

ABERDEEN CITY COUNCIL

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| COMMITTEE | Operational Delivery |
| DATE | 9 June 2022 |
| EXEMPT | No |
| CONFIDENTIAL | No |
| REPORT TITLE | Notice of Motion by Councillor Greig to seek a decision on revoking the Aberdeen City Council (Queens Lane South, Aberdeen) (Prohibition of Waiting) Order 2021 |
| REPORT NUMBER | OPE/22/075 |
| DIRECTOR | Rob Polkinghorne |
| CHIEF OFFICER | Mark Reilly |
| REPORT AUTHOR | Laura Snee |
| TERMS OF REFERENCE | 1.1.1 |

1. PURPOSE OF REPORT

- 1.1 To respond to the Notice of Motion by Councillor Greig to seek a decision on revoking the Aberdeen City Council (Queens Lane South, Aberdeen) (Prohibition of Waiting) Order 2021.

2. RECOMMENDATION(S)

The Committee :-

- 2.1 agree to retain the current lengths of waiting restrictions.

3. CURRENT SITUATION

- 3.1 The Aberdeen City Council (Rubislaw Area, Aberdeen) (Zone X) (On-street parking places and waiting restrictions) Order 2010 introduced timed waiting restrictions at Queens Lane South between St Swithin Street to the west and Forest Avenue to the east, 9.00am and 5.00pm on any day except Saturdays and Sundays to assist access and egress to residential properties.
- 3.2 Following a Councillor request in September 2019 to consider the introduction of at any time waiting restrictions at Queens Lane South between St Swithin Street and Forest Avenue, an assessment of this section of the lane was carried out by Roads Officers.
- 3.3 The lane is constructed with narrow footways, both with made and unmade surfaces, either side of carriageway. The lane is traffic calmed using single speed cushions placed centrally in the 4 m wide carriageway. During site visits, it had been noted that many of the vehicles parked on the street do so by fully occupying the footway area and part occupying the carriageway. This mostly

occurs in front of private garages at the rear of the properties. Residents also have the option to park on street on Gladstone Place which is in controlled parking zone 'T'. There are a limited number of properties with frontage access onto this section of Queen's Lane South.

- 3.4 The Scottish Government is progressing legislation to prevent footway parking and permitting parking at this location contradicts this proposal therefore the recommendation was made to introduce at any time waiting restrictions in place of the single yellow lines.
- 3.5 Officers presented the proposal of at any time waiting restrictions at Queen's Lane South to local members initially in March 2020 however this was not progressed due to the lockdown. It was presented for a second time on 4 to 11 September 2020 without objection. The Stage 2 Statutory Consultation for Stakeholders was undertaken between 11 and 30 September with no objections. The Stage 3 public consultation was from 26 October to 27 November 2020. Public advertisement was in the press and street notices were placed on lighting columns on Queen's Lane South together with the consultation posted on the Aberdeen City Council's Consultation Hub. No objections to the proposal were received during that time and the Traffic Regulation Order for at any time waiting restrictions was made 15 January 2021.
- 3.6 The lines were installed on the ground by Roads Operations Team in June 2021. The work was undertaken during late evening hours to assist in addressing with the backlog of work accrued during the Covid pandemic.
- 3.7 Further to the waiting restrictions being installed, three residents contacted Councillor Greig requesting the revocation of the new Traffic Regulation Order.
- 3.8 One constituent has provided feedback on an informal consultation with neighbours via Councillor Greig against the waiting restrictions installed on Queens Lane South (see appendix 1) though some residents declined to comment. This feedback broadly supports the revocation of the at any time waiting restrictions and the return to the previous arrangement.
- 3.9 Since the installation of the waiting restrictions on this eastern section of Queen's Lane South, four resident's requests have been forwarded by Councillors Greig and Stewart, for similar restrictions to be installed on the western section of Queen's Lane South.
- 3.10 In consideration of the above, Roads Officers have the view that road safety, particularly pedestrian provisions, are best protected by the continued use of the at any time waiting restrictions. Residents have alternative options for parking in private garages and driveways or within the controlled parking zone. Officers recommend that no action is taken at this time.

4. FINANCIAL IMPLICATIONS

4.1 There are no direct financial implications arising from the recommendations of this report.

5. LEGAL IMPLICATIONS

5.1 There are no direct legal implications arising from the recommendations of this report.

6. ENVIRONMENTAL IMPLICATIONS

6.1 There are no direct environmental implications arising from the recommendations of this report.

7. RISK

| Category | Risks | Primary Controls/Control Actions to achieve Target Risk Level | *Target Risk Level (L, M or H) *taking into account controls/control actions | *Does Target Risk Level Match Appetite Set? |
|------------------------------|---|---|---|---|
| Strategic Risk | | No significant risks identified | L | Yes |
| Compliance | | No significant risks identified | L | Yes |
| Operational | | No significant risks identified | L | Yes |
| Financial | | No significant risks identified | L | Yes |
| Reputational | Criticism of the Council for not making the change requested. | This report has addressed the concerns raised. | L | Yes |
| Environment / Climate | | No significant risks identified | L | Yes |

8. OUTCOMES

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|-------------------------------------|-------------------------|
| <u>COUNCIL DELIVERY PLAN</u> | |
| | Impact of Report |

