

## REPORT TO GARIOCH AREA COMMITTEE – 24 AUGUST 2021

### KINTORE : SCHOOL ROAD TRAFFIC CALMING AND NORTHERN ROAD WAITING RESTRICTIONS

#### 1. REASON FOR REPORT / SUMMARY

This report seeks the permission of the Area Committee to commence the statutory procedures required for both the proposed traffic calming measures on School Road Kintore and to make ‘The Aberdeenshire Council (Northern Road, Kintore) (Waiting Restrictions) Order, 2021’

#### 2. Recommendations

The Committee is recommended to:

1. **authorise the commencement of the statutory procedures for both the proposed traffic calming measures on School Road Kintore and The Aberdeenshire Council (Northern Road, Kintore) (Waiting Restrictions) Order, 2021**
2. **agree in principle for the Head of Legal and People to make and implement the Aberdeenshire Council (Northern Road, Kintore) (Waiting Restrictions) Order, 2021, in the event that no valid objections are received or if any are received they are resolved and withdrawn;**
3. **note the submission of a further report to Committee in the event that, for both the traffic calming and traffic order elements, any valid objections received are not resolved and not withdrawn, or the proposals are amended following consideration of valid objections.**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 The Council’s Infrastructure Services Committee (ISC), Item 12, at its meeting on 22 August 2019, “agreed to depart from Council policy, due to exceptional circumstances, to allow traffic calming measures to be considered (*on School Road*) and to instruct the Head of Roads, Landscapes and Waste Services to report back to the Garioch Area Committee with options”.
- 3.2 Details of the proposal are listed on the Schedule, Appendix A and shown on the drawing (Drg Ref 2/M(TP)/100R/1), Appendix B.
- 3.3 Following concerns regarding restricted visibility, by way of parked vehicles, for road users entering/exiting junctions along Northern Road, Officers have considered and are looking to promote ‘At Any Time’ waiting restrictions (double yellow lines) on Northern Road, at its junctions with both Lochburn Drive and Dinnie Place.

- 3.4 Details of the ‘At Any Time’ waiting restriction proposals are listed on the Schedule, Appendix C, and shown on the drawing (Drg Ref 2/M(TP)/100R/2), Appendix D.

#### 4 Discussion

- 4.1 Informal consultations on the School Road traffic calming element of the proposal were carried out between April and May 2021 with the Council’s Roads Standard Group, the Council’s Road Safety Engineering Unit, the Council’s Public Transport Unit, Police Scotland and affected owners of land or property adjoining the specific section of School Road. The results of those consultations can be found in Appendix E.
- 4.2 Although the majority of the responses were of a negative form, the Road Service continues to promote the introduction of traffic calming, in the form of speed tables (traffic calming devices that raise the entire wheelbase of a vehicle to reduce its traffic speed), as per the ISC’s instructions.
- 4.3 The Road Service is seeking to promote the introduction of ‘At Any Time’ waiting restrictions (double yellow lines) on Northern Road, at its junctions with both Lochburn Drive and Dinnie Place, where drivers continue to park on the existing hatched markings blocking forward visibility for vehicles both approaching and exiting those junctions.
- 4.4 Following approval by this Committee it is proposed to undertake a four week statutory consultation with interested parties such as the Royal Automobile Club, Road Haulage Association and others. This would be followed by a 21 day public consultation with site notices erected at the affected location(s) and giving anyone who wishes to object to either the introduction of the traffic calming measures or the making of the waiting restriction order, the opportunity to do so.
- 4.5 If there are objections made and not withdrawn, the matter, as related to both the traffic calming and the traffic order must be referred to the Area Committee for its further consideration and determination.

#### 5. Council Priorities, Implications and Risk

- 5.1 This report helps deliver Council priority “Our People – Health and Wellbeing”
- 5.2 The table below shows whether risks and implications apply if the recommendations are agreed.

Subject	Yes	No	N/A
Financial	X		
Staffing		X	
Equalities	X [EIA attached as Appendix F]		

Fairer Scotland Duty	X [EIA attached as Appendix F]		
Town Centre First			X
Sustainability			X
Children and Young People's Rights and Wellbeing			X

5.3 An integrated impact assessment has not been carried out in relation to this Report but an equality impact assessment has been carried out as part of the proposals set out above. It is included as Appendix F and the following positive impact has been identified:

- i) All – The proposals will reduce vehicle speeds on School Road and improve forward visibility on Northern Road, allowing safer crossing by all ages.

