

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	11 June 2024
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Various Small-Scale Traffic Management and Development Associated Proposals (Stage 3 – Public Advert)
REPORT NUMBER	CR&E/24/168
DIRECTOR	Gale Beattie
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Samuel Allan
TERMS OF REFERENCE	8

1. PURPOSE OF REPORT

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

2. RECOMMENDATIONS

That the Committee:

- 2.1 Acknowledge the objections received as a result of the public advertisement of proposed Traffic Regulation Orders;
- 2.2 In relation to “THE ABERDEEN CITY COUNCIL (A92 North Anderson Drive, Aberdeen) Prohibition of Right Turns) Order 202(X)” overrule the objection received and approve this order be made as originally advertised;
- 2.3 In relation to “The ABERDEEN CITY COUNCIL (Cove Road- Extension of prohibition of waiting at any time restrictions Order 202(X)” overrule the objection received and approve this order be made as originally advertised;
- 2.4 In relation to “THE ABERDEEN CITY COUNCIL (Abergeldie Road & Braemar place–proposed lengths of prohibition of waiting at any time.) (TRAFFIC MANAGEMENT) ORDER 202X” overrule the objection received and approve this order be made as originally advertised;
- 2.5 In relation to “THE ABERDEEN CITY COUNCIL (Milltimber Brae proposed 40mph speed limit) (TRAFFIC MANAGEMENT) ORDER 202X” overrule the objection received and approve this order be made as originally advertised; and
- 2.6 In relation to “THE ABERDEEN CITY COUNCIL (Hazeldene/Pinewood proposed 20mph speed limit) (TRAFFIC MANAGEMENT) ORDER 202X” overrule the objection received and approve this order be made as originally advertised.

3. CURRENT SITUATION

3.1 This report deals with proposed TROs which, at the public advertisement stage, have been subject to statutory objections. The report presents the objections received and provides officers' responses to the issues raised. Plans detailing each of the schemes in question are included within appendices (A92 North Anderson Drive), (Cove Road), (Milltimber Brae), (Abergeldie Road & Braemar Place) and (Hazledene Road/Pinewood) to this report. Redacted copies of the letters of objection received are attached within the appendices. The street notices for each of the proposals are also included in the appendices.

3.2 THE ABERDEEN CITY COUNCIL (A92 North Anderson Drive, Aberdeen) Prohibition of Right Turns) Order 202(X)"

Proposal

3.2.1 The proposed Traffic Regulation Order is to establish a closure of the central reservation supporting the existing U-turn ban and removing the option of right turns from and to North Anderson Drive to the side roads.

Concerns regarding the central reserves on the A92 between the Midstocket Road and King's Gate junctions have been raised. The southbound right turns into Maryville Park and Maryville Place, and northbound right turn into Kingshill Road have restricted width filter lanes which can cause vehicles turning right to encroach onto the respective outside running lanes of North Anderson Drive raising road safety issues. This has been highlighted to Aberdeen City Council and Police Scotland as an issue.

The three gaps in the reservation have U-turn prohibition restrictions placed upon them with the appropriate signage in place. It was found these restrictions are frequently being ignored, and additional turning movements are now occurring following the development of the old fire station site into residential accommodation. Vehicles are now using the turning lanes to travel north back towards the development.

An alternative and safer option for vehicles turning right into Maryville Park/Place would be to proceed southwards to the King's Gate roundabout and take the fourth exit to return northwards. Likewise, vehicles coming from the south looking to access side roads can utilise the King's Gate roundabout taking the third exit to access Woodhill Road to Kingshill Road. This will provide a safer alternative to the existing gaps in the central reservation.

It is therefore proposed to prohibit the aforementioned right turn manoeuvres at the three locations from Midstocket Road to the King's Gate roundabout. The existing gaps will be closed either with a permanent barrier or with removable bollards which would allow for cross carriage access during maintenance works/incidents.

Objections

3.2.2 Fourteen statutory objections were received from residents who live in the vicinity of the proposed closures. Letters were issued to local residents of Maryville Park, Maryville Place, North Anderson Drive, Kingshill Avenue, Kingshill Terrace, Kingshill Avenue, Edgehill Terrace, Edgehill Avenue, Woodhill Terrace and Woodhill Place during the public consultation period as well as street notices around the area affected. Of those issued letters 8% have objected. Both the letters and the street notices are included in the appendices. Objectors provided emails and letters covering the reasons for their objection and redacted copies of the objections are included in the appendices. The plan for the original proposal is also available in the appendices. A summary of the main points of the objections are provided below, with the points made by the objector highlighted in bold (and paraphrased for brevity), which are thereafter followed by a response from a traffic management perspective:

3.2.3 **Turning right at these turns has never been a safety issue for residents. Compliance with no U turns has been acknowledged as an issue.**

The Council has received enquiries from members of the public that the gap in the reservation at Maryville Place has been abused by drivers performing U-turns on North Anderson Drive and Maryville Place to travel back to the new development causing a road safety issue. The signage is correct and clear for No U-turns but these are being ignored. The widest point in the central reservation is 3.2metres, the right-hand turning lane approaching the central reservations are 1.7 metres with the average car width being 1.85 metres. Traffic Signs Manual Chapter 5 states that a turning lane should be 3.5 metres minimum, please see Appendix 17. The closure of the remaining gaps is to prevent a displacement of the original issue into similarly unsuitable turning areas.

3.2.4 **The funds used to implement this project could be better spent. In particular, the funds could be spent to repair potholes in this area as the condition of the road is poor.**

The Roads and Transport Related Budget Programme is reported annually to this Committee. It sets out the proposed maintenance budget based on the annual whole network condition assessment and the various road safety and active travel budgets used for other infrastructure measures and changes.

This year's report is being presented at this committee and can be viewed on the agenda.

The reporting protocols are established to ensure appropriate use of public funds and final decisions on the spend for the year are made by the Committee.

3.2.5 **Instead of closing off the lanes install cameras to catch drivers not obeying the No U-turn.**

Safety cameras can be used for speed and right light running enforcement however this is not an option for banned manoeuvre enforcement.

3.2.6 An objector has suggested that the Midsocket Road junction be reconstructed to a roundabout or the right turn availability at the traffic signals is increased.

A roundabout would have negative safety implications for pedestrians and cyclists along with a cost burden. It is not a consideration for the Council. Officers will review the timing of the traffic signals however this will have an impact on the capacity of the junction and those adjacent on the network.

3.3 THE ABERDEEN CITY COUNCIL (Cove Road, Aberdeen) (Extension of prohibition of waiting at any time restrictions) Order 202(X)"

Proposal

3.3.1 Cove Road- Extension of prohibition of waiting at any time restrictions

A section of Cove Road, between Cove Court and Loirston Road, has a limited width of about 6 metres, it is a bus route and provides frontage to some residential properties and a few businesses. Due to the limited width of this road and its function as a bus route, a section of it is protected with existing prohibition of waiting at any time restrictions ('double yellow' lines). This restriction was introduced to ensure the safe passage of vehicles. This road is frequently used by large vehicles such as, buses, delivery trucks, waste collectors etc. owing to its use and nature. However, an approximate 33 metre section on the north side of this road has been left unprotected to serve the businesses in the area. This accommodates around 5 vehicles.

Our attention has now been drawn to the impact the unprotected section has on traffic in the area. Vehicles parked in the unprotected section impede visibility particularly due to the gradient of the carriageway at this point. Eastbound drivers are forced to drive on the wrong side of the road when they get to the parked vehicles, Officers consider this unsafe because line of sight is limited at this point.

It is therefore proposed a waiting restriction is introduced on the existing unprotected section on Cove Road, see Appendix 18. The impact of removing this parking will be limited as all the residential properties and businesses have off-street parking facilities. Also, visitors to the area could park in the neighbouring streets which are in very close proximity to this section of Cove Road. Officers believe introducing this restriction will improve visibility and ensure safer vehicular passage.

Objections

3.3.2 Nineteen statutory objections have been received from parents of children who attend the nursery. Redacted copies of these objections can be read in Appendices. The plan for the original proposal and the street notices are available in the appendices. A summary of the main points of the objections are provided below, with points made by the objector highlighted in bold (and

paraphrased for brevity), which are thereafter followed by a response from a traffic management perspective:

3.3.3 If the double yellow lines are extended there will be nowhere to park near the nursery for drop off and pick up times.

There are 2 spaces provided within the nursery site. There are also safe spaces at the bottom of Cove Road / Loirston Road which is 72 metres away from the nursery and this is less than a five minute walk to the nursery. And there are available parking spaces on Cove Road where the double yellow lines finish, sixty metres away from the nursery. The road safety concerns here are reduced due the minimal gradient at this point, these are also within a five minute walking time from the nursery. This means that minimal inconvenience is caused to parents dropping their children off at the premises with the extension in place.

3.3.4 Original planning permission Ref: P141203 the allocated parking outside the nursery was considered as part of this application and the council accepted use of this parking area as acceptable.

Officers have been onsite to monitor the pickup and drop off at the nursery after a number of enquiries reporting the situation as unsafe. They feel the current layout and parking behaviour on this section of road is a safety hazard to road users and pedestrians due to the gradient of the road at this point meaning visibility is compromised. The extension of the double yellow lines at this location is to improve road safety outside the nursery.

3.3.5 Accessibility for those with additional needs effected with the extension of double yellow lines.

Those with a blue badge can park on AAT waiting restrictions (if no obstruction is caused). There are also two spaces on site which could be prioritised for essential users.

3.4 THE ABERDEEN CITY COUNCIL (MILLTIMBER BRAE, ABERDEEN) (TRAFFIC MANAGEMENT) ORDER 202(X)

Proposal

3.4.1 Aberdeen City Council is currently preparing to extend the existing 30mph speed limit on Milltimber Brae southwards, this change to shift the speed limit transition further south of the crossing point that serves the popular Deeside Way. Accordingly, the intention is to encourage drivers to limit their speed in the proximity of the crossing area, whereas in the current situation, some drivers are perhaps not maintaining the appropriate speed on the 30mph side of the transition.

Beyond the above, Aberdeenshire Council have established a 40mph speed limit on their section of the B979 Milltimber Brae (immediately beyond the bridge) leading to the South Deeside Road. When considering the 30mph extension being established by Aberdeen City Council, this would lead to a

comparatively short section of National Speed Limit between the 30mph and Aberdeenshire Council's 40mph section. Accordingly, for consistency, it is proposed the remaining section of Milltimber Brae adopted and maintained by Aberdeen City Council should be subject to a 40mph speed limit.

Objections

3.4.2 Two statutory objections were received from members of the public. The objectors have provided an email covering the reasons for their objection. A redacted copy of this objection can be read in the appendices. The plan for the original proposal and the street notices are also available in the appendices. A summary of the objection is provided below, with points made by the objector highlighted in bold (and paraphrased for brevity), which are thereafter followed by a response from a traffic management perspective:

3.4.3 **Objector wants an extension of the current 30mph to The Gables or full section to the bridge 30mph and no Aberdeen City Council Road should be 40mph for consistency**

If the 30mph speed limit was extended to The Gables then a small section of national speed limit before changing to a 40mph section at the Bridge this would mean three speed changes on the same road in a short period of time which is not in keeping with good practise for setting speed limits. The objector also suggested 30mph extended the full way to the bridge. This speed would be too slow for this section of road as speed assessments of the road have determined that existing mean speeds along the route are between 41mph and 44mph therefore better suited to a 40mph restriction.

3.4.4 **Only a cursory review has been carried out prior to the proposed 40mph speed change**

The Traffic Management team have received enquiries from members of the public that speeds are too high near the crossing point for the popular Deeside Way on this section of road and near misses have been reported at this crossing point. Officers have reviewed the route assessing existing traffic speeds and considering the limited length of the measures, and deemed a 40mph speed change to match up with Aberdeenshire Council's speed change from national speed limit to 40mph on this section of road will be beneficial for road safety and for drivers to maintain a consistent safe speed for this section of road.

3.5 **THE ABERDEEN CITY COUNCIL (ABERGELDIE ROAD & BRAEMAR PLACE, ABERDEEN) (TRAFFIC MANAGEMENT) ORDER 202(X)**

Proposal

3.5.1 A resident has reported an issue at this crossroads junction, which was then verified by Officer inspection, whereby vehicles are being parked less than 10 metres from the junction. This has the effect of reducing drivers' visibility to substandard levels when emerging onto Abergeldie Road from Braemar Place or when turning into Braemar Place. This may one day lead to a collision if the situation is not improved.

Abergeldie Road and Braemar Place are within a residential area. As such, it would not be normal practice to install lengths of prohibition of waiting at any time (double yellow lines) here due to the level of parking demand and visual impact. However, given the need for restrictions on the grounds of road safety and the presence of lengths of prohibition of waiting at any time nearby (at the Abergeldie Road/Broomhill Road and Abergeldie Road/Holburn Street junctions), some moderate lengths of prohibition of waiting at any time are proposed. It is felt 10 metres of protection around all sides of the crossroads junction would be sufficient to improve safety, whilst being balanced with parking demand in this area.

