

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	13 September 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 2) Order 2011- no objections</i> <i>ii. The Aberdeen City Council “(Oldcroft Place, Aberdeen) (Prohibition Of Waiting) Order 2011- no objections</i> <i>iii. The Aberdeen City Council “(Mugiemoss Road, Aberdeen) (Prohibition Of Waiting) Order 2011- no objections</i> <i>iv. The Aberdeen City Council “(Access Road Serving Craigshaw Business Park, Aberdeen) (Prohibition Of Waiting) Order 2011- no objections</i> <i>v. The Aberdeen City Council “(Riverside Drive, Aberdeen) (Prohibition Of Waiting) Order 2011- no objections</i> <i>vi. The Aberdeen City Council “(Beechgrove Avenue and Midstocket Road, Aberdeen) (Prohibition Of Waiting) Order 2011- no objections</i> <i>vii. The Aberdeen City Council (Stronsay Drive, King’s Gate and Surrounding Streets, Aberdeen) (Various Traffic Management) Order 2011 – two objections</i> <i>viii. The Aberdeen City Council “(Palmerston Road, Aberdeen)(Various Traffic Management) Order 2011- no objections</i> <i>ix. The Aberdeen City Council (Westhill Road / U95c Brodiach Road, Aberdeenshire And U95c Brodiach Road, Aberdeen)(30mph Speed Limit) Order 2011- no objections</i> <i>x. The Aberdeen City Council (Various Traffic Management Measures) (No 4) Order 2011- Great Southern Road –</i>

two objections/Kirkton Drive – one objection/Greenbank Place- one objection/ Kirk Brae – six objections

- xi. The Aberdeen City Council (Various Traffic Management Measures) (No 5) Order 2011- Quarry Road - four objections*
- xii. The Aberdeen City Council (Night Time Transport Zone) (Waiting Restrictions) (No.2) Order 2011- no objections*

REPORT NUMBER: CG/11/101

1. PURPOSE OF REPORT

This report deals with 12 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. The public notices are attached, from which members will be able to see the exact content of the proposals. Also, where applicable the letters of objection are also included.

2. RECOMMENDATION(S)

That the Committee:-

- (i) in relation to The Aberdeen City Council (Stronsay Drive, King's Gate and Surrounding Streets, Aberdeen) (Various Traffic Management) Order 2011, overrule the objections and approve that the order be made as originally envisaged;
- (ii) in relation to The Aberdeen City Council (Various Traffic Management Measures) (No 4) Order 2011:-
 - (a) overrule the remaining objection in relation to the proposal at Great Southern Road, and approve the proposed relaxation to order, as detailed in section 5.10 below and shown in appendix A;
 - (b) overrule the remaining objections in relation to the proposal at Kirk Brae, Cults, and approve the proposed relaxation to order, as detailed in section 5.10 below and shown in appendix B;
 - (c) overrule the objection in relation to Kirkton Drive and approve the proposed relaxation to order, as detailed in section 5.10 below and shown in appendix C; and
 - (d) overrule the objection in relation to Greenbank Place; and
 - (e) approve that the order be introduced as originally envisaged, with the exception of the three relaxations proposed for Great Southern Road, Kirk Brae and Kirkton Drive;
- (iii) in relation to The Aberdeen City Council (Various Traffic Management Measures) (No 5) Order 2011, overrule the remaining objections in relation to the proposal at Quarry Road, Cults; approve the proposed relaxation to the order, as detailed in section

- 5.11 below and shown in appendix D, and approve that the order be introduced on this basis, and
- (iv) approve the orders that did not attract objections, and that all the orders be made and implemented accordingly.

3. FINANCIAL IMPLICATIONS

The Aberdeen City Council (Disabled Person's Parking Places in Aberdeen) (Regulatory Parking Places) (No 2) Order 2011 will be funded from the 2010 / 11 Disabled Parking Revenue budget.

The proposals contained in the six traffic orders detailed at 5.2 through to 5.7 will be fully funded by developers.

The proposals contained in the five traffic orders detailed at 5.8 through to 5.11 will be fully funded by the 2011/2012 Cycling, Walking Safer Streets budget.

