

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	21 January 2025
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Various Small-Scale Traffic Management and Development Associated Proposals (Stage 3 – Public Advert)
REPORT NUMBER	CR&E/25/006
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CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Nazif Abdullah
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 (Braehead Way, Aberdeen) (Prohibition of Waiting) Order 202_”, overrule the objections received and approve this order be made as originally advertised;
- 2.3 In relation to “THE ABERDEEN CITY COUNCIL (Elm Place, Aberdeen) (Prohibition of Waiting) Order 202(X)”, overrule the objections received and approve this order be made as originally advertised;
- 2.4 In relation to “THE ABERDEEN CITY COUNCIL (Froghall Avenue/Froghall Place, Aberdeen) (Prohibition of Waiting) Order 202_”, overrule the objection received and approve this order be made as originally advertised;
- 2.5 In relation to “THE ABERDEEN CITY COUNCIL (Grandhome Area, Aberdeen) (20mph speed limit) Order 202_”, overrule the objection received and approve this order be made as originally advertised;
- 2.6 In relation to “THE ABERDEEN CITY COUNCIL (Greyhope School, Aberdeen) (Traffic Management) Order 202_”, with revisions as set out in 3.6.4 as per officer’s recommendations; and
- 2.7 In relation to “THE ABERDEEN CITY COUNCIL (Kirk Brae Area, Cults, Aberdeen) (Prohibition of Waiting) Order 202X”, overrule the objection received and approve this order be made as originally advertised.

- 2.8 In relation to “THE ABERDEEN CITY COUNCIL (Disabled Persons’ Parking Places in Aberdeen City) (Regulatory Parking Places) (Ref. 01/2024) Order 202”, 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 (Braehead Way), (Elm Place), (Froghall Avenue), (Grandhome Area), (Greyhope School) and (Kirk Brae) 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 (Braehead Way, Aberdeen) (Prohibition of Waiting) Order 202_”

3.2.1 Proposal

The proposed Traffic Regulation Order is to establish a prohibition on motor vehicles waiting at any time on specified lengths of Braehead Way, Aberdeen.

Members of the public have highlighted a road safety concern on Braehead Way, Bridge of Don. We have been made aware of the danger of indiscriminate parking during drop off and pick up times for the school. These parked vehicles are creating an obstruction to the free flow of traffic (buses) and reducing the visibility of passing traffic for pedestrians who are crossing the carriageway during these busy periods. To improve road safety on Braehead Way, officers propose to introduce additional prohibition of waiting restrictions at any time on Braehead Way.

3.2.2 Objections

Three (3) statutory objections were received from residents who live in the vicinity of the proposed intervention. Relevant street notices were issued in the area affected during the public consultation period. These street notices have been included in the appendices. The objector provided an email covering their concerns and reasons for their objection, a redacted copy of which has been included in the appendices. The plan for the original proposal is also available in the appendices. A summary of the main points of the objection is provided below, with the points made by the objector highlighted in bold (and paraphrased for brevity), which is thereafter followed by an officer response from a traffic management perspective:

- 3.2.3 **Putting these restrictions in place will only shift the problem and likely cause Bodachra and Overhill residents further issues, please review and look at either doing nothing or include Bodachra Road in the traffic management plan.**

The Council will monitor the situation after the restriction is installed and will consider for review any concerns over displacement or difficulties which may arise elsewhere as a result of the proposed intervention.

- 3.2.4 **I feel this restriction would make no difference as the main problem/traffic obstruction is coming from the shop area. Changing the parking restrictions would personally affect us by putting our house down in value and after work hours leave us with nowhere to park.**

Parking outside the property in question is still available on the North section of kerbline outside the property and in addition on the southside inlet parking area. These additional waiting restrictions have been proposed to improve road safety on this section of Braehead Way. The parking issues around the Braehead shopping area have been noted.

- 3.2.5 **These changes will stop me from parking outside my own home. They will also negatively affect the value of our property. I truly believe the issue lies within the Braehead shopping area.**

Parking outside the property in question is still available on the North section outside the property and in addition on the southside inlet parking area. These additional waiting restrictions have been proposed to improve road safety on this section of Braehead Way. The parking issues around the Braehead shopping area have been noted.

- 3.3 **“THE ABERDEEN CITY COUNCIL (Elm Place, Aberdeen) (Prohibition of Waiting) Order 202(X)”**

3.3.1 **Proposal(s)**

The proposed Traffic Regulation Order is to establish an extension of the existing prohibition on motor vehicles waiting at any time on a specified length of Elm Place. Elm Place is also one of the locations designated as being exempt from nationwide pavement parking restrictions.

Officers have proposed that the existing prohibition of waiting at any time restriction (double yellow lines) on the north of Elm Place at its junction with Laurelwood Avenue, be extended westwards to ensure road safety and vehicular accessibility is preserved on this road.

3.3.2 **Objections**

Seven (7) statutory objections and a signed group petition with an addendum have been received from concerned residents of Elm Place. Redacted copies of these objections 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 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 an officer response from a traffic management perspective:

- 3.3.3 **That piece of pavement is owned privately and has no tarmac upon it. There are 3 cars currently using those spaces and it is all residents that live in the street that use those spaces. There are no issues with the 3 cars parking there nor do they cause any visibility issues going up Laurelwood Avenue.**

The proposal for Elm Place is to install a section of pavement parking exemption on the northside for about 86 metres and an extension of the existing double yellow line at its junction with Laurelwood Avenue, westward for about 36 metres. For information, exempted pavements will be marked with bay lines and an accompanying upright sign to show the extent of the exemption, hence, residents, visitors and other drivers will be fully informed on where to park their vehicle. The pavement within the section of Elm Place where the double yellow line extension will be applied is unpaved. The exemption order cannot be applied on this unpaved pavement and as such a restriction cannot be implemented. It was therefore decided to extend the existing double yellow lines as this will protect this section of the pavement and remove potential obstruction that could occur if drivers choose to fully park on the carriageway. The introduction of these double yellow lines will therefore inform and formalise safe parking on this road.

- 3.3.4 I cannot see how this will improve visibility at the junction as there is currently yellow lines around this corner to allow a view up Laurelwood Avenue for vehicles leaving Elm Place. An extended length of yellow lines will not allow any earlier view at this junction but will reduce the parking spaces available for residents on our small street by 4 vehicles which is a considerable amount.**

The proposed extension to prohibition of waiting restrictions is to ensure road safety and vehicular accessibility. The pavement at this section of Elm Place is unpaved and unfit for parking vehicles, being unpaved means a pavement parking exemption cannot be applied there as all exempted pavements must be lined and signed appropriately. Extending the double yellow lines will therefore remove parking on the northside of this section of Elm Place and by so doing, drivers can fully park on the southside of the carriageway without causing an obstruction.

- 3.3.5 As a disabled person where the proposed yellow lines are would cause me more problems as at the moment, I can get out my vehicle without the fear of being hit by an oncoming vehicle**

The proposal for Elm Place is to install a section of pavement parking exemption on the northside for about 86 metres and an extension of the existing double yellow line at its junction with Laurelwood Avenue, westward for about 36 metres. For information, exempted pavements will be marked with bay lines and an accompanying upright sign to show the extent of the exemption, hence, residents, visitors and other drivers will be informed on where to park their vehicle. The pavement within the section of Elm Place where the double yellow line extension will be applied is unpaved. Being an unpaved pavement, the exemption order cannot be applied on this unpaved pavement as the restriction cannot be implemented. It was therefore decided to extend the existing double yellow lines as this will protect this section of the pavement and remove potential obstruction that could occur if drivers choose to fully park on the carriageway. The introduction of this double yellow lines will therefore inform and formalise safe parking on this road. A disabled persons parking place can be provided for those meeting the criteria and the correspondent has been advised of this provision.

- 3.3.6 Parking spaces are already at a premium on this street. Recognition of the parking problem is evident in the proposed pavement parking exemption; It makes no sense to further limit parking for residents who are not always able to park close to their property.**

The proposal for Elm Place is to install a section of pavement parking exemption on the northside for about 86 metres and an extension of the existing double yellow line at its junction with Laurelwood Avenue, westward for about 36 metres. For information, exempted pavements will be marked with bay lines and an accompanying upright sign to show the extent of the exemption, hence, residents, visitors and other drivers will be informed on where to park their vehicle. The pavement within the section of Elm Place where the double yellow line extension will be applied is unpaved and vehicular parking on unpaved pavements or verges damages the vegetation on them. Being an unpaved pavement, the exemption order cannot be applied on this unpaved pavement as the restriction cannot be implemented. It was therefore decided to extend the existing double yellow lines as this will protect this section of the pavement and remove potential obstruction that could occur if drivers choose to fully park on the carriageway. The introduction of this double yellow lines will therefore inform and formalise safe parking on this road.

3.3.7 The road is a consistent width and already has double yellow lines at the corner of Laurelwood to allow safe visibility. The proposed additional yellow lines will prevent parking for around 3 cars

The proposal for Elm Place is to install a section of pavement parking exemption on the northside for about 86 metres and an extension of the existing double yellow line at its junction with Laurelwood Avenue, westward for about 36 metres. For information, exempted pavements will be marked with bay lines and an accompanying upright sign to show the extent of the exemption, hence, residents, visitors and other drivers will be fully informed on where to park their vehicle. The pavement within the section of Elm Place where the double yellow line extension will be applied is unpaved. The exemption order cannot be applied on this unpaved pavement and as such a restriction cannot be implemented. It was therefore decided to extend the existing double yellow lines as this will protect this section of the pavement and remove potential obstruction that could occur if drivers choose to fully park on the carriageway. The introduction of these double yellow lines will therefore inform and formalise safe parking on this road.

