



REPORT TO MARR AREA COMMITTEE – 4 MAY 2021

U139K GLEBE PARK, BANCHORY – REQUEST FOR EXTENSION OF PROHIBITION OF WAITING RESTRICTIONS

MEMBER PROMOTED ISSUE

1 Reason for Report / Summary

- 1.1 The purpose of this report is to inform the Committee of a Member Promoted Issue (MPI) submitted by Councillor Ann Ross (Ward 16) relating to the extension of the Prohibition of Waiting restrictions on Glebe Park in Banchory and erection of a new road sign highlighting the carpark at Hanover Court.

2 Recommendations

The Committee is recommended to:

- 2.1 Consider the MPI detailed in Appendices 2 and 3.**
- 2.2 Consider the investigation and recommendations from Officers as noted in this report and in Appendix 4.**
- 2.3 Authorise the commencement of the statutory procedures for the making of the “The Aberdeenshire Council (Glebe Park, Banchory) (Traffic Management) Order, 2021”.**
- 2.4 Authorise the subsequent making of the above Order in the event that no valid objections are received, or any received are resolved and withdrawn.**
- 2.5 Instruct the submission of a further report to Committee in the event that any valid objections received are not resolved and not withdrawn, or the proposals are amended following consideration of valid objections.**

3 Purpose and Decision-Making Route

- 3.1 In accordance with the Scheme of Governance, an MPI is required to be reported to the relevant Area Committee.
- 3.2 The extension of the Prohibition of Waiting restrictions on Glebe Park, Banchory and the erection of a road sign highlighting the carpark at Hanover Court have not been discussed at this Committee before or at any other Committee. Further to receiving the MPI, the Scottish Fire & Rescue Service, Police Scotland, Transportation’s Policy Team and Transportation’s Road Safety Unit were consulted on the proposals contained therein.

- 3.3 The remainder of this report is structured to provide background information, comments and recommendations.

4 Discussion

- 4.1 The request for the extension of the Prohibition of Waiting restrictions on Glebe Park, Banchory has arisen as a result of the difficulties experienced by local residents and the Scottish Fire & Rescue Service when trying to access and egress Glebe Park due to the number of parked vehicles at this location. It is considered that the opening of the RIDE café at the junction of Station Road and Glebe Park has contributed significantly to the number of vehicles parked on Glebe Park despite the café having a small parking area of their own and the presence of a private carpark in Hanover Court. Please refer to Appendix 1 for a plan showing the existing extents of the Prohibition of Waiting Restrictions on Glebe Park and the location of Banchory Fire Station.
- 4.2 A review of the enquiries received by Aberdeenshire Council in relation to difficulties accessing and egressing Glebe Park was undertaken using the Council's Confirm system. Two enquiries in relation to this issue have been received within the last 10 years.
- 4.3 A review of the accident history on Glebe Park was also undertaken which revealed there have been no reported injury collisions in this area between 2013 and 2020. However, it should be noted that Police Scotland no longer provide details of damage-only accidents in their reports to Aberdeenshire Council.
- 4.4 An onsite survey was undertaken at Glebe Park to determine the width of the existing carriageway. The carriageway is confirmed as being 5.5m wide which is in line with the design guidance contained in Aberdeenshire Council's Standards for Road Construction Consent and Adoption for a Housing Road. In addition, the guidance states that Housing Roads should be designed so that vehicle speeds are restricted by the use of appropriate geometry and/ or traffic calming features in the interest of the local residential environment.
- 4.5 On receiving the MPI, the Scottish Fire & Rescue Service was consulted to establish their requirements with regard to appliances being able to access and egress Glebe Park whilst being unimpeded by parked vehicles. The Watch Commander at Banchory Fire Station advised that it would be sufficient to keep one side of the carriageway free of parked vehicles whilst allowing parking on the opposite side. A draft proposal was prepared, as detailed in Appendix 4, which shows an extension of the Prohibition of Waiting restriction on the north side of Glebe Park as well as a reduced area of parking on the south side. The reduced area of parking ensures that vehicles wishing to travel in a westerly direction up Glebe Park will be able to see and give way to those travelling in an easterly direction down Glebe Park. The Watch Commander advised this proposal would address the issues previously experienced.
- 4.6 Police Scotland was subsequently consulted on the draft proposals contained in Appendix 4. They advised that this option balanced the need for parking with road safety and are supportive of it.