5.4 Expenditure will include costs for implementing the traffic order(s), constructing the speed tables and all associated signing and lining works are estimated at £36,000. Costs will be met from funds allocated within the Cycling & Walking section of the 2021/22 Capital Programme.

5.5 The following Risks have been identified as relevant to this matter on a Corporate Level:

**ACORP006 Reputation Management (incl Social media)**

“Failure to carry out the proposed works would expose the Council to damaged reputation nationally and also across all social media platforms for failing to meet our legal obligations”

<https://aberdeenshire.sharepoint.com/sites/Arcadia/services/Documents/Legal/Governance/Aberdeenshire%20Corporate%20Risks%20pdf.pdf#search=corporate%20risk>

5.6 A Town Centre First Impact Assessment is not required as Kintore is not one of the identified town centres.

**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 their comments are contained within the report.

6.2 The Committee can consider and make a decision on this item in terms of Section B.10.1 of the List of Committee Powers in Part 2A of the Scheme of Governance as it relates to the making of permanent or experimental orders for the regulation of traffic.

**Alan Wood**

Director of Infrastructure Services

Report Prepared by Alistair Millar, Senior Roads Engineer (Banff & Buchan)  
Date 28 June 2021

**List of Appendices –**

Appendix A : School Road Traffic Calming Schedule

Appendix B : School Road Traffic Calming Drawing

Appendix C : Northern Road Waiting Restriction Schedule

Appendix D : Northern Road Waiting Restriction Drawing

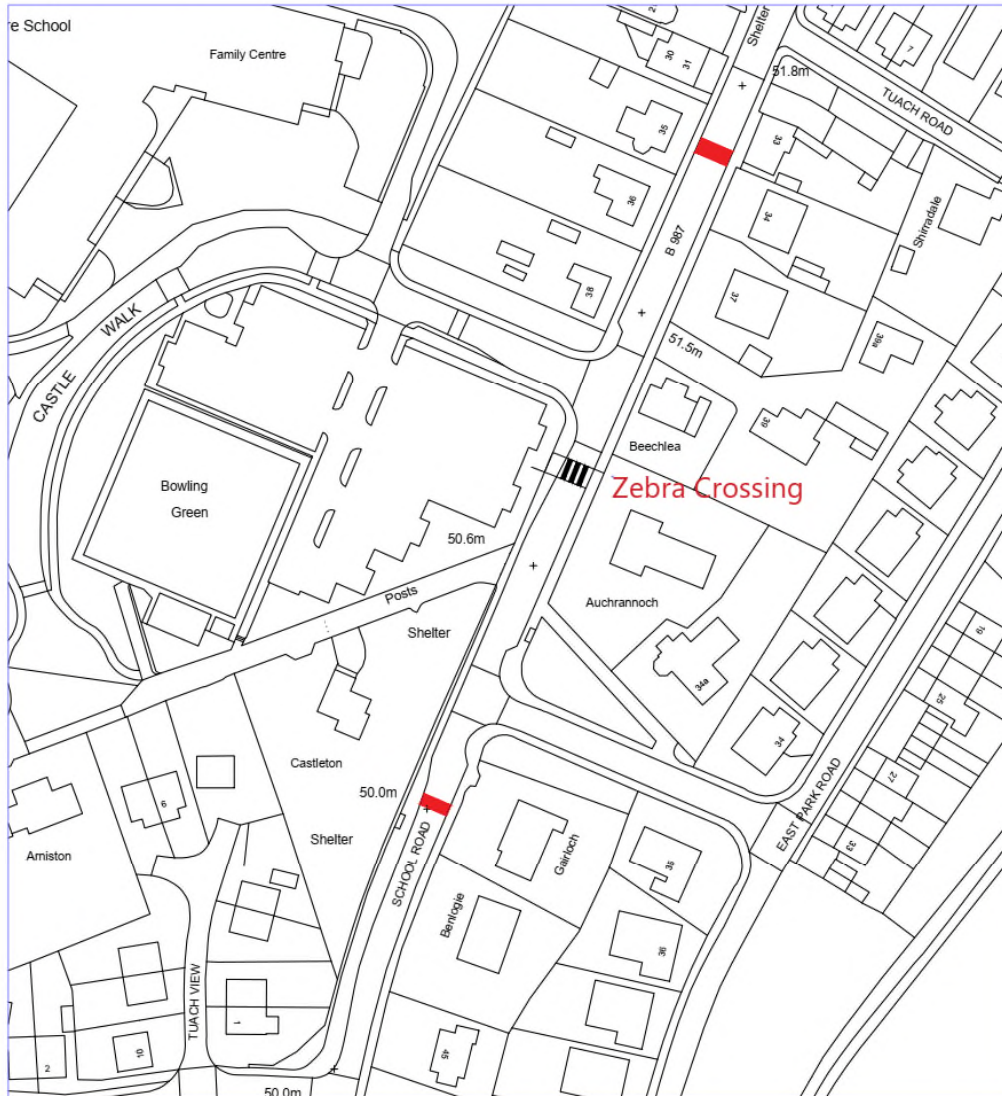
Appendix E : Synopsis of the Responses from the Informal Consultation on the  
School Road proposals