3.3.8 There are no and have never been any road safety or vehicular access issues on Elm Place. The documents provided in conjunction with this Order do not contain any statistical, historical or any data driven information supporting the Order. The Order 'pdf' document that resides on the Council website, is undated, unsigned and is in draft form and hence is not a legal Order. The land adjacent to the side garden of 5 Laurelwood Avenue is private land and as such confers no right of access to pedestrians.

Pavement parking prohibition (restrictions) were introduced by the Scottish government within the Transport (Scotland) Act 2019 with the aim to improve accessibility, particularly for vulnerable road users, by allowing walkers and wheelers the ability to use footways and dropped kerbs without being impeded by parked vehicles. However, a footway parking prohibition may not be possible in some streets; the use and layout of some roads might require footway parking to maximize the carriageway width. Hence, the government outlined criteria for exempting a road from the prohibition. Prior to enforcing these restrictions in Aberdeen, a citywide assessment was carried out to determine streets that will

require an exemption. During the assessment period, Elm Place was identified, and the most appropriate measure was proposed. Following the Scottish Government's guidance, it was proposed that a section of pavement parking exemption is applied on the northside of Elm Place for about 86 metres. With this arrangement, vehicles can fully park on the carriageway along the southern kerbline and partly on the pavement/carriageway on the northside.

The Traffic Regulation Order (TRO) is in its draft form because the making of any TRO involves different levels of statutory consultation, including statutory public consultation. Copies of relevant documents have been made available on our consultation page. The public consultation will allow members of the public to comment, seek clarification or object to a proposal. A TRO will be made for schemes that did not receive an objection during the consultation period, however, a report stating the details of the proposal and the need for it, will be submitted to the appropriate committee for schemes that were objected to during the consultation period. The power to approve or overrule the objections lies with the committee, they may also instruct that the proposal is amended. Officers are obliged to follow the ruling of the committee. If the proposal is approved, Officers will proceed with the making of the traffic order and subsequently instruct the implementation of the restriction.

In terms of the privately maintained land referenced, this piece of land can be termed a pavement or footway. According to Roads (Scotland) Act 1984, a 'pavement' is part of the road: -

“road” means...any way (other than a waterway) over which there is a public right of passage (by whatever means [F201 and whether subject to a toll or not]) and includes the road's verge, and any bridge (whether permanent or temporary) over which, or tunnel through which, the road passes; and any reference to a road includes a part thereof;

While the same Act specifies on a road where a public right of passage is exclusively by foot, the section concerned is a “footway” when associated with a carriageway.

In turn, the Transport (Scotland) Act 2019, specifies a “pavement” as a footpath or footway.

3.3.9 There is no need to apply this order, parking is reasonable as it is and as such there is no need for the good citizens of Aberdeen to pay for unnecessary work to take place. If the council proceeds with such a prohibition, it will force residents impacted by the prohibition to try and park in the private parking area behind Elm Place.

Pavement parking prohibition (restrictions) were introduced by the Scottish government within the Transport (Scotland) Act 2019 with the aim to improve accessibility, particularly for vulnerable road users, by allowing walkers and wheelers the ability to use footways and dropped kerbs without being impeded by parked vehicles. However, a footway parking prohibition may not be possible in some streets; the use and layout of some roads might require footway parking to maximize the carriageway width. Hence, the government outlined criteria for exempting a road from the prohibition. For a footway to be exempted, it must allow for a width of 1.5 metres of the footway to remain unobstructed when any part of a

vehicle is parked on it, and the layout or character of the carriageway associated with the footway must allow the passage of an emergency vehicle unimpeded by the presence of a vehicle parked on it. Exempted pavements will be marked with bay lines with an accompanying upright sign to show the extent of the exemption, hence, residents, visitors and other drivers will be informed on where to park their vehicle. The extension of the existing double yellow line at the junction of Elm Place with Laurelwood Avenue is needed to preserve accessibility due to change in circumstances, therefore preserving road safety, preventing obstructions, informing and formalising safe vehicular parking. The measures proposed will help address pavement parking issues within the area and provide a safe environment for those walking and wheeling outwith the carriageway. While parking, responsibility lies with drivers to secure a safe and appropriate spaces for their vehicle. The Council permits parking at the kerbside where feasible but however cannot guarantee there will be sufficient space for all vehicles to be accommodated. The Council does not have a responsibility for providing additional measures within private car parks.

- 3.3.10 During the consultation process, it is of note that an objection in a petition format (31 signatories from properties on Elm Place and 1 from Chestnut Row), was received to the proposed extension of prohibition of waiting at any time 'double yellow lines' restriction on the north side of Elm Place. While the objection states the prohibition is being proposed based on maintaining visibility, that is not its purpose. Instead, it is to prevent obstructive parking on this section of road; namely vehicles will legitimately park on the south side of the carriageway, and if vehicles were to park directly opposite on the north side, without being parked partly on the pavement, this would result in the carriageway being obstructed, hence the proposal for 'double yellow' lines to manage parking on this section. In terms of the status of the privately maintained 'pavement' on the north side, it is part of the 'road', as defined by the Roads (Scotland Act) 1984: -

“road” means...any way (other than a waterway) over which there is a public right of passage (by whatever means [F201 and whether subject to a toll or not]) and includes the road’s verge, and any bridge (whether permanent or temporary) over which, or tunnel through which, the road passes; and any reference to a road includes a part thereof;

While the same Act specifies on a road where a public right of passage is exclusively by foot, the section concerned is a “footway” when associated with a carriageway.

In turn, the Transport (Scotland) Act 2019, specifies a “pavement” means a footpath or footway.

Accordingly, despite not having a hard surface such as paving slabs or tarmacadam, the privately maintained section on Elm Place, is defined as a “pavement” by virtue of being a public right of passage by foot and falls under the national pavement parking prohibition. The difficulty thereafter is unless the surface was brought up to a hard standing, it is not possible to provide for an exemption as it would require a defined bay, with associated signage, to be applied to the surface.

- 3.3.11 In addition to the petition referred to in 3.3.10 above, an addendum supporting statement was received from the objectors, who expressed a wish for the points raised therein to be presented to the committee. These points include:

- The raised kerbs installed by the Council along Elm Place have made the street narrower than other streets in the vicinity and impacted parking leading to the loss of space for 6 cars;
- The proposed extension of double yellow lines will result in the loss of an additional 4 parking spaces;
- The unpaved land adjacent to the north kerb is privately owned.

3.4 **“THE ABERDEEN CITY COUNCIL (Froghall Avenue/Froghall Place, Aberdeen) (Prohibition of Waiting) Order 202_”**

3.4.1 **Proposal**

The proposed Traffic Regulation Order is to establish certain lengths of prohibition of waiting at any time on Froghall Avenue and Froghall Place.

Following the introduction of the pavement parking prohibition, Aberdeen City Council conducted a citywide assessment of pavements and carriageways in Aberdeen. The assessment revealed that pavement parking prohibition if applied on Froghall Avenue will result in a blockage, residents and visitors may be hindered from accessing the street. Currently, vehicles are partly parked on the footway and partly on the carriageway on both sides of this road. The enforcement of pavement parking ban in Froghall Avenue will require residents and visitors to fully park on both sides of the carriageway. Parking in this manner will compromise road safety, impede vehicular access to properties on this street, reduce visibility, may cause damage to vehicles etc. For this reason, Officers propose a pavement parking exemption is applied on various sections on the west and east footway along the length of Froghall Avenue. To further ensure road safety and vehicular accessibility is preserved on this road, Officers propose sections of prohibition of waiting at any time are installed on various sections of Froghall Avenue. A section of prohibition of waiting at any time is proposed to be introduced to the top of this road to serve as a turning area and further prohibition of waiting restrictions are proposed for opposite side of the various laybys for safe vehicular manoeuvre.

3.4.2 **Objections**

One (1) statutory objection was received a resident of the street. 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 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 **Taking away so many spaces in Froghall Avenue will inevitably cause huge problems, and if people can't park there, they will take up the limited spaces on Elmbank Terrace and all surrounding streets. If so many yellow lines are in place, the surrounding areas, which already have huge parking problems, will suffer even more.**

An extension to the existing prohibition of waiting at any time on the northern end has been proposed for safe and easy collection of the bulk bins that serves the residents on this road. The extension on the southern end will aid safe vehicular

passage. The proposed prohibition of waiting at any time will help formalise the parking pattern on this road, it will also help it meet the recommended parking standard. Prior to the double yellow line proposal for Froghall Avenue, consideration was given to the various amenities along it; the existing double yellow line on both sides, north of its junction with Elmbank Terrace ends at the uncontrolled crossing points. North of these crossing points are the dropped kerbs for bulk bin collection. On the east side of this section of Froghall Avenue, there is only about 5 metres length of upstanding kerbs between the crossing point and the dropped kerbs for bin collection, an extension of the waiting restriction has therefore been proposed to discourage drivers from parking at this limited space as it could cause an obstruction for bin collection and pose a safety hazard for pedestrians.

3.5 **“THE ABERDEEN CITY COUNCIL (Grandhome Area, Aberdeen) (20mph speed limit) Order 202_”**

3.5.1 **Proposal**

The proposed Traffic Regulation Order is to impose a 20mph speed limit on all the roads within the Grandhome housing development.

The Grandhome housing development is bounded by Whitestripes Road, Whitestripes Avenue and The Parkway (A92). A 20mph speed limit zone is proposed for the development. The 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.