3.5.1 **Objections**

Two statutory objections were received from members of the public. The objectors have provided an email covering the reasons for their objection. A redacted copy of this objection can be read in the appendices. The plan for the original proposal and the street notices are available in the appendices. A summary of the objection is provided below, with points made by the objector highlighted in bold (and paraphrased for brevity), which are thereafter followed by a response from a traffic management perspective:

3.5.2 **Junction protection is unnecessary on a quiet residential street.**

Road officers have reviewed this location onsite after a road safety enquiry from the public. They have deemed that for road safety and to improve visibility at the junction for drivers 10 metres of junction protection is to be promoted and this will be sufficient in improving road safety at the junctions.

3.5.3 **Junction protection on this section of road 10 metres seems excessive why not 5 metres.**

10 metres is the standard length that Aberdeen City Council Roads officers use for junction protection. This is in keeping with the Highway Code guidance for drivers.

3.6 **THE ABERDEEN CITY COUNCIL (HAZLEDENE AND PINWOOD) (TRAFFIC MANAGEMENT) ORDER 202(X)**

Proposal

A new housing development has been built beside Hazledene Road/Countesswells Road, Hazlehead. As a result of the development, a 20mph speed limit zone is proposed. The new development's road layout is such that it encourages driving at slower speeds. The slower driving speeds will provide for a safe residential road network and create a welcoming environment for active travel modes, such as walking and cycling.

3.6.1 **Objections**

One statutory objection was received from a member of the public. The objector has provided an email covering the reasons for their objection. A redacted copy of this objection can be read in the appendices. The plan for the original proposal and the street notices are available in the appendices. A summary of the objection is provided below, with points made by the objector highlighted in bold (and paraphrased for brevity), which are thereafter followed by a response from a traffic management perspective:

3.6.2 Is this a good use of council resources? I am all for safety but 20mph seems excessive.

This is a developers scheme so is therefore funded by the developer. 20mph for residential streets is a Scottish Government aim as they aim to bring forward widespread implementation of 20mph speed limits in urban areas with the overall aim is to make travel at 20mph the “norm” and therefore an expected driving practise for all.

4.0 FINANCIAL IMPLICATIONS

- 4.1 The cost of these proposals can be met from within existing resources and will be matched against the most appropriate Roads budget.
- 4.2 The Council’s Roads Safety Fund capital budget can be used. Developer obligation funding may be available where the measures relate to new developments.

5. LEGAL IMPLICATIONS

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

6. ENVIRONMENTAL IMPLICATIONS

- 6.1 There are no direct implications arising from the recommendations of this report however reduced speed limits can create a better environment for cycling and walking within communities.

7. RISK

The assessment of risk contained within the table below is considered to be consistent with the Council’s Risk Appetite Statement.

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	Road safety levels and traffic management could be compromised if measures are not progressed, leading to continued public concern.	Officers propose measures that are deemed reasonable and appropriate to address the Road Safety and Traffic Management issues to reduce incidents of public objections	M	Yes
Compliance	No significant risks identified			
Operational	No significant risks identified			
Financial	No significant risks identified			
Reputational	<ul style="list-style-type: none"> Proposals can be contentious and attract negative feedback. 	Concerned parties would be provided thorough rationale as to the requirement for the proposal.	M	Yes
Environment / Climate	No significant risks identified			

8. OUTCOMES

<u>COUNCIL DELIVERY PLAN 2023-2024</u>		
Impact of Report		
Prosperous Outcomes	Place Stretch	<p>It is hoped a transport mode shift away from private vehicle to active travel will occur as a result of the more welcoming environment created for walking and cycling through the installation of a 40mph speed limit in Milltimber Brae, proposed within this report. This proposal supports the delivery of LOIP Stretch Outcomes:</p> <ul style="list-style-type: none"> 13 - "Addressing climate change by reducing Aberdeen's carbon emissions by at least

	<p>61% by 2026 and adapting to the impacts of our changing climate”</p> <ul style="list-style-type: none"> • 14 – “Increase sustainable travel: 38% of people walking and 5% of people cycling as a main mode of travel by 2026”
<p>Regional and City Strategies <i>Regional Transport Strategy</i></p>	<p>The proposal within this report for a 40mph speed limit in Milltimber Brae support a number of the priorities in the Nestrans Regional Transport Strategy:</p> <ul style="list-style-type: none"> • Zero fatalities on the road network • Air quality that is cleaner than the World Health Organisation standards for emissions from transport • Significantly reduced carbon emissions from transport to support net-zero by 2045 • Accessibility for all • A step change in public transport and active travel enabling a 50:50 mode split between car driver and sustainable modes.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	New Integrated Impact Assessment has been completed
Data Protection Impact Assessment	Not required
Other	N/A

10. BACKGROUND PAPERS

10.1 N/A

11. APPENDICES

APPENDIX 1 – North Anderson Drive Plan

APPENDIX 2 – North Anderson Drive Street Notice

APPENDIX 3 - North Anderson Drive Objection

APPENDIX 4 – North Anderson Drive Objection

APPENDIX 5 – North Anderson Drive Objection

APPENDIX 6 – North Anderson Drive Objection

APPENDIX 7 – North Anderson Drive Objection

APPENDIX 8 – North Anderson Drive Objection

APPENDIX 9 – North Anderson Drive Objection

APPENDIX 10– North Anderson Drive Objection

APPENDIX 11– North Anderson Drive Objection

APPENDIX 12– North Anderson Drive Objection

APPENDIX 13– North Anderson Drive Objection

APPENDIX 14– North Anderson Drive Objection

APPENDIX 15– North Anderson Drive Objection

APPENDIX 16– North Anderson Drive Objection

APPENDIX 17– Traffic Signs Manual Chapter 5 turning lane widths

APPENDIX 18– Cove Road Proposed Plan for extension of waiting restrictions

APPENDIX 19– Cove Road Street Notice

APPENDIX 20– Cove Road Objection

APPENDIX 21– Cove Road Objection

APPENDIX 22– Cove Road Objection

APPENDIX 23– Cove Road Objection

APPENDIX 24– Cove Road Objection

APPENDIX 25– Cove Road Objection

APPENDIX 26– Cove Road Objection

APPENDIX 27– Cove Road Objection

APPENDIX 28– Cove Road Objection

APPENDIX 29– Cove Road Objection

APPENDIX 30– Cove Road Objection

APPENDIX 31– Cove Road Objection

APPENDIX 32– Cove Road Objection

APPENDIX 33– Cove Road Objection

APPENDIX 34– Cove Road Objection

APPENDIX 35– Cove Road Objection

APPENDIX 36– Cove Road Objection

APPENDIX 37– Cove Road Objection

APPENDIX 38– Cove Road Objection

APPENDIX 39– Milltimber Brae 40mph speed limit change proposal plan

APPENDIX 40– Milltimber Brae Street Notice

APPENDIX 41– Milltimber Brae Objection

APPENDIX 42– Milltimber Brae Objection

APPENDIX 43– Braemar Place/Abergeldie Road Plan

APPENDIX 44– Braemar Place/Abergeldie Street Notice

APPENDIX 45– Braemar Place/Abergeldie Objection

APPENDIX 46– Braemar Place/Abergeldie Objection

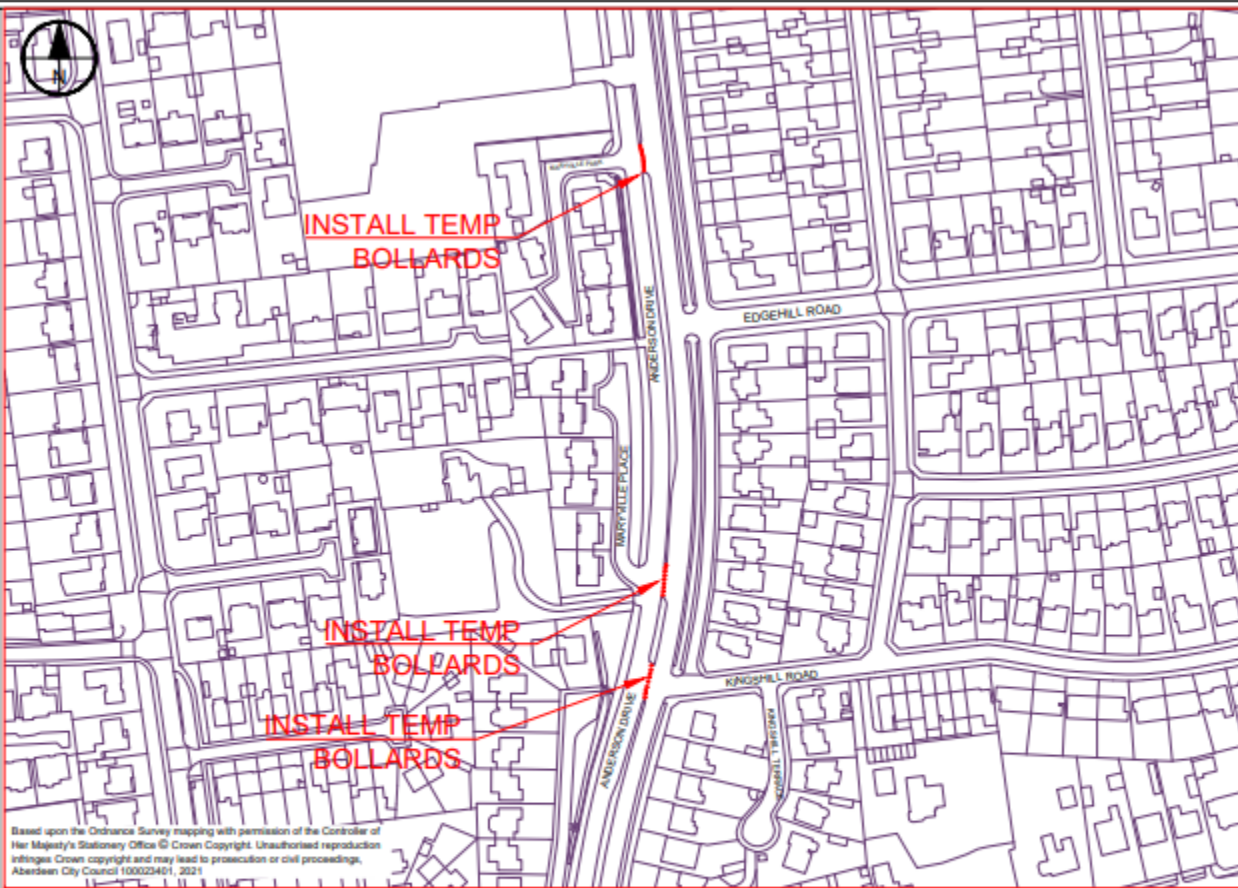
APPENDIX 49– Hazledene/Pinewood 20mph scheme plan

APPENDIX 49– Hazledene/Pinewood 20mph scheme

APPENDIX 49– Hazledene/Pinewood 20mph scheme objection

12. REPORT AUTHOR CONTACT DETAILS

Name	Samuel Allan
Title	Technical Officer
Email Address	SAllan@aberdeencity.gov.uk
Tel	01224 053866



GENERAL NOTES:


1. NORTH Anderson drive add temporary bollards to access to Maryville Park access
2. NORTH Anderson drive add temporary bollards to access to Maryville Place access
3. Add temporary bollards to access to Kingshill Road access
4. PROPOSED IN RED
EXISTING IN BLUE

Based upon the Ordnance Survey mapping with permission of the Controller of Her Majesty's Stationary Office © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings, Aberdeen City Council 100023401, 2021

0	ISSUED FOR CONSTRUCTION	XX	XX	XX
Rev	Date	Details	Orig	Chk'd/ App'd

Client **ABERDEEN CITY COUNCIL**

Project **SMALL SCALE**



**Operations and Protective Services
Traffic Management and Road Safety**
Aberdeen City Council | Traffic Management and Road Safety |
Operations and Protective Services | Operations
Municipal College | Ground Floor North | Broad Street | Aberdeen |
AB10 3AB
General Enquiries Telephone: 01224 522935

Drawing Title **North Anderson Drive small scale proposals**

Originator SA	Checked VR	Approved	Date	Project No	Scale N/S	Size A3
Drawing No.					SHT No.	Revision 0



ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL (A92 NORTH ANDERSON DRIVE, ABERDEEN)
(PROHIBITION OF RIGHT TURNS) ORDER 202(X)**

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 is to establish a prohibition on vehicles turning right from the A92 North Anderson Drive, Aberdeen, onto (1) Maryville Park, (2) Maryville Place, and (3) Kingshill Road.

Full details of the above proposal are to be found in the draft order, which, together with a map showing the intended measures, and an accompanying statement of the Council's reasons, may be examined online via the internet link specified below (or scanning the QR Code above): -

<https://consultation.aberdeencity.gov.uk/operations/tm-proposed-traffic-regulation-orders-2023q4>

The consultation will run from 6 February to 27 February 2024, inclusive. Should you wish to view these documents in another way please contact us by e-mail (see below), or alternatively on Tel. 01224 522305, where we will endeavour to accommodate such requests.