Appendix F : Equality Impact Assessment

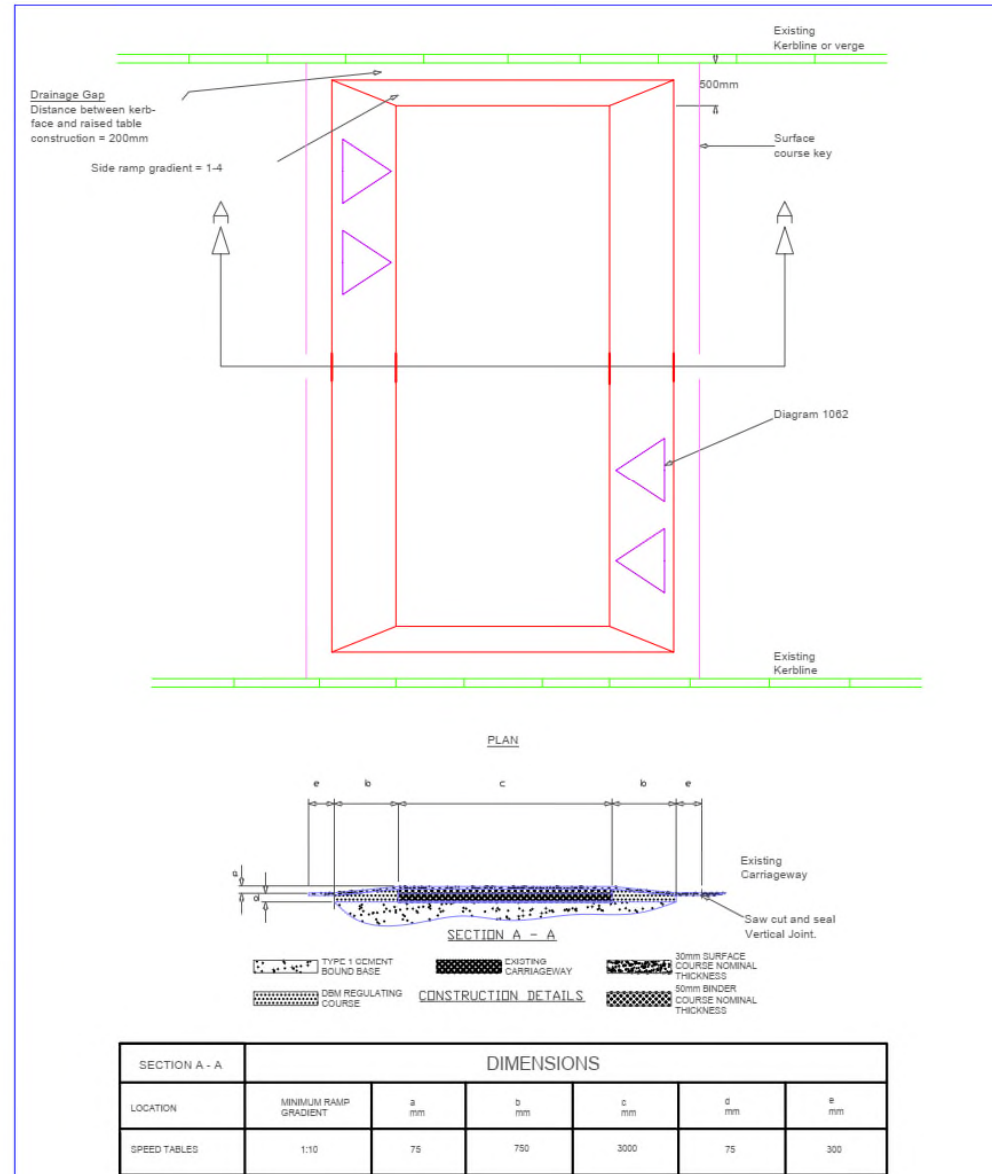
Appendix A

ABERDEENSHIRE COUNCIL Infrastructure Services	<b>School Road Kintore Traffic Calming Proposals</b>	Ref: Sheet: By: AM Date: June 2021
FEATURE	LOCATION	REMARKS
Speed Table	<b><u>School Road</u></b> Approximately 32m or thereby south of the junction with Tuach Road	Refer to Drg No. 2/M(TP)/100R/1
ditto	Approximately 26m or thereby south of the junction with East Park Road	ditto

# Proposed Location of Speed Tables



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Title:- Proposed Traffic Calming, School Road Kintore

