

ABERDEEN CITY COUNCIL

COMMITTEE	Operational Delivery
DATE	27 May 2021
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Various Small-Scale Traffic Management and Development Associated Proposals (Stage 3 – Public Advert)
REPORT NUMBER	OPE/21/117
DIRECTOR	Rob Polkinghorne
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Tolu Olowoleru / Graeme McKenzie
TERMS OF REFERENCE	1.1.1

1. PURPOSE OF REPORT

This report considers objections and comments received as part of the statutory consultation period with respect to proposed Traffic Regulation Orders (TROs).

2. RECOMMENDATION(S)

It is recommended the Committee: -

- 2.1 Acknowledges the objections received as a result of the public advertisement for “The Aberdeen City Council (Deeside Drive Area, Aberdeen) (Prohibition of Waiting) Order 202(X)”
- 2.2 Approve the proposed order should be made; albeit modified, with a section of prohibition of waiting at any time on Deeside Drive removed from the proposed order (thereby approving the plan shown in Appendix 2).

3. BACKGROUND

- 3.1 This report deals with proposed TRO “The Aberdeen City Council (Deeside Drive Area, Aberdeen) (Prohibition of Waiting) Order 202(X)” which, at the public advertisement stage, has been subject to six statutory objections. The report presents the objections received and provides officers’ responses to the

points raised. A plan detailing the proposal in question is included within the first appendix to this report, while a modified version is highlighted in the second appendix. Redacted copies of the e-mails of objection received, the street notice for the proposal, and general comments received are presented in Appendices 3, 4 and 5, respectively.

Statement of reasons for proposal: -

- 3.2 There have been ongoing concerns from residents with respect to commuters parking on Deeside Drive and surrounding streets; the commuters concerned most likely being associated with the Robert Gordon University and parking in the area to avoid the fees associated with the established controlled parking zones in Garthdee. With respect to this issue, there were modest lengths of prohibition of waiting at any time established at the southern end of Deeside Drive a few years ago, however, concerns have remained. Beyond the issues raised over commuter associated vehicles, visitors to the St Francis of Assis RC Church have also been highlighted, where at times the positions of some parked vehicles may cause difficulties for residents, visitors and other vehicles servicing the area. Of further note is Deeside Park, where parking has been observed that would obstruct large vehicles servicing the area, such as refuse and delivery type, while residents have also highlighted fears over emergency vehicles being obstructed.
- 3.3 Given the ongoing concerns, it is proposed to establish further lengths of prohibition of waiting at any time on Deeside Drive, the lengths concerned will ensure this main thoroughfare that serves the area can comfortably be negotiated, while still retaining significant lengths of on-parking capacity on its western side. On its western side, there would also be a 12m length of prohibition of waiting (single yellow line) adjacent to the church, operational on any day between the hours of 8am and 6pm, this measure will provide a section dedicated for vehicles picking up / dropping off / loading. While on Deeside Park, restrictions will prevent / mitigate the possibility of obstructive parking. There are also lengths of prohibition of waiting proposed for the southern Deeside Gardens / Deeside Terrace junction. A plan of the original proposals is available to view in Appendix 1.

Objections

- 3.4 There were six objections received during the statutory consultation / public advertisement. Four were specifically stating concerns over the prohibition of waiting restrictions proposed for Deeside Park: -
- “The proposed...measures round much of the street will lead to lack of parking for residents and will make life very difficult for elderly visitors, relatives and tradesmen. It would give no parking anywhere nearby as some of the households in our street have multiple cars and cannot get them all off-road. Many people now work from home full-time and a business is run..., just opposite us, which involves people parking for short periods.

As a last resort we would be willing to pay for a parking permit, providing it allowed friends to park outside our house, and not just ourselves.”

