

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	24 May 2011
DIRECTOR	Director of Corporate Governance
TITLE OF REPORT	Various Traffic Orders – Outcome of Main Statutory Advertisement Stage:- <i>i. The Aberdeen City Council (Disabled Person's Parking Places in Aberdeen) (Regulatory Parking Places) (No 1) Order 2011</i> <i>ii. The Aberdeen City Council (Various Traffic Management Measures) (No 1) Order 2011</i> <i>iii. The Aberdeen City Council (Various Traffic Management Measures) (No 2) Order 2011</i> <i>iv. The Aberdeen City Council (Various Traffic Management Measures) (No 3) Order 2011</i> <i>v. The Aberdeen City Council (Night Time Transport Zone) (Waiting Restrictions) Order 2011</i> <i>vi. The Aberdeen City Council (Bus Lanes in Aberdeen) (Amendment) (No 2) Order 2011</i>
REPORT NUMBER:	CG/11/053

1. PURPOSE OF REPORT

This report deals with six orders at the final statutory stage; that is to say, the main statutory advertisement period is now over in respect of each of these orders and this report presents the objections (where relevant) in each case.

2. RECOMMENDATION(S)

- (i) That the objections in relation to both The Aberdeen City Council (Various Traffic Management Measures) (No 1) Order 2011, and The Aberdeen City Council (Various Traffic Management Measures) (No 3) Order 2011 be overruled (the appendix hereto comprises technical commentary by the roads officials),

- (ii) that the objection in respect of The Aberdeen City Council (Night Time Transport Zone) (Waiting Restrictions) Order 2011 be noted, in particular the inaccuracy within the order regarding the location of night time taxi rank B, and that in light of this inaccuracy, the Aberdeen City Council (Night Time Transport Zone) (Waiting Restrictions) Order 2011, be approved, as advertised, with the exception of night time taxi rank B; and that officers be instructed to re-advertise the correct location of Rank B and the proposed 7 day operation as a matter of urgency in order that the Council can ensure continuity across all the night time taxi ranks as quickly as possible, and
- (iii) that the orders that did not attract objections be simply affirmed, and that all the orders be made and implemented accordingly.

3. FINANCIAL IMPLICATIONS

The proposals contained in the following traffic orders will be fully funded by the 2011/2012 Cycling, Walking Safer Streets budget and the Disabled parking Revenue budget:-

- The Aberdeen City Council (Disabled Person's Parking Places in Aberdeen) (Regulatory Parking Places) (No 1) Order 2011
- The Aberdeen City Council (Various Traffic Management Measures) (No 1) Order 2011
- The Aberdeen City Council (Various Traffic Management Measures) (No 2) Order 2011
- The Aberdeen City Council (Various Traffic Management Measures) (No 3) Order 2011

Whilst, the proposals in The Aberdeen City Council (Bus Lanes in Aberdeen) (Amendment) (No 2) Order 2011 will be funded by NESTRANS.

Finally, The Aberdeen City Council (Night Time Transport Zone) (Waiting Restrictions) Order 2011 will be funded from several sources - namely the Licensing Service, Community Safety Budget and match funding from the Risk Management Budget.

4. OTHER IMPLICATIONS

There are no other implications worthy of being identified in the abstract here, although, again, both Section 5 and the appendix rehearse concerns raised by objectors.

5. BACKGROUND/MAIN ISSUES

This section has been sub-divided into sub-sections corresponding to the six orders under consideration.

5.1 *The Aberdeen City Council (Disabled Person's Parking Places in Aberdeen) (Regulatory Parking Places) (No 1) Order 2011*

No statutory objections received.

5.2 *The Aberdeen City Council (Various Traffic Management Measures) (No 1) Order 2011*

The overall objection of the new provisions is actually to respond to concerns regarding a lack of available parking raised by a resident within the development, and thereby to relax existing regulations, and introduce parking opportunities not available at present. Two statutory objections have been received, one from Ms. Shirley Henderson, who has indicated that she is acting on behalf of Westbank Residents Association and one from Mr and Mrs Jones, 3 Westbank, Fonthill Road.

