

ABERDEEN CITY COUNCIL

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

- 1. The Aberdeen City Council (Citywide Traffic Management Measures) (No 1) Order 2012**
- 2. The Aberdeen City Council (Citywide Traffic Management Measures) (No 2) Order 2012**
- 3. The Aberdeen City Council (Advocates Road, Aberdeen)(Prohibition Of Waiting) Order 2012**
- 4. The Aberdeen City Council (Mid Stocket Lane, Aberdeen)(Traffic Management) Order 2012**

REPORT NUMBER: CG/12/054

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1. PURPOSE OF REPORT

This report deals with four 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.

The statutory consultation period for the orders has been undertaken and the objections attracted are detailed in the section 5 below and also appended to the report.

2. RECOMMENDATION(S)

It is recommended that the Committee:-

- (a) In relation to the Aberdeen City Council (Citywide Traffic Management) (No 1) Order 2012:-
  - (i) approve the proposal for the north side of Queen's Lane South and with regards the proposal for the south side, to approve the proposed relaxation to the order, as detailed in section 5.1.1 below and shown in the appendix to the report; and
  - (ii) request officers to monitor the impact of the introduction of the measure on the south side of Queen's Lane South and should the impact be detrimental to the access to garages, to request officers to commence the traffic regulation order procedure for the

- introduction of further waiting restrictions in front of the garages concerned (as shown in the appendix);
- (iii) overrule the objections in relation to the proposal at Queen's Road, and approve the proposed relaxation to the order, as detailed in section 5.1.2 below and shown in the appendix to the report; and
  - (iv) approve that the order be introduced as originally envisaged, with the exception of the relaxations proposed for Queen's Road and the south side of Queen's Lane South;
- (b) in relation to The Aberdeen City Council (Citywide Traffic Management Measures) (No 2) Order 2012:-
- (i) overrule the objection in relation to the proposal at Forest Avenue, and approve the proposal as originally envisaged for inclusion in the order;
  - (ii) overrule the objections in relation to the proposal at Newhills Avenue, and approve the proposed relaxation to the order, as detailed in section 5.2.2 below and shown in the appendix to the report; and
  - (iii) approve that the order be introduced as originally envisaged, with the exception of the relaxation proposed for Newhills Avenue;
- (c) agree to defer consideration of The Aberdeen City Council (Advocates Road, Aberdeen)(Prohibition Of Waiting) Order 2012 to the next meeting of the Committee to allow for further investigation to be undertaken; and
- (d) in relation to The Aberdeen City Council (Mid Stocket Lane, Aberdeen)(Traffic Management) Order 2012, to request officers to recommence the traffic regulation order process with the proposed police parking pay at a new location on Mid Stocket Lane which was not directly adjacent to an access point.

### 3. FINANCIAL IMPLICATIONS

The proposals contained in the traffic orders detailed at 5.1 and 5.2 will be fully funded by the 2012/2013 Cycling, Walking Safer Streets budget.

The proposals contained in the traffic orders detailed at 5.3 and 5.4 will be fully funded by individual developers.

### 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 four orders under consideration.

## **5.1 The Aberdeen City Council (Citywide Traffic Management Measures) (No 1) Order 2012**

### **5.1.1 Queen's Lane South**

Two statutory objections from Dr Lynch, and Mr Craib, have been received in relation to the proposal to alter the operational time of the existing waiting restriction along the majority of the lane.

Both of the objectors raise concerns regarding the impact the increased operational hours will have on their ability to park at their homes. The objectors accept that there are marginal problems during the morning and evening rush hour period however do not believe that this problem is caused by the parking on Queen's Lane South and also do not believe that the problems are sufficient to warrant the change in operational hours. The objectors have detailed numerous other areas which they believe are contributing to the marginal problems experienced. In addition to concerns about available parking, concerns were also raised regarding access to garages and it was believed that the proposal would increase the number of vehicles causing obstruction.

In response roads officials have advised that it has been brought to their attention through a number of residents that there are problems in keeping the lane clear of parked vehicles in the vicinity of the Albyn School at certain times during the day. This indiscriminate parking impacts on normal vehicular access but also on access for larger vehicles such as refuse collection vehicles, delivery vehicles to the businesses along the lane and possibly also emergency vehicles. In light of this, it is deemed appropriate that the existing operational times of the waiting restrictions in this lane be altered from Monday to Friday 10am – 4pm to Monday to Friday 8am – 6pm over the majority of the lane on both sides, with short sections of the lane left at Monday to Friday, 10am – 4pm. Officers were aware of parking concerns and therefore have proposed the short sections to enable parking for a small number of residents.