Anyone wishing to object to the above order should send details of the grounds for objection, including their name and address, by e-mail to trafficmanagement@aberdeencity.gov.uk, or alternatively by writing to the address below during the statutory objection period, which also runs from 6 February to 27 February 2024, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with names, addresses, telephone numbers and signatures removed from this correspondence. For information on why and how we use your data please see the Traffic Regulation Order privacy notice on our website:

<https://www.aberdeencity.gov.uk/your-data/why-and-how-we-use-your-data>.

**Traffic Management and Road Safety, Operations and Protective Services,
Aberdeen City Council, Business Hub 4, Ground Floor North, Marischal College,
Broad Street, Aberdeen, AB10 1AB**

APPENDIX 3 - North Anderson Drive Objection

North Anderson Drive Prohibition of Right Turns 202(x)

[REDACTED]



Tue 06/02/2024 15:29

Good afternoon

I am writing with regards to the above proposal prohibiting right runs off North Anderson Drive into a few streets.

I live in Maryville Place and while I agree that U turns are dangerous and people ignore this, the right turn itself has enough space for a vehicle to sit to turn in safely. I have lived here for 12 years and never had any issues with right turns.

Whilst it won't be much of an inconvenience to travel further south and round the roundabout, your letter does not give any information for us if we want to head southbound from our property. Currently we can turn right from Maryville Place onto North Anderson drive heading South - when the road is clear and safe to do so.

What are my options? Got to the lights at the Cocket Hat and do a U Turn? Or have to travel down Midstocket and along residential streets to come back out onto Kings Gate back onto North Anderson Drive?

Is there a value on the number of complaints that warrants these changes? Have there been any accidents reported that warrant this?

This is not a formal objection as such but I feel that your proposal is lacking information for the residents that use these gaps.

Kindest regards

[REDACTED]

North Anderson Drive Prohibition of Right Turns 202(x)



Reply Reply All Forward

Tue 06/02/2024 15:29

Good afternoon

I am writing with regards to the above proposal prohibiting right runs off North Anderson Drive into a few streets.

I live in Maryville Place and while I agree that U turns are dangerous and people ignore this, the right turn itself has enough space for a vehicle to sit to turn in safely. I have lived here for 12 years and never had any issues with right turns.

Whilst it won't be much of an inconvenience to travel further south and round the roundabout, your letter does not give any information for us if we want to head southbound from our property. Currently we can turn right from Maryville Place onto North Anderson drive heading South - when the road is clear and safe to do so.

What are my options? Got to the lights at the Cocket Hat and do a U Turn? Or have to travel down Midstocket and along residential streets to come back out onto Kings Gate back onto North Anderson Drive?

Is there a value on the number of complaints that warrants these changes? Have there been any accidents reported that warrant this?

This is not a formal objection as such but I feel that your proposal is lacking information for the residents that use these gaps.

Kindest regards



I



Consultation – “The Aberdeen City Council (A92 North Anderson Drive, Aberdeen) (Prohibition of Right Turns) order 202(X)”


I refer to your Consultation Document' your Ref: CTM&DP_23Q4_23-22 in which you seek views on the proposed establishment of prohibition on vehicles turning right from the A92 North Anderson Drive, Aberdeen. I wish to object to the proposed prohibition specifically with regard to turning right into Kingshill Road on the grounds of it not being justifiable.

I have been resident at [redacted] North Anderson Drive (NAD) for over 40 years and have used the right turn into Kingshill Road almost daily without incident and without any concern for safety. Almost all resident traffic into the (NAD) slip road South of Edgehill Road as well as North of [Edgehill road](#) use the right turning regularly. I have used the sic. 'restricted filter lane' daily and have found all following traffic were able to pass safely using the outside lane of NAD. without any concerns. I would request information on the 'number of complaints and enquiries made' over the last 5 years as proof of the significance of 'obvious road safety issues' regarding the right turn into Kingshill Road.

To my knowledge, during the 40 years we have resided at our address, there has not been any traffic incident at the Kingshill Road turn off involving traffic crossing NAD.

For visitors to any resident on the NAD Slip Road the instructions are clear and none have had any difficulty using the Kingshill Road turn off. The suggested alternative route adds complexity to directions for visitors and will increase traffic flow through Woodhill, Kingshill and Edgehill Roads and introduce potential safety and pollution hazards.

With regard to using the Kingshill Road gap on NAD as a U-turn facility I don't believe I have seen this happen at all. The appropriate signage is clear and the NAD Gap is so close to the King's Gate roundabout that most would use the roundabout to undertake a U-turn.



APPENDIX 6 – North Anderson Drive Objection



Mon 12/02/2024 12:25

Traffic Management and Road Safety Team, Aberdeen City Council

As a resident at [REDACTED] I wish to strongly object to the proposed 'prohibition to vehicles turning right from the A92 North Anderson Drive, Aberdeen, onto Maryville Park, Maryville Place and Kingshill Road'.

I note that you claim that 'There have been long standing concerns regarding the central reserves on the A92 between the Mid Stocket Road and King's Gate junctions'. I have been a resident at this address for 30 years, and I have never before heard of these 'concerns'. Indeed over this period, I cannot remember an accident that has been caused by a vehicle using or attempting to use any of these gaps. I would be grateful if you could supply me with the actual number of individuals who have 'complained' and/or have made enquiries regarding the safety of these gaps.

Recently, I have seen a number of vehicles exiting the new 'Dennis Close' housing complex, that drive north-bound into the area in front of the Fire Station, then make a U-turn at that point, and drive off southwards. Is the Traffic Management Team also proposing to 'close-off' this area to traffic?

I would suggest, that rather than blocking off established routes around this area of North Anderson Drive, CCTV cameras should be placed to a) deter anyone misusing these gaps and b) charging such miscreants with a traffic offence.

Given that there is no evidence of specific misuse of these access gaps to houses in this part of North Anderson Drive, and that the proposed re-routing of traffic around and along roads that were not designed to cope with the likely increase in traffic that would ensue, I suggest that the proposal to block-off these access routes be withdrawn.

I am forwarding this email to the three Councillors for the Rosemount Area, with a recommendation that they support me (and others in the neighbourhood) who strongly object to your proposal.

Yours sincerely,

[REDACTED]

APPENDIX 7 – North Anderson Drive Objection



Tue 13/02/2024 16:41

Reference prohibition of right turns into Maryville Park and 2 others closing off right turn from same in order to go South on Anderson Drive.

I have no objection to the above proposals since the new development opened at Dennis Court it has resulted in chaotic driving habits and dangerous and illegal practices with up to 60 instances per day.

However you need to consider the increase volume of traffic wishing to go south on Anderson Drive will have to go north first and either turn right at Midstocket lights or travel on to Westburn Road then right and a considerable mileage to get back to go South bound on Anderson Drive. This extra forced mileage detour will not be very supportive of green policies and other streets getting busier as a consequence.

So would the council consider putting a roundabout in place of midstocket/ Anderson Drive lights where predominant North South traffic flow would easily an the right turn would be covered as would the relative small flow from Midstocket and the Cocket Hat.

Alternatively and much cheaper would to change the current lights sequence to allow right turn every change. As opposed to sometimes having to wait 3 straight on light changes on Anderson Drive before getting Right filter change.

Since Dennis Court opened I have seen much bigger volume of traffic calling for this right turn at Midstocket and often with big wait for this filter traffic backed well back onto the outside lane of Northbound Anderson Drive. This is further compounded by the cross hatch box outside the Fire Station.

Whilst closing off current facilities is a simple cost effective measure I would like you to consider the points I have raised to help all who live in Maryville Park, Place and Dennis Court.

Yours Sincerely



Consultation A92 North Anderson Drive -Prohibition of right Turns Order



[↩ Reply](#) [↩ Reply All](#) [→ Forward](#)  

Tue 13/02/2024 23:22

Dear Sirs

We are writing to object to the proposal to seal off the right hand turn onto Kingshill Road.

As residents of Kingshill Road for more than 25 years we have used this right hand turn on a daily basis and have not witnessed any accidents or avoidance manoeuvres from other drivers. As far as individuals making u turns if traffic cameras are in situ then appropriate signage warning of these would deter drivers from this manoeuvre.

The proposed alternative is a longer route and will also increase traffic flow along Woodhill Road and the Kingsgate Road which are already busy roads.

Yours Sincerely



APPENDIX 9 – North Anderson Drive Objection

Order 202 (X) - Prohibition of Right Turns



Reply Reply All Forward [Share icon] [More options icon]

Sat 17/02/2024 17:05

Objector: [Redacted]

I wish to object to the above proposal on the following grounds:

Regarding your concerns do you have any statistics to back up your concerns? I have lived here for thirty nine years and can not recall any accident/incident caused by these slip roads.

As an alternative could "the slip roads" not be widened by decreasing the width of the central reservation at the appropriate opening?

The proposed route for access to Kingshill is a lengthy one adding on mileage and increasing pollution. An alternative route would be to go up to the lights at Mid Stocket Road. This potentially would cause vehicles to back up at the lights, overflowing onto the main carriageway and causing congestion in front of the fire station.

With budgets stretched and strained, is this the best use of city funds when there is so much wrong with our roads generally?

In conclusion why expend resources for very little gain, if it ain't broke don't fix it.

Regards



Consultation Aberdeen City Council(A92 North Anderson Drive,Aberdeen) (Prohibitio...



Reply Reply All Forward

Mon 19/02/2024 21:30

Dear Management Team,

We are all indebted to the hard work of the Traffic Management Teams for their efforts to keep the roads of Aberdeen safe. However there are some issues with the proposed prohibitions of right turns on the A92 North Anderson Drive, Order 202(X)

Having lived on North Anderson Drive for 22 years, I can recall only two accidents. One occurred when a motorbike attempted a U-turn from southbound North Anderson Drive at the Maryville Park intersection and the other at the pedestrian crossing northbound when a vehicle crashed in to the safety barrier!

It would appear, if my statistics are correct, that the reserves function very well as right turns. Of course some law breakers will always try to perform U-turns. Surely it is the behaviour of the law breakers that needs to be changed rather than the routes of law adherent and careful drivers!

The Road Safety Management Team have indicated that the central reserves between Midstocket Road and King's Gate junction both north and south bound have insufficient width yet have installed a new reservation westbound on King's Gate providing a right turn at the junction with Woodhill Road. There the central reservation is so restricted in width that it impinges on traffic proceeding westbound and encroaches on eastbound traffic as well.

Furthermore, consideration should be given to the major carbon footprint created by causing vehicle users to travel indirectly to their destination. This is not at all green, uses more fuel, is more polluting, causes small side roads to be busier than they were intended to be. In winter vehicle users will have to travel on roads which are not currently cleared of snow (will there be a reduction in Council Tax in order to offset this inconvenience?)

If the Traffic Management Team were looking to address the difficulties encountered by road users across Aberdeen City, then I would strongly suggest that the Mounthooly Roundabout requires lighting. I have mounted the kerb there because I was unable to distinguish road from kerb in the dark. Also money could be invested in using reflective surfaces on pedestrian crossings controlled by traffic lights so that, in the dark, motorists can see if the crossing is occupied.

Finally, a physical barrier can create a significant barrier between residents such that separating the northbound section of North Anderson Drive from the southbound section could have the unintended/undesirable effect of separating communities in the area.



APPENDIX 10– North Anderson Drive Objection

gg

I object to the closure of the right hand turn from north Anderson Drive in to Kingshill Road.

In my 30 years in my home I can only recall 1 accident which did not result in either serious injury or fatality. I look forward to what your show that has warranted the suggestion that this access should be closed.

I do not recall a build up of traffic waiting to turn right into Kingshill Road impeding the flow of traffic on North Anderson Drive so again do not consider this to be a safety issue.

Consider the current financial position of the council I would it consider this to be a priority as posed to the condition of the road from Midstocket to Kingsgate roundabout and the road round the roundabout.



CTM&DP_23-22 Prohibition of Right Turn



23/02/2024

All

The proposed prohibition of a right turn into Kinghill Road from North Anderson Drive, is puzzling.

Having used the right turn for nearly 30 years, with various vehicles, caravans and motorhomes, I've never found the turn a safety issue.

It may be the case that persons raising the issue are not experienced at best, or at least, not confident.

If safety is the issue, I have seen no changes @ the Kingsgate roundabout, where over the years there has been 2ea cyclist killed and numerous crashes into the pedestrian barriers.

It should also be noted that the stretch of the A92 between Cromwell Road and Broomhill Road, which has no divider, is potential more dangerous, when the residents halt in the outside lane to turn right into their driveways.

On a day when residents are demonstrating outside of the Council Offices, complaining on the £20 million cut to the budget, is this proposal good value for our Tax pounds.

If the changes is based on a perceived safety issue raised by poor, inexperienced and inconsiderate drivers, I look forward to the roads within Aberdeen being transformed into an accident free zone, or otherwise a pedestrian walk way.

Happy to discuss further



(A92 North Anderson Drive Aberdeen)(Prohibition of Right Turns)Order202(X)



26/02/2024

Dear Committee,

I would like to express my objections to above proposal.

