

ABERDEEN CITY COUNCIL

COMMITTEE	Operational Delivery
DATE	17 January 2019
REPORT TITLE	Various Small-Scale Traffic Management and Development Associated Proposals (Stage 3 – Public Advert)
REPORT NUMBER	OPE/19/157
Chief Operating Officer	Rob Polkinghorne
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Tolu Olowoleru
TERMS OF REFERENCE	3

1. PURPOSE OF REPORT

- 1.1 Following completion of the statutory consultation process, this report considers objections that have been lodged with respect to proposed Traffic Regulation Orders (TROs) at the public advertisement stage.

2. RECOMMENDATION

It is recommended that the Committee: -

- 2.1 Acknowledges the objections received as part of the statutory consultation in relation to the "The Aberdeen City Council (Westerton Road, Cults, Aberdeen) (Prohibition of Waiting) Order 201X" and considers the contents of the objections.
- 2.2 Approves the making of "The Aberdeen City Council (Westerton Road, Cults, Aberdeen) (Prohibition of Waiting) Order 201X" produced in Appendix 4.

3. BACKGROUND

This report deals with proposed TROs which, at the public advertisement stage, received statutory objections from members of the public.

This report presents the objections received and provides responses to any issues raised. Plans detailing each of the schemes in question are included within Appendix 1 to this report. Redacted copies of the letters of objection received (Appendix 2) and the public notice for each of the proposed orders (Appendix 3) are also included.

3.1 The Aberdeen City Council (Westerton Road, Cults, Aberdeen) (Prohibition of Waiting) Order 201X

3.1.1 Proposal

Concerns were raised regarding the forward visibility on Westerton Road Bridge (Bridge No. 065DX). When vehicles are parked on the north side of Westerton Road, it forces vehicles traveling south westbound (towards Inchgarth Road) to utilise the offside lane of the carriageway. This creates a potential for head on conflict if a driver is similarly travelling north eastbound (towards North Deeside Road). Given the reduced visibility caused by the gradient of the bridge, the waiting restrictions at this location will enable vehicle to pass any parked vehicles before returning to the correct side of the carriageway before the bridge, reducing the chance of head on conflicts.

Additionally, concerns were raised about vehicles parking behind and up to the build out on Westerton Road, in proximity to property number 11. This reduces visibility at this traffic calming feature and covers the give way markings. It is therefore proposed to promote at any time waiting restrictions at this location to prevent parking at this inappropriate location.

To ensure parking is not displaced to other inappropriate areas such as the sharp bend it is proposed to link these restrictions up.

3.1.2 Objections

One statutory objection was received from Cults Bieldside and Milltimber Community Council and three statutory objections were received from residents of Westerton Road. Cults Bieldside and Milltimber Community Council were mainly concerned about the waiting restriction adjacent properties 1-7 and 2-10 Westerton Road, they prefer the restriction starts after the speed cushion south of properties 1-7 and 2-10. The Community Council is concerned that most of these properties have no driveways or rear access and questions how the properties can be served (for example) by trades-peoples' vehicles. However, they have recognised the danger of builders' vans involved in multi-day jobs at Westerton Road properties which are sometimes left on Westerton Road overnight creating a hazard especially in the hours of darkness. Hence, they have proposed a timed restriction be introduced to deter builders from parking outside working hours instead.

The residents were concerned that the restriction will result in increased vehicular speed and volume, they believe having parked cars on the road is a form of traffic calming. In summary, they think this restriction will make the road unsafe for all road users.

3.1.3 Response

It is proposed to implement "at any time" waiting restriction on south sides of Westerton Road, from 11 metres south of its junction with Ashfield Road, south-eastwards for a distance of 143 metres, and on its north-east side from 76 metres south of its junction with North Deeside Road, south-eastwards for a distance of 124 metres. Based on Officers investigations, they have calculated this to be the extent necessary to ensure proper visibility and reduce any chance of head on collision.

As the purpose of this proposal is to ensure visibility at all time and for residents, pedestrians and all vehicle users to feel safe to travel on this road, introducing

a timed restriction will forfeit this purpose. Tradesmen can stop on the waiting restriction to load and unload materials and equipment and then move their vehicle to a more appropriate parking place for the duration of their work.