3.5.2 **Objections**

One (1) statutory objection was received from a resident of the development. 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:

3.5.3 **This has been proven across the country not to achieve anything and is a waste of resources**

This is a developer scheme so is therefore the initial implementation is funded by the developer. 20mph for residential streets is a Scottish Government strategy as they aim to bring forward widespread implementation of 20mph speed limits in urban areas with the overall aim to make travel at 20mph the “norm” and therefore an expected driving practice for all. When considering new residential developments, the internal road layout will be designed to limit vehicles to speeds less than 20mph, while to consolidate that status the process is to establish a mandatory 20mph speed limit zone with the necessary signs at the entry points to the residential area. Accordingly, as part of the planning / road construction consent, the developer is obligated to fund the promotion of the necessary Traffic Regulation Order and thereafter install the necessary signs. For background, as current legislation specifies the default speed limit on these types of residential roads, with a system

of streetlights, is 30mph, it is necessary to promote a legal order which allows the regulatory signs to be put in place. The evidence is clear that reduced speeds cause less severe damage and injury in the event of a collision.

3.6 **“THE ABERDEEN CITY COUNCIL (Greyhope School, Aberdeen) (Traffic Management) Order 202_”**

3.6.1 **Proposal**

The proposed Traffic Regulation Order is to establish certain lengths of prohibition of waiting at any time on Battock Place, Grampian Place, North Grampian Circle, Mansfield Place, Oscar Place, Oscar Road, South Grampian Circle, Tullos Circle and Tullos Place; establish a certain length of prohibition of waiting operating from 8.00am to 5.00pm, Mondays to Fridays, on Grampian Place; and establish certain lengths of prohibition of stopping (School Keep Clear) operating from 8.00am to 5.00pm, Mondays to Fridays on Grampian Place/Tullos Circle, North Grampian Circle, and Mansfield Place. These proposals are introduced in the interest of road safety for pedestrians, especially children, accessing the new primary school. Of note, the restrictions concerned are already established on the roads concerned by way of a temporary order on the grounds of road safety.

3.6.2 **Objections**

One (1) 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:

3.6.3 **I think these AATs should be timed on the side with the houses on each North Grampian circle and Mansfield place**

Objectors highlighted the impact of the measures outwith the hours of operation of the school. To this end certain sections of restrictions could be reduced to improve residential amenity.

3.6.4 **Officer’s Recommendation**

Officers have proposed a couple of changes following the objection, in concurrence with the objector’s concerns. In the First Schedule, the amendment proposed is for the “At Any Time” waiting restrictions opposite the School Keep Clears (26m), on Grampian Place only, to be changed to timed waiting restrictions and hence be included in the Second Schedule, with times of operation proposed as ‘8am to 5pm’. Please note, the “At Any Time” prohibition of waiting opposite the School Keep Clear opposite the junction with Oscar Road, which shall remain. Another proposed amendment is for the “At Any Time” waiting restrictions for Mansfield Place in the First Schedule southeastern footway to be curtailed from 46m to 25m from the extended kerbline with Tullos Circle with the remaining length being changed to being timed and therefore included in the Second Schedule. These changes will be monitored as to their effectiveness and may be revisited.

3.7 **“THE ABERDEEN CITY COUNCIL (Kirk Brae Area, Cults, Aberdeen) (Prohibition of Waiting) Order 202X”**

3.7.1 **Proposal**

The proposed Traffic Regulation Order is to establish a prohibition on motor vehicles waiting at any time on certain lengths of Friarsfield Road, Kirk Brae, and Kirk Place, Cults, Aberdeen, as specified in the schedule below. Please note on the grounds of safety the measures concerned have previously been established on the stated roads by way of a temporary order.

3.7.2 **Objections**

One (1) 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:

3.7.3 **Parked vehicles on the corner which is the only part of that road section without double yellow lines obstruct vision of drivers going both ways and constitutes a safety hazard**

Following several site visits to monitor the situation and following the objection it is the Officer's opinion that the extent of the 'At Any Time' waiting restrictions should be extended from Kirk Terrace to Kirk Place in entirety. These additional interventions would have to be proposed at a later date.

3.8 **“THE ABERDEEN CITY COUNCIL (Disabled Persons' Parking Places in Aberdeen City) (Regulatory Parking Places) (Ref. 01/2024) Order 202_”**

3.8.1 **Proposal**

The proposed Traffic Regulation Order is to establish disabled persons parking places (DPPP) who are 'Blue badge' holders across various locations in the city of Aberdeen

3.8.2 **Objection**

One (1) statutory objection was received from a member of the public, to a bay proposed on Victoria Road, Torry. The objector has provided an email covering the reasons for their objection. The plan for the original proposal as well as a redacted copy of this objection can be found 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:

3.8.3 **My reasons for my objection are: this property has a private car park; there are already many unused disabled parking bays on this stretch of road; the**

disabled bay has been left unused most of the time; it would make parking difficult; and the driver of the vehicle for which the bay has been installed is misusing their 'Blue badge'.

The Council has a responsibility to provide DPPP where an identified need has been established and the bay can be accommodated. The bay has been proposed for a local resident. Whilst they have access to parking at the rear of the property, this does not meet their needs as they struggle to negotiate the steps to the rear of the property due to mobility issues. An audit will be undertaken of the remaining DPPP along the road to determine if these can be reduced in number however it was noted that these were not in a suitable location for this applicant. It is felt this bay is required to satisfy the needs of the applicant and has been carefully positioned as to minimise the loss of available kerbside parking.

4. 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 subsequently reducing vehicle use for local trips.

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) <small>*Taking into account controls/control actions</small>	*Does Target Risk Level Match Appetite Set?
Strategic Risk	Road safety levels and traffic management	Officers have proposed measures that are deemed reasonable and appropriate to address the	M	Yes

	could be compromised if measures are not progressed, leading to continued public concern.	Road Safety and Traffic Management issues to reduce incidents of public objections		
Compliance	No significant risks identified			
Operational	No significant risks identified			
Financial	No significant risks identified			
Reputational	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

Council Delivery Plan 2024-2025	
Impact of Report	
Greener Transport, Safer Streets, Real Choices	<p>The proposals within this report support the delivery of the following aspect of the policy statement: -</p> <ul style="list-style-type: none"> ▪ Improving cycle and active transport infrastructure, including by seeking to integrate safe, physically segregated cycle lanes in new road building projects and taking steps to ensure any proposal for resurfacing or other long-term investments consider options to improve cycle and active transport infrastructure. ▪ Expanding mandatory 20mph speed limits in residential and other areas where this is supported by communities.
Local Outcome Improvement Plan 2016-2026	
Prosperous Place Stretch Outcomes	It is hoped that the imposition of a 20mph speed limit in the new Grandhome residential development

	<p>in particular, will lead to a safer environment as well as encourage and inspire confidence for increased active travel. 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 61% by 2026 and adapting to the impacts of our changing climate” • 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>City Strategies and Strategic Plans</i></p>	<p>The proposals within this report support LOIP Stretch Outcome 14 by encouraging more active travel within the city in general.</p>

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 – Braehead Way Plan

APPENDIX 2 – Braehead Way Street Notice

APPENDIX 3 – Braehead Way Objection

APPENDIX 4 – Braehead Way Objection

APPENDIX 5 – Braehead Way Objection

APPENDIX 6 – Elm Place Plan

APPENDIX 7 – Elm Place Street Notice

APPENDIX 8 – Elm Place Objection

APPENDIX 9 – Elm Place Objection

APPENDIX 10 – Elm Place Objection

APPENDIX 11 – Elm Place Objection

APPENDIX 12 – Elm Place Objection

APPENDIX 13 – Elm Place Objection

APPENDIX 14 – Elm Place Objection

APPENDIX 15 – Elm Place Group signed Petition

APPENDIX 16 – Elm Place Group signed Petition (Addendum)