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|---|--|
| <p>Aberdeen City Council Policy Statement <i>Programmes in the Policy Statement include assessing the digital needs of the region; increasing the city centre footfall through the delivery of the City Centre Masterplan / Union Terrace Gardens; supporting the Aberdeen Harbour expansion; reviewing the Council industrial estate to ensure it supports the Regional Economic Strategy; maximising community benefit from major developments, UNICEF Child Friendly accreditation; unleashing the non-oil and gas economic potential of the city; completion of the school estate review; build up existing strength in hydrogen technology etc</i></p> | <p><i>The proposals in this report have no impact on the Council Delivery Plan</i></p> |
| <p><u>Aberdeen City Local Outcome Improvement Plan</u></p> | |
| | <p>The proposals in this report have no impact on the Local Outcome Improvement Plan</p> |

9. IMPACT ASSESSMENTS

| Assessment | Outcome |
|---|--|
| <p>Integrated Impact Assessment</p> | <p>Full impact assessment not required.</p> |
| <p>Data Protection Impact Assessment</p> | <p>Not required.</p> |
| <p>Other</p> | <p>There are no additional impact assessments completed for this report.</p> |

10. BACKGROUND PAPERS

10.1 [Council – Monday 13 December 2021 \(item 5\)](#)

11. APPENDICES

11.1 Appendix 1 - Constituent survey results and ACC response

12. REPORT AUTHOR CONTACT DETAILS

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APPENDIX 1 – Constituent survey results and ACC response

A constituent provided feedback about the at-any-time waiting restrictions in Queens Lane South. They said, 37 houses on the north side of Gladstone Place are affected. The following includes feedback gathered by the constituent and relayed to Councillor Greig from all except for 8 of these households.

- Most people affected would like it reversed.
- Some people not affected because they don't have gate or garage accessing the back lane, or they have a car port or pull in so can park a car there.
- two households have no car, but they would happily support the others in the street who are want it reversed.
- Only one person said they would leave as is because they are not affected.
- Some people thought it was a good idea initially, but it is actually not working as the lines are being ignored anyway and not solving the problem; so now think there must be a better way.
- Many thought previous lines were fine as they were, as they gave flexibility. They just needed the occasional policing. I realise resources are low, but an occasional nudge by wardens may have been enough.
- It has been noted by many that even when there were more wardens, they never came around at the problem times. That might have helped more than lines.
- One person said they wrote a letter about problems but made different suggestion.
- Some people said it would make more sense to officially notify Albyn School and St Joseph's school regarding the problems being caused by the school parents at drop off and pick up and convey their responsibility to the local community.
- This has been a 'day time' problem, but the double yellow lines are penalising the residents who cannot now park in front of their own garages, even overnight (e.g. if they have visitors and need an extra space).
- Several mentioned there is also now no access for washing our cars in the lane (one guy said I could be in the middle of that and nip in for a cup of tea and come out to a ticket).
- Quite a few mentioned that when they had workmen with supplies and equipment, needing access from back lane, what would they now do?
- Another said they had planned getting an electric car and parking it at night outside their gate to plug it in. Now, not sure what to do.
- No one said they asked for yellow lines.
- No one saw any notices, including the people who live on the lane.
- Most people got a surprise when the lines appeared.
- Many felt it wrong that we were not notified. When previous lines were due to be painted we were advised.
- They felt this new strategy had been slipped under the radar and found it strange that they were painted in the middle of the night 1am/1.15am!!!
- Some mentioned the houses which have made their front gardens into driveways, have single white lines across the roadside access point. This

gives them ability to park one car on the drive and another across their own driveway. They could not see why this single white line could not apply to the access to garages on the back lane.

- Quite a few said the erosion of parking facilities for our properties and general convenience of living here, could adversely affect house prices on the street and ultimately the sale of them.

Roads Officers responded to the feedback, as set out below, via Councillor Greig 15 October 2021 FS-Case-362415830.

- City Wardens have been made aware of the parking issues surrounding Albyn School at drop-off and pick-up times and we are continuing to provide regular patrols of the area as before.
- Please see below an explanation of the proposals and response to the points raised. Reasons The section of Queen's Lane South between Forest Avenue and St Swithin Street has a 4m wide adopted carriageway. To either side are unadopted, private footways approximately 1.0m width.
- In order for vehicles to pass one another, particularly to pass anything larger than a car, a vehicle must travel over the footways. During site visits, it has been noted that any vehicles parked on the street do so by fully occupying the footway area.
- The Scottish Government is progressing legislation to prevent footway parking and permitting parking at this location contradicts this proposal.
- At any time waiting restrictions do permit the loading and unloading at the kerbside therefore delivery or working requirements can be catered for from the rear path however the vehicle can only remain for the duration of the process, it cannot be parked.
- The Queen's Lane South prohibition of waiting at any time proposal was open for consultation from 26 October to 23 November 2020. It was advertised by way of street notices, press advertisement (Evening Express 26 Oct 2020) and posted on the internet through the Aberdeen City Council Consultation Hub. There were no objections received as a result of the consultation, with the order being made on 15 Jan 2021. Implementation is now undertaken by squads working in a shift pattern, this means that some measures are installed overnight. Given that road lining is relatively quiet and impacts on the flow of traffic, overnight operations are an effective way of completing tasks with minimum impact on drivers. Due to resources, it is not possible to individually notify residents when lining works are proposed.
- H markings are advisory lines with no enforcement mechanism. It is a service we offer to residents whereby they can purchase the lining, (Free to blue badge holders) to highlight driveways and guide drivers to leave a reasonable clearance. Residents can park on these lines, unless they are included within a controlled parking zone, however they risk the lines falling into disrepute as other drivers may also take to parking over them.

- We do not propose to reduce the measures at this time. It is practise to monitor the measures for 6 months prior to reconsideration of the measures.