- “These restrictions are going to cause many residents major inconvenience as not all residents have space to park their cars within their driveways. Where are they then to park? What about visitors, where are they to park? What about family or friends who may on occasion visit and stay for a couple of nights, where are they to park? It is our opinion that in an attempt to fix a problem, which quite frankly does not exist, the council will cause many more problems, not to the occasional parker but to the vast majority of residents.”
 - “Whilst this will resolve part of the problem, given that these double yellow lines are going to require policing. A parking permit system for street parking to be implemented on Deeside Park which will resolve the issue of hazardous parking by students. The double yellow lines reduce the number of available parking slots for visitors given the very high number of students that park in these streets.”
 - “This proposed extension of the prohibition of waiting in Deeside park will resolve some of the issues in that fewer visitors will be able to park on one side of the road which will allow improved access for emergency vehicles and refuse trucks. Unfortunately, it is very detrimental to the residents getting visitors and allowing them to park close to the house that they are wanting to visit. The people in the street either have young families or have carers and families with young children that visit on a regular basis and the proposal will make this more difficult for them to visit without breaking the law. A much better solution would be to make it resident parking only and issue parking permits to the residents in Deeside Park.”
- 3.5 While it would be preferable to avoid establishing waiting restrictions on a residential street which is usually quiet in nature and where residents would park with care, there has been a long standing issue of complaints over indiscriminate parking on this road, where commuter parking associated with Robert Gordon University has been indicated as the main factor behind the issue.
- 3.6 The road concerned is relatively narrow and can only accommodate a car parked on one side of the carriageway; albeit, one of the issues has also been footway/pavement parking where cars are parked on both sides, however, where part of a footway/pavement is used to retain width on the carriageway for other vehicles to pass. In this regard, the Transport (Scotland) Act 2019 will be establishing a footway/pavement parking prohibition throughout Scotland which, when brought into effect, will allow the City Wardens to provide enforcement. In the meantime, parking on the footway/pavement would be considered an obstruction that would be a matter for Police Scotland.
- 3.7 Accordingly, in the context of on-street parking capacity, the proposed restrictions are not to the detriment, as it is really setting out the available capacity in terms of the existing carriageway width. It is also of note the

properties on this road also have dedicated off-street parking by way of driveways, with some being relatively substantial in terms of capacity. (For information, there is a small section of waiting restrictions proposed on the north side of Deeside Park, at the bend, which complement the section on the southern side, as otherwise, if vehicles park on that bend, a long/large vehicle, such as a delivery HGV etc. would have to mount the footway/pavement to pass.)

- 3.8 Thus, the proposed restrictions will prevent obstructive parking, both on the body of the road and the turning circle, and ensure larger vehicles, such as refuse, delivery, emergency types etc. can negotiate the road unhindered. (The photos in Appendix 6 highlight the difficulties for larger vehicles negotiating Deeside Park)
- 3.9 Some of the objections also highlight the possibility of establishing controlled parking bays in terms of issuing permits for residents, however, the extent of the commuter parking is relatively limited and could not warrant that level of intervention.
- 3.10 The two other objections relate to concerns over the displacement of vehicles from Deeside Drive, whereby commuters will simply shift into the adjacent streets. This concern is acknowledged and following a review of the proposals, it is recommended the proposal on Deeside Drive be modified with a significant length of waiting restriction, approximately 48 metres, removed from its eastern side (The modified plan is available to view in Appendix 2).

Comments received during consultation (See Appendix 5)

- 3.11 There were a couple of comments from residents requesting the restrictions went further in terms of establishing lengths of 'no waiting' across driveways. They have experienced instances of commuters impinging on their driveway accesses and provided photographic evidence. In response, these residents will be directed towards the possibility of applying for a keep clear 'H' marking across their driveway accesses (open to all households in the city at a cost of £180, while the fee is waived for disabled 'Blue Badge' holders). While these markings are advisory (the offence of obstruction being a matter for Police Scotland), they can act as a deterrent.
- 3.12 While the statutory consultation is specifically providing an opportunity to object to proposals, a household took the opportunity to submit comments in support of the restrictions proposed for Deeside Park.

Conclusion

- 3.13 It is recommended the Committee instructs Officers to make "The Aberdeen City Council (Deeside Drive Area, Aberdeen) (Prohibition of Waiting) Order 202(X)"; albeit, a modified version of the proposal, as presented in Appendix 2.