Despite, the original concern regarding lack of available parking, the objectors have highlighted their concerns at the proposals to introduce three resident parking bays and have expressed the view that these spaces are not required and would be detrimental for various reasons. However, roads officials have carried out surveys within the area which have concluded that the area has a lack of parking spaces which needs to be addressed. The objector also raises a number of concerns regarding access and egress to the development if the proposed spaces were implemented. In line with, it does not seem to me that the concerns raised by the objectors outweigh the broader requirement for and benefits of the scheme.

Although unaware of the membership of the residents association, the objections raise familiar and tricky issues where a number of local residents in good faith have been concerned by a proposal initiated by another resident. The association's representative was advised that individual letters of objections from the residents should be submitted in order that the level of objection could be gauged. Although, temptation is not too push too hard in a localised situation in a quiet street, the Council shouldn't run from such situations where residents' perception has changed and roads officials have identified an issue in this area and a need for further parking.

The main part of the appendix to this report is in the authorship of my roads colleagues, who have summarised the objections and offered commentary on the main points raised in them. Copies of the original communications are also appended to the report.

5.3 *The Aberdeen City Council (Various Traffic Management Measures) (No 2) Order 2011*

No statutory objections received.

5.4 *The Aberdeen City Council (Various Traffic Management Measures) (No 3) Order 2011*

One letter of objection (appended to the report) has been received from Mrs. Wilson, 3 Craighton Road, Aberdeen. Mrs Wilson has intimated that to date visitors have been able to park for short periods in the lane serving numbers 4 to 18 Craighton Road, Aberdeen. If vehicles were parked in this area they would be completely blocking the lane and causing an obstruction for wheelie bin collection, driveway access at number 4 and access to the grass area at the rear of the properties. It is due to the above obstructions to the lane that roads officers have promoted the waiting restrictions.

5.5 *The Aberdeen City Council (Night Time Transport Zone) (Waiting Restrictions) Order 2011*

By way of background to the proposed traffic order, I would advise that at its meeting on 15 September, 2010, the Council's Licensing Committee considered the option to extend the operation hours of the existing night time taxi ranks wherein they were advised that the option of seven days a week operation of the night time taxi ranks would lead to greater clarity of operational arrangements and reduce the confusion for drivers and customers. The Committee agreed to commence the statutory consultation for licensing and roads legislation to change the operating times of the night-time taxi ranks from midnight to 5.00am on Saturday and Sunday nights to operate from midnight to 5.00am seven nights a week.

On publication of the notice, one letter of objection (appended to the report) has been received on behalf of six residents in separate flats on 152 Union Street. The letter of objection firstly highlights an inaccuracy in the advertised public notice regarding the location of night time taxi rank B, and secondly raises concerns directly in relation to taxis dropping off or picking up at this location and also to this being operational seven days a week.

As intimated above, the objectors highlighted an inaccuracy within the advertised public notice, that being that the location identified in the street notice is actually the previous location for night time taxi rank B. The objector is indeed correct on this point and the location should state the north side of Union Street, extending 35 metres or thereby eastwards from a point 12 metres or thereby east of Summer Street and adjacent to the south face of Gilcomston South Church and property numbers 258 - 262 Union Street .

In light of this inaccuracy, it is recommended that that the order, be approved, as advertised, with the exception of night time taxi rank B; and that officers be instructed to re-advertise the correct location of taxi rank B, and the proposed 7 day operation of taxi rank B, as a matter of urgency, in order that the Council can ensure continuity across all the night time taxi ranks as quickly as possible.