Introducing “at any time” waiting restriction on Westerton Road is not likely to result in increased vehicular speed as there are speed bumps on it. Regarding the possibility of increased vehicular volume, this is not likely to happen. With the opening of the AWPR, we expect more traffic to be diverted to it.

We have received emails from two residents of Westerton Road with comments agreeing with our proposal. They have both highlighted the danger of the current parking situation on this road.

4. FINANCIAL IMPLICATIONS

4.1 These proposals will be funded through the Cycling, Walking and Safer Streets budget.

5. LEGAL IMPLICATIONS

5.1 None.

6. MANAGEMENT OF RISK

	Risk	Low (L), Medium (M), High (H)	Mitigation
Financial	N/A		
Legal	Insufficient resources could require the TRO to have to re-enter the legislative process if it is unable to be implemented within the statutory period of 2 years from consultation.	L	Reviewing the priority of the project in respect of funding in order to ensure that the consultation process does not need to be restarted.
Employee	N/A		
Customer	Road safety levels and traffic management could be compromised if measures are not progressed, leading to continued public concern.	L	Officers propose measures that are deemed reasonable and appropriate to address the Road Safety and Traffic Management issues to reduce incidents of public objections.

Environment	N/A		
Technology	N/A		
Reputational	Proposals can be contentious and attract negative feedback.	L	Concerned parties would be provided thorough rationale as to the requirement for the proposal.

7. OUTCOMES

Local Outcome Improvement Plan Themes	
	Impact of Report
Prosperous Place	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.

8. IMPACT ASSESSMENTS

Assessment	Outcome
Equality & Human Rights Impact Assessment	Full EHRIA required
Privacy Impact Assessment	Not required
Duty of Due Regard / Fairer Scotland Duty	Not Applicable