4. FINANCIAL IMPLICATIONS

- 4.1 The proposal will be funded through the Cycling, Walking and Safer Streets budget.

5. LEGAL IMPLICATIONS

- 5.1 Should the recommendation of this report not be accepted and the proposal not progressed, any future request for restrictions at this location would require officers to again undertake the steps outlined in The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999 to progress the necessary Traffic Regulation Order.

6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
Strategic Risk	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
Financial	If funding is insufficient and approved traffic regulation orders are not implemented within the statutory implementation period of 2 years from the start of the public consultation, approved traffic regulation orders may have to re-enter the legislative process.	L	Officers propose measures within the available budget.
Reputational	Proposals can be contentious and attract negative feedback.	L	Concerned parties would be provided thorough rationale as to the requirement for the proposal.
Environment / Climate	Failure to install appropriate traffic management measures could be	L	Officers propose measures that are deemed reasonable and appropriate

	detrimental to encouraging active / sustainable travel.		
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7. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
	Impact of Report
Prosperous Place Stretch Outcomes	The proposals in this report support the delivery of LOIP stretch outcome 15 by creating a safer environment on the road network. Road safety measures help reduce accidents and can help increase walking and cycling.

8. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	Full impact not required
Data Protection Impact Assessment	Not required

9. BACKGROUND PAPERS

N/A

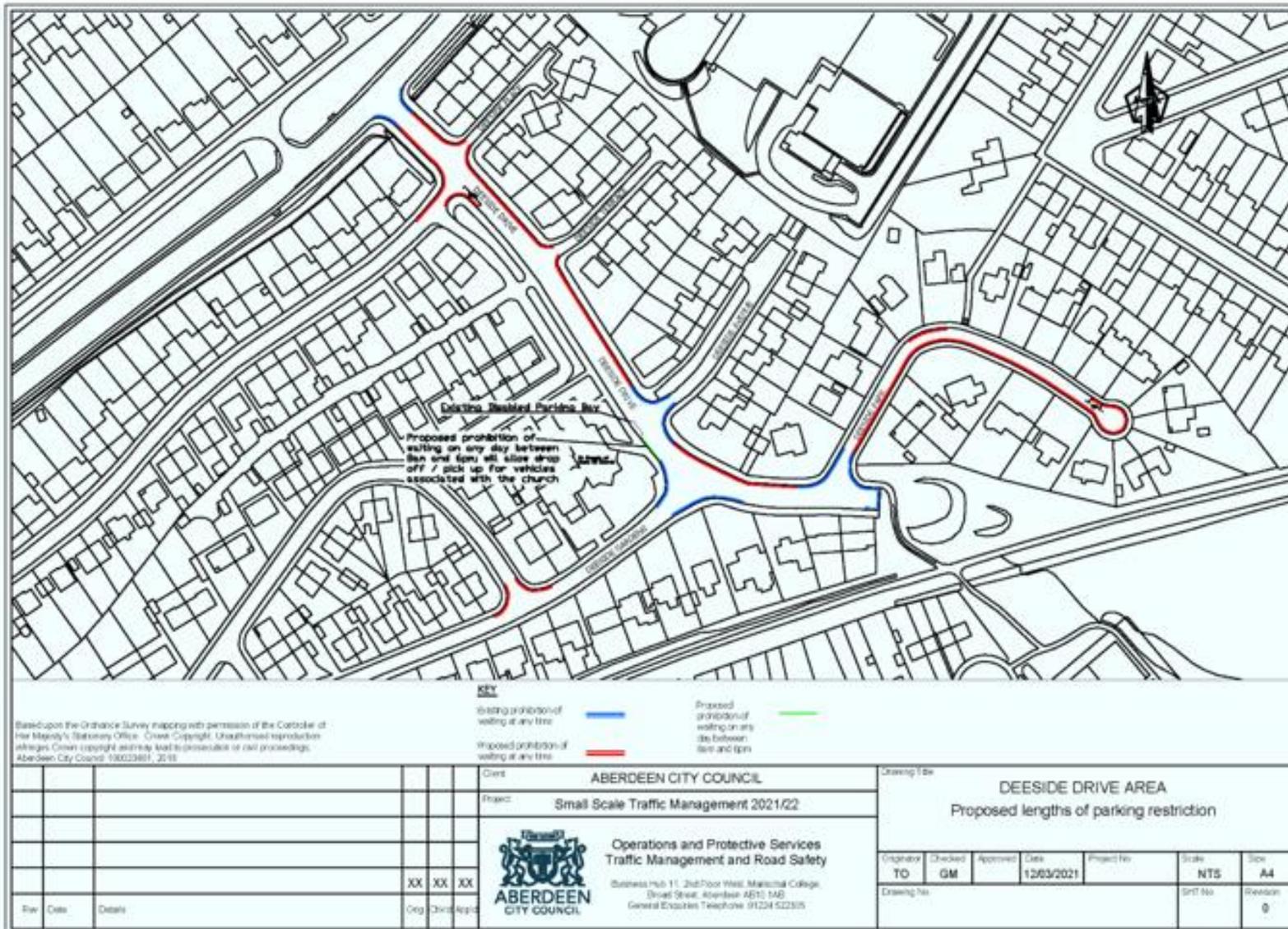
10. APPENDICES

- Appendix 1 – Plan
- Appendix 2 – Modified plan / proposal
- Appendix 2 - Objections
- Appendix 3 – Street notice
- Appendix 5 – Comments received
- Appendix 6 – Deeside Park photos

