remove cars from the area, or to park in an off-street parking area. It should be noted that this area is currently part of parking zone B, however there is an existing commitment to rationalise the city centre parking zones to create larger boundaries, to assist residents with the availability of parking spaces.

4. FINANCIAL IMPLICATIONS

- 4.1 An application for funds was made to the Bus Lane Enforcement (BLE) surplus fund in 2017/18, £20k was allocated during that financial year but the funds have not been released. A committee report on the BLE surplus is

being submitted to the City Growth & Resources Committee on 26 April 2017 requesting the funding carry forward into the 2018/19 financial year.

5. LEGAL IMPLICATIONS

- 5.1 Should the committee decide to accept the recommendations within the report it will be necessary to promote a new Traffic Regulation Order, to do this Aberdeen City Council must follow the procedures set out in *The Local Authorities' Traffic Orders (Procedure)(Scotland) Regulations 1999*.

6. MANAGEMENT OF RISK

	Risk	Low (L), Medium (M), High (H)	Mitigation
Financial	Implementation costs There is a risk that the signage costs could increase based on locations of utilities, power supplies, etc.	M	Existing power supplies will be utilised whenever possible and signs will be located to minimise impact.
Legal	Objections received relating to the Statutory Process.	L	Officers will follow the procedures set out in The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999.
Employee	None.		
Customer	These proposals may have a detrimental impact on Taxi users due to the proposed restrictions between Dee Street and Crown Street.	M	Officers will include the Taxi groups as part of the statutory consultation process.
Environment	None.		
Technology	None.		
Reputational	None.		

7. OUTCOMES

Local Outcome Improvement Plan Themes	
	Impact of Report

Prosperous Place	People friendly City - The proposals will enhance the night-time environment, and create safer streets for people.
-------------------------	--

Design Principles of Target Operating Model	
	Impact of Report
Customer Service Design	-
Organisational Design	-
Governance	-
Workforce	-
Process Design	-
Technology	-
Partnerships and Alliances	-

8. IMPACT ASSESSMENTS

Assessment	Outcome
Equality & Human Rights Impact Assessment	EHRIA not required
Privacy Impact Assessment	Not required
Children's Rights Impact Assessment/Duty of Due Regard	Not applicable

9. BACKGROUND PAPERS

City Centre Masterplan

10. APPENDICES (if applicable)

Appendix A – Consultation Leaflet

Appendix B – Consultation Responses

Appendix C – Pedestrianisation Assessment
Appendix D – Proposals Plan

11. REPORT AUTHOR CONTACT DETAILS

Ross Stevenson
rstevenson@aberdeencity.gov.uk
01224 522678