

Kirk Brae Objections

21 Kirk Brae
Cults
Aberdeen
AB15 9QP

21st August, 2011

Dear Ms. Maceachran

I am writing to protest at the proposal of putting yellow lines along part of the lay-by outside the houses of 48 to 44 Kirk Brae. This lay-by provides much needed parking spaces for residents and in no way causes undue problems to traffic. Drivers joining Kirk Brae from behind the properties along the lay-by do so carefully and cautiously just as every other resident on Kirk Brae does. I would like to ask why a small number of residents would be given help from Aberdeen City Council when all the rest of us are not being afforded the same support. This is surely a case of discrimination or preferential treatment to a minority. I own apartments on Kirk Brae which are run as self-catering accommodation for visitors to the city and many of my guests comment on the wonderful parking opportunities Kirk Brae offers. I provide private, off-road parking for guests but at times they require to use the lay-by. If a number of valuable spaces are taken away then they will have no choice but to park on Kirk Brae itself which would cause much greater traffic problems than any caused by cars being parked in the lay-by.

When speaking to a neighbour I was informed that Mr Baxter at 36 Kirk Brae and many other residents living along the lay-by had been sent a letter explaining the proposed introduction of yellow lines but, as far as I am aware, no one else on Kirk Brae had been given a letter. This does not seem democratic. When speaking to one of your colleagues from the roads department I was told that I had to remember that we live in a democratic society but how can democracy work if only a selected few are given information? I was assured by the person in the roads department that no letters were ever sent out and they only post notification on the lampposts. There appears to have been a degree of consultation between Councillor Aileen Malone and a few residents but this consultation has been very limited to the people who currently reside along the lay-by. Were they all consulted?

I would ask that this proposal be looked at again and a wider consultation be undertaken. Aberdeen City Council does not appear to have money to carry out much needed road repairs and spending money on needless yellow lines would be inappropriate spending at a time when money is extremely scarce.

I have lived in Cults for over forty years and, to my knowledge, there has never been an incident involving a car exiting from the slip road behind the properties along the lay-by. If there had been numerous accidents at this spot I could understand the need for parking restrictions but this is not the case.

Regards

Brenda McDonald

cc Aileen Malone

58 Kirk Brae
Cults
Aberdeen
AB15 9QQ

21st August, 2011

Dear Ms. Maceachran

I am concerned to have inadvertently heard of the proposal to put yellow lines along part of the layby outside 48, 46, 44 and 42 Kirk Brae and I wish to object to the said proposal. I can see no logical grounds for this being done and as a responsible citizen can see no economic sense in Aberdeen City Council using *valuable resources to do this. We are continuously told that we must find ways to use our resources wisely and this would not be the case in this instance.*

Aberdeen City Council, roads department deemed it necessary to have a layby included in the original design of the road structure of Kirk Brae at the time of those houses being constructed more than forty years ago. It was fit for purpose then and continues to be a great asset to Kirk Brae as it allows property owners, who do not have off street parking, to park safely without impeding the flow of traffic on Kirk Brae.

Any driver coming out of the opening between 46 and 44 Kirk Brae should be complying with the Highway Code where it states that it is the driver's responsibility to ensure safe exit from any opening. This is what all drivers must adhere to and it would be discriminatory to make allowances for a minority. Exiting from every opening on the even numbered side of Kirk Brae is difficult and dangerous due to factors such as the extremely narrow pavement and parked cars and if you are going to set a precedence for part of the lay by on Kirk Brae then all other households should be afforded the same measure. We know that this is not achievable nor practical.

The outcome of putting yellow lines on part of the layby would be for cars to park on the odd numbered side of Kirk Brae. This would be disastrous especially at peak times as the queues of traffic coming down Kirk Brae towards the traffic lights stretch back to 64 Kirk Brae every night and morning. Traffic coming up Kirk Brae would be at a virtual standstill if their progress was blocked by parked cars on the odd numbered side of the road.