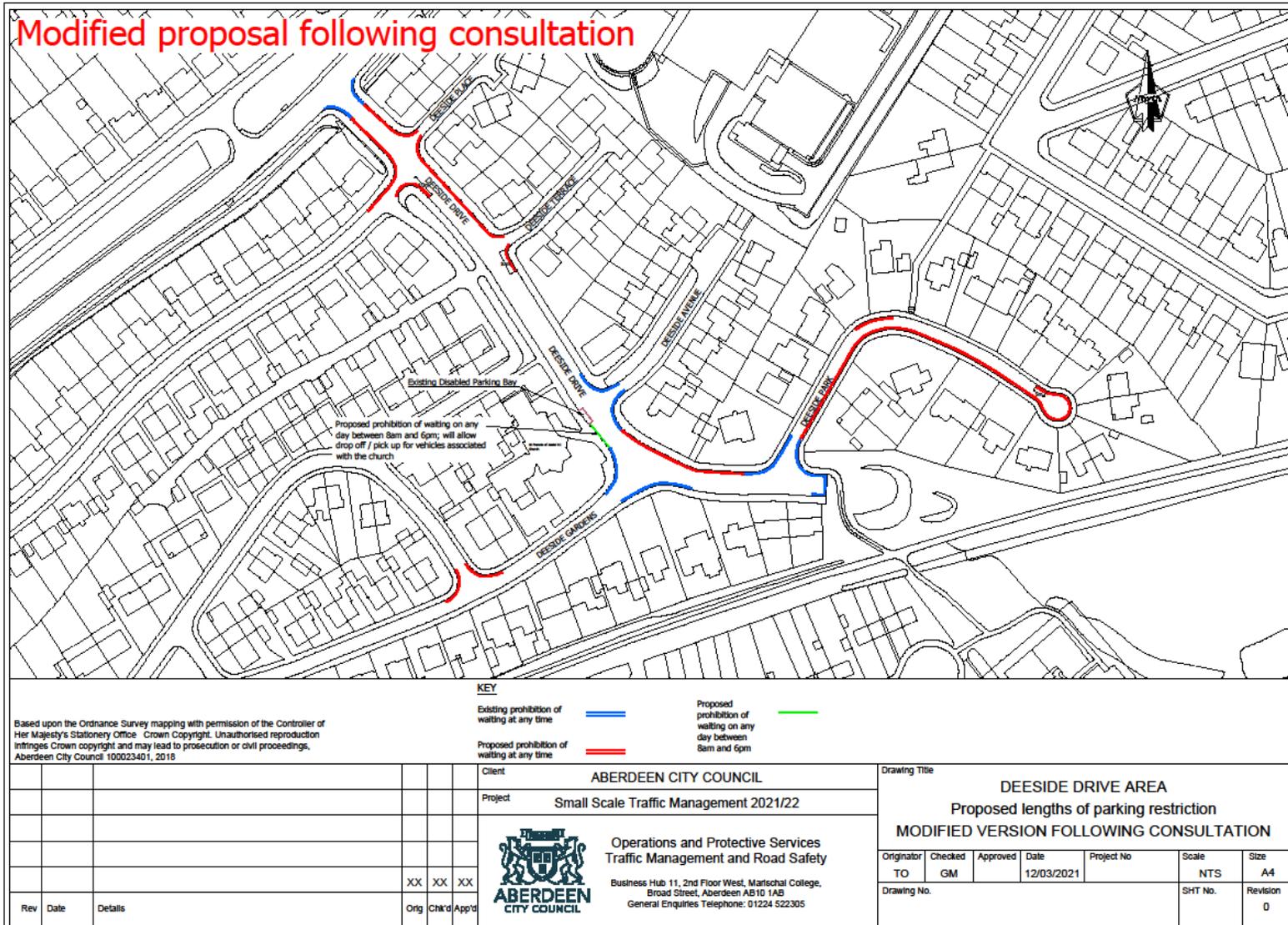
11. REPORT AUTHOR CONTACT DETAILS

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Title	Technical Officer
Email Address	tolowoleru@aberdeencity.gov.uk gmckenzie@aberdeencity.gov.uk
Tel	01224 522305

APPENDIX 1 – Plan



APPENDIX 2 – Modified plan / proposal



APPENDIX 3 - Objections

From: [REDACTED]
To: [Traffic Management](#)
Subject: The Aberdeen City Council (Deeside Drive Area Aberdeen) (Prohibition Of Waiting) Order 202(X)
Date: 30 April 2021 19:13:08

I refer to the above and wish to object to the proposed parking restrictions on Deeside Drive. I am a resident in [REDACTED]. As the local authority may well be aware, students who attend RGU park on Deeside Drive and the surrounding area. Furthermore, St Francis of Assisi is used extensively by the congregation attending services, funerals are also held on a regular basis with the church premises used by various organisations and groups on an almost daily basis. By imposing parking restrictions on the Deeside Drive Area this will result in vehicles parking on Deeside Avenue which is a wider road than Deeside Place and Deeside Terrace. Cars will be either parking on the pavement thereby making it difficult for pedestrians to manoeuvre past and on the grass verges which could possibly be damaged. Cars double parking or on both sides of the road would make it difficult for emergency, delivery and public service vehicles getting into the street.