- 4.7 Transportation’s Policy Team was also consulted on the proposals contained in Appendix 4 and advised that there is a need to balance parking provision with ensuring safe access and egress to and from Glebe Park. They advised they support the proposals.
- 4.8 Finally, Transportation’s Road Safety Unit were consulted on the draft proposals contained in Appendix 4 and advised they too support the proposed parking restrictions to facilitate emergency service vehicle access and egress from the fire station.
- 4.9 With regard to the request for a new road sign to be erected to highlight the carpark at Hanover Court, this carpark is private and is not adopted by Aberdeenshire Council Roads Service. Therefore, we are unable to erect a road sign advising that parking is available at this location.
- 4.10 If the Committee is satisfied with the Officer recommended proposals contained in Appendix 4 of this report, we would request that they approve the recommendation to implement these proposals. If the Committee is not satisfied with the proposals contained in Appendix 4 but still wishes to change the status quo, then officers could be instructed do draw up an alternative proposal and bring it forward to a future meeting.

5 Council Priorities, Implications and Risk

- 5.1 This report helps deliver Strategic Priorities “Infrastructure” and “Resilient Communities” within the Pillar “Our Environment”, having the right people, in the right place at the right time.
- 5.3 The table below shows whether risks and implications apply if the recommendation(s) is(are) agreed.

Subject	Yes	No	N/A
Financial	X		
Staffing	X		
Equalities			X
Fairer Scotland Duty			X
Town Centre First	X		
Sustainability			X
Children and Young People’s Rights and Wellbeing			X

- 5.4 An equality impact assessment is not required because the content of this report does not have a differential impact on any of the protected characteristics.
- 5.5 Implications apply if the recommendations are agreed in relation to finance as there will be costs associated with implementing these measures. A Traffic Regulation Order will be required to extend the Prohibition of Waiting restrictions followed by the on-site installation of the double yellow line road markings. The cost is estimated to be in the

region of £2000 and will be funded from the Road Maintenance Programme General Maintenance Budget for 2021/2022.

- 5.6 Implications apply if the recommendations are agreed in relation to staffing as a staffing resource will be required to implement these measures. The Roads staffing resource involved will include the Senior Engineer, Engineer, Roads Supervisor and frontline staff. This will be in addition to support from the Legal & People Services.
- 5.7 A Town Centre First Impact Assessment has been carried out and is contained in Appendix 5.
- 5.8 The following Risks have been identified as relevant to this matter on a Corporate Level:

‘Budget Pressures’ – as the estimated cost of this project is relatively small and can be accommodated within the Revenue Programme there are no identified additional budget pressures arising from this report.

‘Reputation Management (including social media)’ – it is considered that failure to address the issue of inconsiderate parking on Glebe Park could reflect badly on Aberdeenshire Council’s Roads Service. Likewise, prohibiting parking altogether on Glebe Park could also reflect badly on Aberdeenshire Council’s Roads Service. It is considered that the reputation of Aberdeenshire Council’s Roads Service will be positively managed by recommending a solution which addresses the issue whilst also balancing the need for parking.

6 Scheme of Governance

- 6.1 The Head of Finance and Monitoring Officer within Business Services have been consulted in the preparation of this report and had no comments to make.
- 6.2 The report is submitted for committee consideration in accordance with the Scheme of Governance Part 2A – List of Committee Powers, B.10.1; and Part 4F – Member Promoted Issue.