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 2) Order 2011***

No statutory objections received.

5.2 ***The Aberdeen City Council "(Oldcroft Place, Aberdeen) (Prohibition Of Waiting) Order 2011***

No statutory objections received.

5.3 ***The Aberdeen City Council "(Mugiemoss Road, Aberdeen) (Prohibition Of Waiting) Order 2011***

No statutory objections received.

5.4 The Aberdeen City Council “(Access Road Serving Craigshaw Business Park, Aberdeen) (Prohibition Of Waiting) Order 2011

No statutory objections received.

5.5 The Aberdeen City Council “(Riverside Drive, Aberdeen) (Prohibition Of Waiting) Order 2011

No statutory objections received.

5.6 The Aberdeen City Council “(Beechgrove Avenue and Midstocket Road, Aberdeen) (Prohibition Of Waiting) Order 2011

No statutory objections received.

5.7 The Aberdeen City Council (Stronsay Drive, King’s Gate and Surrounding Streets, Aberdeen) (Various Traffic Management) Order 2011

Two statutory objections have been received, one from Mastrick, Sheddocksley and Summerhill Community Council, and one from Mr and Mrs Christie, 44 Angusfield Avenue.

The objection from Mastrick, Sheddocksley Community Council raises concerns about two aspects of the proposal. Firstly, it questions the requirement for the introduction of signal controls at the junction of Stronsay Drive with Eday Road and Stronsay Place, which is to be introduced as a result of the nearby development at Rousay Drive where a Tesco Store will be established. The Community Council have suggested postponing the measures proposed for the Stronsay Drive, Stronsay Place, Eday Road junction until 12 months after the Tesco store opens, and that at that time a traffic assessment be undertaken to assess the changes at both this junction and on the Lang Stracht to determine the area of greatest need for the mitigation measures. Secondly, it expresses concern at the impact of the associated “At any time” waiting restrictions on the residents in this area.

In relation to the first concern, the necessity to install signals at this junction was highlighted in the Traffic Impact Assessment during the planning application process and assures the junction will operate both efficiently and in a safe manner when taking into account the increased volume of vehicular traffic as a result of this development. Accordingly, when the application was approved the introduction of signals was a condition attached to the planning consent. Although delaying the installation is a possibility, this is not an option officers would recommend. Should the store proceed, it will inevitably attract customers from Stronsay Drive area, the increased traffic at a location with already poor visibility and its close proximity to a school inevitably justifies the need for a junction. It is worth highlighting that the proposals are driven by the development, and should the development

not proceed then the proposals would not be implemented. It is therefore recommended that this suggestion be overruled.

With regards the proposal for additional “At any time” waiting restrictions at the junction of Stronsay Drive with Eday Road and Stronsay Place, these are associated with the conversion of this junction to a fully signal controlled junction. The Community Council raises concerns regarding the loss of some on-street parking places (approximately 9 parking spaces when considering standard passenger vehicles), resulting from the necessary “At any time” waiting restrictions associated with the conversion to a signal controlled junction. On this point, roads officers have advised that this restriction is a necessity given the introduction of the junction and that on-street parking remained available in the near vicinity.

I would highlight that should the proposal be approved, two existing disabled parking spaces would need to be relocated to points as near as possible to the associated properties. On this matter, during the objection process we have had an informal meeting with a disabled space holder regarding the impact of the proposals on the location of his current disabled parking place. At present his disabled space is on Stronsay Place, and as a result of the proposals the space would need to be relocated about 20metres away. However, there is also the ability to relocate the space to Stronsay Drive, and the individual has advised that he is happy with this proposal and therefore would not be objecting to this.

The objection from Mr and Mrs Christie raises concern with regard to the proposed restrictions at Westholme Avenue, and the feeling that the proposal in this location will increase the flow of traffic on Angusfield Avenue that occurs between Kings Gate and Queens Road. Similar to above, this proposal is necessary in terms of the introduction of the introduction of signal controls at the junction of Kings Gate/Stronsay Drive.

It is recommended that the objections be overruled and that the order be implemented as originally envisaged.

5.8 *The Aberdeen City Council “(Palmerston Road, Aberdeen)(Various Traffic Management) Order 2011*

No statutory objections received.