I fail to see the logic on imposing such severe parking restrictions on Deeside Drive where there are few residential dwellings. Could parking restrictions not be put in place for one side only on Deeside Drive?

Kind regards

[REDACTED]

Sent from my iPhone

From: [REDACTED]
To: [TrafficManagement](#)
Subject: Deeside Drive proposed lengths of prohibition of waiting
Date: 29 April 2021 19:33:27

[REDACTED]

Objection -

Whilst this will resolve part of the problem, given that these double yellow lines are going to require policing. A parking permit system for street parking to be implemented on Deeside Park which will resolve the issue of hazardous parking by students. The double yellow lines reduce the number of available parking slots for visitors given the very high number of students that park in these streets. Residence parking system would remove this. Note that the church has dedicated car park and would also be able to distribute a certain number of parking permits to its visitors.

Regards

[REDACTED]

[Sent from Yahoo Mail for iPhone](#)

From: [REDACTED]
To: [TrafficManagement](#)
Subject: Traffic Management and Developer Proposals - Deeside Drive _Draft TRO
Date: 29 April 2021 13:30:43
Attachments: [image008.png](#)

Hi,

I live at [REDACTED] and wish to object to the proposed increased waiting restrictions for Deeside Park included in the above TRO.

Following the introduction of the existing prohibitions of waiting in Deeside park there was some improvement to the situation for residents but not a lot, with RGU staff/students still parking during the week and people using the Deeside Line parking in the evening and at weekends.