Therefore, the Committee is being asked to approve the extended operational hours (from midnight until 5am the next morning, seven days a week) of

existing night time taxi ranks A and B, as well as the establishment of night time taxi rank D at the location detailed in the attached order, for the same operational period as for ranks A and B. Also, as above, that the extended operational hours of night time taxi rank B be re-advertised at the correct location and reported back to Committee.

5.6 *The Aberdeen City Council (Bus Lanes in Aberdeen) (Amendment) (No 2) Order 2011*

No statutory objections received.

6. SERVICE AND IMPACT

Section 5 above – and also the appendix containing the technical commentary – will allow members to consider the possible impact on communities compared with the intended virtue of the original proposals.

7. BACKGROUND PAPERS

No background papers were used as a point of departure for writing this report (other than the objections themselves).

The statutory advertisements are published here for information, allowing members to see the import of each order as advertised.

8. REPORT AUTHOR DETAILS

Allison Swanson
Committee Services Officer
aswanson@aberdeencity.gov.uk
(01224) 522822

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (DISABLED PERSONS' PARKING PLACES IN ABERDEEN) (REGULATORY PARKING PLACES) (NO 1) ORDER 2011

Aberdeen City Council proposes to make "The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen) (Regulatory Parking Places) (No 1) Order 2011" in terms of its powers under the Road Traffic Regulation Act 1984 and its duties under the Disabled Persons' Parking Places (Scotland) Act 2009.

The effect of the order is to establish regulatory on-street parking places in the streets listed in the schedule below.

In each case, a single on-street parking place – reserved for the exclusive use of any blue badge holder – will be established on the street in question, except that, where a bracketed numeral appears after a street name, that number will refer to the number of parking places intended for that street.

The schedule also includes a number of housing-related car parks where disabled persons' spaces are being made regulatory.

The draft order, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 13 April, 2011, and Friday, 4 May, 2011, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden 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 Spring Garden can telephone (01224 538069) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection in writing to the undersigned during the statutory objection period which also runs from 13 April until 4 May, 2011, inclusively.

Any person who submits an objection should note that the Committee agendas are public documents, available in libraries and also distributed to the press. Objectors' names and addresses, perhaps with summaries of their observations, may be able to be found in these agendas. Also, although the original letters of objection will not ordinarily be copied as part of the agenda, they are available for inspection by Councillors and are essentially in the public domain. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures blanked out.

Jane MacEachran
Head of Legal and Democratic Services
Aberdeen City Council, Town House, ABERDEEN

SCHEDULE

Ardarroch Road, Bedford Road, Burnbrae Crescent, Burnbrae Place (3), Caiesdykes Road (2), Caperstown Crescent, Cloverhill Crescent, Coningham Gardens, Deevale Road, Derbeth Crescent (3), Eday Crescent, Eday Road, Faulds Gate, Gairsay Road, Girdleness Road, Gladstone Place (2), Harlaw Road, Hayton Road, Irvine Place, Jopp's Lane (2), Lane to the rear of Nos. 1 to 15 Tulloch Park, Lane to the rear of Nos. 14 to 56 Middle Brea, Lane to the rear of Nos. 2 to 32 Ashtown Walk, Linksfield Road, Manor Avenue, Mansefield Road, Millhill Brae, Mortimer Place, North Anderson Drive Inset Road, Pittodrie Street, Ronaldsay Square, Ruthrieston Road, School Drive, Seaforth Road, Seaton Road, Spa Street, Stewart Crescent, Strathburn Street, Summerhill Drive, Willowpark Road, Windford Road.

Car park to the rear of Nos. 13 to 19 Tarbothill Road, Car Park serving 51 to 81 Deer Road, Car Park serving 10 to 74 Pennan Road (2), Car Park serving 16 to 38 Powis Place.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (VARIOUS TRAFFIC MANAGEMENT MEASURES) (NO 1) ORDER 2011

Aberdeen City Council proposes to make "The Aberdeen City Council (Various Traffic Management Measures) (No 1) Order 2011" in terms of its powers under the Road Traffic Regulation Act 1984.