5.9 *The Aberdeen City Council (Westhill Road / U95c Brodiach Road, Aberdeenshire And U95c Brodiach Road, Aberdeen)(30mph Speed Limit) Order 2011*

Thirty-five letters of support for the proposal have been received.

One of the above letters from Ms Debbie Longthorn-Kemp highlights public safety concerns both motorists and especially pedestrians as she feels that the proposals do not go far enough and that the 30mph speed limit should be extended to apply to the entire length of the U95C Brodiach Road until it joins the A944.

In addition to the above, I would draw to the Committee's attention the response from Grampian Police regarding the proposal to extend the 30mph speed limit on the Brodiach Road:-

"In relation to the proposal to extend the 30mph limit eastwards from the built up area of Westhill, again I am unable to provide evidence in support of such a proposal. I am aware of community concerns regarding vehicles speeding within the built up area there. The speed survey carried out there recorded some speeds which were slightly higher than I would have hoped for. This resulted in enforcement action by Grampian Police Officers from the Road Policing Department and Aberdeenshire Division. These checks will continue, as and when duties allow but the Chief Constable is of the opinion that without accompanying traffic calming measures is unrealistic and, to ensure compliance, would require a level of enforcement activity which would be unsustainable. In pursuance of a long term self policing solution, through consultation between Grampian Police and Aberdeenshire Council Roads Department, perhaps consideration could be given to reviewing the route with a view to establishing physical traffic calming measures within Westhill.

I am unaware of any proposals to develop the land adjacent to Westhill Road but if that was to materialise in the future Grampian Police would be happy to offer comment in respect of any traffic management or traffic calming measures which may be deemed appropriate.

Grampian Police are entirely comfortable with the current location of the 30mph signs and consider them to be in the right place to service both the community and road safety requirements. Grampian Police have concerns that the extension of the existing 30mph limit would create an unrealistic expectation from the Community for the speed limit to be enforced and such an extension of the restricted area would, in effect, create a problem which does not currently exist."

Whilst the enforcement issues noted by Grampian Police are acknowledged, officers are still of the opinion there would be value in changing the speed limit on a short section of this road. To reiterate, this proposal would involve extending the 30mph speed limit on Westhill Road eastwards to a point just east of Broadford Cottages (approximately 500m within Aberdeenshire's jurisdiction and 100m within Aberdeen's jurisdiction). It was judged a westbound driver would enter the new speed limit just prior to the section where a few properties are clustered and in very close proximity to the road, with building lines actually being adjacent to the road verge. This was

deemed the most appropriate point to consider installing new 30mph limit as most drivers would naturally be decelerating to take into account the road layout / environment and thereafter travelling a short distance prior to entering the main residential development on Westhill Road.

It is recommended that the order be implemented as originally envisaged.

5.10 *The Aberdeen City Council (Various Traffic Management Measures) (No 4) Order 2011*

Great Southern Road - at any time waiting restrictions – two objections

Two objections have been received in relation to the proposal to introduce at any time waiting restrictions at the Great Southern Road inset road (South side of Great Southern Road). One from Ms Angela Cairney, Great Southern Road and one from Mr Colin Diver, 44 Great Southern Road.

The measures are proposed, as at present, vehicles are parking round the slip road junctions on the south side of Great Southern Road. This parking is forcing the larger refuse and delivery vehicles to drive over the kerbs when taking access to Bloomfield Court, and on occasion parked vehicles have been damaged. Roads officers have undertaken swept path analysis of this junction, and this has confirmed that these larger vehicles require these junctions to be kept clear of parked vehicles to gain unobstructed access.

This current over-run at these junctions is causing the kerbs and adjacent gullies to be damaged. It is felt that it would be more cost-effective to deter the parking with short sections of “At any time” waiting restrictions and reduce the over-run at the junctions than to repeatedly repair the kerbs/gullies.

The objectors have acknowledged the issues regarding the access to the road by large vehicles, however have expressed concern regarding the extent of the “At any time” restrictions proposed and would wish for this proposal to be relaxed.