I spoke to someone from the Roads department who told me that we live in a democratic society but, as you know, democracy only works when everyone is involved in it. As far as I can ascertain there is only a handful of people who want yellow lines on this particular stretch and one of those people has sold their property at 46 Kirk Brae and moves out tomorrow.

I would ask you to reassess the practical and financial implications of going ahead with this impractical idea.

Regards
Michael McDonald

23 Kirk Brae
Cults
Aberdeen
AB15 9QP

21st August, 2011

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Regards

Michael McDonald

cc Aileen Malone

Jane McEachran
Aberdeen City Council

31 Kirk Brae
Cults
Aberdeen
AB15 9QP
21/08/11

Dear Ms McEachran,

I wish to register an objection to proposed changes in Kirk Brae parking facilities.

I should comment on posters which offer minimal information. Indeed there are people who are in fact unaware of these posters, including e.g. the owner of the paper shop who, along with his staff park daily on Kirk Brae. Diagrams could have been added alongside notices, proposals could have been available in Cults Library, people's views could have been sought by proforma. (I know, of course, that all of this smacks dangerously of democracy and inclusivity).

Other people I have spoken to expect some minor tinkering with yellow lines on the north and south ends of the street.

I gather that major changes are proposed to the parking bay on Kirk Brae from Number 48 down.

If vehicles were banned from using the bay, or restricted use were imposed, problems would be transferred elsewhere.

Is an option (assuming that options have been considered)

to transfer parking to the western side of the street? Given that the lane used by complainants is not a public road, the owners of several driveways on the opposite side of the street would have equal grounds for complaint if their egress were restricted by parked vehicles.

Transferring parking to the narrower side streets off Kirk Brae would render these streets trickier to negotiate. There is the opportunity here not only to set neighbour against neighbour in Kirk Brae but also street against street.

If limited time restrictions were imposed on the parking bay this would privilege visitors over residents during the day and one could imagine a mad scramble for places at 6.00 every evening with a similar flurry of activity to relocate at 8.00 the following morning.

Restrictions would also require increased policing or wardening. This could result in an increase in complaints about illegal parking along with complaints about warden invisibility, inertia or indifference.

A simple solution would be to ensure that no vehicles in the parking bay are blocking the lane or overhanging the parking bay (problems are often caused by non-residential vehicles). Some yellow hatching either side of the lane would suffice.

I would guess that some problems are caused by vehicles coming from the north (often well above the speed limit). A 20 mph limit might help. In the long term a one-way system might be useful.

Meantime complainants should, like everyone else, be reminded that they should exercise care in pulling out of a driveway into traffic and act as good neighbours.

Yours faithfully

>>> Elizabeth McCaffery <_____> 8/22/2011 7:31 pm >>>

Dear Aileen,

We just received your notice about the proposed double yellow lines on a section of Kirk Brae. We are against this proposal. We have been residents of 26 Kirk Brae for two years. Unlike the residents in houses 30-48, we, those of us in 26-14, do not have private parking. We struggle to find a spot in the available spaces where often people who shop in the village park. If there is an event at Cults Hotel spaces are often sought on Kirk Brae. Most upsetting is that residents of 30-48 as well as the houses across from them (15-29) sometimes choose not to park in their driveways because they find an available spot on the street. In fact, during this past winter, many of the residents in 30-48 and 15-29 did not park behind or next to their houses because of the snow and so competed with those of us without driveways -- given the bad weather, many cars just stayed there for weeks. Taking away those spots noted would perhaps help those residents of 30-48 but would certainly add to an already difficult situation for those of us in 26-14. We have only one car and we struggle to find a place for it. Perhaps if parking were reserved (a permit system?) many of the residents on both sides of Kirk Brae would reconsider using their driveways.

Peter and Elizabeth McCaffery

>>> MARK WALKER <[_____](#)> 8/23/2011 12:35 pm >>>
re the proposal, we are opposed to this. Parking s limited already on Kirk Brae
and the installation of no parking in a lay-by is ridiculous overkill. This is
just about the least appropriate point on Kirk Brae to have Yellow lines.

Regards
Mark and Angela Walker
41 Kirk Brae
Cults