The effect of the order will be to establish a range of traffic management measures at various locations in the city, all as shown in the schedule below (where the nature of the measure in each case is also indicated).

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 13 April, 2011, and Friday, 4 May, 2011, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden 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 Spring Garden can telephone (01224 538069) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection in writing to the undersigned during the statutory objection period which also runs from 13 April until 4 May, 2011, inclusively.

Any person who submits an objection should note that the Committee agendas are public documents, available in libraries and also distributed to the press. Objectors' names and addresses, perhaps with summaries of their observations, may be able to be found in these agendas. Also, although the original letters of objection will not ordinarily be copied as part of the agenda, they are available for inspection by Councillors and are essentially in the public domain. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures blanked out.

Jane MacEachran
Head of Legal and Democratic Services
Aberdeen City Council, Town House, ABERDEEN

SCHEDULE

"At any time" waiting restrictions - Albyn Lane, Don Street (Old Aberdeen), Morningfield Road, Morningfield Mews, Claremont Grove, Lane serving No. 10 Claremont Street, Elmbank Terrace, Erroll Street, Seaforth Road, Access Road / Car Park serving Mile-End School, Access Road serving Marischal College Car Parks

Monday to Saturday 8am to 6pm, 45 minute limited waiting with no return within 15 minutes - Mount Street

"Resident permit holder parking - Monday to Friday 9am to 5pm" - Westbank

"Resident permit holder / Voucher parking - Monday to Friday 10am to 4pm" - Beechgrove Place (replaces defunct "School Keep Clear")

Revocation of "Monday to Saturday 8am to 6pm" waiting restriction - Elmbank Terrace

Existing 2.1m vehicular width restriction on the Esplanade - exemption for maintenance vehicles.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL
(VARIOUS TRAFFIC MANAGEMENT MEASURES) (NO 2) ORDER 2011**

Aberdeen City Council proposes to make "The Aberdeen City Council (Various Traffic Management Measures) (No 2) Order 2011" in terms of its powers under the Road Traffic Regulation Act 1984.

The effect of the order will be to establish a range of traffic management measures at various locations in the city, all as shown in the schedule below (where the nature of the measure in each case is also indicated).

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 13 April, 2011, and Friday, 4 May, 2011, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden 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 Spring Garden can telephone (01224 538069) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection in writing to the undersigned during the statutory objection period which also runs from 13 April until 4 May, 2011, inclusively.

Any person who submits an objection should note that the Committee agendas are public documents, available in libraries and also distributed to the press. Objectors' names and addresses, perhaps with summaries of their observations, may be able to be found in these agendas. Also, although the original letters of objection will not ordinarily be copied as part of the agenda, they are available for inspection by Councillors and are essentially in the public domain. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures blanked out.

Jane MacEachran
Head of Legal and Democratic Services
Aberdeen City Council, Town House, ABERDEEN

SCHEDULE

"At any time" waiting restrictions - Intown Road, Kirkhill Road, Netherview Road, Victoria Street (Dyce), John Street (Dyce), Fairview Brae and Fairview Manor (both in Bridge of Don)

Revocation of "School Keep Clear" restrictions - Marchburn Drive, Smithfield Drive, Bankhead Avenue, Tarbothill Road, Springhill Road, Cruden Park

Revocation of "Part-time 20mph speed limit" - Provost Rust Drive, Howes Crescent

Prohibition of footway and verge parking - Claymore Drive, Exploration Drive

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL
(VARIOUS TRAFFIC MANAGEMENT MEASURES) (NO 3) ORDER 2011**

Aberdeen City Council proposes to make "The Aberdeen City Council (Various Traffic Management Measures) (No 3) Order 2011" in terms of its powers under the Road Traffic Regulation Act 1984.

The effect of the order will be to establish a range of traffic management measures at various locations in the city, all as shown in the schedule below (where the nature of the measure in each case is also indicated).