With regards Mr Diver’s objection, you will note that he refers to the status of the road, I would advise firstly that the Road (Scotland) Act 1984 gives local authorities the power to adopt roads, by adding any such road to the list of adopted roads. On adoption of the road, the home owners at that time will have received a letter to advise of this. The whole length of Great Southern Road, from number 22 to number 44 was adopted by Grampian Regional Council on 29 March, 1994. In line with the adoption procedure, home owners would have incurred a cost to bring the road up to adoptable standard at that stage. Secondly,

the adoption of a road is a statutory power that the Council exercises; it is not part of the Land Register; would not be a registerable interest and therefore title deeds would never be updated to reflect this. Finally, the matter regarding the adoption of the road is separate to the traffic management being proposed and the status of the road, albeit it is an adopted road in the Council's list, is irrelevant to the current process. Also in this regard, it is worth highlighting that regardless of the status of the road, the Road Traffic Regulation Act 1984 gives local authorities the right to implement waiting restrictions on adopted or privately maintained roads.

In light of the objectors comments regarding the proposed restrictions, and following a meeting with one of the objectors (who was also accompanied by another resident who has not formally objected), it is now recommended that the original proposals be relaxed so that certain lengths of the sections of "At any time" waiting restriction" proposed at both the northern and southern access/egress be reduced to a 08.00am to 4.00pm Monday to Friday waiting restriction (the other sections will remain as "At any time"). The plan detailing the proposed relaxation is attached at appendix A. This relaxation cures the access problem for large vehicles during the day, and retains car parking available to residents in the evening and weekend. In addition, this relaxation also cures the objection received from Ms Cairney, however it does not cure the objection of Mr Diver.

It is recognised that the relaxation does not assist Mr Diver during the day, or whilst he is offshore working, in that he will not be able to park directly outside of the property. However, officers are confident that there are enough vacant on-street spaces in close proximity to accommodate Mr Diver's vehicle. In addition, Mr Diver could also apply for a driveway (although this would incur a cost), or alternatively apply for a disabled parking space for his father and this would be located as near as possible to the house.

Kirk Brae - at any time waiting restrictions - six objections

Six statutory objections have been received in relation to the proposal to introduce a prohibition of waiting at any time on Kirk Brae, Cults. The objections are from Ms Brenda McDonald - 21 Kirk Brae, Mr and Mrs McCaffery – 26 Kirk Brae, Mr and Mrs Walker 41 Kirk Brae, Mr Michael McDonald - 23 Kirk Brae, Mr Michael McDonald - 58 Kirk Brae and Mr Keith Ward - 7 Kirk Brae.

The objectors all raise concerns regarding the reduction in available parking at the location and do not feel that there is a problem in relation to visibility.

The proposal has been initiated by roads officers being contacted by a resident through their local member with concerns over the lack of visibility when exiting the access road serving 30 to 48 Kirk Brae, Cults

due to vehicles parking close to the access. Officers have considered the concern raised and reviewed the situation at Kirk Brae. Officers agree that a safety concern regard visibility at this junction exists, and in order to remedy this situation have proposed the installation of “At any time” waiting restrictions in the immediate vicinity of the access.

It is recognised that there will a small loss of on-street parking, however the majority of these properties are served by off-street parking to the rear and a significant number of on-street parking places will remain in the lay-by at the front.

On consideration of the objections, as well as the safety concerns regarding visibility, officers have been able to identify a relaxation to the original proposals by which the loss of available parking spaces will be reduced from two spaces to one space, and the visibility at the junction although not as clear as would be provided by the original proposal it will have also improved. A plan of the relaxation is attached at appendix B.

Further to an informal meeting offered to all statutory objectors, the objectors from 21, 23 and 58 Kirk Brae have confirmed that the proposed relaxation cures their objections, and officers would hope this would apply to the other three objections, however this has not been confirmed. It is recommended that the relaxation be approved and that the order be implemented on this basis.

Kirkton Drive – at any time waiting restrictions – one objection

One objection, on behalf of five businesses located on Kirkton Drive, has been received. The objection raises concern regarding the reduction in available parking spaces as a result of the proposal and the impact that this will have on business in the area.