APPENDIX 17 – Froghall Avenue Plan

APPENDIX 18 – Froghall Avenue Street Notice

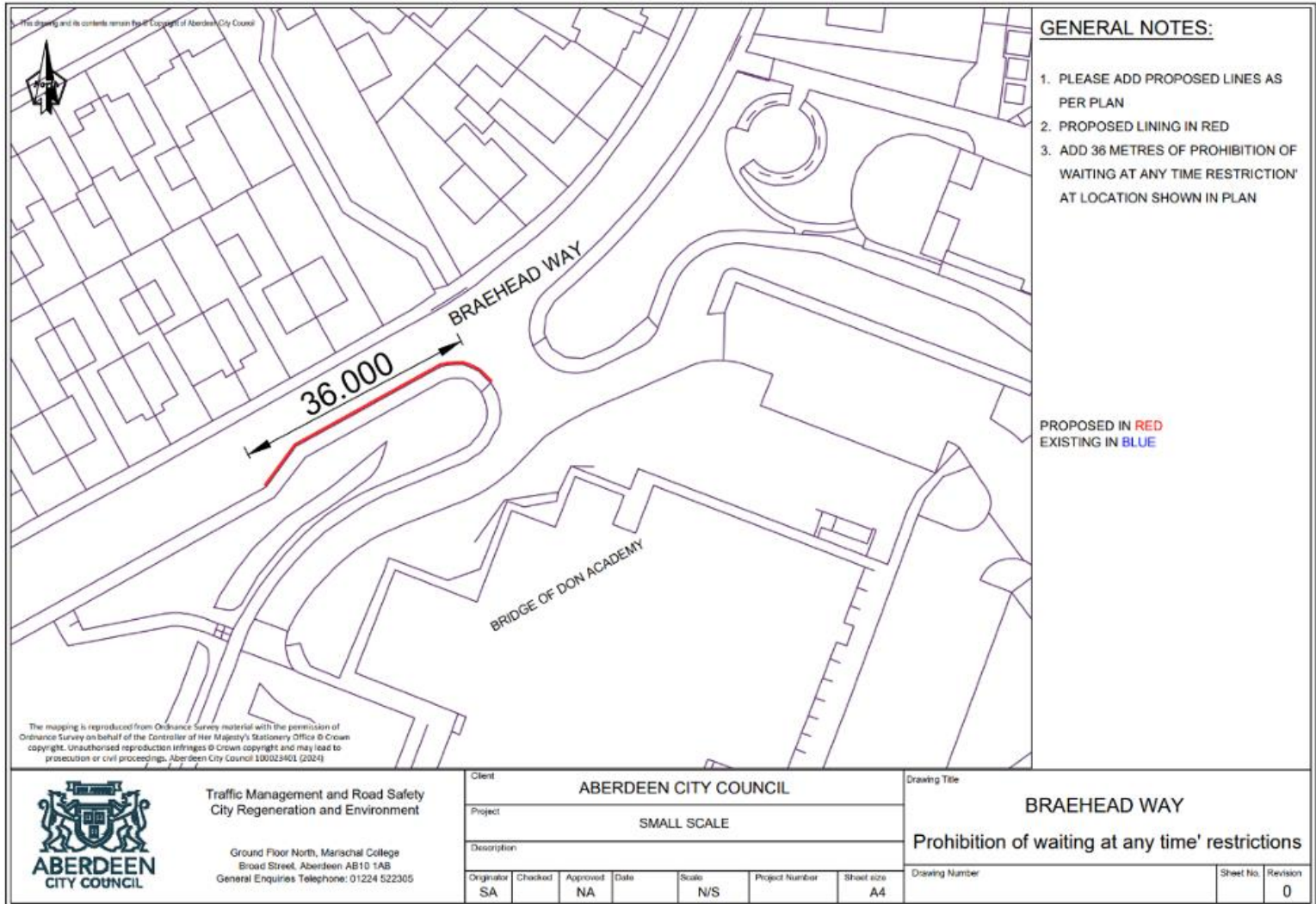
APPENDIX 19 – Froghall Avenue Objection

- APPENDIX 20 – Grandhome Area Plan
- APPENDIX 21 – Grandhome Area Street Notice
- APPENDIX 22 – Grandhome Area Objection
- APPENDIX 23 – Greyhope School Plan
- APPENDIX 24 – Greyhope School Street Notice
- APPENDIX 25 – Greyhope School Objection
- APPENDIX 26 – Kirk Brae Area Plan
- APPENDIX 27 – Kirk Brae Area Street Notice
- APPENDIX 28 – Kirk Brae Area Objection
- APPENDIX 29 – DPPP Plan (Victoria Road)
- APPENDIX 30 – DPPP Objection (Victoria Road)
- APPENDIX 31 – Pavement Parking Exemptions Street Notice

12. REPORT AUTHOR CONTACT DETAILS

Name	Nazif Abdullah
Title	Technical Officer
Email Address	NAbdullah@aberdeencity.gov.uk
Tel	01224 069268

APPENDIX 1 – Braehead Way Plan



Traffic Management and Road Safety
City Regeneration and Environment

Ground Floor North, Marischal College
Broad Street, Aberdeen AB10 1AB
General Enquiries Telephone: 01224 522305

Client ABERDEEN CITY COUNCIL							
Project SMALL SCALE							
Description							
Originator	Checked	Approved	Date	Scale	Project Number	Sheet size	
SA		NA		N/S		A4	

Drawing Title BRAEHEAD WAY		
Prohibition of waiting at any time' restrictions		
Drawing Number	Sheet No.	Revision
		0



ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (BRAEHEAD WAY, 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 will be to establish a prohibition on motor vehicles waiting at any time on the length of Braehead Way, Aberdeen, 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://accsmallscaletmproposals2024.commonplace.is/>

The consultation will run between 25 November and 17 December 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 045345, 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 25 November to 17 December 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, City Regeneration and Environment,
Aberdeen City Council, Business Hub 4, Ground Floor North, Marischal College, Broad
Street, Aberdeen, AB10 1AB**

Schedule

(Prohibition of waiting at any time)

Braehead Way

South side, from a point 228 metres or thereby east of its junction with Bodachra Road, eastwards for a distance of 36 metres or thereby.

APPENDIX 3 – Braehead Way Objection

From: [REDACTED]
Sent: 26 November 2024 13:05
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: Braehead WAY AATs

I have just been reading the proposed new traffic management plan to reduce shopping/school parking during drop off and pick up times from B.O.D. school.

I am a resident of Overhill Gardens and we are plagued by the same problem, cars/vans etc turning, waiting, parking across our drives and junctions, in addition they park along Bodachra Road blocking our entry/exit to Overhill Gardens.

Bodachra Road is also on the main bus route and these cars/vans are a real problem as east/west traveling buses tend to pass each other on Bodachra Road, the amount of vehicles in this area will undoubtedly increase due to the proposed parking restrictions on Braehead Way.

Putting these restrictions in place will only shift the problem and likely cause Bodachra and Overhill residents further issues, please review and look at either doing nothing or include Bodachra Road in the traffic management plan.

Regards

[REDACTED]

APPENDIX 4 – Braehead Way Objection

From: [REDACTED]
Sent: Saturday, December 14, 2024 9:37 AM
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: Braehead way Bridge of Don

Morning

I am emailing in regards to the proposed changes to braehead Way, which I object to. I am a resident at [REDACTED] Braehead Way, whom would be directly affected by changes to the parking restrictions.

The flow of traffic becomes restricted during school hours as parents park along the road starting from the shop area (Morrisons), this often affects us too as they are quite often blocking our drive way.

Personally I feel this restriction would make no difference as the main problem/traffic obstruction is coming from the shop area.

Changing the parking restrictions would personally affect us by putting our house down in value and after work hours leave us with nowhere to park. We should not be left out of pocket or struggle for parking due to the school people being unable to drive.

As a resident in this area I would be happy to discuss other options which I believe would be more beneficial to the community than current proposed idea.

My email is [REDACTED] or work email is [REDACTED]

Kind regards

[REDACTED]
[REDACTED] Braehead Way
Bridge of Don
AB22 8RR

APPENDIX 5 – Braehead Way Objection

From: [REDACTED]
Sent: Monday, December 16, 2024 1:31 PM
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: Objection to Braehead was changes

Good Afternoon,

I am contacting you to object to the proposed changes to Braehead Way, Bridge of Don.

I do not agree that the changes will solve the problem that have been mentioned in the proposes document however it will negatively affect the residents who live on the street including my own.

As the owner of [REDACTED] Braehead way, these changes will stop me from parking outside my own home. It will also negatively affect the value of our property only bought 1 year ago. - this was a key selling point. As our drive way only allow for one vehicle to be parked. We've rely on the on-street parking.

I truly believe the issue lies within the Braehead shopping area. As per the attached photos you can clearly see the car park is not of an adequate size for the demand. Due to this cars are parking on faded double yellow lines, no parking areas and beside the zebra crossing.

Furthermore, as per the attach photos you can clearly see the school parking area is empty. To add to the argument that the houses adjacent to the school are not the issue.

If you are adamant on a no waiting zone across our homes. I would strongly recommend a timed no waiting zone between 8 and 5 such as Brimond primary where we previously lived. As this will limit the negative effects to the residents living in the homes adjacent to the school. Alternatively, an extension to our driveway can also be arranged.

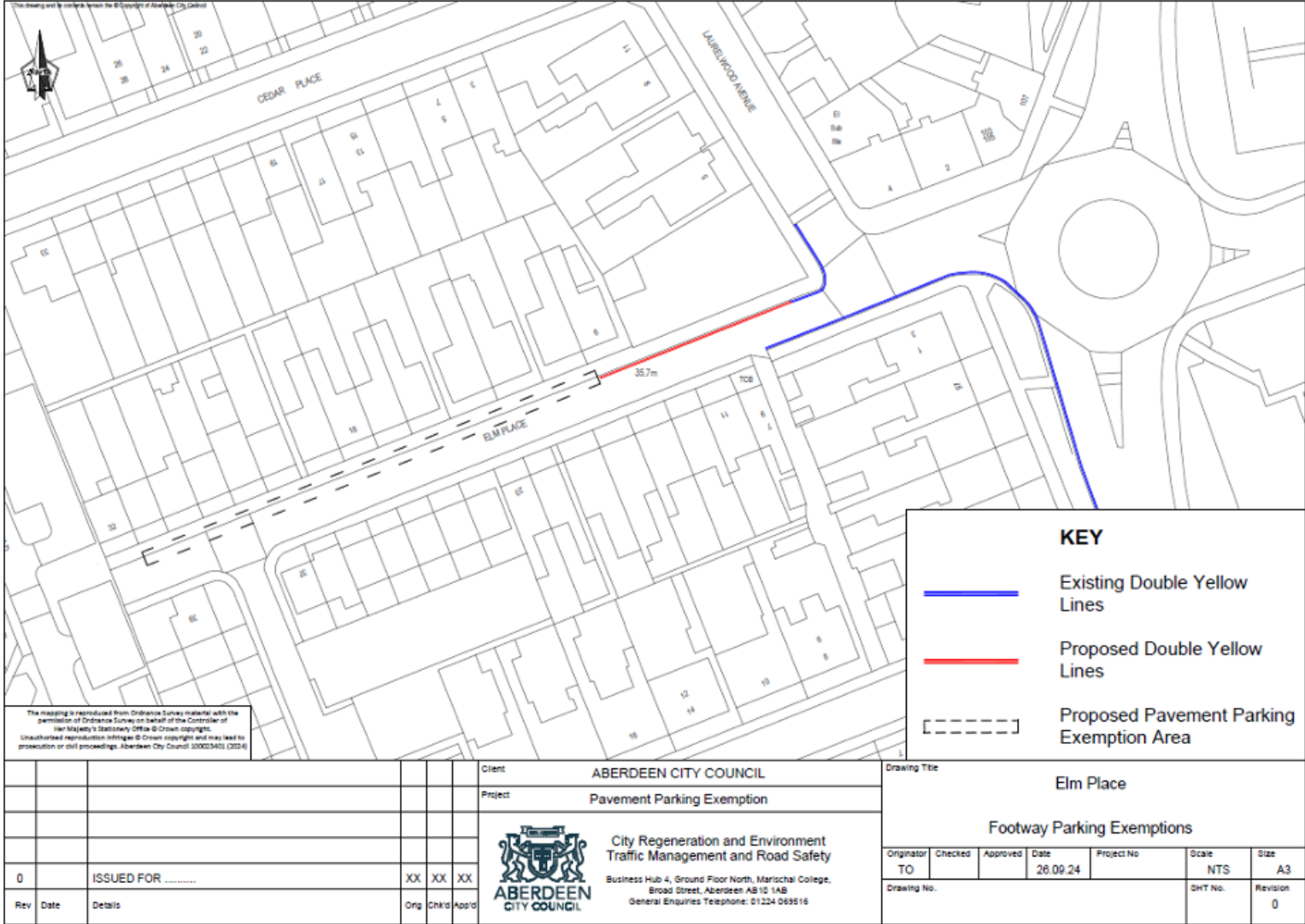
We would be more than happy to communicate with yourselves to better your understanding of the day to day living on the street.