Alan Wood
Interim Director of Infrastructure Services

Report prepared by:
Date:

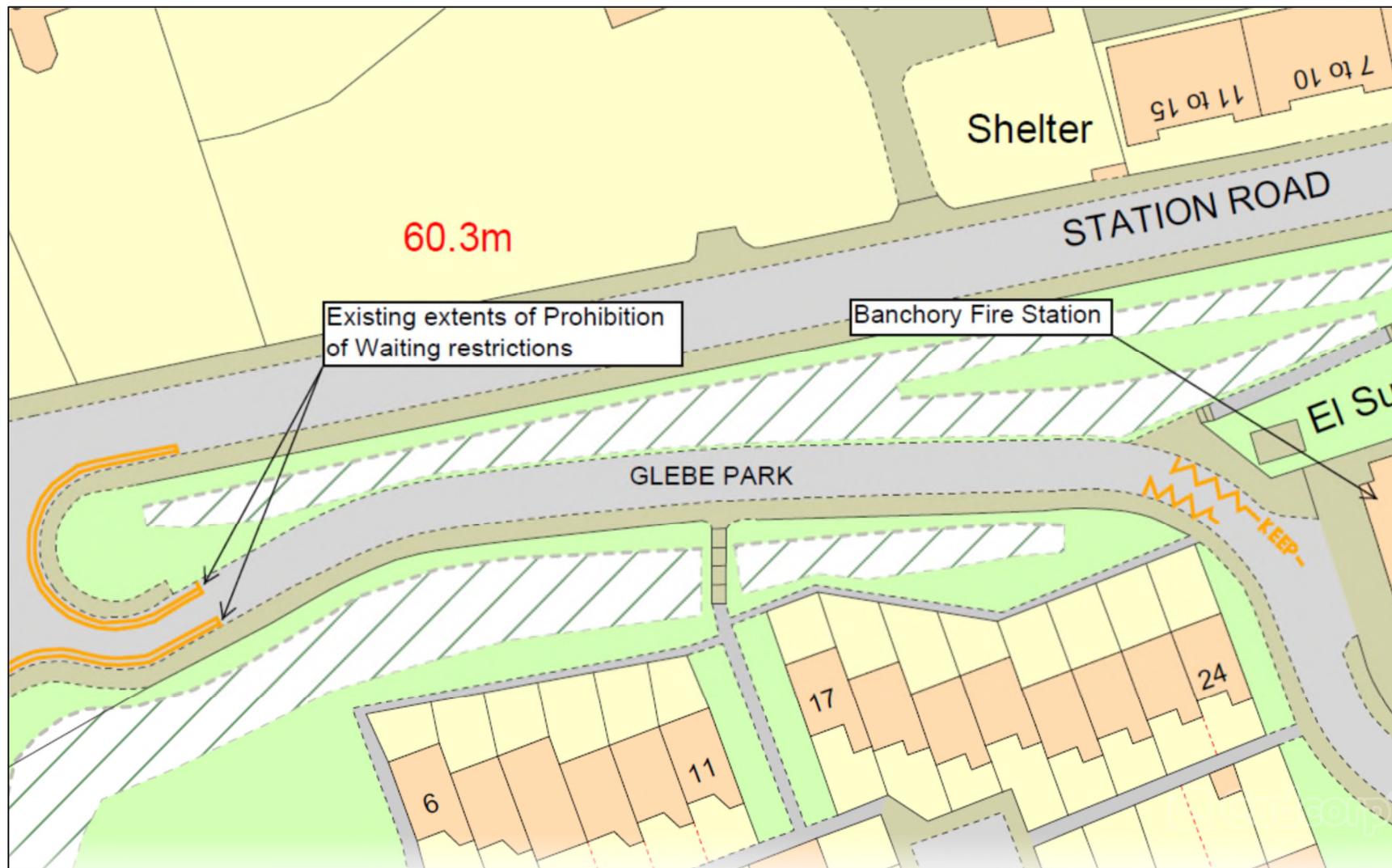
Wendy McLaren, Senior Roads Engineer, Marr
7 April 2021

List of Appendices

- 1 – U139K Glebe Park, Banchory – Plan Illustrating Existing Extents of Prohibition of Waiting Restrictions.
- 2 – Member Promoted Issue Form – Submitted by Councillor Ann Ross, Ward 16.
- 3 – U139K Glebe Park, Banchory – Plan Illustrating MPI-Requested Extension of Prohibition of Waiting Restrictions.
- 4 – U139K Glebe Park, Banchory – Plan Illustrating Officer-Recommended Extension of Prohibition of Waiting Restrictions.
- 5 – Town Centre First Impact Assessment.