In light of the objection, officers have reviewed the original plan, and now recommend a relaxation to the original proposal. The relaxation, shown on appendix C, will allow approximately 31 on-street parking spaces to be retained. The original proposal was based on the creation of the freight associated rail park at Raith’s Farm and was to ensure the unhindered and safe movement of Heavy Goods Vehicles. However, observations indicate the traffic volume on this road remains low and it is therefore possible to retain a degree of on-street parking.

Greenbank Place – at any time waiting restrictions – one objection

One objection, from Mr Ronald Whyte, Managing Director, Schoolhill Hydraulic Eng Co Ltd has been received. The objection raises concern that the proposal will be detrimental to local business, in that the removal of a substantial number of parking places on the road, will make it more difficult to retain employees, as there is no other nearby street parking.

The objector accepts that there are access problems in the area, however intimated that this issue has been made worse than previous by the introduction of a "One Way" restriction in the area.

In response, officers have reviewed the proposal and maintain the view that the proposal should be implemented as originally envisaged. There will be a loss of approximately 7 on-street parking spaces as a result of this proposal, however such must be considered in terms of providing adequate space for the unhindered and safe movement of Heavy Goods Vehicles to / from nearby premises. The "One Way" system on this road was introduced as a result of surveys some years ago and took into account the narrowness of the road and the desire to retain on-street parking. Indeed, if the "One Way" system was revoked it would still be necessary to retain waiting restrictions on this road and perhaps introduce further restrictions. It is therefore recommended this objection be overruled and the restrictions installed as proposed.

5.11 *The Aberdeen City Council (Various Traffic Management Measures) (No 5) Order 2011*

Quarry Road - at any time waiting restrictions - four objectors

Three statutory objections have been received in relation to the proposal to introduce a prohibition of waiting at any time on Quarry Road, Cults. The objections are from Mr. Graeme Robertson, Session Clerk, Cults Parish Church, Mr David A. Henderson, Clerk to the Congregational Board, Cults Parish Church, Dr Catherine Paterson, 22, Manor Place, Cults, and Ms Taylor, 8 Cairnlee Avenue East, Cults.

The objections all raise concerns regarding the reduction in available parking on Quarry Road, Cults, especially at the weekend. They highlight the impact they foresee for members of Cults Parish Church, in particular the elderly who use the church facilities on a regular basis.

The original proposal was recommended as parking on Quarry Road, Cults, between its junction with Manse Road and North Deeside Road is causing difficulties for drivers with regard to access and forward visibility. In addition, this route is now used by buses serving Cults Academy. Whilst there is 10m of waiting restrictions protecting the immediate junction with the North Deeside Road, it was proposed to extend these to take into account these longer vehicles and the gradient of the road.

In line with the objections, and further to an informal meeting with some of the objectors both on and off site, it is recognised that a significant degree of parking in the area can be associated with the Cults Parish Church, and that the loss of ten spaces would have a detrimental impact in the area. On consideration of the objections, as well as the safety concerns at the location, a relaxation to the original proposal is

now recommended. The relaxation, shown on appendix D, will continue to provide the restriction so that no parking can occur within 10 metres of the junction, and will now result in the overall loss of 2 parking spaces which will be restricted from Monday to Friday, 8am to 5pm. The time limited restriction will ensure there is enough space for large vehicles such as school buses and delivery vehicles to manoeuvre, whilst also providing extra stacking space for vehicles giving way to southbound vehicles during peak pick up / drop off times at the school. Specifically this restriction should improve the flow of vehicles at this junction and alleviate any issues with regard to vehicles backing up on to the North Deeside Road.

This relaxation cures the objections received. It is recommended that the relaxation be approved and that the order be implemented on this basis.

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

At its meeting on 31 May, the Committee agreed 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 for night time taxi ranks A, C and D. However, due to an inaccuracy in the public notice advertised at that time and identified by an objector, the Committee agreed to instruct officers 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.

In line with this, the correct location for night time taxi rank B, that being eastbound on Union Street, from a point twelve metres or thereby east of the extended eastern kerbline of Summer Street eastwards for a distance of thirty-five metres or thereby.

No objections were received to the advertisement of the correct location of night time taxi rank B, and therefore it is proposed that that the above-named order be approved and made.

