

## ABERDEEN CITY COUNCIL

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COMMITTEE	Enterprise, Planning and Infrastructure
DATE	31 January 2012
DIRECTOR	Director of Corporate Governance
TITLE OF REPORT	Various Traffic Orders – Outcome of Main Statutory Advertisement Stage:-

- (i) The Aberdeen City Council (North Deeside Road, Aberdeen)(Extension Of 30mph Speed Limit) Order 2011
- (ii) The Aberdeen City Council (Leslie Terrace, Allenvale Road And Great Western Lane, Aberdeen) (Exemption For Cyclists) Order 2011
- (iii) The Aberdeen City Council (Guild Street, Exchange Street, Aberdeen) (Traffic Management) Order 2011
- (iv) The Aberdeen City Council (Marischal College Multi-Storey Off-Street Car Park) Order 2011
- (v) The Aberdeen City (Chapel Street, Denburn, West North Street And Virginia Street Off-Street Car Parks) (Exemption For Certain Residential Parking Permits) Order 2011
- (vi) The Aberdeen City Council (Castle Terrace, Justice Street And Marischal Street, Aberdeen) (Pay And Display) Order 2011
- (vii) The Aberdeen City Council (Motorcycle Bays Off-Street Car Parks) Order 2011
- (viii) The Aberdeen City Council (Access Road Serving Craigshaw Business Park) Order 2011

REPORT NUMBER: CG/12/002

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### 1. PURPOSE OF REPORT

This report deals with eight orders at the final statutory stage; that is to say, the main statutory advertisement period is now over in respect of each of these orders and this report presents the objections (where relevant) in each case. The public notices are attached, from which members will be able to see the exact content of the proposals.

Only one statutory objection has been received in relation to The Aberdeen City Council (Guild Street, Exchange Street, Aberdeen) (Traffic Management) Order 2011. No letters of objection have been received in relation to any of the proposals contained in the other seven orders detailed in this report.

## 2. RECOMMENDATION(S)

It is recommended that the Committee:-

- (a) in relation to The Aberdeen City Council (Guild Street, Exchange Street, Aberdeen) (Traffic Management) Order 2011, approve the proposed relaxation to the order, as detailed in section 5.3 below and approve that the order be introduced on this basis; and
- (b) approve all of the orders that did not attract objection, and that all the orders be made as originally envisaged and implemented accordingly.

## 3. FINANCIAL IMPLICATIONS

The proposals contained in the two traffic orders detailed at 5.1 and 5.2 will be fully funded by the 2011/2012 Cycling, Walking Safer Streets budget.

The Aberdeen City Council (Guild Street, Exchange Street, Aberdeen) (Traffic Management) Order 2011 detailed at 5.3 will be fully funded by the development company of Union Square.

The proposals contained in the four traffic orders detailed at 5.4 through to 5.7 will be fully funded by the Car Park Trading Account.

Finally, the Aberdeen City Council (Access Road Serving Craigshaw Business Park) Order 2011 will be fully funded by the factor responsible for the business park.

## 4. OTHER IMPLICATIONS

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

## 5. BACKGROUND/MAIN ISSUES

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

### **5.1 The Aberdeen City Council (North Deeside Road, Aberdeen)(Extension Of 30mph Speed Limit) Order 2011**

No statutory objections received.

### **5.2 The Aberdeen City Council (Leslie Terrace, Allenvale Road And Great Western Lane, Aberdeen) (Exemption For Cyclists) Order 2011**

No statutory objections received.

**5.3 The Aberdeen City Council (Guild Street, Exchange Street, Aberdeen) (Traffic Management) Order 2011**

One statutory objection from the Cycle Forum has been received. The Cycle Forum is concerned that if the initial proposal proceeds cyclists will not be able to access/egress into the Green area from Guild Street. In light of the objector's comments, officers have reconsidered the proposals and it is now recommended that the proposals include small gaps in the central reserve of Guild Street to allow these manoeuvres to be carried out by cyclists only. This proposed relaxation cures the objection received from the Cycle Forum. **It is recommended that the relaxation be approved and that the order be implemented on this basis.**

**5.4 The Aberdeen City Council (Marischal College Multi-Storey Off-Street Car Park) Order 2011**

No statutory objections received.

**5.5 The Aberdeen City (Chapel Street, Denburn, West North Street And Virginia Street Off-Street Car Parks) (Exemption For Certain Residential Parking Permits) Order 2011**

No statutory objections received.

**5.6 The Aberdeen City Council (Castle Terrace, Justice Street And Marischal Street, Aberdeen) (Pay And Display) Order 2011**

No statutory objections received.

**5.7 The Aberdeen City Council (Motorcycle Bays Off-Street Car Parks) Order 2011**

No statutory objections received.

**5.8 The Aberdeen City Council (Access Road Serving Craigshaw Business Park) Order 2011**

No statutory objections received.

**6. SERVICE AND IMPACT**

Section 5 above – and also the public notices attached – will allow members to consider the possible impact on communities compared with the intended virtue of the original proposals.

**7. BACKGROUND PAPERS**

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

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

8. REPORT AUTHOR DETAILS

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