9. BACKGROUND PAPERS

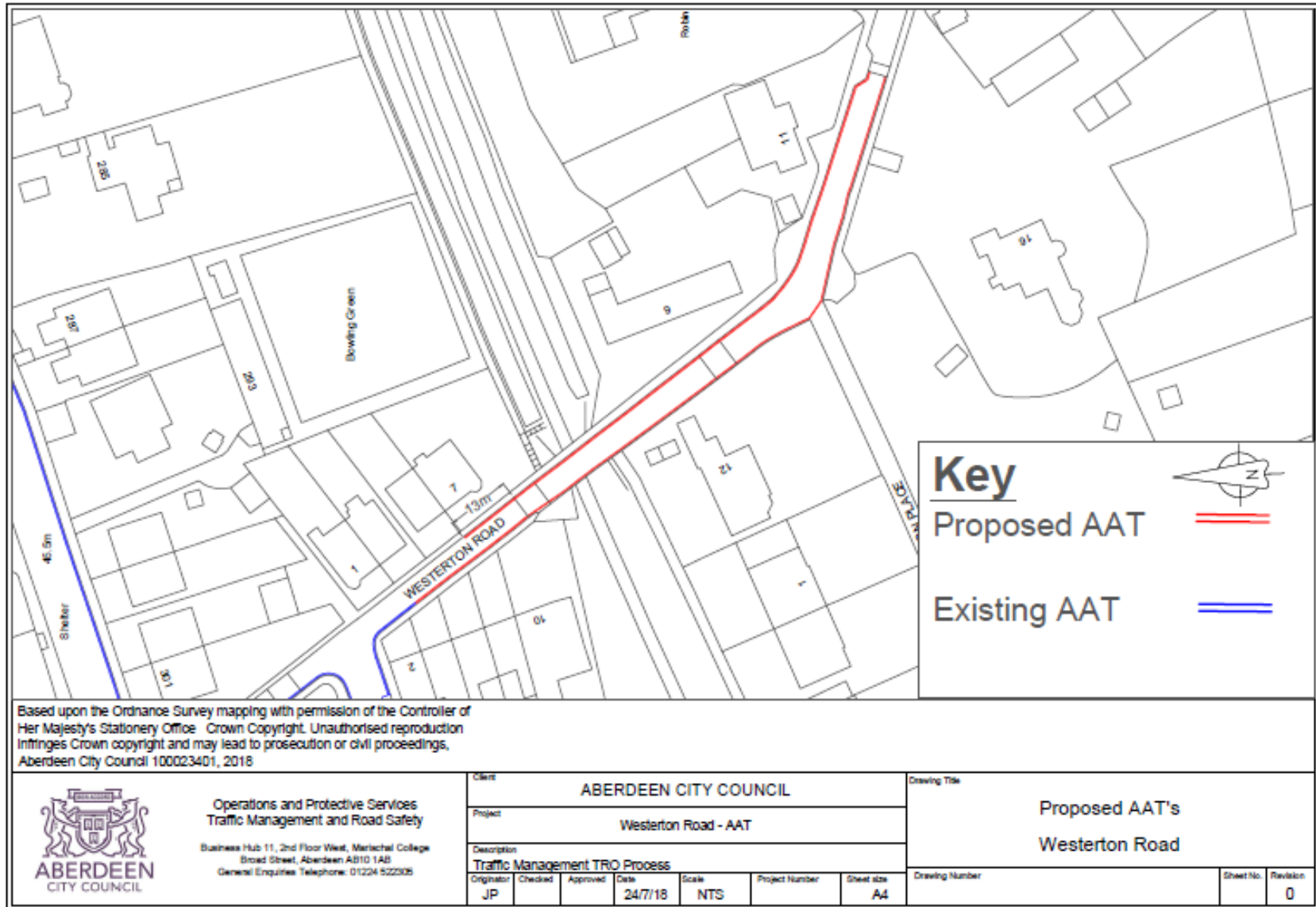
10. APPENDICES

Appendix 1 - Proposal Plans
Appendix 2 - Redacted Objections
Appendix 3 - Public Notices
Appendix 4 – "The Aberdeen City Council (Westerton Road, Cults, Aberdeen) (Prohibition of Waiting) Order 201X"

11. REPORT AUTHOR CONTACT DETAILS

Name: Tolu Olowoleru
Title: Engineering Assistant
E-mail Address: tolowoleru@aberdeencity.gov.uk
Tel: 01224 522670

APPENDIX 1 – Proposal Plans



Westerton Road - Proposed lengths of prohibition of waiting at any time

APPENDIX 2 - Objections

The Aberdeen City Council (Westerton Road, Cults, Aberdeen) (Prohibition of Waiting) Order 201X



CULTS BIELDSIDE AND MILLTIMBER COMMUNITY COUNCIL

26 October 2018

Tolu Olowolu
Aberdeen City Council
Road Safety and Traffic Management
Operations and Protective Services
Operations
Marischal College
Business Hub 11
Level 2 West
Aberdeen
AB10 1AB

Initial Statutory Consultation: Various Traffic Management and Developer Proposals

Thank you for your email of 19 October 2018. We comment on the proposals for Lower Deeside as follows:

Disabled Parking

We understand that the space is actually on Kirk Terrace for an applicant on Kirk Brae and have no objection to the proposal.

Cults Avenue / Hillview Crescent – Proposed lengths of prohibition of waiting at any time

We have no objection to making permanent the extension of At Any Time (AAT) parking restrictions around this junction.

Westerton Road – Proposed lengths of prohibition of waiting at any time

We endorse the problems identified on this road caused by parking at and near the bend and either side of the Deeside Way bridge and would support the introduction of AAT restrictions on and South of the bridge and northwards from there to include the first set of speed humps just South of 7 and 10 Westerton Road. However we are concerned that 1-7 Westerton Road and most of 2-10 have no driveways or rear access and we question how these properties can be served (for example) by tradespeople's vehicles under the proposed restrictions. We therefore object to blanket AAT restrictions any further North than described above.

Against this we understand from residents that trades vehicles are sometimes left parked overnight for convenience during a job and would welcome action to force their removal outside of working hours.

Although beyond the scope of this proposal, the fundamental problem is that Westerton Road is completely unsuitable as a link road between Cults and Garthdee in modern traffic conditions and the only long-term answer to this problem is the construction of a new link road between North Deeside Road and Inchgarth Road!