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 2) ORDER 2011

Aberdeen City Council proposes to make "The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen) (Regulatory Parking Places) (No 2) 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 off-street 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 Wednesday, 27 July, 2011, and Wednesday, 24 August, 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 or by email at TrafficManagement@aberdeencity.gov.uk during the statutory objection period which also runs from 27 July, 2011 until 24 August, 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

Access Road serving Cults Primary School, Allan Street, Angusfield Avenue, Ashley Gardens, Bedford Road (2), Bervie Brow, Borrowstone Place, Brebner Crescent (2), Caiesdykes Drive, Coningham Gardens, Cowan Place (2), Cumming Park Drive, Deevale Crescent, Dunbar Street, Esplanade (3), Faulds Gate, Faulds Row, Garden Road, Garthdee Drive, Gilahill Place, Gladstone Place, Gordon Terrace, High Street, Inchbrae Drive, Jopps Lane (2), Kincorth Circle, Kirkwall Avenue, Lerwick Road, Mansefield Road, Middlefield Crescent (2), Middlefield Place, Murray Terrace, Phoenix Place, Polo Gardens, Regent Walk (2), Ronaldsay Square, Rowan Road (2), Rubislaw Terrace, Ruthrieston Road, School Drive (9), School Walk, Shetland Walk, Stronsay Drive, Summerhill Drive, Victoria Road, Walker Road, Whitestripes Drive, Willowpark Crescent

Car park associated with Heatheryburn Primary School (5), car park off Stewart Park Place, car park serving 1 - 9 Wingate Place / 2 - 20 Tedder Street / 34 - 42 Wingate Road, car park serving 45 - 63 Wingate Road / 42 - 58 Tedder Road / 3 - 31 Portal Crescent

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL
(OLDCROFT PLACE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 2011**

Aberdeen City Council proposes to make "The Aberdeen City Council (Oldcroft Place, Aberdeen) (Prohibition Of Waiting) Order 2011" in terms of its powers under the Road Traffic Regulation Act 1984.

The effect of the order will be to impose prohibitions of waiting at any time on *certain lengths* of Oldcroft Place.

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 27 July 2011, and 24 August, 2011, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

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ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL
(MUGIEMOSS ROAD, ABERDEEN) (PROHIBITION OF WAITING) ORDER 2011**

Aberdeen City Council proposes to make "The Aberdeen City Council (Mugiemoss Road, Aberdeen) (Prohibition Of Waiting) Order 2011" in terms of its powers under the Road Traffic Regulation Act 1984.

The effect of the order will be to impose a prohibition of waiting at any time on a *certain length* of Mugiemoss Road.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measure and an accompanying statement of the Council's reasons for promoting the order, may be examined during normal office hours on weekdays between 27 July 2011, and 24 August, 2011, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

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ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL
(ACCESS ROAD SERVING CRAIGSHAW BUSINESS PARK, ABERDEEN)
(PROHIBITION OF WAITING) ORDER 2011**

Aberdeen City Council proposes to make "The Aberdeen City Council (Access Road Serving Craigshaw Business Park, Aberdeen) (Prohibition Of Waiting) Order 2011" in terms of its powers under the Road Traffic Regulation Act 1984.

The effect of the order will be to impose a prohibition of waiting at any time on the access road serving Craigshaw Business Park.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measure and an accompanying statement of the Council's reasons for promoting the order, may be examined during normal office hours on weekdays between 27 July 2011, and 24 August, 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 or by email at TrafficManagement@aberdeencity.gov.uk during the statutory objection period which also runs from 27 July 2011, and 24 August, 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

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL
(RIVERSIDE DRIVE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 2011**

Aberdeen City Council proposes to make "The Aberdeen City Council "(Riverside Drive, Aberdeen) (Prohibition Of Waiting) Order 2011" in terms of its powers under the Road Traffic Regulation Act 1984.

The effect of the order will be to impose a prohibition of waiting at any time on *certain lengths* of the section of Riverside Drive, Aberdeen, serving Riverside House and Nos.17 to 27 Riverside Drive.

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 27 July 2011, and 24 August, 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 or by email at TrafficManagement@aberdeencity.gov.uk during the statutory objection period which also runs from 27 July 2011, and 24 August, 2011, inclusively.