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 13 April, 2011, and Friday, 4 May, 2011, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden 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 Spring Garden can telephone (01224 538069) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection in writing to the undersigned during the statutory objection period which also runs from 13 April until 4 May, 2011, inclusively.

Any person who submits an objection should note that the Committee agendas are public documents, available in libraries and also distributed to the press. Objectors' names and addresses, perhaps with summaries of their observations, may be able to be found in these agendas. Also, although the original letters of objection will not ordinarily be copied as part of the agenda, they are available for inspection by Councillors and are essentially in the public domain. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures blanked out.

Jane MacEachran
Head of Legal and Democratic Services
Aberdeen City Council, Town House, ABERDEEN

SCHEDULE

"At any time" waiting restrictions - Hazlehead Road, Mortimer Drive, Lane serving 4 to 18 Craighton Road, Greenbank Place, South College Street

"Monday to Saturday 8am to 6pm" waiting restriction - Hollybank Place, Howburn Place

"Monday to Friday 8am to 6pm" waiting restriction - Cromwell Road

Revocation of "School Keep Clear" restrictions - Braeside Place, Braeside Terrace

Revocation of one-way regulation on Hazlehead Crescent (from the car park access to the rear of 2 - 20 Provost Graham Avenue, and from 3 - 29 Hazlehead Crescent to its east junction with Provost Graham Avenue).

THE ABERDEEN CITY COUNCIL (NIGHT TIME TRANSPORT ZONE)
(WAITING RESTRICTIONS) ORDER 2011

Aberdeen City Council proposes to make "The Aberdeen City Council (Night Time Transport Zone) (Waiting Restrictions) Order 2011 in terms of its powers under the Road Traffic Regulation Act 1984.

The effect of the order will be to revise the pattern of overnight waiting restrictions on the lengths of Union Street listed in the schedule below, these being the restrictions necessary to protect the part-time overnight taxi ranks with yellow lining.

The only significance of this is that, although obstruction of a taxi rank is a separate offence under the Licensing Acts, the establishment of yellow lining affords the Council the extra convenience of enforcing the privileged position of taxis through the agency of its own parking attendants, if this is relevant or necessary.

Overnight ranks were first established in 2008 and they are being revised at the present time; this order runs alongside that process purely for the purpose of providing for the associated yellow lining.

All the overnight ranks (and the associated waiting restrictions) will apply on the lengths of Union Street listed in the schedule below from midnight until 5a.m. the next morning seven days a week.

Existing ranks on Back Wynd, Bridge Street, Chapel Street, Dee Street, Diamond Street, Exchequer Row, Hadden Street, Justice Mill Lane and Union Row are also covered in the new order, simply to reflect their *non*-applicability during the overnight operational periods.

The draft order, together with maps showing the intended measures and an accompanying statement of the Council's reason for promoting them, may be examined during normal office hours on weekdays between 13 April and 4 May, 2011, in the offices of the Transportation and Strategy Team at St Nicholas House in Broad Street.

It is recommended that anyone visiting St Nicholas House 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 St Nicholas House can telephone (01224) 523463 to speak to one of the roads officials. Anyone wishing to object to the proposed order should send details of the grounds for objection in writing to the undersigned during the statutory objection period which also runs from 13 April until 4 May, 2011, inclusively.

Any person who submits an objection should note that the Committee agendas are public documents, available in libraries and also distributed to the press. Objectors' names and addresses, perhaps with summaries of their observations, may be able to be found in these agendas. Also, although the original letters of objection will not ordinarily be copied as part of the agenda, they are available for inspection by Councillors and are essentially in the public domain. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures blanked out.

Jane MacEachran
Head of Legal and Democratic Services
Aberdeen City Council
Town House
Aberdeen

SCHEDULE

Union Street (westbound)

Night Time Taxi Rank A

From a point fifteen metres or thereby west of the extended western kerbline of Bon Accord Street westwards for a distance of forty metres or thereby.