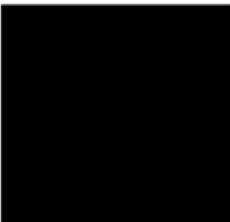
In my 19 years living in Maryville Place I have never seen nor heard of any traffic accident nor incident occurring due to the use of the central reserves as they were intended.

The only road safety issues I would highlight is the sometimes excessive speeds of some motor cars and some motorcycles in both lanes travelling both North and South on the A92.

There has been two incidents to my knowledge in the past few years due to this speed infringements.

The use of these reserves to access the streets mentioned has an added advantage in that it helps in a small measures to save the additional use of carbon pollutants as opposed to the longer routes either way as .. suggested in your letter

Yours sincerely,



TEL 01224

3

Sent from [Mail](#) for Windows

Re: Consultation - "The Aberdeen City Council (A92 North Anderson Drive, A...



26/02/202

Good morning,

I refer to your consultation document ref: CTM&DP_23Q4_23-22 in which you seek views of the proposed establishment of prohibition on vehicles turning right from A92 North Anderson Drive, Aberdeen. I wish to object to the proposed prohibition specifically with regard to turning right into Kingshill Road on the grounds that it is not justifiable.

I have recently purchased a house, [REDACTED] and since I have lived here I have not seen any incidents occur when drivers use the right turns. Therefore the safety concern that is outlaid in the document from the council that states it is for 'obvious road safety issues' with regards to this point I do not see there being any issues of road safety for any drivers. Furthermore I have used the right turn daily various times throughout the day as I have two daughters whom have many extra curricular activities without there being any safety concerns for other drivers to pass in the left lanes. This also applies to many of my neighbours whom use the right turn daily as well. I have also spoken to my neighbours of whom have resided at North Anderson Drive for much longer than I have and they have advised that they cannot recall there having been any road traffic incidents for the duration of their residence. Therefore I would request information on the number of complaints and enquires made over the last 5 years as proof of the significance of the 'obvious road safety concerns' raised in your letter regarding the right turn into Kingshill Road.

For visitors to any resident residing on the North Anderson Drive slip road the instructions are clear and easier to navigate, any visitors that I have had visit have been able to use these directions and have not had any difficulty using the Kingshill Road turn off. The suggested alternative route/s have added and will do so in future by adding complexity and confusion for visitors therefore increasing the traffic flow through Woodhill, Edgehill & Edgehill Roads and introduce potential safety and pollution hazards. I would've thought, especially with the council implementing measures within the city centre to counteract pollution levels that this would've been a forethought for other parts of the city as well.

With regard to using the Kingshill Road gap on North Anderson Drive as a U-turn facility I don't believe I have seen this happen at all. The appropriate signage is clear and the North Anderson Drive gap is so close to the King's Gate roundabout that most would use the roundabout to undertake a U-turn.

Furthermore another point I would like to make is that this proposed work to close the gaps is unnecessary. Instead these funds for these proposed works would be better utilised in carrying out essential repair works on North Anderson Drive itself as the road condition is very poor.



A92 Aberdeen prohibition of right turn.

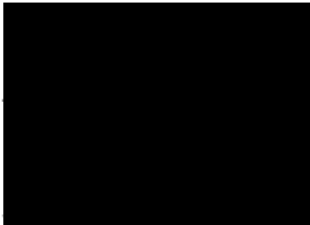


26/02/2024

Having used the north bound turn into Kingshill road for the past 24 years, I found it wide enough for a vehicle to safely turn right into Kingshill Road without impeding /encroaching onto the outside running lanes of North Anderson drive.

I cannot understand why this was never an issue before and now it appears to be when there is less traffic because of the AWPR. These right turns were made to ease the life of the local residents, not make them take a big detour and create traffic in streets which are normally quiet. You should be looking at putting traffic lights or a roundabout to slow the traffic and make it even safer than it is now.

Fom:




APPENDIX 15– North Anderson Drive Objection

Proposed closure of right turn on North Anderson Drive



27/02/2024

 You forwarded this message on 28/02/2024 08:53.

Dear Sir / Madam,

I am responding to the consultation on "The Aberdeen City Council (A92 North Anderson Drive, Aberdeen) Prohibition of Right Turns) Order 202(X)"

I have lived in this area for 14 years and am a regular user of the right turn onto Kingshill Road (Northbound on North Anderson Drive.) I use this right turn regularly and have never seen it pose a problem in traffic. It is only ever used as a right turn (never a u-turn); it is not used very frequently, and it provides essential access to the streets it leads to. There is a good space to wait to make the turn, and due to the lights further up on North Anderson Drive, it is straightforward to wait for the opportunity to cross safely. I object to the proposal to close off the right turn here.

Firstly, as it is a short distance from the roundabout and positioned on a steep hill, traffic is not travelling at speed in this place. I have never encountered any difficulties in using it; it is not generally used as a route anywhere other than the residential area that it leads to. Whilst it is not ideal that the filter lane is relatively narrow, this is a regular road feature, (I can think of the exact same situation at Cairnfield Place on the newly rebuilt Auchmill Road.) If cars are driving with due care, it is perfectly possible to use the filter lane while two lanes of traffic can pass. With the opening of the AWPR there is less heavy traffic on this road in any case.

The proposed diversion will bring new problems. The one that concerns me most is how slippery and unpassable Edgehill Road and Woodhill Road are in the snow and ice. I have occasionally been unable to drive my car up the hill, and in wintery conditions I avoid these roads as they are untreated and steep. It is far safer to use North Anderson Drive to access the Edgehill area. It doesn't make sense to send traffic through the back roads when the main road is more direct.

Additionally, the proposed diversion will add considerable length to the journey to access the area, as access will be far less direct for many residents. I suspect that drivers will attempt to make more U-turns at the lights at the top of Midstocket Road to save time.

My final objection is that the state of our roads and pavements are surely a higher priority than this. At the junction with Westburn Road there are bare wires showing through the tarmac. There are many potholes all over the area. Rather than fixing things that are not broken, the council should repair the road surfaces all over the city which are in poor repair.

Thank you for taking my views into consideration,



APPENDIX 16– North Anderson Drive Objection

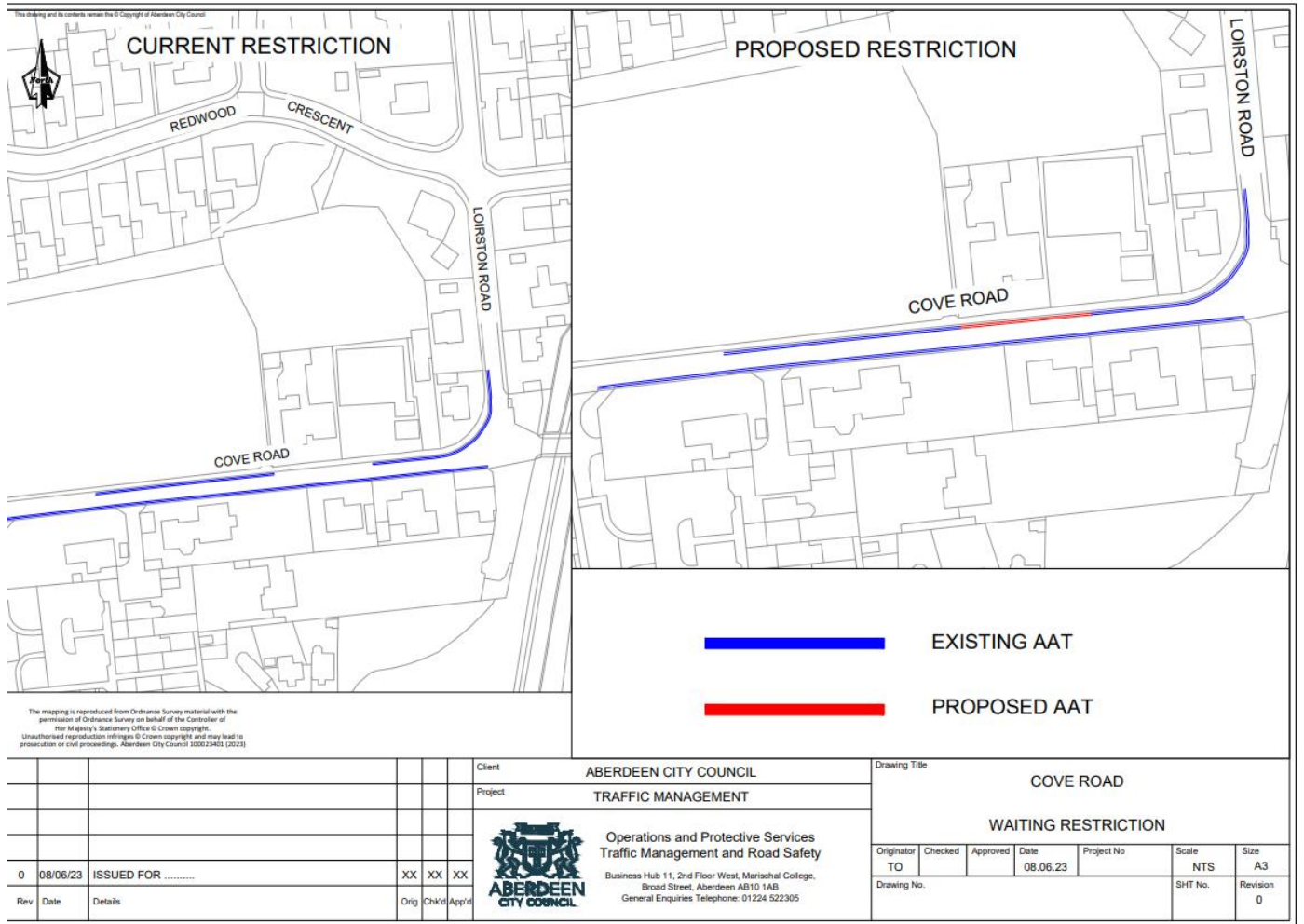


01/03/202

Sent from my iPhone. [REDACTED] I have lived at Maryville Place for over 35 years @I have never seen any accidents on that right turn . There are a lot of safe drivers go to Kings gate or turn right into Maryville place @ turn @ leave by exit onto left side of drive .when I am working in my garden in the summer Months I see a lot of boy racers doing U turns from Anderson drive south onto North side of the drive .I also see young lads no helmets on motor bikes doing wheelies have phoned police nothing ever done .They use it as a race track Why should residents suffer for the likes of these youths .When you want safety the residents that live in Maryville place have to go up to Midstocket to cross road safely or down to Kingsgate we could do with a crossing in between when we want a bus service .Taking into consideration removable bollards is taking care of your needs not the residents suffer for bad drivers.There should be a system where fines are made or points on license for people not obeying traffic rules.I sent in letter 2 weeks ago never heard back so I am trying again . [REDACTED]


5.3.3. The through lane in each direction (c1 in [Figure 5-4](#)) should not be more than 3.65 m wide, exclusive of hard strips, nor less than 3 m. The desirable width of the turning lane c2 is 3.5 m, although this may be reduced to 3 m (but see [5.3.5](#)) or increased to 5 m (see [5.3.4](#)). A warning line (diagram 1004 or 1004.1, see [Table 5-1](#)) is used to separate the two lanes.

APPENDIX 18– Cove Road Proposed plan for extension of lines



0	08/06/23	ISSUED FOR	XX	XX	XX
Rev	Date	Details	Orig	Chk'd	App'd

Client: ABERDEEN CITY COUNCIL
 Project: TRAFFIC MANAGEMENT

 Operations and Protective Services
 Traffic Management and Road Safety

Business Hub 11, 2nd Floor West, Marischal College,
 Broad Street, Aberdeen AB10 1AB
 General Enquiries Telephone: 01224 522305

Originator	Checked	Approved	Date	Project No.	Scale	Size
TO			08.06.23		NTS	A3
Drawing No.					SHT No.	Revision
						0



ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL (COVE ROAD, ABERDEEN) (PROHIBITION OF WAITING)
ORDER 202(X)**

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 is to establish a prohibition of waiting at any time on certain lengths of Cove Road, Aberdeen, as specified in the schedule below.

Full details of the above proposal are to be found in the draft order, which, together with a map showing the intended measures, and an accompanying statement of the Council's reasons, may be examined online via the internet link specified below (or scanning the QR Code above): -

<https://consultation.aberdeencity.gov.uk/operations/tm-proposed-traffic-regulation-orders-2023q4>

The consultation will run between 6 February and 27 February 2024, inclusive. Should you wish to view these documents in another way please contact us by e-mail (see below), or alternatively on Tel. 01224 522305, where we will endeavour to accommodate such requests.

Anyone wishing to object to the above order should send details of the grounds for objection, including their name and address, by e-mail to trafficmanagement@aberdeencity.gov.uk, or alternatively by writing to the address below during the statutory objection period, which also runs from 6 February to 27 February 2024, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with names, addresses, telephone numbers and signatures removed from this correspondence. For information on why and how we use your data please see the Traffic Regulation Order privacy notice on our website <https://www.aberdeencity.gov.uk/your-data/why-and-how-we-use-your-data>.