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Aberdeen City Council, Town House, ABERDEEN

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (BEECHGROVE AVENUE AND MIDSTOCKET ROAD, ABERDEEN) (PROHIBITION OF WAITING) ORDER 2011

Aberdeen City Council proposes to make "The Aberdeen City Council (Beechgrove Avenue and Midstocket Road, Aberdeen) (Prohibition Of Waiting) Order 2011" in terms of its powers under the Road Traffic Regulation Act 1984.

The effect of the order will be to impose prohibitions of waiting at any time on *certain lengths* of Beechgrove Avenue and Midstocket Road.

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 27 July 2011, and 24 August, 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 or by email at TrafficManagement@aberdeencity.gov.uk during the statutory objection period which also runs from 27 July 2011, and 24 August, 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.

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Aberdeen City Council, Town House, ABERDEEN

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL
(STRONSAY DRIVE, KING'S GATE AND SURROUNDING STREETS, ABERDEEN)
(VARIOUS TRAFFIC MANAGEMENT) ORDER 2011**

Aberdeen City Council proposes to make "The Aberdeen City Council (Stronsay Drive, King's Gate and Surrounding Streets, Aberdeen) (Various Traffic Management) 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 27 July 2011, and 24 August, 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 or by email at TrafficManagement@aberdeencity.gov.uk during the statutory objection period which also runs from 27 July until 24 August, 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.

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Aberdeen City Council, Town House, ABERDEEN

SCHEDULE

Stronsay Drive, Stronsay Place, Eday Road, King's Gate, Westholme Avenue and Angusfield Avenue, Aberdeen – there will be prohibitions of waiting at any time on *certain lengths* of each of these roads.

King's Gate, Aberdeen – at this location, vehicles will not be permitted to turn right on to Westholme Avenue.

Westholme Avenue, Aberdeen – at this location, vehicles will not be permitted to turn right on to King's Gate.

Eday Road and Stronsay Place – in each case, a single on-street parking place for the exclusive use of blue badge holders will be established on *certain lengths* of these roads.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL
(PALMERSTON ROAD, ABERDEEN)(VARIOUS TRAFFIC MANAGEMENT) ORDER
2011**

Aberdeen City Council proposes to make “The Aberdeen City Council (Palmerston Road, Aberdeen)(Various Traffic Management) Order 2011” in terms of its powers under the Road Traffic Regulation Act 1984.

The effect of the order will be to revoke the previous enactment providing for a ‘one-way’ system on a *certain length* of Palmerston Road, Aberdeen where vehicles are only permitted to travel in a north-easterly direction. Specifically this relaxation will allow drivers leaving Union Square Car Park the option to turn right and exit via Stell Road. A prohibition of waiting on a certain length of this road would also be established.

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 27 July 2011, and 24 August, 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 or by email at TrafficManagement@aberdeencity.gov.uk during the statutory objection period which also runs from 27 July 2011, and 24 August, 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.

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ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL
(WESTHILL ROAD / U95C BRODIACH ROAD, ABERDEENSHIRE AND U95C BRODIACH ROAD,
ABERDEEN)(30 MPH SPEED LIMIT) ORDER 2011**

Aberdeen City Council proposes to make "The Aberdeen City Council (Westhill Road / U95c Brodiach Road, Aberdeenshire And U95c Brodiach Road, Aberdeen)(30mph Speed Limit) Order 2011" in terms of its powers under the Road Traffic Regulation Act 1984.

The effect of the order will be to extend the existing 30mph mandatory speed limit on Westhill Road, Aberdeenshire, in an easterly direction to a point 45m east of the access to South Broadford Cottage. That is to say a 30mph speed limit will be established on the remaining section of Westhill Road, currently subject to the National Speed Limit, and the length of the U95C Brodiach Road, from Westhill Road to a point 45m east of the access to South Broadford Cottage.

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 27 July 2011, and 24 August, 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 or by email at TrafficManagement@aberdeencity.gov.uk during the statutory objection period which also runs from 27 July 2011, and 24 August, 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.