Drawn by :- A.Millar

Date :- Feb 2021

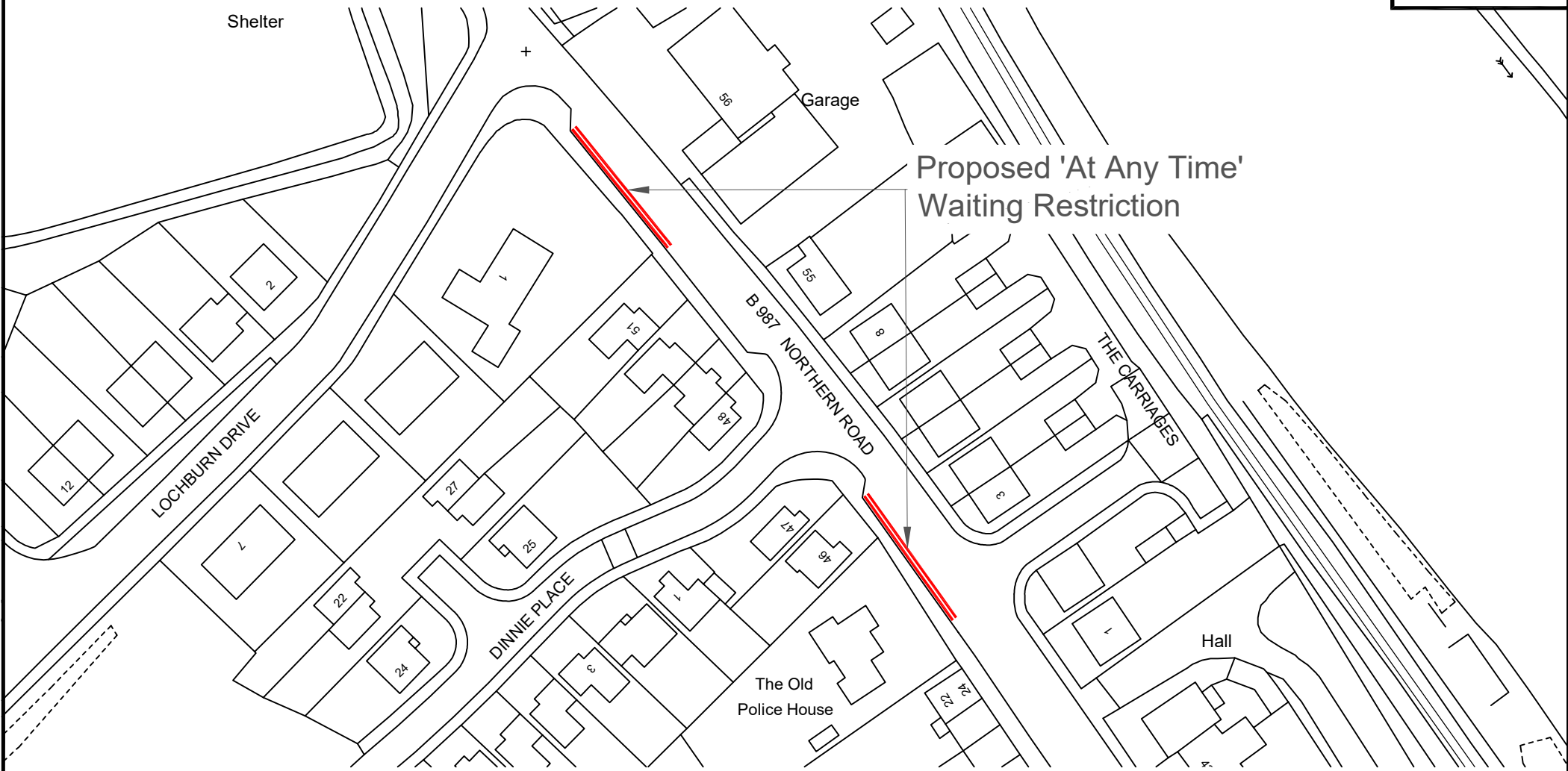
Drawing No. :- 2/M(TP)/100R/1

Appendix :- B

Appendix C

ABERDEENSHIRE COUNCIL Infrastructure Services	<b>Proposed 'At Any Time' Waiting Restrictions Northern Road Kintore</b>	Ref: Sheet: By: AM Date: June 2021
REGULATION	LOCATION	REMARKS
<p>'At Any Time' (double yellows)</p> <p>ditto</p>	<p><b><u>Northern Road</u></b></p> <p>West side, from its junction with Lochburn Drive, southwards to a point 44m or thereby south of the junction.</p> <p>West side, from its junction with Dinnie Place, southwards to a point 42m or thereby south of the junction.</p>	<p>Extension of existing 'At Any Time' junction restrictions</p> <p>ditto</p>

APPENDIX: D



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## School Road Kintore : Proposed Traffic Calming Measures

### Informal Consultation Feedback

**A/shire Council Road Safety Engineering Unit** : Could find no justification for the installation of traffic calming measures.

**A/shire Council Road Standards Group** : The group was unanimously of the view that further measures were not required but, recognising the decision of ISC, made comments as follows:

- Flashing/"your speed" signs – we should avoid using these near to crossing points as drivers could be distracted
- Speed tables – would be ineffective – spacing means that vehicles would be back up to speed by time they reached the crossing, risk of vibration issues to nearby properties from HGVs going over tables
- New speed limit policy could see town-centre full-time, mandatory 20mph speed limit extended out to cover the school.

**A/shire Council Public Transport Unit** : Stagecoach Bluebird provided the response below regarding the proposals for speed humps in Kintore. The majority of buses now operate via Hallforrest Road, so would not be affected by the speed humps but some do travel along this route and this may change in the future.

"In principle, we have no issues with this- as you say, fewer buses use this section now.