Traffic Management and Road Safety, Operations and Protective Services, Aberdeen City Council, Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen, AB10 1AB

Schedule


(Prohibition of waiting at any time)

Cove Road

North side, from its junction with Loirston Road, westwards for a distance of 132 metres or thereby

South side, from its junction with Loirston Road, westwards for a distance of 164 metres or thereby.

APPENDIX 20– Cove Road Objection




I would like to object to the notice stating the probation of waiting times on Cove Road- specifically outside Happitots, Cove Bay. The area in question is right outside the nursery that I work in and that my son attends. There is a small car park attached to the nursery, however, as it is a small carpark there is not enough space for staff who require spaces and all the parents who drop off their children. Not having available space would mean that I am unable to safely take my child to nursery as there would be nowhere to park near- I would need to walk for a min of 10 minutes. I am currently heavily pregnant and this is not an option for us. Further to this, we also have parents/children with additional support needs and physical impairments- walking this distance to get to the nursery would be a shocking development which I would consider to be unacceptable.

These spaces outside the nursery are required to keep our business accessible to meet our families needs - there are no other places to park near the nursery for anyone to drop off or pick up their children, let alone for staff who work here to park through the day.

This course of action needs to be rethought as this will affect well over 100 families who use and love the nursery that is here. Prohibiting waiting times in this area will negatively affect not only the families but all of our staff, who some travel a big distance to get to the nursery.

I implore this to be rethought as this would have a major impact on the area, and would leave a lot of families in a difficult situation.



APPENDIX 21– Cove Road Objection



09/02/2024

G
M

I am writing to express my objection to the probation of waiting times on Cove Road, Aberdeen. Most importantly the length of road outside of Happitots Nursery Cove Bay. I am a member of staff working for the nursery and due to very limited parking myself and other staff members of the nursery have no choice to park on Cove road (avoiding the double yellow lines) The nursery does have a very small car park but this can only fit 2 cars maximum. Due to the car park also being small, our parents and carers do not have any space to park when dropping off their children to the nursery so the notice on waiting times would affect parents dropping off and picking up their children. I also think that if we were to park at the nearest open car park (Loirston Annexe) this would then cause an issue due to taking up those parking spaces when the annexe has groups/events on. There are also parents and children within the nursery who have additional needs that may suffer due to having to walk a considerable distance to gain access to the nursery.

I hope that this will be taken into consideration as this has possibility of affecting business and has an impact on our staff and families who are travelling from a further distance to come to work and nursery.

Thank you,

[Redacted signature]

[Redacted line]

objection to traffic management notice on Cove Road



09/02/2024

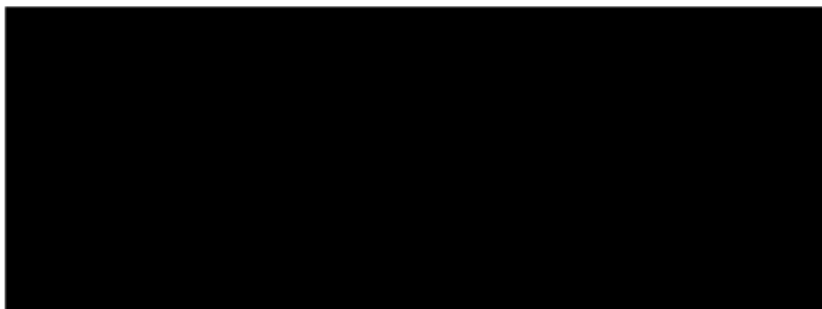
[REDACTED]

I am writing to object the traffic management notice posted out the nursery on Cove Road. I myself, do not drive however, my boyfriend often comes to pick me up from work- I am currently employed at this nursery. This would affect him as there would not be a space for him to collect me. Furthermore, and more importantly, the young children and babies who use our setting rely on this parking spaces. There is not adequate parking near the nursery, not on the street, parents of these babies and toddlers would have no choice but to walk 10/15 minutes to get to the nursery. Many of these children and parents have additional/physical needs and cannot walk this distance for a 5 minute drop off/ pick up.

This is too much to ask for any of our parents who rely on our setting.

Changing the traffic management regulations on the road would have a huge effect on over 100 families and staff members who rely on these spaces. This must be reconsidered and a different option considered.

[REDACTED]



09/02/20

Regarding the photo attached

If you place double yellow lines all the way along first argument I have is where are the staff going to park to carry out there work as there is no car parks or anywhere near the area to park

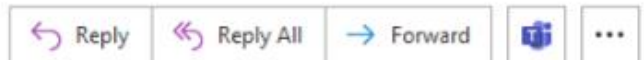
Secondly how will the children's parents collect them and drop them off as this is outside a nursery and has been for years

Thirdly there is no hindrance to the people who live on the opposite side of the road as there driveways are completely accessible throughout the day

The parking in this area is only between 7.30 in the morning and around 6.30 in the evening so there is no need to make it a completely double yellow road

APPENDIX 24– Cove Road Objection

Objection



Fri 09/02/2024 21:54

Dear Council,

I am writing to express my objection to the proposed traffic management measures outlined in Traffic Management-Proposed traffic regulation orders-2023 Q4.

I am writing specifically concerning the introduction of waiting restrictions on Cove Road. As a parent of children attending the nursery in the area, I firmly believe that these measures would have adverse effects on the safety and convenience of drop-off and collection times for parents and guardians.

The current parking situation around the nursery already presents challenges for parents, with limited nearby parking facilities making it difficult to safely drop off and pick up our children. The introduction of waiting restrictions on Cove Road would exacerbate this issue, leading to congestion, more disruption to residential streets and creating potentially unsafe conditions for families with very young children accessing the nursery.

While I understand the desire to address traffic concerns by the resident on the road, it is important to recognise that as part of the original planning permission Ref: P141203 the allocated parking outside the nursery was considered as part of this application and the council accepted use of this parking area as acceptable and even acknowledged an increase in traffic. The application states; "As a result of the increase in children, it is recognised that this would lead to an increased number of cars during drop off and collection times. However, the volume of cars at the site would be for limited times during the day, and there is a small area of on street car parking immediately outside the site and room to park 6 cars within the boundary of the site. Overall, it is considered that the proposed extension and alterations to the nursery are considered complementary to the residential use of the surrounding area."

Additionally in the planning application it states: "However, it has been confirmed that there are staggered drop off times for the children, which will reduce the number of vehicles arriving at any one time. It should also be noted that there will be an element of car sharing in the drop offs with instances of more than one child per vehicle. As well as this children will be being dropped off from the local areas that are able to walk to the site and not use a car. On this basis, the Roads Engineer has no objection to the proposed extension"

As referenced in the planning application the nursery has already taken steps to mitigate potential increases in traffic volume, such as implementing staggered drop-off times; offering early drop offs and promoting alternative modes of transportation for staff and parents.

Additionally, it is worth noting that the section of Cove Road where waiting restrictions are proposed currently provides adequate visibility for drivers, negating the need for additional restrictions. In addition the traffic control measures in place on Loriston Road and the extension to the footpath for the housing scheme developed offers a similar, if not a more significant restriction to traffic flow and road width than parking on Cove Road.

I urge you to reconsider the proposed waiting restrictions and explore alternative solutions that prioritise the safety and convenience of parents, young children, and families accessing the nursery.

Collaboration between local authorities, the nursery, and the community is essential in finding sustainable traffic management solutions that address concerns while minimising disruption to residents and businesses in the area.

Thank you for considering my objections to the proposed traffic management measures. I trust that you will carefully evaluate the situation and take appropriate action to ensure the safety and well-being of all members of the community.

Yours sincerely,




Objection to traffic regulation




[Reply](#) [Reply All](#) [Forward](#)  

Sat 10/02/2024 13:45

Hello,

I am writing to object to the traffic man agent regulation outside Happitots nursery in cove. My name is 


My twin children go to this nursery and I have to do pick up and drop off on my own. Without the space outside the nursery where am I to park to drop off my children? The nursery only has a small space for staff. They are not old enough to walk for and I can not carry both on my own. Putting in more traffic regulations would be detrimental to all single parents with multiple children. There are already parking restrictions further up the road making it impossible to find a space outside the nursery. Please reconsider this.

Kind Regards,



Parking restrictions at Cove Road next to Happitoots nursery



Tue 13/02/2024 11:10

Dear Council,

I am writing to express my objection to the proposed traffic management measures outlined in Traffic Management-Proposed traffic regulation orders-2023 Q4.

I am writing specifically concerning the introduction of waiting restrictions on Cove Road. As a parent of a child attending the nursery in the area, I firmly believe that these measures would have adverse effects on the safety and convenience of drop-off and collection times for parents and guardians.

The current parking situation around the nursery already presents challenges for parents, with limited nearby parking facilities making it difficult to safely drop off and pick up our children. The introduction of waiting restrictions on Cove Road would exacerbate this issue, leading to congestion, more disruption to residential streets and creating potentially unsafe conditions for families with very young children accessing the nursery.

While I understand the desire to address traffic concerns by the resident on the road, it is important to recognise that as part of the original planning permission Ref: P141203 the allocated parking outside the nursery was considered as part of this application and the council accepted use of this parking area as acceptable and even acknowledged an increase in traffic. The application states; "As a result of the increase in children, it is recognised that this would lead to an increased number of cars during drop off and collection times. However, the volume of cars at the site would be for limited times during the day, and there is a small area of on street car parking immediately outside the site and room to park 6 cars within the boundary of the site. Overall, it is considered that the proposed extension and alterations to the nursery are considered complementary to the residential use of the surrounding area."

Additionally in the planning application it states: "However, it has been confirmed that there are staggered drop off times for the children, which will reduce the number of vehicles arriving at any one time. It should also be noted that there will be an element of car sharing in the drop offs with instances of more than one child per vehicle. As well as this children will be being dropped off from the local areas that are able to walk to the site and not use a car. On this basis, the Roads Engineer has no objection to the proposed extension"

As referenced in the planning application the nursery has already taken steps to mitigate potential increases in traffic volume, such as implementing staggered drop-off times; offering early drop offs and promoting alternative modes of transportation for staff and parents.

Additionally, it is worth noting that the section of Cove Road where waiting restrictions are proposed currently provides adequate visibility for drivers, negating the need for additional restrictions. In addition the traffic control measures in place on Loriston Road and the extension to the footpath for the housing scheme developed offers a similar, if not a more significant restriction to traffic flow and road width than parking on Cove Road.

I urge you to reconsider the proposed waiting restrictions and explore alternative solutions that prioritise the safety and convenience of parents, young children, and families accessing the nursery. Collaboration between local authorities, the nursery, and the community is essential in finding sustainable traffic management solutions that address concerns while minimising disruption to residents and businesses in the area.

Thank you for considering my objections to the proposed traffic management measures. I trust that you will carefully evaluate the situation and take appropriate action to ensure the safety and well-being of all members of the community.

Yours sincerely,

A black rectangular redaction box covering the signature area.

Objection to implementation of waiting restrictions on Cove Road



← Reply ← Reply All → Forward

Tue 13/02/2024 12:27

Dear Council,

I am writing to express my objection to the proposed traffic management measures outlined in Traffic Management-Proposed traffic regulation orders-2023 Q4.

I am writing specifically concerning the introduction of waiting restrictions on Cove Road. As a parent of a child attending the nursery in the area, I firmly believe that these measures would have adverse effects on the safety and convenience of drop-off and collection times for parents and guardians.

The current parking situation around the nursery already presents challenges for parents, with limited nearby parking facilities making it difficult to safely drop off and pick up our children. The introduction of waiting restrictions on Cove Road would exacerbate this issue, leading to congestion, more disruption to residential streets and creating potentially unsafe conditions for families with very young children accessing the nursery.

While I understand the desire to address traffic concerns by the resident on the road, it is important to recognise that as part of the original planning permission Ref: P141203 the allocated parking outside the nursery was considered as part of this application and the council accepted use of this parking area as acceptable and even acknowledged an increase in traffic. The application states; "As a result of the increase in children, it is recognised that this would lead to an increased number of cars during drop off and collection times. However, the volume of cars at the site would be for limited times during the day, and there is a small area of on street car parking immediately outside the site and room to park 6 cars within the boundary of the site. Overall, it is considered that the proposed extension and alterations to the nursery are considered complementary to the residential use of the surrounding area."

Additionally in the planning application it states: "However, it has been confirmed that there are staggered drop off times for the children, which will reduce the number of vehicles arriving at any one time. It should also be noted that there will be an element of car sharing in the drop offs with instances of more than one child per vehicle. As well as this children will be being dropped off from the local areas that are able to walk to the site and not use a car. On this basis, the Roads Engineer has no objection to the proposed extension"

As referenced in the planning application the nursery has already taken steps to mitigate potential increases in traffic volume, such as implementing staggered drop-off times; offering early drop offs and promoting alternative modes of transportation for staff and parents.

Additionally, it is worth noting that the section of Cove Road where waiting restrictions are proposed currently provides adequate visibility for drivers, negating the need for additional restrictions. In addition the traffic control measures in place on Loriston Road and the extension to the footpath for the housing scheme developed offers a similar, if not a more significant restriction to traffic flow and road width than parking on Cove Road.