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Delete Respond Quick Steps Move Tags Editing Speech Zoom

Tue 20/11/2018 15:40
TO [Redacted]
FW: Various Traffic Management and Developer Proposals
[Redacted]

From: [Redacted]
Sent: [Redacted]
To: [Redacted]
Subject: RE: Various Traffic Management and Developer Proposals

[Redacted]

Re Westerton Road I thought that I should add a further point which arose at our last Community Council meeting. Concern was expressed that builders' vans involved in multi-day jobs at Westerton Road properties are sometimes left on Westerton Road overnight creating a hazard especially in the hours of darkness. To be consistent with our objection to AAT North of the bridge, could a restriction on parking outside working hours be a solution?

Whatever the eventual solution, enforcement by the City Wardens will inevitably be required.

We look forward to the public consultation on this issue.

Regards

[Redacted]

[Redacted]

Cults, Bielside and Milltimber Community Council

Dear sir / madam

I strongly object to the proposed 'prohibition of waiting' (order 201x) on Westerton Road
Cults for a number of reasons:

1. The timing of such a proposal is totally inappropriate:

The effect of the imminent opening of the AWPR should be studied first (it may dramatically reduce the volume of traffic using Westerton road)

There is currently a proposed development (including large link road) between Westerton road and Pitfodels Station road. If approved this would provide the required 'safe link road' between North Deeside and Inchgarth road and dramatically reduce the volume of traffic using Westerton road.

2. Removing parked cars will encourage traffic using Westerton road to travel at increased speeds (the parked cars currently act to slow down traffic). Increased speed will make it more dangerous for residents, in particular young children and pets of which there are several within the street and surrounding streets. There is also access to the railway line off Westerton road. Many dog walkers, children and families from the surrounding area travel along Westerton road in order to use this access point.

3. Removing parked cars will encourage more people to use Westerton road as a link between Inchgarth and North Deeside.

The road is not designed to handle large volumes of traffic and is not fit for purpose. It has an extremely dangerous junction with North Deeside road and increasing the traffic using it will inevitably lead to more traffic accidents and harm to human life.

In summary Westerton Road is a residential street which isn't designed to support large volumes of traffic. Removing parked cars will increase the volume of traffic and also increase the speed at which cars using Westerton road travel, both of which will make the street less safe for residents of Westerton Road and the surrounding area.

Aberdeen city council should act to safeguard the residents of Westerton road and not try to turn it into a rat run for commuters between North Deeside road and Inchgarth road.

Regards

██████████

██████████████████

Cults

AB15 ██████

[REDACTED]
[REDACTED]
Aberdeen
AB15 [REDACTED]

Traffic Management
Operations and Protective Services
Business Hub 11
Second Floor West
Marischal College
Broad Street
Aberdeen
AB 10 1AB
trafficmanagement@aberdeencity.gov.uk

9 December 2018

**Objection to The Aberdeen City Council (Westerton Road, Cults, Aberdeen)
(Prohibition of Waiting) Order 201X**

Dear Sir/Madam,

I am writing to **object** to the above proposed order to add double yellow lines to portions of Westerton Road to facilitate the flow of traffic between North Deeside Road and Garthdee.

Westerton Road is a residential road and whilst it may, at one point in its life, have been an appropriate size for a through route this is no longer the case due to the increased volume, speed and weight of traffic. The proposed traffic order is aimed at making Westerton Road a principal distributor route between North Deeside Road and Garthdee for which it was not designed

This issue has been considered before (in 2009) when it was rejected following representations from local residents on the grounds of pedestrian safety. These issues have not changed in the intervening years.

Furthermore, the provision of a separate and more suitable distributor road is included in a planning application (181224/PPP) currently being considered by the Council. This scheme received the written support of the local community council and many local residents during the recent consultation period. In my view, no action should be taken with respect to the proposed traffic order until such time the above alternative scheme has been determined by the council.

The new distributor road in the above application will provide a much safer route between North Deeside Road and Inchgarth Road compared to Pitfodels Station Road, Westerton Road and St Devenick's Place (all of which have substandard geometry and poor junction visibility

With respect to Westerton Road:

- The road is below the nationally accepted (UK) width for a distributor road being at most 4.9 m wide. Pedestrians are frequently hit by wing mirrors of vehicles passing in the road and any large vehicle requires opposing traffic to mount the kerb.