APPENDIX 1

U139K Glebe Park, Banchory – Plan Illustrating Existing Extents of Prohibition of Waiting Restrictions

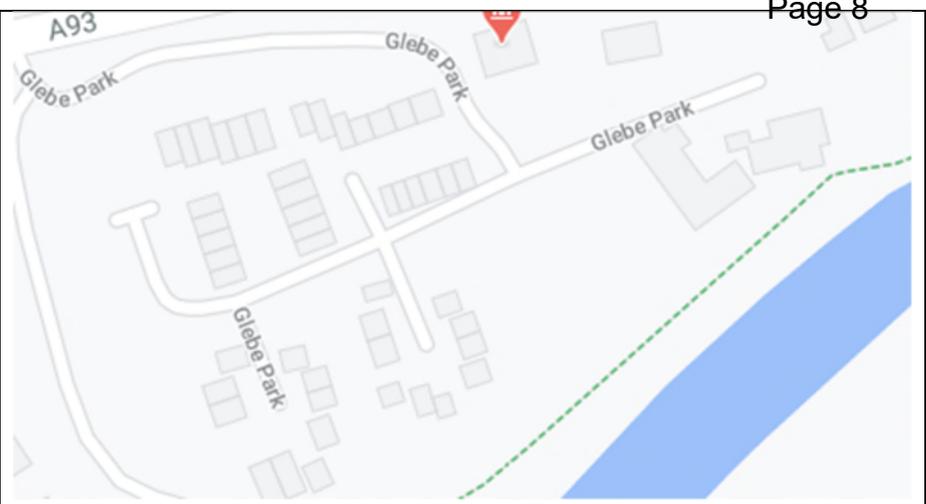


APPENDIX 2

MEMBER PROMOTED ISSUE FORM

SUBMITTED BY MEMBER(S) Cllr Ann Ross, WARD(S) 16.

<p>1. Full description of the issue to be promoted (include evidence of research undertaken and need for the MPI)</p>	<p>The access road to Glebe Park, Banchory from the A93, Station Road, Banchory has over the last 18 months almost become impassable due to parked cars along the road. The road leads to housing, but also to the Banchory Scottish Fire & Rescue Service premises and a sheltered housing complex Hanover Court. There is only one route in and out of Glebe Park.</p> <p>The problem first occurred when the Ride Coffee House & retail snowboard, skateboard & outdoor apparel store opened. The owners of the coffee shop have asked and encouraged customers to use their car park on site, or the public car park at the bottom of the road, and not to park on the access road. Despite this, the public continue to park on said road.</p> <p>At the top, on both sides of the road from outside the Ride Coffee Shop, and the opposite side of the road at the corner, there are double yellow lines, which extend part way down the road. If the double yellow lines extended until the hazard warning and keep clear road markings, it would stop people parking there.</p> <p>By cars parking along this road, it makes it hard for the fire engines to be able pass in an emergency. It is also a hazard for people who live in the Glebe trying to navigate the narrowed road.</p> <p>A sign highlighting the public car park would be helpful.</p> <p>I attach a picture (which although exacerbated by the snow) shows the problem. This was posted on Facebook by the Banchory Fire & Rescue Service.</p>
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Banchory Fire and Rescue Service

February 11 at 11:30 AM · 🌐



So they think this appropriate. They are not at the cafe. Away for a walk. Impossible for fire appliance to pass.



👍👎👏 173

75 Comments 160 Shares

2. Is this issue connected or related to any other project currently being progressed? Please outline

No.