I urge you to reconsider the proposed waiting restrictions and explore alternative solutions that prioritise the safety and convenience of parents, young children, and families accessing the nursery. Collaboration between local authorities, the nursery, and the community is essential in finding sustainable traffic management solutions that address concerns while minimising disruption to residents and businesses in the area.

Thank you for considering my objections to the proposed traffic management measures. I trust that you will carefully evaluate the situation and take appropriate action to ensure the safety and well-being of all members of the community.

Yours sincerely,



Cove Road, Aberdeen Order 202(X)



[↩ Reply](#) [↩ Reply All](#) [→ Forward](#)  

Wed 14/02/2024 19:55

Hello,

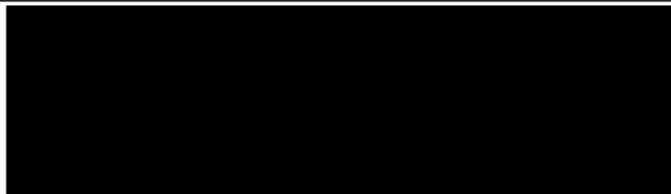
I am writing to object to the proposed changes on Cove Road that prohibits waiting as per the sign attached outside Happitots Nursery.

This area is already very difficult to find parking for in collecting and dropping off children for parents to head to work and placing evermore restrictions in place doesn't appear to benefit anyone least of all those who use the nursery / area and our employers.

I don't quite understand the logic in prohibiting waiting here given this seems to only seek to harm parents and guardians who have to collect and immediately head to work across the city, if anyone could shed light on this I'd be very appreciative.

Thank you,





 Reply  Reply All  Forward  

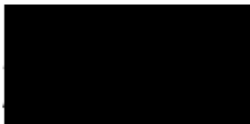
Thu 15/02/2024 07:37

Good morning,

I would like to object against being unable to park next to the Happitots Nursery in Cove. As a parent, it's impossible to get parking there in normal times never mind for drop offs & pick ups which take a matter of minutes!

Please note that if this comes into force, parents will struggle and like myself, may need to consider an alternative nursery which may result in the business struggling.

My details are




Best regards

APPENDIX 30– Cove Road Objection

Prohibition of waiting order



 Reply  Reply All  Forward  

Fri 16/02/2024 18:35

To whom it may concern

I want to object to proposed traffic regulations order 2023 Q4 Cove road ,North side from it's junction with Loirston Road. I have a child in the Happitots nursery and after dropping her I have only 15 min to get to work and if the drop off parking will be prohibited I will have to walk her to the nursery and then come back home and get my car which is impossible if I want to keep my job.

Kind regards



Sent from [Outlook for Android](#)jeuhh

Objection to implementation of waiting restrictions on Cove Road



Reply Reply All Forward

Tue 13/02/2024 12:27

Dear Council,

I am writing to express my objection to the proposed traffic management measures outlined in Traffic Management-Proposed traffic regulation orders-2023 Q4.

I am writing specifically concerning the introduction of waiting restrictions on Cove Road. As a parent of a child attending the nursery in the area, I firmly believe that these measures would have adverse effects on the safety and convenience of drop-off and collection times for parents and guardians.

The current parking situation around the nursery already presents challenges for parents, with limited nearby parking facilities making it difficult to safely drop off and pick up our children. The introduction of waiting restrictions on Cove Road would exacerbate this issue, leading to congestion, more disruption to residential streets and creating potentially unsafe conditions for families with very young children accessing the nursery.

While I understand the desire to address traffic concerns by the resident on the road, it is important to recognise that as part of the original planning permission Ref: P141203 the allocated parking outside the nursery was considered as part of this application and the council accepted use of this parking area as acceptable and even acknowledged an increase in traffic. The application states; "As a result of the increase in children, it is recognised that this would lead to an increased number of cars during drop off and collection times. However, the volume of cars at the site would be for limited times during the day, and there is a small area of on street car parking immediately outside the site and room to park 6 cars within the boundary of the site. Overall, it is considered that the proposed extension and alterations to the nursery are considered complementary to the residential use of the surrounding area."

Additionally in the planning application it states: "However, it has been confirmed that there are staggered drop off times for the children, which will reduce the number of vehicles arriving at any one time. It should also be noted that there will be an element of car sharing in the drop offs with instances of more than one child per vehicle. As well as this children will be being dropped off from the local areas that are able to walk to the site and not use a car. On this basis, the Roads Engineer has no objection to the proposed extension"

As referenced in the planning application the nursery has already taken steps to mitigate potential increases in traffic volume, such as implementing staggered drop-off times; offering early drop offs and promoting alternative modes of transportation for staff and parents.

Additionally, it is worth noting that the section of Cove Road where waiting restrictions are proposed currently provides adequate visibility for drivers, negating the need for additional restrictions. In addition the traffic control measures in place on Loriston Road and the extension to the footpath for the housing scheme developed offers a similar, if not a more significant restriction to traffic flow and road width than parking on Cove Road.

I urge you to reconsider the proposed waiting restrictions and explore alternative solutions that prioritise the safety and convenience of parents, young children, and families accessing the nursery. Collaboration between local authorities, the nursery, and the community is essential in finding sustainable traffic management solutions that address concerns while minimising disruption to residents and businesses in the area.

Thank you for considering my objections to the proposed traffic management measures. I trust that you will carefully evaluate the situation and take appropriate action to ensure the safety and well-being of all members of the community.

Yours sincerely,



APPENDIX 32– Cove Road Objection

Parking restrictions at Cove Road next to Happitoots nursery



[↩ Reply](#) [↩ Reply All](#) [→ Forward](#) [📧](#) [⋮](#)

Tue 13/02/2024 11:10

Dear Council,

I am writing to express my objection to the proposed traffic management measures outlined in Traffic Management-Proposed traffic regulation orders-2023 Q4.

I am writing specifically concerning the introduction of waiting restrictions on Cove Road. As a parent of a child attending the nursery in the area, I firmly believe that these measures would have adverse effects on the safety and convenience of drop-off and collection times for parents and guardians.

The current parking situation around the nursery already presents challenges for parents, with limited nearby parking facilities making it difficult to safely drop off and pick up our children. The introduction of waiting restrictions on Cove Road would exacerbate this issue, leading to congestion, more disruption to residential streets and creating potentially unsafe conditions for families with very young children accessing the nursery.

While I understand the desire to address traffic concerns by the resident on the road, it is important to recognise that as part of the original planning permission Ref: P141203 the allocated parking outside the nursery was considered as part of this application and the council accepted use of this parking area as acceptable and even acknowledged an increase in traffic. The application states; "As a result of the increase in children, it is recognised that this would lead to an increased number of cars during drop off and collection times. However, the volume of cars at the site would be for limited times during the day, and there is a small area of on street car parking immediately outside the site and room to park 6 cars within the boundary of the site. Overall, it is considered that the proposed extension and alterations to the nursery are considered complementary to the residential use of the surrounding area."

Additionally in the planning application it states: "However, it has been confirmed that there are staggered drop off times for the children, which will reduce the number of vehicles arriving at any one time. It should also be noted that there will be an element of car sharing in the drop offs with instances of more than one child per vehicle. As well as this children will be being dropped off from the local areas that are able to walk to the site and not use a car. On this basis, the Roads Engineer has no objection to the proposed extension"

As referenced in the planning application the nursery has already taken steps to mitigate potential increases in traffic volume, such as implementing staggered drop-off times; offering early drop offs and promoting alternative modes of transportation for staff and parents.

Additionally, it is worth noting that the section of Cove Road where waiting restrictions are proposed currently provides adequate visibility for drivers, negating the need for additional restrictions. In addition the traffic control measures in place on Loriston Road and the extension to the footpath for the housing scheme developed offers a similar, if not a more significant restriction to traffic flow and road width than parking on Cove Road.

I urge you to reconsider the proposed waiting restrictions and explore alternative solutions that prioritise the safety and convenience of parents, young children, and families accessing the nursery. Collaboration between local authorities, the nursery, and the community is essential in finding sustainable traffic management solutions that address concerns while minimising disruption to residents and businesses in the area.

Thank you for considering my objections to the proposed traffic management measures. I trust that you will carefully evaluate the situation and take appropriate action to ensure the safety and well-being of all members of the community.

Yours sincerely,



APPENDIX 33– Cove Road Objection

Objection to Cove Road prohibition of waiting 202x



 Reply

 Reply All

 Forward



Wed 21/02/2024 21:

Good evening,

I'm writing to object to the proposed provision of waiting on Cove Road.

My daughter attends this nursery and I feel her, and every other child, will be put in danger at drop off no pick up. This is a busy road, there is a shop at the bottom with people stopping and it's also on a bus route with lots of school children waiting.

If we aren't allowed to stop and drop off here the only other option is to park next to the already very busy shop at the bottom of the road. Cross the busy road then walk up the hill.

I believe this is too risky and am very unhappy with this.

I'll definitely be reconsidering sending my daughter here if stopping is prohibited.



[Sent from the all-new AOL app for iOS](#)

Cove road prohibition of waiting at any time Objection



[↩ Reply](#) [↩ Reply All](#) [→ Forward](#)  [⋮](#)

Thu 22/02/2024 00:0

To whom this may concern,

I wish to submit my objection to the proposed new measures stopping any vehicles from waiting on cove road for any length of time.

We currently collect our nephew from the nursery located on this road.

Sent from my phone

APPENDIX 35– Cove Road Objection

Cove Road



 Reply	 Reply All	 Forward	
---	---	---	---

Thu 22/02/2024

The proposal to increase the parking restrictions on Cove Road could have a detrimental effect on the business Happitots Nursery. Parents & carers have no option but to park in this area as there is absolutely nowhere else to do so.

Sent from [Outlook for Android](#)

Cove Road objection



[↩ Reply](#) [↩ Reply All](#) [→ Forward](#)  

Fri 23/02/2024 22:04

Good evening,

I would like to object the decision of extension of prohibition of waiting at any time restrictions.

I strongly disagree with this decision and solution to park in neighbouring area is just not an option. The nearest parking place would be loriston road which is also bus route with residential properties and moving one issue to another street it's not an option.


Also this parking restriction strongly impacts the business (nursery) and drop off and pick up times for the families. It's a nursery so all the parents will be carrying from "neighbouring " streets they babies and that will put them in danger for crossing road, there is not a single crossing around that area so again people will be on the streets which makes more dangerous.

This parking has not been thoughtfully proposed and I strongly disagree with it, and would like to object it.



Proposed parking restrictions on Cove Road



[↩ Reply](#) [↩ Reply All](#) [→ Forward](#)  [⋮](#)

Mon 26/02/2024 16:04

I am writing in reference to the proposed change to parking restrictions on Cove Road and strongly object to the said proposal.

I am a grandfather who picks up my grandson and soon to be granddaughter from the Happy Tots Nursery at the bottom end of Cove Road. This will mean a long walk just to safely pick up babies, toddlers and young children, some of which will have some special needs. Also, some adults picking up will not be able to walk to collect the children. The premise has only one space for access which is also used by service and delivery vehicles. Surely, for the safety of all the children being dropped off and collected an area could be allocated to allow for cars to stop for 5-10 minutes for this to happen in a safe and secure manner.

The area concerned is not a busy area, especially at the drop off and pick up times concerned. Buses are few and far between in the area and they have plenty space to pass any parked vehicles, especially when most are only there for 5 minutes or so.

To ban all traffic would probably mean more disruption in the area as parents and all those either dropping off or collecting having to drive around looking for a suitable parking space. This would also mean that this would cause more emissions to build up in the area than would normally be required due to many having to travel further looking for a suitable parking space.

Therefore, can I ask that an area be set aside, either on the road outside the premise, or, in the park area adjoining the building to allow this to happen in a safe and healthy environment for all concerned. Maybe an area marked for drop off and collection for a maximum of 10 minutes might be appropriate.

To conclude I ask the committee to consider my point before they continue with the proposal.

Thank you.