However, it might be worthwhile looking at extending the tables so a standard 12m bus can put both axles on the table rather than effectively 2 sharper bumps for each vehicle passing?

**Police Scotland** : The local Inspector has questioned the need for these measures as he is not aware of any accidents or any calls relating to road safety issues on that stretch of the road and is not aware of a speeding issue on the road.

**Affected Frontagers:** Letters were sent to 11 affected frontagers on School Road. Those letters included a questionnaire and a pre-paid returns envelope. Of those 11 letters, only 4 were returned by the due date.

There was a split on the issues of speeding half saying it was a 24/7 issue the other half saying only early in the morning or late at night.

Generally the introduction of traffic calming measures were supported but not speed cushions or tables.

Other suggestions were smaller rumble strips, more feedback signs, relocating the existing flashing 20s closer to the crossing.

There was concern over both noise and vibration issues associated with the introduction of speed cushions and tables. One resident had experienced these issues first hand, from a previous residence outwith Aberdeenshire.

EQUALITY IMPACT ASSESSMENT

Appendix F

Stage 1: Title and aims of the activity (“activity” is an umbrella term covering policies, procedures, guidance and decisions).	
Service	Infrastructure Services
Section	Roads & Landscape Services
Title of the activity etc.	Traffic Calming on School Road Kintore and Proposed Waiting Restrictions on Northern Road Kintore
Aims of the activity	To provide speed tables on School Road and ‘At Any Time’ waiting restrictions (double yellows) on Northern Road
Author(s) & Title(s)	Alistair Millar – Senior Roads Engineer (Banff & Buchan)