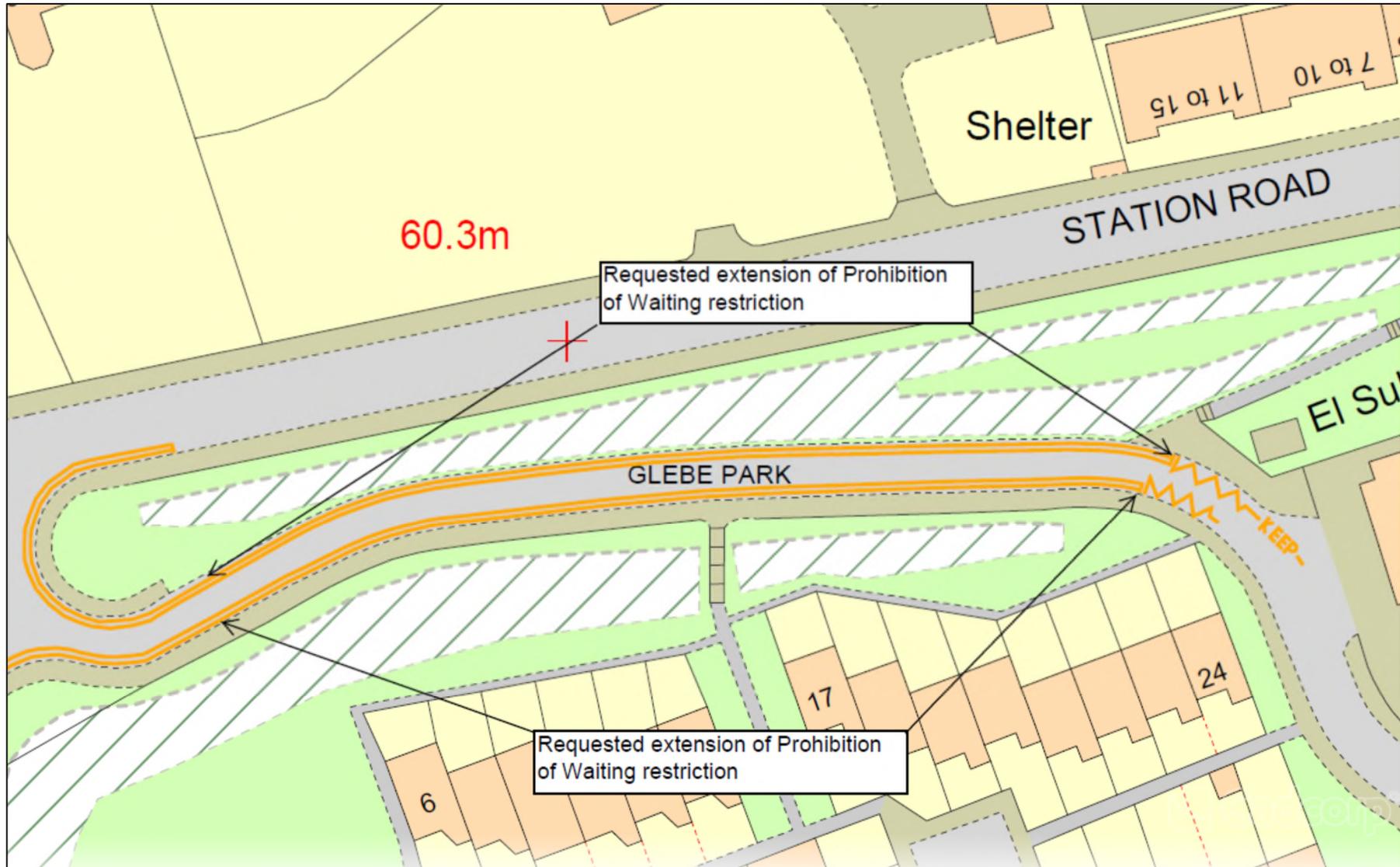
3. Has this issue arisen as the result of any representation by constituents or other

This matter has previously & currently been raised by constituents, members of the public and the Banchory Scottish Fire & Rescue Service.