Sent from [Outlook for Android](#)

APPENDIX 38– Cove Road Objection

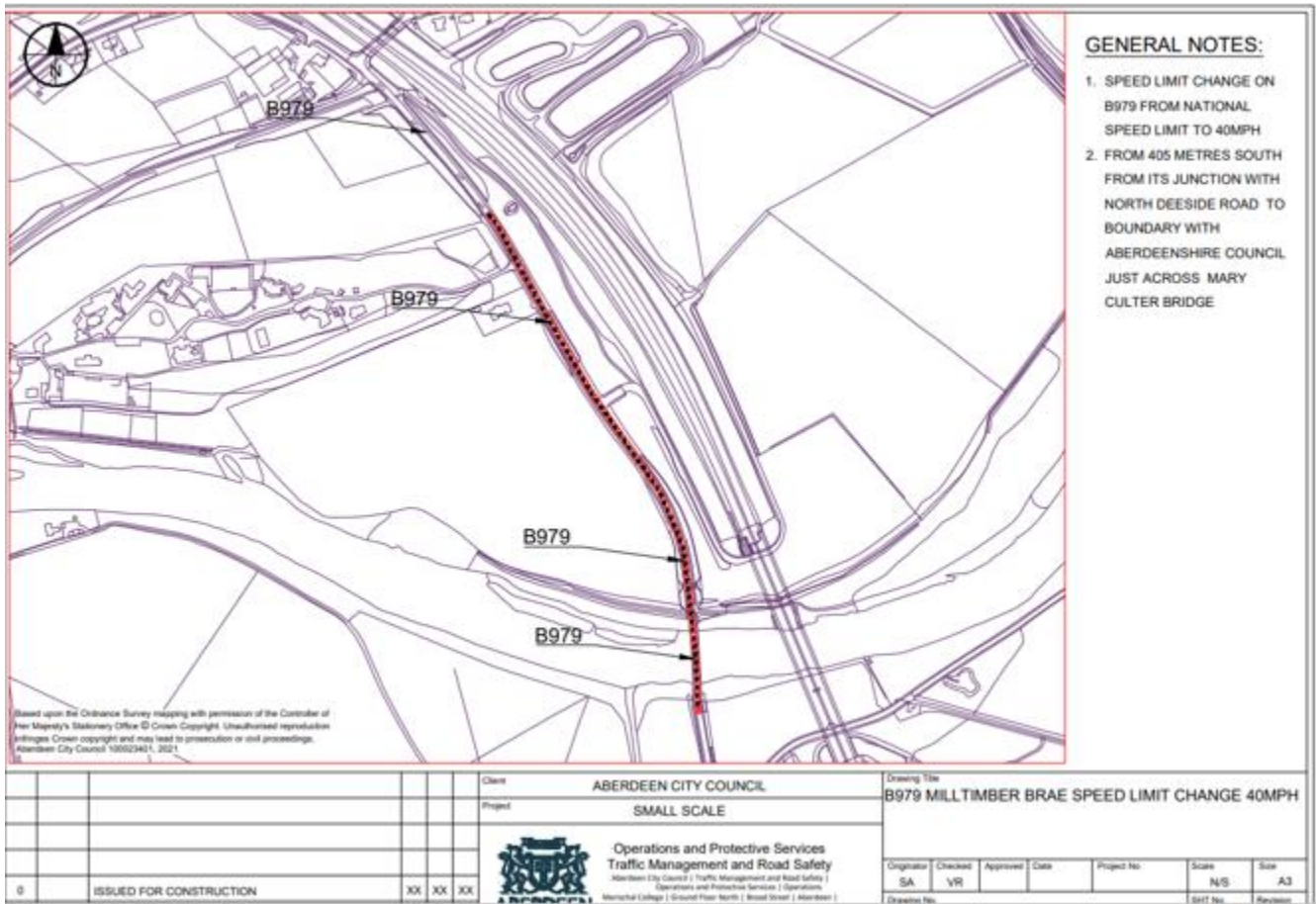
Cove Road waiting restrictions



Mon 26/02/2024 22:30

I wish to put forward my objection to waiting restrictions on Cove Road outside the Happy Tots Nursery. This is going to cause great difficulty for all the parents, children and staff at the nursery. There are no nearby places to park whilst dropping off or picking up children. This will mean a long walk for everyone attending- this makes it really hard for parents in bad weather and when they have more than one child to drop off/collect. I pick up/drop off my grandchild regularly and would find it very difficult to walk further. Surely there should be some provision for allowing drop off/pick up at a nursery- especially where it is situated- there is nowhere near to park and this will have a knock on effect of jamming up traffic in a residential area. The children attending this nursery are babies up to preschool and their safety and wellbeing is paramount. Please consider these facts when discussing the proposed restrictions.

APPENDIX 39– Milltimber Brae 40mph speed limit change proposal plan



APPENDIX 40– Milltimber Brae street notice



ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (B979 MILLTIMBER BRAE, ABERDEEN) (40MPH SPEED LIMIT) ORDER 202_

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 is to establish a 40mph speed limit on a certain length of the B979 Milltimber Brae, Aberdeen, as specified in the schedule below.

Full details of the above proposal are to be found in the draft order, which, together with a map showing the intended measure, and an accompanying statement of the Council's reasons, may be examined online via the internet link specified below (or scanning the QR Code above): -

<https://consultation.aberdeencity.gov.uk/operations/tm-proposed-traffic-regulation-orders-2023q4>

The consultation will run from 6 February to 27 February 2024, inclusive. Should you wish to view these documents in another way please contact us by e-mail (see below), or alternatively on Tel. 01224 522305, where we will endeavour to accommodate such requests.

Anyone wishing to object to the above order should send details of the grounds for objection, including their name and address, by e-mail to trafficmanagement@aberdeencity.gov.uk, or alternatively by writing to the address below during the statutory objection period, which also runs from 6 February to 27 February 2024, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with names, addresses, telephone numbers and signatures removed from this correspondence. For information on why and how we use your data please see the Traffic Regulation Order privacy notice on our website <https://www.aberdeencity.gov.uk/your-data/why-and-how-we-use-your-data>.

Traffic Management and Road Safety, Operations and Protective Services, Aberdeen City Council, Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen, AB10 1AB

Schedule (40mph Speed Limit)

B979 Milltimber Brae

From 405 metres or thereby south of its junction with the A93 North Deeside Road to 150 metres or thereby north of its junction with the B9077 South Deeside Road.

APPENDIX 41– Milltimber Brae Objection

20th February 2024

Dear Sir/Madam,

Whilst I accept and agree that speed limits should be set and reviewed when necessary, I wish to object to the above order relating to Milltimber Brae B979 - Proposed 40mph speed limit.

I understand from the photograph below that the objection period runs from 6-27th February. For convenience, I also attach the statement of the Council's reasons.

I have reviewed the Road Traffic Regulation Act 1984 and various guidance and, amongst many things, they require Councils to consider various criteria when setting new speed limits, including:

1. road/street functions - including whether streets contain shops or are mainly residential, volumes of traffic, bus services, local access, formal walking and cycling routes, etc.
2. composition of road users - including existing and potential levels of vulnerable road users;
3. existing traffic speed;
4. accident data - including frequency, severity, types and causes;
5. road environment - including width of road and footway, sightlines, bends, junctions, pedestrian crossings, etc.;
6. local community - including consultation with police, other emergency services, public transport providers and impact on residents and local businesses (e.g. usage of road, parking facilities, noise and air quality);
7. cost benefit - before introducing or changing a local speed limit, traffic authorities will wish to satisfy themselves that the expected benefits exceed the costs, and;
8. alternatives - what other measures can be adopted to reduce risk.

It seems to me that the Council's reasons below barely cover only some of these requirements:

1. Milltimber Brae is an important link between the North and South Deeside roads with very few pedestrians, no buses and no commercial properties
2. the Deeside Way has been existence for several decades as has the road crossing on Milltimber Brae. As far as I can see there have been no developments in the vicinity of the crossing that would have increased non-vehicular activity along Milltimber Brae and the Deeside Way. In addition, I expect that the AWPR would have decreased vehicular use along Milltimber Brae.
3. No data on past or current traffic speed has been presented.
4. No data on past or current accident data has been presented.
5. No information on the views of the local community has been presented.
6. Only the cost of introducing the changes has been mentioned and not the wider costs and benefits including impact on travel times.
7. No alternatives have been proposed such as the introduction of Zebra or Toucan crossings.

I would happily support changes to speed limits that follow Government guidance but, to me, it seems the Council has only completed a cursory review in this case and, given that the crossing has been in existence for decades, why is it necessary to make a change now?

Kind Regards, Mike



Traffic Management - Order 2023Q4 - Milltimber Brae B979



27/02/2024

[Redacted]

[Redacted]

I wish to object to the proposal to modify the speed limits on Milltimber Brae.

In response to your proposed modification to Speed Limits on Milltimber Brae, I would detail the following:

a) I do not object in principle to changing the Road Speed Limits in this area. I have sent several E-Mails to Aberdeen City over the years highlighting safety issues at the Deeside Cycle Route crossing.

b) I would suggest that the limit for 30 MPH is extended to either :

1) "The Gables House" or

2) Bridge - Aberdeen Side.

I would highlight that due to entrance to Camphill School, proximity of Deeside Cycle Route crossing and the incline of the road, the proposed 30 MPH restriction limit is not appropriate.

My preferred option is the Bridge Aberdeen Side, removing any 40MPH from the Aberdeen City road, resulting in a consistent speed in the City.

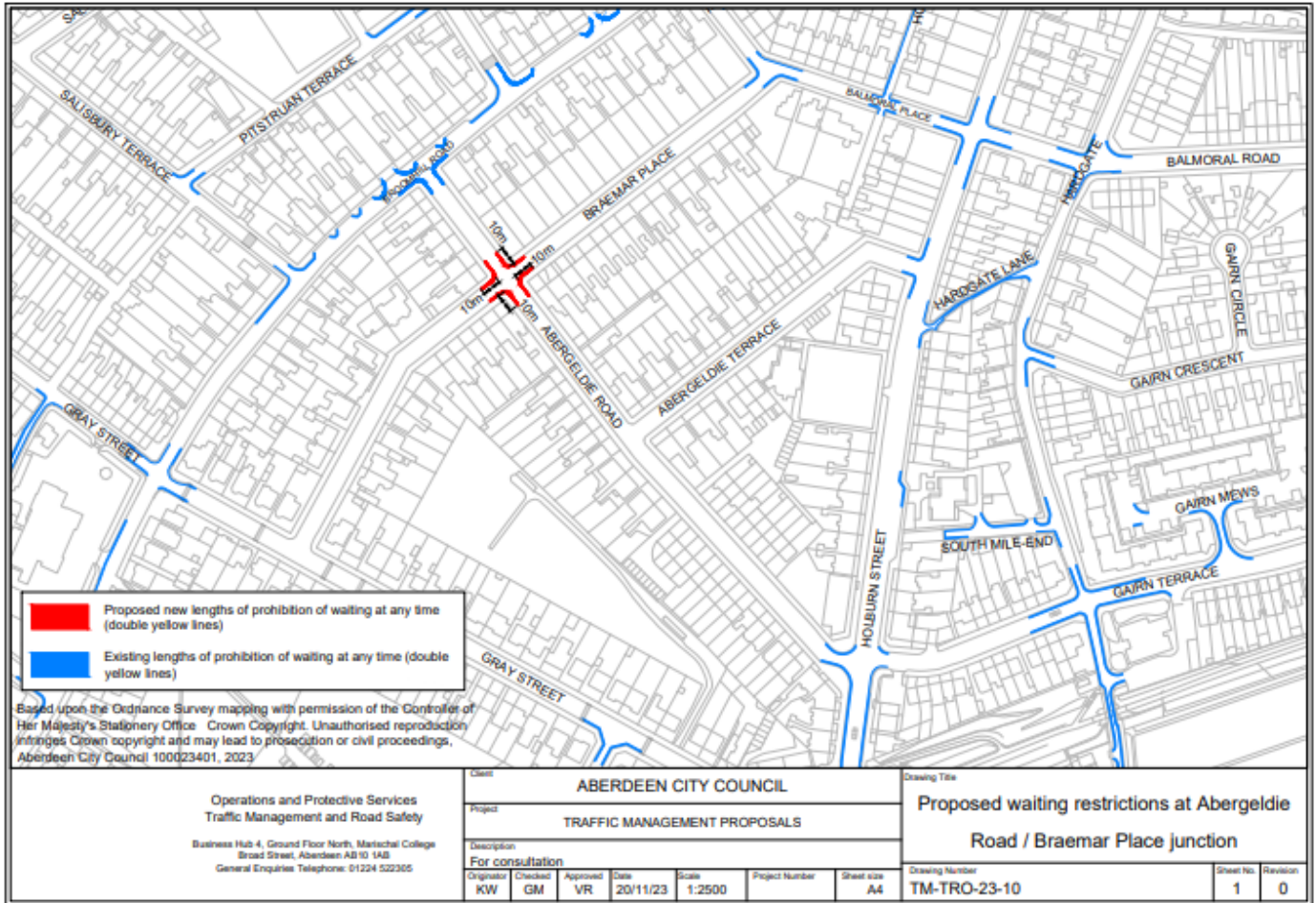
The fact that Aberdeenshire has reduced the speed to 40 MPH would indicate a lack of joined up thinking in the past

In addition to changing the speed limits, I would request that the area around the Deeside Way Crossing is reviewed to ensure it complies with Good Practice, e.g.

a) Road Signage b) Rumble Strips c) Road Markings

[Redacted]

APPENDIX 43– Braemar Place/Abergeldie Road plan





ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL (ABERGELDIE ROAD / BRAEMAR PLACE, ABERDEEN)
(PROHIBITION OF WAITING) ORDER 202(X)**

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 is to establish a prohibition of waiting at any time on certain lengths of Abergeldie Road and Braemar Place, Aberdeen, as specified in the schedule below.