- The footpaths are narrow and do not provide sufficient protection to pedestrians in the above situation.
- Traffic on Westerton Road already travels too fast and speeds are likely to increase if the proposed double yellow lines in the vicinity of the bridge are added.
- The road surface and related infrastructure cannot support the current, never mind increased, volumes of traffic. Both the gas main and the water main have fractured on numerous occasions in the vicinity of the bridge.
- The bridge (weight limited 7.5 tonnes axle weight except for access) frequently has to cope with loads far in excess of its limit. The weight limit is not enforced and it would appear that the increased use of GPS systems has resulted in an increase of heavy vehicles including articulated lorries using the road.

At present the only deterrents to excess speed on Westerton Road are the occasional parked car. I am aware that commuters have complained that cars parked in the road make the approach to the bridge dangerous, but this assertion must be rejected by a simple reference to the Highway Code. Vehicles must not travel at such a speed as to put themselves or other road users in danger. Excessive speed on the part of the commuter is the danger here not the road or the parked cars. As a resident I use the road every day and never feel in danger when approaching the bridge.

The proposed double yellow lines will give commuters a clear run at the bridge and will undoubtedly lead to increased average speed on the road. Given that the width of the road frequently leads to conflicts between opposing traffic, even in the absence of parked vehicles, increased speed is to be discouraged. It can be argued that the parked cars in the road acting as proxy chicanes are the most effective traffic calming measure in this residential area.

Should you have any queries regarding the above points please do not hesitate to contact me.

Yours faithfully

[Redacted Signature]

[Redacted Address]

From: [REDACTED]

Sent: Sunday, December 9, 2018 2:03 pm

To: [REDACTED]

Subject: Westerton Road, Cults, Aberdeen- Prohibition of Waiting Order 201X

Dear Sir/Madam,

I am writing to object to the above proposed order to add double yellow lines to portions of Westerton Road, as this is a residential road, and was not designed to be a principal distributor route between North Deeside road and Garthdee Road, which the above would order would effectively make it.

The above order would in effect, make Westerton road, a 'rat run' for traffic. Residents of Westerton road parking their cars, makes traffic slow down and wait to go over the bridge, hence making the road safer. If no cars were allowed to park on the road, the speed of traffic on both sides would increase, thus making it unsafe for road users and pedestrians, as the pavements are too narrow on both sides of the road .

Regards

[REDACTED]

APPENDIX 3 – Public Notices

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (WESTERTON ROAD, CULTS, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201X

Aberdeen City Council proposes to make "The Aberdeen City Council (Westerton Road, Cults, Aberdeen) (Prohibition of Waiting) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose certain lengths of prohibition of waiting at any time on Westerton Road, Cults, Aberdeen, as defined in the schedule below. Exemptions will apply as usual to the picking up or setting down of passengers, loading or unloading, blue badge holders not causing an obstruction, funeral vehicles, and vehicles parked with the consent of the Council in direct association with authorised roadworks or building works.

Full details of the above proposal are to be found in the draft order, which, together with a map showing the intended measures and an accompanying statement of the Council's reasons, may be examined during normal office hours on weekdays between 21st November and 12th December 2018, in the offices of the roads officials in the Traffic Management and Road Safety department, at Marischal College, Broad Street, Aberdeen. It is recommended that anyone visiting Marischal College to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Marischal College can telephone 01224 522305 to speak to one of the officials.

Anyone wishing to object to the above order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to trafficmanagement@aberdeencity.gov.uk during the statutory objection period which also runs from 21st November to 12th December 2018, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with names, addresses, telephone numbers and signatures removed from this correspondence.

**Traffic Management
Operations and Protective Services
Business Hub 11
Second Floor West
Marischal College
Broad Street
Aberdeen
AB10 1AB**

Schedule

Westerton Road

South-west side, from a point 11 metres or thereby south of its junction with Ashfield Road, south-eastwards for a distance of 143 metres or thereby.

North-east side, from a point 76 metres or thereby south of its junction with North Deeside Road, south-eastwards for a distance of 124 metres or thereby.