This proposed extension of the prohibition of waiting in Deeside park will resolve some of the issues in that fewer visitors will be able to park on one side of the road which will allow improved access for emergency vehicles and refuse trucks. Unfortunately it is very detrimental to the residents getting visitors and allowing them to park close to the house that they are wanting to visit.

The people in the street either have young families or have carers and families with young children that visit on a regular basis and the proposal will make this more difficult for them to visit without breaking the law.

A much better solution would be to make it resident parking only and issue parking permits to the residents in Deeside Park.

Regards

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [TrafficManagement](#)
Subject: Traffic management in Deeside Park
Date: 19 April 2021 09:40:30

[REDACTED]

1. There are TWO separate issues, though linked ; the more important is the occasional blockages at the entrance to Deeside Park, preventing deliveries and emergency vehicles entering the street. This is best solved by extending the DOUBLE yellow lines towards numbers 2 and 3. Please see photos taken in September 2019.

2. The proposed single yellow line measures round much of the street will lead to lack of parking for residents and will make life very difficult for elderly visitors, relatives and tradesmen. It would give no parking anywhere nearby as some of the households in our street have multiple cars and cannot get them all off-road. Many people now work from home full-time and a business is run from number 6, just opposite us, which involves people parking for short periods.

3. As a last resort we would be willing to pay for a parking permit, providing it allowed friends to park outside our house, and not just ourselves.

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 13 April 2021 18:54
To: TrafficManagement
Subject: Objection Deeside drive area (prohibition of waiting) order 202(X).

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Sir/Madam,

We are contacting you in order to submit an objection to the planned parking restrictions proposed for Deeside Park as part of the Deeside drive area (prohibition of waiting) order 202(X).

The proposed parking restrictions preventing parking between the hours of 8am to 6pm is excessive and way out of proportion to what is an occasional minor parking issue.

These restrictions are going to cause many residents major inconvenience as not all residents have space to park their cars within their driveways. Where are they then to park ?

What about visitors, where are they to park ?

What about family or friends who may on occasion visit and stay for a couple of nights, where are they to park ?

It is our opinion that in an attempt to fix a problem, which quite frankly does not exist, the council will cause many more problems, not to the occasional parker but to the vast majority of residents.

We have lived at [REDACTED] for 27 years now and in all that time there has rarely been any issues with parking in the street. An issue that did develop approximately 3-4 years ago was students from RGU parking carelessly at the end of Deeside Park to avoid parking restrictions within Garthdee. However with the introduction of double yellow lines at the entrance to Deeside Park that problem has all but been resolved. (Even prior to the covid 19 lockdown)

We were informed that on one occasion the bin lorry was unable to gain entry to the street and had to return later. That was caused by people's careless parking at the entrance to the street and would therefore probably have still been an issue with these proposed restrictions. As we say in the 27 years we have stayed in the street that is the one and only occasion we are aware of.

These new restrictions are more likely to exacerbate parking problems with cars moving further down the Cul-de-sac in order to find a space out with the new restricted area.

It is our opinion that the current set-up is working well and therefore the status quo should be maintained. We dearly hope that common sense will win the day and these parking restrictions are cancelled permanently.

Yours Sincerely,

[REDACTED]

[REDACTED]

Extract

The waiting time restrictions...in my opinion are a bit severe and if they must be introduced then 8.00 am - 4.00 pm, 8.30 am - 4.30 pm or even 9.00 - 4.00 pm Monday – Friday might be more practical.

...valuable parking spaces will be lost causing more and more drivers to cruise around...looking and hoping (to locate other on-street parking opportunities).

APPENDIX 4 – Street Notice

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (DEESIDE DRIVE AREA, ABERDEEN) (PROHIBITION OF WAITING) ORDER 202(X)



Aberdeen City Council proposes to make "The Aberdeen City Council (Deeside Drive Area, Aberdeen) (Prohibition of Waiting) Order 202(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to establish certain lengths of prohibition of waiting on Deeside Avenue, Deeside Crescent, Deeside Drive, Deeside Gardens, Deeside Park and Deeside Terrace, Aberdeen, as specified in the schedules below.