I would appreciate our acknowledgment receipt of this objection, with a better outcome.

Kind regards,

[REDACTED]
Braehead Way

APPENDIX 6 – Elm Place Plan





ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL (ELM 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 will be to establish an extension of the existing prohibition on motor vehicles waiting at any time on the length of Elm Place, Aberdeen, 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://accsmallscaletmproposals2024.commonplace.is/>

The consultation will run between 25 November and 17 December 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 045345, 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 25 November to 17 December 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, City Regeneration and Environment,
Aberdeen City Council, Business Hub 4, Ground Floor North, Marischal College, Broad
Street, Aberdeen, AB10 1AB**

Schedule

(Prohibition of waiting at any time)

Elm Place

North side, from its junction with Laurelwood Avenue, westwards for a distance of 44 metres or thereby.

From: [REDACTED]
Sent: Sunday, December 1, 2024 8:16 PM
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: Objection to the proposed changes to Elm Place

Hello,

My name is [REDACTED] and I am the house owner of [REDACTED] Elm Place Aberdeen.

My house faces directly opposite where the new lines will be painted. That piece of pavement is owned privately and has no tarmac upon it. There are 3 cars currently using those spaces and it is all residents that live in the street that use those spaces.

There is absolutely no need to paint double yellow lines on this piece of road as it is causing nobody any harm. The spaces are needed for residents to park their cars.

There are no issues with the 3 cars parking there nor do they cause any visibility issues going up Laurelwood Avenue. I have lived in the same house for 24 years so I feel qualified to give you my opinion on this piece of road. Please take this into consideration before your decision.

I would be delighted to meet with you to talk through my objections or feel free to call me if you wish.

Yours sincerely ,

[REDACTED]

APPENDIX 9 – Elm Place Objection

From: [REDACTED]
Sent: Thursday, November 28, 2024 4:49 PM
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: Pavement Parking Elm Place, Aberdeen

Good Afternoon

I reside at [REDACTED] Elm Place Aberdeen and have just read the proposals in respect to changes to parking within Elm Place following the implementation of pavement parking prohibition.

I have a couple of points which I would appreciate if they could be clarified.

The first is that the proposed pavement exemption area is on the north side of Elm Place from outside number 6 to the end of the street. On the south side of the street there is a raised kerb which is the width of a complete paving stone and the pavement is then a step down from this raised kerb. Is this kerb area also to be exempt from the parking prohibition?

I believe this raised kerb was installed a number of years ago to reduce the camber next to the pavement as it was more cost effective to do this than lower the road but did reduce the width of the road. If this raised kerb is not exempt and vehicles chose not to park on the pavement on the north side of the street then this could cause problems identified for access for residents and visitors alike. At present residents do sometimes park on this raised kerb if cars on the north side are parked adjacent to the kerb to ensure vehicular access and also reduce the risk of damage to vehicles.

Is the proposed pavement exemption area on the north pavement going to be compulsory? If not then unless parking on the raised kerb on the south side is also to be exempt then this will exacerbate problems with regard to access for residents and visitors and also potential damage to parked vehicles with trying to squeeze through.

I also see that the length of double yellow lines on the north side of the street is proposed to be extended from the junction with Laurelwood Avenue by some considerable distance. I cannot see how this will improve visibility at the junction as there is currently yellow lines around this corner to allow a view up Laurelwood Avenue for vehicles leaving Elm Place. By increasing this restriction along Elm Place it will not increase a view up Laurelwood as there is a walled garden with trees and bushes on the north side on the approach to the junction. An extended length of yellow lines will not allow any earlier view at this junction but will reduce the parking spaces available for residents on our small street by 4 vehicles which is a considerable amount.

At present residents in Elm Place are really considerate and access for all is very good considering how narrow the street is. If there are to be fewer spaces available because of extended yellow lines and if the raised kerb on the south side is not exempt I fear this will create new problems for all living, visiting or servicing the street

I would appreciate if someone could get back to me with regard to these points.

Many Thanks

[REDACTED]

APPENDIX 10 – Elm Place Objection

From: [REDACTED]
Sent: Monday, December 2, 2024 11:14 AM
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: Objection to order 202x

To whoever this may concern ,

I would like to lodge an objection to the installation of double yellow lines going west from laurel wood avenue along Elm place .

As a disabled person with a car which I park here due to being unable to exit car on the south side due to uneven path which makes it difficult . Where the proposed yellow lines are would cause me more problems as at the moment I can get out my vehicle without fear of another car coming along the road and can use lowered kerb .

As your proposal is to help people with wheelchairs ,buggies etc it does not ,and considering your allowing delivery drivers to park here I feel I am being discriminated against. I have lived here for 24 years and have had MS for 10 years . I have never asked for a disabled bay as I felt it would be placed on the south side outside my home but is easier for me to park on the north side of elm place due to th3 uneven path on the south side .

I would appreciate if you would reconsider your use of yellow lines as really there is no justification for this . There is no obstruction to traffic or road safety .

Kind regards

[REDACTED]
[REDACTED]

Aberdeen

AB253SN

Sent from my iPad

APPENDIX 11 – Elm Place Objection

From: [REDACTED]
Sent: Friday, December 6, 2024 1:21 PM
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: Elm Place proposed traffic restrictions

Hello

I wish to register my objection to the proposed parking restrictions in Elm Place for the following reasons:

Parking spaces are already at a premium in this street;

Recognition of the parking problem is evident in the proposed exemption to pavement parking in the street ;

It makes no sense to further limit parking for residents who are not always able to park close to their property. This is a problem for both young families and elderly residents.

I urge a further investigation including observations by officers and request that this development does not proceed.

Yours sincerely

[REDACTED]

APPENDIX 12 – Elm Place Objection

From: [REDACTED]
Sent: Monday, December 9, 2024 1:44 PM
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: Proposed extension of double yellow lines on Elm Place

Hi,

I have lived in Elm Place since 1997, during which time car ownership has increased. Not long after moving in the parking spaces on the south side of the street were filled in with double height pavement. It is now common for both sides of the street to be fully occupied on a regular basis.

The road is a consistent width and already has double yellow lines at the corner of Laurelwood to allow safe visibility. The proposed additional yellow lines will prevent parking for around 3 cars, where they have never caused an issue. Please reconsider this decision as there are no safety benefits.

Many thanks,

[REDACTED]

[REDACTED]

[REDACTED]

Aberdeen

AB25 3SU

Elm Place,
Aberdeen. AB25 3SN

Roads Operation Manager
Aberdeen City Council
Marischal College
Broad Street
Aberdeen
AB10 1AB

December 12th 2024

Re: THE ABERDEEN CITY COUNCIL (ELM PLACE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 202x

Dear Sir/Madam,

With respect to the referenced subject line above, we would like to lodge our objection, under Section 7 of *The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999*, to the Order.

It would appear that the only two reasons supporting the Order are detailed in the Document "Midstocket_Rosemount.pdf" available to view on the Council website at <https://accsmallscaletmproposals2024.commonplace.is/en-GB/proposals/midstocketrosemount/step1>, and we quote; *"Furthermore, it is proposed that the existing prohibition of waiting at any time restriction (double yellow lines) on the north of Elm Place at its junction with Laurelwood Avenue, is extended westwards to ensure road safety and vehicular accessibility is preserved on this road"*

There are no and have never been any road safety or vehicular access issues on Elm Place. We have lived on Elm Place for 24 years. The Documents provided in conjunction with this Order do not contain any statistical, historical or any data driven information supporting the Order. As such the Order is moot.

Not only that, the Order pdf document that resides on the Council website, is undated, unsigned and is in draft form and hence is not a legal Order.

Finally, we raise your attention to the wording in the *Prohibition of Waiting Order* plan that details the location of double yellow lines extending around the property of 5, Laurelwood Avenue into Elm Place. In the first sentence of the Order, *"A pavement parking prohibition was introduced by The Scottish Government within the Transport (Scotland) Act 2019 with the aim to improve accessibility, particularly for vulnerable road users, by allowing walkers and wheelers the ability to use footways and dropped kerbs without being impeded by parked vehicles"*

The land adjacent to the side garden of 5 Laurelwood Avenue is private land up to and including the granite sets adjacent to the Elm Place road surface and as such confers no right of access to pedestrians. Those car owners that park there, do so with the implicit agreement of the landowner.