Union Street (eastbound)

Night Time Taxi Rank B

From a point nine metres or thereby west of the extended western kerbline of Diamond Street westwards for a distance of fifteen metres or thereby.

Union Street (eastbound)

Night Time Taxi Rank C

From a point fifty-six metres or thereby east of the extended eastern kerbline of Back Wynd eastwards for a distance of forty-five metres or thereby.

Union Street (westbound)

Night Time Taxi Rank D

From a point nine metres or thereby west of the extended western kerbline of Marischal Street westwards for a distance of twenty metres or thereby.

**ABERDEEN CITY COUNCIL
ROAD TRAFFIC REGULATION ACT 1984**

**THE ABERDEEN CITY COUNCIL (BUS LANES IN ABERDEEN)
(AMENDMENT) (NO 2) ORDER 2011**

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Traffic Regulation Act 1984.

The effect of the order will be to amend The Aberdeen City Council (Bus Lanes in Aberdeen) (Consolidation) Order 2004 by increasing the morning peak operational hours applicable to the northbound bus lane on Holburn Street between Nellfield Place and Union Grove. This would mean that the bus lane would be operational from 8.00a.m. until 9.30a.m. and 4.00p.m. until 6.00p.m, (at present, it does not come into operation in the morning until 8.30a.m.).

The order would also provide for a change in the operational times applicable to the existing southbound bus lane running on either side of Riverside Place (the total length of the revised regulation would be from 75 metres north of Riverside Place to 234 metres south of Riverside Place).

Full details of the proposals are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reason for promoting them, may be examined during normal office hours on weekdays between 13 April and 4 May, 2011, in the offices of the Transportation and Strategy Team at St Nicholas House on Broad Street.

It is recommended that anyone visiting St Nicholas House 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 St Nicholas House can telephone (01224) 523463 to speak to one of the roads officials. Anyone wishing to object to the proposed order should send details of the grounds for objection in writing to the undersigned during the statutory objection period which also runs from 13 April until 4 May, 2011, inclusively.

Any person who submits an objection should note that the Committee agendas are public documents, available in libraries and also distributed to the press. Objectors' names and addresses, perhaps with summaries of their observations, may be able to be found in these agendas. Also, although the original letters of objection will not ordinarily be copied as part of the agenda, they are available for inspection by Councillors and are essentially in the public domain. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures blanked out.

Jane MacEachran
Head of Legal and Democratic Services
Aberdeen City Council, Town House, ABERDEEN

WESTBANK OBJECTORS MEETING

Town House 10th May 2011-05-11

Objections received	Main points of objection	Officers comments
<p>Ms Shirley Henderson (present) Mr & Mrs Jones</p>	<p>This is a private development and there is no footway where the proposed parking spaces are to be sited which may lead to damage of the garden area.</p>	<p>Firstly this is not a private development. The road is adopted and therefore fully maintained by ACC. The road does not have a gate or barrier across it and has full public access and is no different to the majority of other roads within the City. This is not an unusual situation with regard to the footway and should pose minimal inconvenience as the traffic visiting this cul-de-sac is mainly residential and very low in numbers. It only affects vehicles facing in one direction. Officers offered to relocate the space to the other side of the carriageway (as a viable but less preferred option) where there is a footway, but this was rejected by Mrs Henderson.</p>
	<p>The road, in the developer's original plan, was adopted showing the "At any time" waiting restrictions throughout.</p>	<p>Adoption of the road is influenced by the road construction not by any waiting restrictions placed over it as these can be altered as and when required through road safety or traffic management issues. The existing waiting restrictions were approved as part of the Planning conditions in conjunction with roads</p>
	<p>The objector has concerns regarding access by larger vehicles</p>	<p>All emergency services were consulted and had no concerns and swept path analysis has been carried out for other larger vehicles (winter maintenance and delivery) and was also satisfactory.</p>
	<p>Residents bay on Fonthill Road is never full so there is no need for additional parking</p>	<p>These spaces in Westbank were proposed following complaints from residents of Westbank regarding insufficient parking within the scheme. It is well documented that cars are having to park outwith the allocated spaces and regularly spill over</p>