<p>parties? Please identify any interested parties</p>	
<p>4. Has this issue been considered in the past and if so, when and by whom (Officer or Committee)?</p>	<p>It has previously been raised with the Roads Department.</p>
<p>5. If an issue particular to a service or area, has the Head of Service or Area Manager been consulted, if so when and what was the outcome?</p>	<p>It was previously raised with the Roads Department. A member MPI is required for it to be raised at the Marr Area Committee.</p>
<p>6. Summarise the preferred outcome of the Member Promoted Issue</p>	<p>For consideration by the Marr Area Committee.</p> <p>For double yellow lines to be applied along both side of this road to prevent cars being parked along it, so that the fire engines & the public can pass safely. Also sign showing the public car park.</p> <p>I appreciate that Officers have regulations & criteria to work to, however this is an example where public safety is of paramount importance to support a departure from policy.</p> <p>I would hope that the Marr Area Committee would recommend the implementation of the double yellow lines and support this MPI.</p>
<p>Dated 11/02/2021</p>	<p>Signed Ann Ross</p>

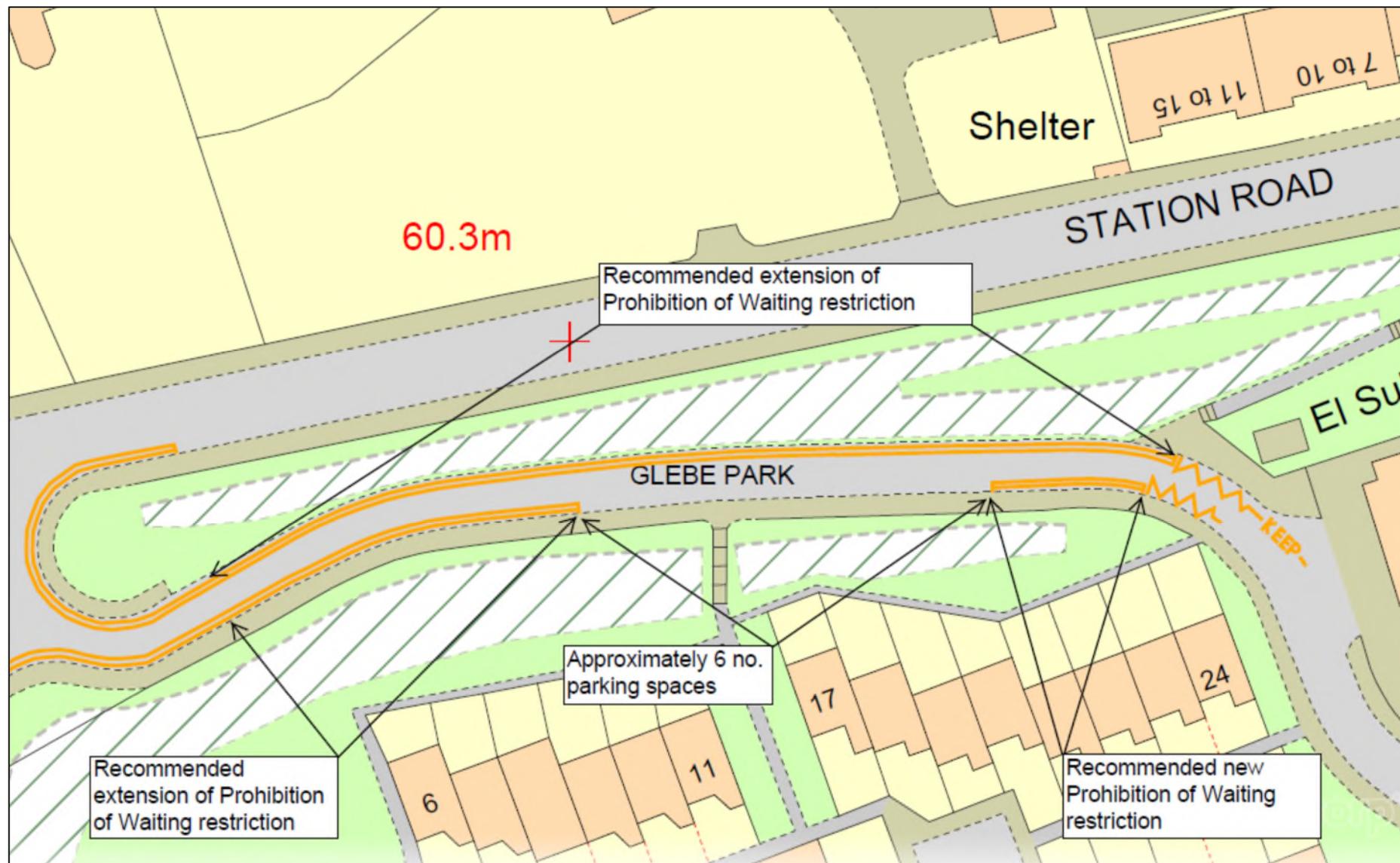
APPENDIX 3

U139K Glebe Park, Banchory – Plan Illustrating MPI-Requested Extension of Prohibition of Waiting Restrictions