Stage 2: List the evidence that has been used in this assessment.	
Internal data (customer satisfaction surveys; equality monitoring data; customer complaints).	Request from Aberdeenshire Council Infrastructure Services Committee
Internal consultation with staff and other services affected.	Area Manager and Ward 11 Area Councillors, Both Councils Roads standard Group and Road Safety Engineering Unit
External consultation (partner organisations, community groups, and councils).	Police Scotland. Other public and local groups will be formally consulted as part of the legal Statutory and Public consultation process (incl emergency services, Community Council, local Safety and Business groups, other road users).
External data (census, available statistics).	None
Other (general information as appropriate).	Also consulted with affected frontagers on School Road

Stage 3: Evidence Gaps.	
Are there any gaps in the information you currently hold?	No

Stage 4: Measures to fill the evidence gaps.		
What measures will be taken to fill the information gaps before the activity is implemented? These should be included in the action plan at the back of this form.	Measures:	Timescale:
	Not Applicable	

Stage 5: Are there potential impacts on protected groups? Please complete for each protected group by inserting "yes" in the applicable box/boxes below.				
	Positive	Negative	Neutral	Unknown
Age – Younger	Yes			
Age – Older	Yes			
Disability	Yes			
Race – (includes Gypsy Travellers)			Yes	
Religion or Belief			Yes	
Gender – male/female			Yes	
Pregnancy and maternity			Yes	
Sexual orientation – (includes Lesbian/ Gay/Bisexual)			Yes	
Gender reassignment – (includes Transgender)			Yes	
Marriage and Civil Partnership			Yes	

Stage 6: What are the positive and negative impacts?		
Impacts.	Positive (describe the impact for each of the protected characteristics affected)	Negative (describe the impact for each of the protected characteristics affected)
Please detail the potential positive and/or negative impacts on those with protected characteristics you have highlighted above. Detail the impacts and describe those affected.	All: The proposed speed tables on School Road will slow traffic speeds to allow safer crossing for all those with protected characteristics. The proposed waiting restrictions on Northern Road will also provide safer crossing for all.	

Stage 7: Have any of the affected groups been consulted?	
If yes, please give details of how this was done and what the results were. If no, how have you ensured that you can make an informed decision about mitigating steps?	No.

Stage 8: What mitigating steps will be taken to remove or reduce negative impacts?		
These should be included in any action plan at the back of this form.	Mitigating Steps	Timescale
	Not applicable	

Stage 9: What steps can be taken to promote good relations between various groups?	
These should be included in the action plan.	Not applicable

Stage 10: How does the policy/activity create opportunities for advancing equality of opportunity?

N

Stage 11: What equality monitoring arrangements will be put in place?

These should be included in any action plan (for example customer satisfaction questionnaires).

Stage 12: What is the outcome of the Assessment?

Please complete the appropriate box/boxes	1	No negative impacts have been identified –please explain.
	The proposed traffic order and speed reducing measures will have no negative impact as they do not affect any of the protective groups.	
	2	Negative Impacts have been identified, these can be mitigated - please explain. * Please fill in Stage 13 if this option is chosen.
	See Stage 13	
	3	The activity will have negative impacts which cannot be mitigated fully – please explain. * Please fill in Stage 13 if this option is chosen

\* Stage 13: Set out the justification that the activity can and should go ahead despite the negative impact.

Not applicable

Stage 14: Sign off and authorisation.

Sign off and authorisation.	1) Service and Team	Infrastructure Services, Roads & Landscape Services – Garioch Area		
	2) Title of Policy/Activity	Proposed Traffic calming School Road Kintore and Proposed ‘At Any Time’ Restrictions on Northern Road Kintore.		
	3) <b>Authors:</b> I/We have completed the equality impact assessment for this policy/activity.	Name: Position: Date:		
		Name: Alistair Millar Position: Senior Roads Engineer – Banff & Buchan Date: 28 June 2021		
	4) Consultation with Service Manager	Name: Brian Strachan      Date: XXXXXX		
	5) Authorisation by Director or Head of Service	Name: Philip McKay Position: Head of Service Date: XXXXXXXX	Name: Position: Date:	
		6) If the EIA relates to a matter that has to go before a Committee, Committee report author sends the Committee Report and this form, and any supporting assessment documents, to the Officers responsible for monitoring and the Committee Officer of the relevant Committee. e.g. Social Work and Housing Committee.		Date: 28/6/2021
	7) EIA author sends a copy of the finalised form to: eia@abdnshire		Date:	
(Equalities team to complete) Has the completed form been published on the website?    YES/NO			Date:	