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ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (VARIOUS TRAFFIC MANAGEMENT MEASURES) (NO 4) ORDER 2011

Aberdeen City Council proposes to make "The Aberdeen City Council (Various Traffic Management Measures) (No 4) 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 27 July, 2011, and 24 August, 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 or by email at TrafficManagement@aberdeencity.gov.uk during the statutory objection period which also runs from 27 July, 2011 until 24 August, 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.

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

SCHEDULE

Gladstone Place (Woodside), Deer Road, Great Southern Road (Inset Road serving property nos. 24 to 44), Bloomfield Place, Ash-hill Road, North Deeside Road, Cairn Road, Greenbank Place, Kirk Brae, Kirkton Drive, Lawson Drive, Pitmedden Road, Glen Road, Netherview Road, Gordon Terrace, Cromar Gardens, Kingswells Avenue, Howes Road, Dyce Shopping Centre Access / Perimeter Road – there will be prohibitions of waiting at any time on *certain lengths* of each of these roads.

Fairview Street, Greenfern Road, Ness Place - Prohibition of waiting at any time associated with a Pedestrian Refuge / Traffic Island

Cromwell Road - there will be a prohibition of waiting between 8.00am and 6.00pm on weekdays on *certain lengths* of this road.

Stoneywood Road - Extension of mandatory 30mph speed limit.

Little Belmont Street - introduction of exemption for Street Pastors 'Safe Space' vehicle to park and operate on existing section of prohibition of waiting at any time from 9.00pm to 5.00am on any day.

Great Northern Road at its junction with Anderson Road - vehicles on Great Northern Road will be prohibited from turning right into Anderson Road.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL
(VARIOUS TRAFFIC MANAGEMENT MEASURES) (NO 5) ORDER 2011**

Aberdeen City Council proposes to make "The Aberdeen City Council (Various Traffic Management Measures) (No 5) 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 27 July, 2011, and 24 August, 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 or by email at TrafficManagement@aberdeencity.gov.uk during the statutory objection period which also runs from 27 July, 2011 until 24 August, 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.

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Aberdeen City Council, Town House, ABERDEEN

SCHEDULE

Crombie Road, Mansefield Road, Abbey Road, Gray Street, Gray Street Lane, Hazlehead Gardens, John Street (Dyce), Quarry Road (Cults), Palmerston Road - there will be prohibitions of waiting at any time on *certain lengths* of each of these roads.

John Street (Dyce) – there will be a prohibition of waiting operating from Monday to Friday, 8.00am to 6.00pm, on a *certain length* of this road.

Gray Street – there will be a 'School Keep Clear' established on a length of this road, operating from 8.00am to 5pm, Monday to Friday.

Hazlehead Gardens, Hazlehead Terrace - any previous enactment providing for a prohibition of waiting on *certain lengths* of these roads will be revoked.

Marchburn Drive - any previous enactment providing for a 'School Keep Clear', operating Monday to Friday, 8.00am to 5.00pm, on *certain lengths* of this road will be revoked.

North Silver Street - any previous enactment providing for exclusive 'Diplomat' on-street parking bays on a *certain length* of this road will be revoked.

Bon-Accord Crescent - existing lengths of Monday to Saturday, 8am to 8pm, 'Pay & Display' parking where the maximum stay is 3 hours will be reduced to a maximum stay of 2 hours. Charging on Sundays between the hours of 1pm to 5pm will also be introduced.

THE ABERDEEN CITY COUNCIL (NIGHT TIME TRANSPORT ZONE)
(WAITING RESTRICTIONS) (NO.2) ORDER 2011

Aberdeen City Council proposes to make "The Aberdeen City Council (Night Time Transport Zone) (Waiting Restrictions) (No. 2) 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.

Three of the four overnight ranks operate from midnight until 5a.m. the next morning seven days a week, and this order will apply this operational period to the remaining rank, that being taxi rank B, the location of which is listed in the schedule below.

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 15 June and 13 July, 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 15 June and 13 July, 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.

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

SCHEDULE

Union Street (eastbound)

Night Time Taxi Rank B - Midnight – 5.00am seven days a week

From a point twelve metres or thereby east of the extended eastern kerbline of Summer Street eastwards for a distance of thirty-five metres or thereby