APPENDIX 4

U139K Glebe Park, Banchory – Plan Illustrating Officer-Recommended Extension of Prohibition of Waiting Restrictions



APPENDIX 5

TOWN CENTRE FIRST IMPACT ASSESSMENT (TCFIA)

Aberdeenshire Council recognises that town centres have an important role to play in the sustainable development of local economies.

The Town Centre First Impact Assessment (TCFIA) allows officers in all services to identify the detrimental and beneficial effects that decisions we take may have on our town centres. It will allow officers to consider any implications that council decisions may have on Aberdeenshire's key town centres. Examples of this include changes to: the provision of civic and community facilities, employment land, retail, residential buildings, cultural assets, transportation, leisure and tourism. A Town Centre Ambassador has been nominated within your service, you can locate your Town Centre First Ambassador through the Town Centre First Principle Arcadia pages.

Project Information	
Title of Committee Paper	U139K Glebe Park, Banchory – Request for Extension of Prohibition of Waiting Restrictions
Service	Infrastructure Services
Department	Roads
Author	Wendy McLaren
Have you consulted your Town Centre First Ambassador?	

1) Could your Project Paper cause an impact in one (or more) of the identified town centres? – Peterhead, Fraserburgh, Inverurie, Westhill, Stonehaven, Ellon, Portlethen, Banchory, Turriff, Huntly, Banff, Macduff.	
Yes – please specify: This Committee Paper will affect parking provision on Glebe Park in Banchory as well as affect the ability of the Scottish Fire & Rescue Service to provide their emergency service.	No

2) If approved would your project cause an impact (either positive or negative) with regards to the footfall of any of these town centres?	
Yes – negative: The reduction in parking provision on Glebe Park may result in a reduction in footfall to local businesses in this area of Banchory.	No

3)	
Please describe the aims of the committee paper?	The aim of this Committee Paper is to ensure the Scottish Fire & Rescue Service is able to provide an emergency service as and when required whilst also balancing the need for parking on Glebe Park.

4) What are the positive and negative impacts?		
Impact	Describe the positive impact?	Describe the negative impact?
Please detail any potential positive and negative impact the project may have on Aberdeenshire's Key Town Centres.	The Scottish Fire & Rescue Service will be able to provide an emergency service whilst being unimpeded in inconsiderate parking.	There will be a reduction in parking provision at this location which may affect footfall to local businesses.

5) What mitigating steps will be taken to reduce or remove negative impacts? If none see Q6	
Mitigating Steps	Timescale
None.	

6) Set out the justification that the activity can and should go ahead despite the negative impact.

By limiting the amount of parking on Glebe Park, a balance can be obtained between parking provision and ensuring the Scottish Fire & Rescue Service are not impeded in delivering their emergency service.

Question 7: Sign off and Authorisation

<p>3) Author: I have completed the TCIA impact assessment for this policy/activity.</p>	<p>Name: Wendy McLaren Position: Senior Engineer – Marr Roads Team Date: 28/03/2021 Signature: <i>Wendy McLaren</i></p>
<p>4) Consultation with Service Manager</p>	<p>Name: Derek Murray Position: Roads & Landscape Manager, Marr Area Date: 13/04/2021</p>
<p>5) Authorisation by Director or Head of Service</p>	<p>Name: Philip Mckay Position: Head of RLWS Date: 13/04/21</p>
<p>6) Have you consulted with your Town Centre First Ambassador?</p>	<p>No</p>
<p>7) TCFIA author sends a copy of the finalised form to: tcfia@aberdeenshire.gov.uk</p>	<p>Date Sent:</p>