Full details of the above proposal are to be found in the draft order, which, together with a map showing the intended measures, and an accompanying statement of the Council's reasons, may be examined online via the internet link specified below (or scanning the QR Code above): -

<https://consultation.aberdeencity.gov.uk/operations/tm-proposed-traffic-regulation-orders-2023q4>

The consultation will run from 6 February to the 27 February 2024, inclusive. Should you wish to view these documents in another way please contact us by e-mail (see below), or alternatively on Tel. 01224 522305, where we will endeavour to accommodate such requests.

Anyone wishing to object to the above order should send details of the grounds for objection, including their name and address, by e-mail to trafficmanagement@aberdeencity.gov.uk, or alternatively by writing to the address below during the statutory objection period, which also runs from 6 February to 27 February 2024 inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with names, addresses, telephone numbers and signatures removed from this correspondence. For information on why and how we use your data please see the Traffic Regulation Order privacy notice on our website <https://www.aberdeencity.gov.uk/your-data/why-and-how-we-use-your-data>.

**Traffic Management and Road Safety, Operations and Protective Services, Aberdeen City Council,
Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen, AB10 1AB**

Schedule

(Prohibition of waiting at any time)

Abergeldie Road

Both sides, from its junction with Braemar Place, north-westwards for a distance of 10m or thereby.

Both sides, from its junction with Braemar Place, south-eastwards for a distance of 10m or thereby.

Braemar Place

Both sides, from its junction with Abergeldie Road, south-westwards for a distance of 10m or thereby.

Both sides, from its junction with Abergeldie Road, north-eastwards for a distance of 10m or thereby.

Dear Traffic Management People

Abergeldie Road & Braemar Place – proposed lengths of prohibition of waiting at any time.

Having lived at [REDACTED] was shocked to read your notice advising the proposed traffic calming measures. This proposal is unnecessary. As far as I am aware there have been no incidents at this junction for at least 30 years. Parking is already difficult in Braemar Place, due to previous traffic calming measures on Broomhill Road and the surrounding streets, cars filter down to our street, making parking problematic. The proposed restrictions will make this significantly worse, particularly for those closer to the junction who will be severely impacted. These residents will have to find parking spaces further along the street which will then force other residents further away from their homes. A number of Braemar Place residents are elderly and the inability to park near to their homes will be hard felt, namely our neighbour who lives on the corner of Abergeldie Road and Braemar Place.

The proposed parking restrictions around the junction will not have any significant effect on road safety because there are high walls, hedges and trees running right up to the junction corners which block sightlines until vehicles are within a couple of metres of the junction. Restrictions extending beyond the curve of each corner will have little or no effect at all. Introducing 10m restrictions is unnecessary and wasteful of resources. Surely this money could be better used for alternative projects, perhaps in one of our city schools.

Braemar Place and Abergeldie Road are both wider than many nearby roads. This extra width allows two vehicles to pass easily, even with vehicles parked on both sides of the road, which greatly assists the sightlines and ease of entry at this junction compared to other similar but narrower roads.

The proposal suggests that because there are parking restrictions in place at the junctions of Abergeldie Road with both Broomhill Road and Holborn Street, it is somehow right to also introduce them at Braemar Place. The comparison is false because the situations are completely different. Both Broomhill Road and Holborn Street are major roads with a 30mph speed limit, carry heavy traffic and are on bus routes. Abergeldie Road and Braemar Place are both quiet residential streets and have an advisory 20mph speed limit.

It is noted that the proposal does not include the junction of Abergeldie Road and Abergeldie Terrace. Abergeldie Terrace and Braemar Place are similar quiet residential roads and both have give way junctions with Abergeldie Road. However, there are two differences which make the Braemar Place junction safer than the Abergeldie Terrace junction. Braemar Place is wider and therefore has better sightlines. Abergeldie Road is on a steep incline and vehicles are travelling much faster as they pass Abergeldie Terrace than they are passing the Braemar Place junction which is flatter and near to the T-junction with Broomhill Road. It is also noted that there are nearby quiet residential roads, narrower than Braemar Place with junctions onto the busy Broomhill Road, examples being Balmoral Place and Allan Street, which do not have 10m restrictions in place. It is perplexing that there is an apparent road safety issue at Braemar Place but not at Abergeldie Terrace or at other roads opening onto the much busier Broomhill Road.

Yellow lines are detrimental to the character of the area and should be excluded whenever possible. People live in these houses and flats and need parking places for their cars.

There are though other, better, things which could be done regarding the safety of local residents and users of the junction:

The give way markings for the junction have, for a very long time, been almost entirely worn away. The junction is now pretty well unmarked with a risk that vehicles will not slow down or stop on approach. The markings should be repainted without delay.

Ever since Gray Street had speed bumps installed, Abergeldie Road has become a rat run with vehicles speeding up and down the steep slope. Speed cushions on this road would stop this and, if strategically placed, would slow traffic at both Braemar Place and Abergeldie Terrace which would greatly increase the safety of road users, pedestrians and residents.

The proposal should be rejected because it will do very little to solve a problem which doesn't really exist, is not consistent with other more difficult junctions which are not restricted, and which will make life much more difficult for local residents.

We trust you will listen to our pleas to reject this ill-considered idea.



APPENDIX 46– Braemar Place/Abergeldie Objection

Abergeldie Road / Braemar Place prohibition of waiting order 202(x)



01/03/2024

Good morning,

I hope this email finds you well.

First of all, my apologies for missing the consultation period. I was away during a lot of February so until yesterday I had missed the signs and therefore the 6th-27th February consultation window. I hope that I am not too late to raise some concerns on the below proposal:

Abergeldie Road & Braemar Place – proposed lengths of prohibition of waiting at any time.

As stated, the proposal is for the prohibition of waiting for 10 meters on both sides, on all four corners of the junction of Abergeldie Road and Braemar Place. As stated in the proposal on the Aberdeen City website, this is not a normal procedure for a residential area. The proposal makes reference to the existing prohibition of waiting on the Abergeldie Road junctions with Broomhill Road and Holburn Street, however, these two roads are main thoroughfares with high traffic volume with a speed limit of 30mph, whereas Braemar Place is a quiet residential street with significantly less traffic and a speed limit of 20mph.

Having lived at [REDACTED] for almost five years, my flat overlooks the junction with Braemar Place, and I have never witnessed any traffic incidents, nor any near/close calls.

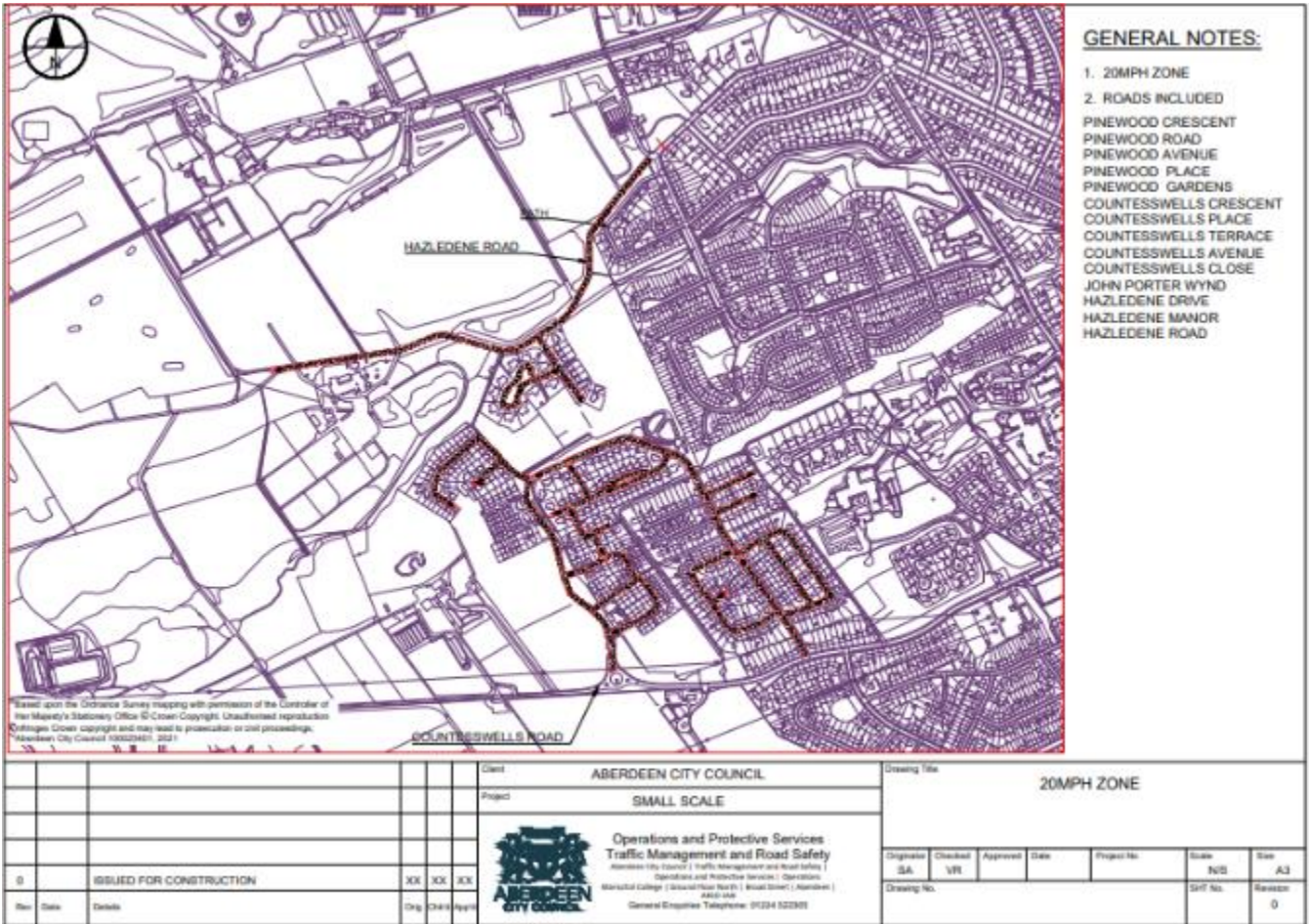
For these reasons I object to the proposal. 10 meters of double yellow lines on all sides, on all corners is excessive for the nature of the junction. However, if it is still deemed necessary, perhaps 5 meters might be more than sufficient to deter parking on the corner(s).

Furthermore, you may find you are not able to paint the double yellows due to the road's condition, we would appreciate some degree of road/pothole repair if this proposal was to proceed.

I would appreciate it if you would be able to provide confirmation of receipt of this email, please let me know if there is anything else you require from me.



APPENDIX 47- Hazledene/Pinewood 20mph scheme





ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (HAZLEDENE / PINWOOD AREA, ABERDEEN) (20MPH ZONE) ORDER 202(X)

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 is to establish a 20mph zone on roads in the Hazledene / Pinewood area, Aberdeen, as specified in the schedule below.

Full details of the above proposal are to be found in the draft order, which, together with a map showing the intended measures, and an accompanying statement of the Council's reasons, may be examined online via the internet link specified below (or scanning the QR Code above): -

<https://consultation.aberdeencity.gov.uk/operations/tm-proposed-traffic-regulation-orders-2023q4>

The consultation will run from 6 February to the 27 February 2024, inclusive. Should you wish to view these documents in another way please contact us by e-mail (see below), or alternatively on Tel. 01224 522305, where we will endeavour to accommodate such requests.

Anyone wishing to object to the above order should send details of the grounds for objection, including their name and address, by e-mail to trafficmanagement@aberdeencity.gov.uk, or alternatively by writing to the address below during the statutory objection period, which also runs from 6 February to 27 February 2024 inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with names, addresses, telephone numbers and signatures removed from this correspondence. For information on why and how we use your data please see the Traffic Regulation Order privacy notice on our website <https://www.aberdeencity.gov.uk/your-data/why-and-how-we-use-your-data>.

Traffic Management and Road Safety, Operations and Protective Services, Aberdeen City Council, Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen, AB10 1AB

Schedule

Roads subject to mandatory 20mph speed limit (in their entirety unless otherwise stated)

Countesswells Avenue, Countesswells Close, Countesswells Crescent, Countesswells Place, Countesswells Terrace, Hazledene Drive, Hazledene Manor, Hazledene Road (between its junction with Queen's Road and a point 975m or thereby west of its junction with Craighucker Avenue), John Porter Wynd, Pinewood Avenue, Pinewood Crescent, Pinewood Gardens, Pinewood Place, and Pinewood Road.

Hazledene / Pinewood traffic measure



[↩ Reply](#) [↩ Reply All](#) [→ Forward](#) [📧](#) [⋮](#)

Mon 26/02/2024 20:06

I refer to notices attached to lamppost suggesting that the council intentions are to restrict speed to 20 mph

I am all for safety but this measure seems unnecessary.

How many incidents have occurred or been reported since the estate was essentially opened in 2015?

Apart from the obvious safety thoughts, is this really a good use of council resources, when you look around the surrounding vicinity and so much could be done to improve childrens play areas, improve the path between Countesswells Avenue and heading towards the Macaulay institute (by the way - absolutely criminal to sanction the new road, cutting through a wonderful sanctuary of green crass to Creighton Road) and other obvious improvements.

All in all I object to this proposal - no more signs please!