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 online via the internet link specified below or by scanning the **QR Code**.

<https://consultation.aberdeencity.gov.uk/operations/traffic-management-and-developer-proposals>

The consultation will run between **12th April 2021 and 2nd May 2021**. Should you wish to view these documents in another way please contact us by e-mail (see below), or alternatively on Tel. 01224 522305, where we will endeavour to accommodate such requests.

Anyone wishing to object to the above order should send details of the grounds for objection, including their name and address, by e-mail to trafficmanagement@aberdeencity.gov.uk, or alternatively by writing to the address below during the statutory objection period, which also runs from **12 April to 3 May 2021**, 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, Business Hub 11, Second Floor West, Marischal College, Broad Street, Aberdeen, AB10 1AB

First Schedule

(Prohibition of waiting at any time)

Deeside Crescent

Both sides, from its eastern most southern junction with Deeside Gardens, northwards for a distance of 10 metres or thereby.

Deeside Drive

West side, between its junction with the North Deeside Road and its northern junction with Deeside Gardens; **West side**, from its northern junction with Deeside Gardens southwards for a distance of 10 metres or thereby; **East side**, between its junctions with the North Deeside Road and Deeside Place; **East side**, between its junctions with Deeside Place and Deeside Terrace; **East side**, between its junctions with Deeside Terrace and Deeside Avenue; **East side**, between its junctions with Deeside Avenue and Deeside Park.

Deeside Gardens

North side, from its northern junction with Deeside Drive, westwards for a distance of 23 metres or thereby; **South side**, between its northern junctions with Deeside Drive and Deeside Crescent; **North side**, from its easternmost southern junction with Deeside Crescent, eastwards for a distance of 10 metres or thereby; **North side**, from its easternmost southern junction with Deeside Crescent, westwards for a distance of 10 metres or thereby.

Deeside Park

North side, from a point 67 metres or thereby north of its junction with Deeside Drive, eastwards for a distance of 17 metres or thereby; **South side**, from its junction with Deeside Drive, northwards, then eastwards, following the turning head in an anticlockwise direction, then westwards for an overall distance of 186 metres or thereby.

Deeside Place

Both sides, from its junction with Deeside Drive, eastwards for a distance of 7 metres or thereby.

Deeside Terrace

Both sides, from its junction with Deeside Drive, eastwards for a distance of 4 metres or thereby.

Second Schedule

(Prohibition of waiting on any day between 8.00am and 6.00pm)

Deeside Drive

West side, from a point 10 metres or thereby north of its southern junction with Deeside Gardens, northwards for a distance of 13 metres or thereby.

APPENDIX 5 – Comments received

[REDACTED]

From: [REDACTED]
Sent: 30 April 2021 09:13
To: [REDACTED]
Cc: [REDACTED]
Subject: Parking restrictions on Deeside Park

Dear [REDACTED],

We are writing to strongly support your proposal for further parking restrictions on Deeside Park and the Deeside Drive area.

For several years residents of the Deeside Drive area have been plagued by the problem of inconsiderate and often illegal parking, leading to dangerous situations which were reported to the police. Eventually, politicians at both local and Scottish Parliament level became involved in the requests by local residents for more parking restrictions in the area. This current proposal does appear to improve significantly the amenity and safety of the general area.

With specific regard to Deeside Park, this street has taken the brunt of the excesses of inconsiderate student parking for many years, as it is the closest to RGU. The street is very narrow and even if parking on both sides is staggered, rather than directly across from each other (as it has been on occasions), it generates a chicane which is difficult for large vehicles (such as fire brigade vehicles) to negotiate. This has caused obvious safety concerns. For the last year attendance at RGU has been reduced because of the Covid pandemic but doubtless the issues will return once the University returns to normal.

The current proposal for Deeside Park looks like a very practical solution. By restricting parking to one side of the road it enables access for larger vehicles, while still providing plenty of parking for visitors to residents. It may be that thought should be given to instituting a residents' parking scheme to stop these parking spaces simply becoming a car park for RGU again.