		<p>onto the footways and open spaces, and on occasion, onto the existing double yellow lines. There are currently five residents permits issued to residents within Westbank and regularly three or four vehicles parked indiscriminately within the scheme. There is clearly a need for additional spaces.</p>
	<p>Commercial vehicles are regularly parking in the residents bays on Fonthill Road. Who will monitor this 24 hours a day?</p>	<p>One photo has been submitted by Mrs Henderson showing a vehicle and trailer in the residents' bay however during the surveys and all the observations that were carried out there were no other instances of this occurring. Vans normally park in the pay and display bays on the opposite side of Fonthill Road and do so within the rules of the zone.</p> <p>City wardens would monitor the spaces within their normal shift patterns. Outwith normal hours requests can be made for problem areas to be given special attention.</p>
	<p>Parked cars within the development will encourage others to park behind them.</p>	<p>As above. If vehicles are parking on waiting restrictions (behind the spaces) at the week-end requests can be made for additional attention by the Wardens.</p>



3 Westbank,
Fonthill Road
Aberdeen
AB11 6TH

30th April 2011

Dear Jane MacEachran,

I wish to object to the plan to place 3 parking spaces in the Westbank cul-de-sac. My main objection is that the proposed location of the parking spaces is dangerous and will probably result in an accident or injury to people.

The reason being is that the entrance to Westbank is narrow and putting parking spaces in this area will create a bottleneck. Any one using these parking spaces will have to get out of their vehicle into the middle of the road, as there is no pavement at the proposed location. Vehicles turning left of Fonthill Road can enter Westbank at speed and will struggle to stop if someone parking or alighting from their vehicle obstructs the road.

Also having parking spaces in this location will make it difficult for large delivery vehicles, which occasionally need to enter Westbank, to enter and maneuver in the cul-de-sac.

I have lived in Westbank since it was built and during that time I have never had any difficulty finding a parking space in the area. And as I have a second car I do this all the time.

The proposal is to have the residents parking only valid from 9 – 5 Monday to Friday. If the decision is made to proceed with this unsafe plan, then the resident parking should be 24 hours, 7 days a week and should only be used by residents of Westbank. This would prevent an increase of traffic, of people looking for a parking space, into a quiet residential cul-de-sac.

In short, even though it would be useful to have additional parking in Westbank, I do not think it is possible due to its layout. Therefore I have to object to the proposal as I think it will result in a dangerous situation for both vehicles entering and leaving the cul-de-sac and pedestrians walking around within the cul-de-sac area.

Yours Sincerely

Ifor and Maria Jones

16 Westbank
Fonthill Road
Aberdeen
AB11 6TH

Dear Ms.MacEachran,

Following consultation with the Westbank Residents Association, we are writing to object to the proposed additional parking spaces within Westbank, a small, private development on Fonthill Road, Aberdeen.

The proposal not only suggests an additional three spaces, but also only residents parking within 9am-5pm, Monday to Friday.

There has been no case put forward to suggest that there is an additional requirement for three spaces in our particular development and, therefore, we have a number of points to raise surrounding this proposal.