For these reasons, we expect the Order to be struck down in due course.

Yours Faithfully,

[Redacted Signature]

APPENDIX 14 – Elm Place Objection

From: [REDACTED]
Sent: Friday, December 13, 2024 12:15 PM
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: ELM PLACE, ABERDEEN (PROHIBITION OF WAITING) ORDER 202(X)

I write to you to object to the above order.

1. There is (as far as I have been made aware) no need to apply this order, parking is reasonable as it and as such there is no need for the good citizens of Aberdeen to pay for unnecessary work to take place.
2. If the council proceeds with such a prohibition, it will force residents impacted by the prohibition to try and park in the PRIVATE PARKING area behind Elm Place (which is written into the deeds of the newer houses on the South and West of Elm Place and those on Chestnut Row). To prevent any infringement of this private parking area the council (if it proceeds with the Prohibition) will need to erect barriers and Private Parking signs to ensure that its actions do not have a consequential negative impact on those residents who have the legal right to use the Private Parking area.

Regards

[REDACTED]
Elm Place
Aberdeen
Tel [REDACTED]

[Redacted]

Elm Place

[Redacted]

[Redacted]

5.12.2024

Technical Officer
Aberdeen City Council
Traffic Management and Road Safety

Dear [Redacted]

RE: Parking in Elm Place

We the undersigned residents of Elm Place would like to object to the extension of double yellow lines on Elm Place and would point out that we lose 4/5 parking spaces in a street which already has too few parking spaces. Residents of Chestnut Row park in Elm Place . Could anything be done about that ?

You want to establish yellow lines on the north side of Elm Place from the junction with Laurelwood Avenue to virtually no.6 on the grounds of limited visibility. That is not true ; there is no visibility problem at all. You also indicate that cars cannot park on unpaved pavements : that is a new rule never encountered before . Most importantly that section of pavement is private property and the owners have no objections toto neighbours parking on it .

Yours sincerely,

[Redacted Signature]

[Redacted Name]

Cc :Head of Traffic Management

Councillors for Berryden Ward

APPENDIX 16 – Elm Place Group signed Petition (Addendum)

From: [REDACTED]
Sent: 16 December 2024 21:51
To: [REDACTED]
Subject: Re: Objection Parking Restrictions Elm Place, Aberdeen

Hello [REDACTED]

I would appreciate if along with the redacted copy of the petition signed by the residents the following points could also be made available to the committee.

The issues we have in relation to our street being narrower than neighbouring streets has been caused by the raised kerb being installed by the council rather than fixing the camber which would have allowed parking adjacent to the kerb and as such the street would be wider.

As far as I have been led to believe the unpaved land adjacent to the north kerb is privately owned but I am sure that can be clarified by the council. If it isn't then perhaps it should be paved and then could be marked out appropriately for pavement parking.

If this is not to be done then why has there been no consideration to making the raised kerb opposite the unpaved area suitable for pavement parking?

The map published on your site indicating where the proposed yellow lines are to be implemented runs further than the unpaved section and includes an area in front of number 6 Elm Place which is a paved area like the remainder of the pavement at that side so should surely be suitable for marking for pavement parking.

If the raised area on the length of the south side of the street is not fixed to allow it to be also used for residents to park partly on then the availability for parking in our street is going to be severely and unreasonably compromised. Over the past few days on average there have been 6 cars parking adjacent to the kerb on the north side of the street which has not caused any problem as residents who have parked on the south side have parked on the raised kerb to ensure accessibility for all. If under the new proposals parking bays on the north are not to be made compulsory then potentially we will lose parking for 6 cars which would be unable to park adjacent to the south kerb. This will be on top of the loss of 4 parking spaces if the proposed double yellow lines go ahead.

The loss of 4 parking spaces due to new double yellow lines which I think is completely unnecessary will have a big impact for residents. Along with this should new issues with regards to accessibility further along the street because pavement parking is not to be made available on both sides of the street and potentially a further 6 parking spaces are lost then this is more than half of the parking in the street which will have a huge effect on all residents and visitors to our street.

We have lived on this street for a number of years and we have all ensured that accessibility for both vehicles and pedestrians alike has not been a problem. I feel it is completely unfair that due to actions of the council which reduced the width of our street and now these further proposed actions that we as residents are going to on a daily basis be inconvenienced.

These proposals are impractical and unreasonable and will effect future values of properties within Elm Place.

[REDACTED]

[REDACTED]



ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL (FROGHALL AVENUE / FROGHALL 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 will be to establish certain lengths of prohibition of waiting at any time on Froghall Avenue and Froghall Place, Aberdeen. The proposed restrictions are designed to manage on-street parking in association with a corresponding footway parking exemption that is being promoted concurrently under the Transport (Scotland) Act 2019 for certain lengths of Froghall Avenue.

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 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:

<https://accsmallscaletmpoposals2024.commonplace.is/> (or by scanning the QR Code above).

The consultation will run between 25 November and 17 December 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 045345, 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 25 November to 17 December 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, City Regeneration and Environment, Aberdeen City Council, Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen, AB10 1AB

Schedule

(Prohibition of waiting at any time)

Froghall Avenue

West side, from its junction with Sunnybank Place, south-westwards for a distance of 35 metres or thereby; **North side**, from a point 90 metres or thereby northeast of its junction with Sunnybank Place, eastwards for a distance of 23 metres or thereby; **North side**, from a point 140 metres or thereby northeast of its junction with Sunnybank Place, north-eastwards, clockwise around the turning circle, then westwards for a total distance of 77 metres or thereby; **East side**, from its junction with Elmbank Terrace (inset section serving property nos. 10 & 11), north-eastwards for a distance of 55 metres or thereby; **South side**, from its junction with Froghall Place, eastwards for a distance of 39 metres or thereby; **East side**, from its junction with Froghall Place, southwards for a distance of 5 metres or thereby.

Froghall Place

Both sides, from its junction with Froghall Avenue, south-eastwards for a distance of 5 metres or thereby.

APPENDIX 19 – Froghall Avenue Objection

From: [REDACTED]
Sent: 27 November 2024 15:58
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Cc: [REDACTED]
Subject: OBJECTION: George St Harbour Ward - Parking amendments at Elmbank Terrace/Froghall Avenue [IMAN-LIVE.FID222382]

Dear Sirs

A notice has been placed outside my property advising of the changes proposed for pavement parking in accordance with the new guidelines. Elmbank Terrace is a small one way side street, and pavement parking is essential here to allow for access for emergency services/deliveries etc. I note on the plans it looks like a couple of parking spaces will be lost once yellow lines are placed in Elmbank Terrace, but, there are less than 6 cars between the 2 buildings so it should be fine.

My main concern is with the proposals for yellow lines and restricted parking on Froghall Avenue. Parking in the area is already horrendous - many people have more than one car in Froghall Avenue and a lot of students from the two student blocks on Powis Place also park in the area. Taking away so many spaces in Froghall Avenue will inevitably cause huge problems, and if people cant park there, they will take up the limited spaces on Elmbank Terrace and all surrounding streets. Froghall Avenue is wide enough to have the cars parked on the pavement as they already are, allowing access for emergency vehicles etc. However if so many yellow lines are in place the surrounding areas, which already have huge parking problems, will suffer even more.

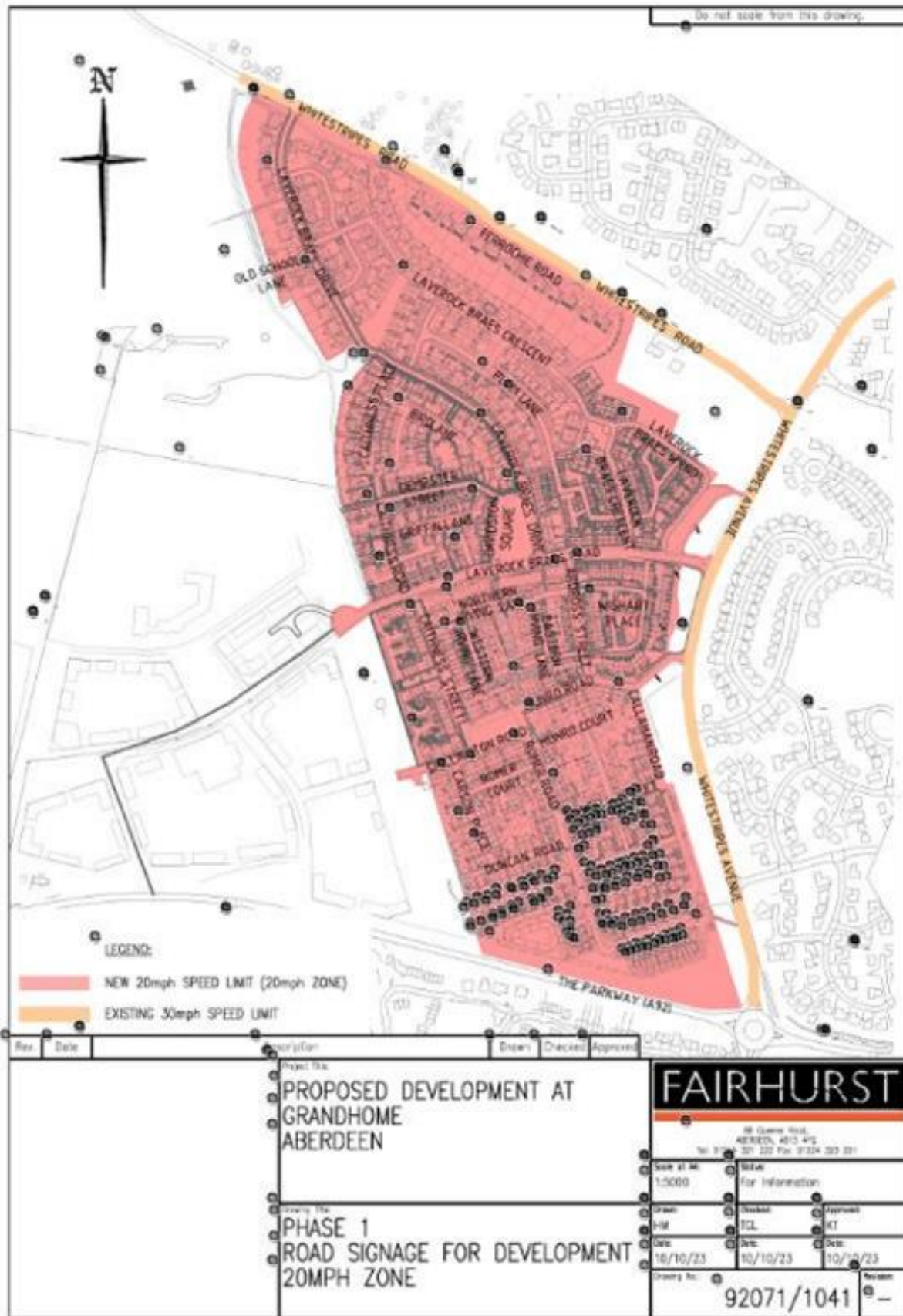
The issue is doubly problematic on match days when there is no chance of parking anywhere within the vicinity of our properties at all. I would urge the council to reconsider having double yellow lines on Froghall Avenue to the proposed extent.