With regard to the suggestion of using a single yellow line instead of double; we also have a problem at weekends with inconsiderate parking, often by people accessing the old railway line. Double yellow lines would enable emergency vehicle access at all times.

Yours sincerely,

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 02 May 2021 16:06
To: TrafficManagement
Cc: [REDACTED]
Subject: Objection: Deeside Drive etc. – Proposed lengths of prohibition of waiting
Attachments: Parking 10.jpg; Parking 14.jpg; Parking 1.jpg; Parking 2.jpg; Parking 3.JPG; Parking 4.jpg; Parking 5.jpg; Parking 6.jpg; Parking 7.jpg; Parking 8.jpg; Parking 9.jpg; Parking 11.jpg; Parking 12.jpg; Parking 13.jpg; Parking 15.jpg; Parking 17.jpg; Parking 18.jpg; Parking 19.jpg; Parking 20.jpg; Parking 21.jpg; Parking 22.jpg; Parking 23.jpg; Parking 24.jpg; Parking 25.jpg; Parking 26.jpg; Parking 27.jpg; Parking 28.jpg; Parking 29.jpg; Deeside Drive Traffic Management and Developer Proposals_Sketch Amended 18-04-2021.png

Sirs,

The proposed extension to restriction will be welcomed by most if not all residents on Deeside Drive and Deeside Park. However, the proposals, as they stand, will inevitably exacerbate the original problem and, in some parts, increase the risks to road users and pedestrians, [REDACTED]

Specifically, the proposals will force drivers to take even more desperate measures and risks as they compete for the remaining spaces in front of my home. The attached photos taken over the past 5 years are a small selection that clearly illustrate the problems I and my neighbours face on a daily basis, i.e. inconsiderate and dangerous parking and resultant risks to all other road users.

We are at the foot of Deeside Drive hill and we see drivers, cyclists, skate boarders and others coming down the hill at speed. The dangerously parked cars mean that we are forced to reverse out/in of our driveways very slowly because we are completely blinded by the vehicles that persistently park across our driveways. On some occasions our driveways have been blocked to the extent we could not get our car in/out forcing us to call Police Scotland.

I first raised this issue with the City Council ([REDACTED]), City Wardens on November 2016 and on multiple later occasions including, when necessary, Police Scotland. Whilst good progress has been, the existing restrictions do not go far enough and we have already experienced an increase in instances of inconsiderate and dangerous parking at our driveways.

The proposed extensions will be very useful but would make a significantly greater impact and reduce the risks to all road users and inconvenience to residents if they were extended from the lower junction of Deeside Drive/Deeside Gardens along the south side of Deeside Drive for at least 1 metre past the driveway of number 14 towards the existing restrictions at the access to the Deeside Way - marked in yellow on the attached plan.

Given the problems invariably arise only during working/RGU hours on weekdays, even restricting parking 8am to 6pm Monday to Friday (single yellow lines) would go a long way to resolving these issues.

Please reconsider the proposal with a view to extending the restrictions as described above.

[Redacted]

From: [Redacted]
Sent: 03 May 2021 10:04
To: TrafficManagement
Subject: Yellow lines on Deeside Drive
Attachments: 20191009_113422.jpg; 20191216_152830.jpg; 20200127_100713.jpg; 20200204_125656.jpg; 20200220_085629.jpg; 20200302_143308.jpg; 20200722_081857.jpg; 20201028_153546.jpg

I have looked at the plan to extend the yellow lines on Deeside Drive and it really does not do anything to stop students and other people parking in front of the entrance to my drive. It is very hard to get past and to see other traffic. Please would you put yellow lines in front of my drive so that it is not blocked. My house is number [Redacted] Deeside Drive.

You can see examples of the bad parking that blocks my drive on the pictures I have enclosed. It is a very narrow drive and the way the students park their cars makes it very difficult to use the drive.

Your faithfully,

[Redacted]
[Redacted]
[Redacted]
[Redacted]

APPENDIX 6 – Deeside Park photos

Example of parking that would obstruct larger vehicles



Example of refuse vehicle negotiating turning circle