- The primary objection is that this is a private development, where we pay a Factor to upkeep the gardens next to the proposed spaces, where the driver/passengers will have to step out onto our gardens to exit their vehicles, as there is no pavement, as this is not a public piece of land
- As per the original developers George Wimpey plan with the local Council, the road was adopted, with double yellow lines, specifically to prevent cars parking
- The proposed parking is close to the bin access and, following consultation with George Wimpey, the developers, car parking spaces were not considered suitable, as fire engines had to have clear access to the area, and the narrow road into the development was not deemed suitable for car parking blocking that access
- This is a narrow road to the private development i.e. when the bin lorries come in, there is no room to pass them, and we also believe having parked cars will block the bin lorries, who need the space to turn
- A linked point to the previous one is, in the Winter, the road was not cleared of snow and ice, and we had one narrow lane out of the development – if there were parked cars, they could not be passed or passed safely
- The residents bay on Fonthill Road is never full and so we cannot see the case for an additional three spaces
- We have had regular problems of Commercial Vehicles/lorries parking in the residents bay, which we have sent numerous photos of to the Council. If they parked in the development, who would police the problem 24 hours a day?
- If people, particularly at the weekend, see cars parked in the development entrance, this encourages others to park behind these vehicles, as in the other developments on Fonthill Road, where you also see cars parked on the pavement. This is an issue which we also had to deal with previously and do not want to have to again. (Reference pictures sent to Ruth Milne Technical Officer Road Safety and Traffic Management Team)

We have copied this letter to our local Councillors, who have been supportive in the past, as, for some reason, this small development, which we all bought into, as it could not be further built on, and was sold as a quiet, private haven in the heart of the City, seems to be targeted by the Local Authority to change its original approval. The quality of life is slowly being eroded.

Yours sincerely,

Shirley A. Henderson BSc.LLM.Chartered FC|PD.FInstLM.MCMI
Westbank Residents Association
16 Westbank
Fonthill Road
Aberdeen
AB11 6TH

3 Craigton Road
Aberdeen
AB15 7UY

29th April 2011

Jane MacEachran,
Head of Legal and Democratic Services,
Aberdeen City Council,
Town House,
Aberdeen

Dear Ms MacEachran,

Traffic Management – Parking Restrictions

I should like to object to the proposal to impose parking restrictions on the lane serving Numbers 4 to 18 Craigton Road, Aberdeen. The area around my house already has extensive parking restrictions and this is the only location where people visiting me can legally park for short periods.

As an 80 year old widow, I do not have my own car. However, I do have occasional visits from elderly friends, family and from tradesmen. Until now, they have been able to park for short periods in the lane but if these restrictions go ahead, tradesmen would be forced to carry big ladders and equipment from Countesswells Road or Craigielea Avenue.

I have lived at this address for 45 years and up until now there has been no issue with people parking here.

The proposed restrictions will cause unnecessary difficulties for me and I therefore request that they do not go ahead.

Yours sincerely,

Annie Wilson

R and F Stewart,
Mackie and Dewar,
18 Bon-Accord Square,
Aberdeen.
AB11 6YP

Ms Jane MacEachran,
Head of Legal and Democratic Services,
Aberdeen City Council,
Town House,
Aberdeen.

2nd May 2011

Re: Night Time Transport Zone (Waiting Restrictions Order 2011)

Union Street (eastbound) Night Time Taxi Rank B. (This taxi rank does not exist)

Dear Ms MacEachran,

We represent six people who live in separate flats at 152 Union Street, Aberdeen. The bedroom windows (double glazed) face on to Union Street/Diamond Street corner.

This area of Union Street/Diamond Street has a concentrated residential community. There are fourteen flats in the building above Lakeland shop as well.

An Aberdeen City council Public Notice was advertised on Wednesday 13th April 2011.

This notice mentions Night Time Taxi rank B.

Two years ago this rank was relocated to a site further west. The Public notice is inaccurate

The residents at that time complained of disturbed sleep and regularly found mess at the entrance. The residents were also very apprehensive about getting in and out of front door during Night Time Taxi Hours. In wet weather people sheltered in the door way. People will still do that.

We consider that this Public Notice is not valid for this part of Union Street, but we wish to object to taxis dropping off or picking people up in this area. We also object to this happening seven days a week.

This objection is from the six residents of Flats A, B C D E on Union Street next door to the Lakeland shop.

Yours sincerely,