Kindly acknowledge safe receipt of this email.

Yours

[REDACTED]
[REDACTED] Elmbank Terrace
Aberdeen
AB24 3PU

APPENDIX 20 – Grandhome Area Plan





ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL (GRANDHOME AREA, ABERDEEN) (20MPH SPEED LIMIT)
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 will be to establish a 20mph speed limit on the roads in Aberdeen 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://accsmallscaletmpostals2024.commonplace.is/>

The consultation will run between 25 November and 17 December 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 045345, 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 25 November to 17 December 2024, inclusively.

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

Schedule

(Roads subject to mandatory 20mph speed limit)

Ardross Street, Bird Lane, Burrell Street, Caithness Place, Caithness Road, Caithness Street, Callahan Road, Carson Place, Davidston Square, Dempster Street, Duncan Road, Eastern Irving Lane, Ferrochie Road, Griffin Lane, Laverock Braes Crescent, Laverock Braes Drive, Laverock Braes Road, Laverock Braes Wynd, Munro Court, Munro Road, Northern Irving Lane, Old School Lane, Plum Lane, Romer Court, Romer Road, Shillington Road, Western Irving Lane and Wishart Place.

APPENDIX 22 – Grandhome Area Objection

From: [REDACTED]
Sent: Saturday, November 30, 2024 7:33 PM
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: Objection Traffic Regulation Order

Hi

I would like to object to the enforcement of a 20mph speed limit for all of Grandhome..

This has been proven across the country not to achieve anything and is a waste of resources.

The side roads in the development already have traffic calming measures.

Regards

[REDACTED]

[REDACTED]

AB22 9AG

APPENDIX 23 – Greyhope School Plan

GREYHOPE SCHOOL AND HUB

Tulloch Circle / North Gramplan Circle and Mansfield Place
Proposed Waiting Restrictions



KEY:-

- School Keep Clear 8am to 5pm Monday to Friday
- AAT's
- Timed AAT's 8am to 5pm Monday to Friday



Gramplan Place / Oscar Road Junction

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 ABERDEEN CITY COUNCIL <small>Operations and Protective Services Traffic Management and Road Safety Ramsay House 11, South Flower Street, Aberdeen AB10 1QB General Enquiries Telephone: 01224 522200</small>	Client:			Description:		
	Aberdeen City Council			Proposed Waiting Restrictions		
	Project: Greyhope School, Tulloch Circle, Torry, Aberdeen					
<small>Originator</small>	<small>Checked</small>	<small>Approved</small>	<small>Date</small>	<small>Dwg No</small>	<small>Sheet No</small>	<small>Rev</small>
NMcR		VR	21/05/2024	Greyhope Waiting Restrictions/01		



ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

**THE ABERDEEN CITY COUNCIL (GREYHOPE SCHOOL, ABERDEEN) (TRAFFIC MANAGEMENT)
ORDER 202_**

Aberdeen City Council proposes to make above-named order in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order would be to establish: -

- Certain lengths of prohibition of waiting at any time on Battock Place, Grampian Place, North Grampian Circle, Mansfield Place, Oscar Place, Oscar Road, South Grampian Circle, Tullos Circle and Tullos Place.
- A certain length of prohibition of waiting operating from 8.00am – 5.00pm, Monday – Friday, on Grampian Place.
- Certain lengths of prohibition of stopping (School Keep Clear) operating from 8.00am - 5.00pm, Monday – Friday on Grampian Place/Tullos Circle, North Grampian Circle, and Mansfield Place.

Of note, the restrictions concerned are already established on the roads concerned by way of a temporary order on the grounds of road safety.

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://accsmallscalemproposals2024.commonplace.is/>

The consultation will run between 25 November and 17 December 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 045345, 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 25 November to 17 December 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, City Regeneration and Environment, Aberdeen City Council, Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen, AB10 1AB

APPENDIX 25 – Greyhope School Objection

From: [REDACTED]
Sent: 25 November 2024 17:18
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: Yellow lines at grayhope school

I think these AATs should be timed on the side with the houses on each north grampian circle and Mansfield place

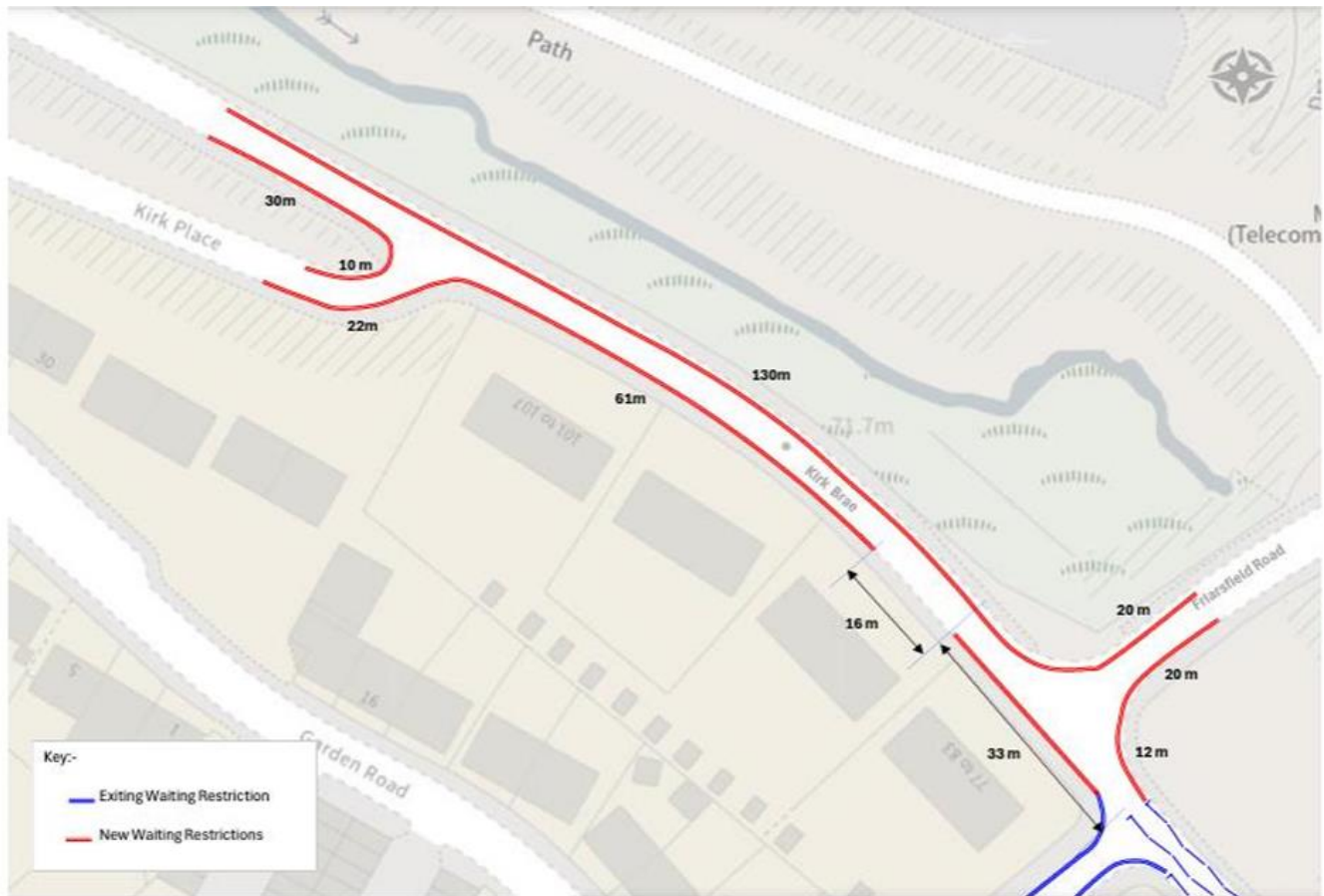
On north grampian circle where I live on the corner only enough space to park 1 and half car due to a disable space being there if that was timed yellow lines it would help the parking for the whole street