APPENDIX 4 – Traffic Order

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEEN CITY COUNCIL (WESTERTON ROAD, CULTS, ABERDEEN)
(PROHIBITION OF WAITING) ORDER 201X

Aberdeen City Council, in exercise of its powers under the Road Traffic Regulation Act 1984 (hereinafter referred to as "the 1984 Act"), and of all other enabling powers, and after consultation with the Chief Constable of Police Scotland in accordance with Part III of Schedule 9 to the 1984 Act, and having complied with the requirements of The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999, hereby makes the following order:-

Citation

1. This order may be cited as "The Aberdeen City Council (Westerton Road, Cults, Aberdeen) (Prohibition of Waiting) Order 201X" and shall come into operation on XX XX XXXX.

Prohibition of Waiting

2. Save as provided in Articles 3, 4 and 5 of this order, no person shall, except upon the direction or with the permission of a police constable in uniform, cause or permit any vehicle to wait at any time on any day on the lengths of road specified in the schedule hereto.

Exemptions

3. Nothing in Article 2 of this order shall prevent any person from causing or permitting a vehicle to wait on any of the lengths of road referred to in that article for so long as may be necessary:
 - (a) to enable a person to board or alight from the vehicle or to load thereon or unload there from goods or personal luggage;
 - (b) when the person in control of the vehicle is:
 - (i) required by law to stop; or
 - (ii) obliged to stop in order to avoid an accident; or
 - (iii) prevented from proceeding by any circumstances beyond their control, where the said circumstances relate directly to the movement or otherwise of traffic on the road;
 - (c) if the vehicle is in material use in connection with a funeral undertaking;
 - (d) If the vehicle is in the service of, or is being employed by, a security company and is in actual use while currency or other valuables:
 - (i) are being unloaded from the vehicle; or
 - (ii) having been unloaded from the vehicle, are being delivered; or
 - (iii) are being collected from premises adjacent to that road for loading onto the vehicle; or
 - (iv) having been collected from such premises, are being loaded onto the vehicle.

4. Nothing in Article 2 of this order shall prevent any person from causing or permitting a vehicle to wait in any of the lengths of road referred to in that article for so long as may be necessary:
- (a) to enable a vehicle in actual use or materially necessary for such purpose (provided that the vehicle cannot conveniently be used for the same purpose in any other road) to be used in or adjacent to that road in connection with any:
 - (i) building operation;
 - (ii) demolition;
 - (iii) laying, erection, alteration or repair of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any electronic communications apparatus; or
 - (iv) excavation, provided that, in the case of any of the operations described in sub-paragraphs (iii) and (iv) above, the said operation or operations are to be conducted within the extents of the road.
 - (b) to enable a vehicle in actual use or materially necessary for such purpose (provided that the vehicle cannot conveniently be used for the same purpose in any other road) to be used in connection with the:
 - (i) cleansing or lighting of any road;
 - (ii) removal of any obstruction to traffic on any road;
 - (iii) maintenance or improvement or reconstruction of any road; or
 - (iv) placing, maintenance or removal of any traffic sign or parking meter on any road.
 - (c) if the vehicle, being a liveried vehicle, is in the service of, or is being employed by, a universal service provider, and is in actual use while postal packets:
 - (i) addressed to premises adjacent to that road are being unloaded from the vehicle;
 - (ii) addressed to premises adjacent to that road and having been unloaded from the vehicle, are being delivered;
 - (iii) are being collected from postal boxes or premises adjacent to that road for loading onto the vehicle; or
 - (iv) having been so collected, are then being loaded onto the vehicle
5. Nothing in Article 2 of this order shall apply to any invalid carriage or disabled person's vehicle which is not causing an obstruction and which displays in the relevant position a valid disabled person's badge issued by a local authority.

Given by Aberdeen City Council on this XX Day of XX, in the year XXXX.

.....
Interim Roads Infrastructure Manager

.....
Witness

Schedule
(Prohibition of waiting)

Westerton Road

South-west side, from a point 11 metres or thereby south of its junction with Ashfield Road, south-eastwards for a distance of 143 metres or thereby.

North-east side, from a point 76 metres or thereby south of its junction with North Deeside Road, south-eastwards for a distance of 124 metres or thereby.

.....
Interim Roads Infrastructure Manager

.....
Witness