Where the school keep clear bits are on the inside of the circle where no one park everyone parks on the side next to the house cause if some people did witch we are aloud to do due to no yellow lines and if outwith the school times so we could park on the school keep clear bits then the bin men, ambulance and fire tucks, plus any bigger deliver lorry's would get round that bit and need to reverse back along the street


I also think speed bumps should be put on both street ive seen car going along both at more than 40 maybe even as high as 50 at night times when the school as kids playing football and other after school things

Sent from [Outlook for Android](#)

APPENDIX 26 – Kirk Brae Area Plan



Based upon the Ordnance Survey mapping with permission of the controller of His Majesty's Stationery Office. Crown copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution. Ordnance Survey, Aberdeen City Council A026906/01/001, 2024

 <p>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</p>	Client:				Description:		
	Aberdeen City Council				LOWER DEESIDE (Ward 9)		
	Project: Kirk Brae, Cults.				Installation of At Any Time Waiting restrictions		
	Road Safety Improvements						
Originator	Checked	Approved	Date	Dwg/No	Sheet No	Rev	
NMcR		VR	29/04/2024	KB/AATs/1	1		



ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEEN CITY COUNCIL (KIRK BRAE AREA, CULTS, ABERDEEN) (PROHIBITION OF WAITING) ORDER 202X

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to establish a prohibition on motor vehicles waiting at any time on certain lengths of Friarsfield Road, Kirk Brae, and Kirk Place, Cults, Aberdeen, as specified in the schedule below. Please note on the grounds of safety the measures concerned have previously been established on the stated roads by way of a temporary order.

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://accsmallscaletmpoposals2024.commonplace.is/>

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

Schedule

(Prohibition of waiting at any time)

Kirk Brae

South-western side, from its junction with Kirk Terrace, in a north-westerly direction for a distance of 33m or thereby; **South-western side**, from its junction with Kirk Place, in a south-easterly direction for a distance of 65m or thereby; **South-western side**, from its junction with Kirk Place, in a north-westerly direction for a distance of 30m or thereby; **North-eastern side**, from its junction with Friarsfield Road, in a north-westerly direction for a distance of 130m or thereby; **North-eastern side**, from its junction with Friarsfield Road, in a south-easterly direction for a distance of 12m or thereby.

Kirk Place

Southern side, from its junction with Kirk Brae, in a westerly direction for a distance of 22m or thereby; **Northern side**, from its junction with Kirk Brae, in a westerly direction for a distance of 10m or thereby.

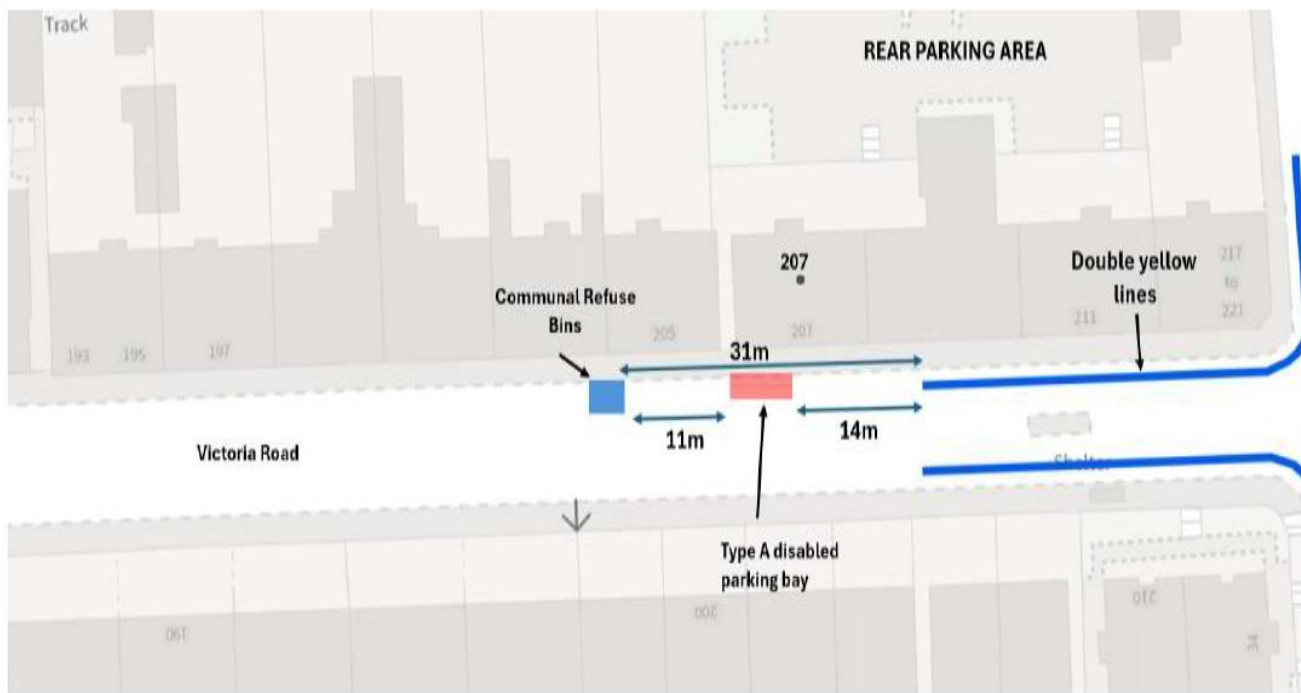
Friarsfield Road

Both sides, from its junction with Kirk Brae, in a north-easterly direction for a distance of 20m or thereby.

22/11/2024		Enquiry Trace Form - Preview	
<input type="text"/>	<input type="text"/>	Logged by: Contact Centre	on 22/11/2024 00:00
Service: Roads		Classification: Enquiry	
Subject: Roads Other		Enquiry Ref: FS-Case-664297164	
Desc.: The parked cars or vehicles on the corner obstruct the vision of drivers going in either direction causing a potential dangerous hazard for drivers. This morning I was negotiating the one lane and almost through when confronted by a car who could not see me as he approached by the parked cars.			
Site: KIRK BRAE (7600214), CULTS, ABERDEEN, ABERDEEN CITY			
Site Address: KIRK BRAE		Area: Aberdeen South	
Location: <input type="text"/> Kirk Brae, Aberdeen, United Kingdom, AB15 9QX -- Adjacent to the above address there are double yellow lines with a space for some vehicles on a corner. Since the markings have been in place there have been several near misses from tyre marks on the road due to parking on the corner. This section of roadway is dangerous and unsafe due to the cars.		Ward: <input type="text"/>	
Site Notes: Owner: 1; type: Roads Maintained. Maintained by: RD03-Roads			
<input type="text"/>	<input type="text"/>	Time: 22/11/2024 14:30	Method: Contact Centre
Name: Member of public			
Address:			

APPENDIX 29 – DPPP Plan (Victoria Road)

Type A Disabled Parking Bay - 207 Victoria Road, Torry.



APPENDIX 30 – DPPP Objection (Victoria Road)

From: [REDACTED]
Sent: Tuesday, December 17, 2024 11:39 PM
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: Objection of a disabled parking bay

I would like to object to the disabled parking space below.

Victoria Road
North side, from a point 49 metres or thereby west of its junction with ~~Mansefield~~ Road, extending westwards for a distance of 6.6 metres or thereby.

My reasons for my objection are as follows:

This property has a private car park

To the rear of this property there is a private car park which is hardly used, only the residents of 211, 213 & 215 can use this car park. I understand that the steps would cause a problem for the individual with the blue badge, but seeing as it his/her partner that drives he could easily drive the car round the building and pick her up from the front. Please note reference to your terms on the ACC Website -

To qualify for a disabled parking space near your property, you must:

- o Be a Blue Badge holder.
- o Not have access to private off-street parking facilities (for example, a driveway, garage or lockup).
- o Have a vehicle registered and kept at your address.
- **Already have a disabled parking bay**

There are already many unused disabled parking bays on this stretch of road between ~~Mansefield~~ Road and Crombie Road, so another one is not needed.

- **Would be left unoccupied**

Since this disabled parking bay has been installed, it has been left empty most of the time, especially during the evening as this is the hardest time to park. The driver of the car who is not the badge holder works night shift.

- **Would make parking difficult**

Since this disabled parking bay has been added it has made it more difficult to park in the area. Especially as to where the bay has been placed losing spaces on either side of the bay.

Misuse of a Blue Badge

The driver of this vehicle has this badge on display at all times and uses it as a guaranteed parking spot outside his front door, it has also been noted that this badge has been used in other locations while his partner is not in the car. He is not the owner of the badge and if this objection is not noted I will take further action to have the badge revoked.

If you have any further questions please don't hesitate to contact me:

[REDACTED]

I would also like to receive acknowledgement and a response to this objection.

Kind Regards

[REDACTED]

[REDACTED] Victoria Road



ABERDEEN CITY COUNCIL

TRANSPORT (SCOTLAND) ACT 2019

ABERDEEN CITY COUNCIL (PAVEMENT PARKING EXEMPTION) ORDER 202_

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Transport (Scotland) Act 2019. The effect of this Order will be to introduce exemptions to enable parking on certain lengths of pavement on the following roads in Aberdeen: - Bedford Avenue, Cairngorm Crescent, Countesswells Road, Elm Place, Elmbank Terrace, Froghall Avenue, Great Northern Road, Hunter Place, Jackson Terrace, Leslie Road, Murray Terrace and South Square.

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

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