In light of the objector's comments and following informal objector meetings, officers have reconsidered the proposals and now propose that the measure proposed for the north side of Queen's Lane South remain, however that the proposal for the south side be relaxed so that when travelling on the south side east bound from Forest Avenue the Monday to Friday 8am to 6pm waiting restriction be installed to appoint where the residential garages begin. The proposed relaxation is shown in the plan appended to the report. Officers have also suggested, in light of concerns regarding vehicles obstructing access to the garages, that the measures be monitored on installation and that should there be evidence of obstruction that they commence the traffic regulation order procedure to provide for waiting restrictions in front of the residential garages. A plan showing this second measure is also appended to the report.

**On consideration of the objections and the rationale for the proposal it is recommended that the Committee agree to approve the proposal for the north side of Queen's Lane South and with regards the proposal for the south side, to approve the proposed relaxation to the order detailed above and shown in the appendix to the report. Following introduction of the scheme to request officers to monitor the scheme and should there be evidence of vehicles obstructing access to garages, to request officers to commence the traffic regulation order procedure for the introduction of further waiting restrictions in front of the garages concerned;**

### **5.1.2 Queen's Road**

Two statutory objections have been received from Mr Silver and Mr Oswald in relation to the proposed restriction the remainder of the southern carriageway with a Monday to Friday 8am - 6pm waiting restriction, to improve the traffic flows at peak times but still allow evening parking.

Both objections recognise that this is a busy stretch of road in the morning and evening peak, however question the justification of the proposals, and express their concern at the detrimental impact this will have on the availability of parking. Although both objectors question the requirement for any restriction, both would presser if restrictions were to implemented that these be relaxed so that they apply only during the morning and evening peak periods, i.e. 8am to 9.30am and 4pm to 6pm.

In response to the objections road officials have advised that there have been a number of complaints from road users regarding the vehicles parked on Queen's Road between Hazledene Road and the Hazlehead roundabout. When vehicles park on the south side of the road, they force all vehicles travelling westbound into the offside lane creating a bottleneck and this has had an adverse effect on the peak flows especially in the evenings. Currently a short section on the south side of the road is unrestricted except for a bus clearway and a small number of vehicles take advantage of this parking, however clearing this section of parked vehicles over the peak flow times would improve traffic flows. In light of this waiting restrictions at the location are deemed necessary.

In light of the objector's comments and following informal objector meetings, officers have reconsidered the proposals and it is now recommended that the original proposal be relaxed so that the remainder of the southern carriageway will have a Monday to Friday 8am to 9.30am and 4pm to 6pm waiting restriction.

**On consideration of the objections and the rationale for the proposal it is recommended that the Committee approve the relaxation and agree that the order be implemented on this basis.**

## **5.2 The Aberdeen City Council (Citywide Traffic Management Measures) (No 2) Order 2012**

### **5.2.1 Forest Avenue**

One statutory objection from Mrs Goodall, has been received in relation to the proposal to introduce 45 minute waiting restrictions on the south west side of Forest Avenue. Mrs Goodall raises concern that the proposal will exacerbate the existing traffic problems in the area rather than alleviate them.

In response to the objection roads officials have advised that requests have been received from individuals, but also through local Councillor Jennifer Stewart, to have some restriction on long-term parking at the south end of this street. This street is not within a parking zone and is just outside the relatively new Zone X and is therefore a desirable street for long-term parking in the west end of the city. There are a small number of businesses at this location requiring a higher turn-over of parking for their customers. Given this the 45 minute maximum waiting restriction is deemed appropriate at the south west side of Forest Avenue.

**On consideration of the objections and the rationale for the proposal it is recommended that the Committee overrule the objection and approve the proposal for inclusion in the order.**

### **5.2.2 Newhills Avenue**

Seven statutory objections have been received from Ms Lamont, Mr Buchan, Mr Esson, Mr and Mrs Sim, Mr and Mrs Frew, Mr Davidson (all residents of Dykeside Way) and Ms Hepburn in relation to the proposal to introduce "At any time" waiting restrictions around the corner of Newhills Avenue to improve visibility there.

The objectors all raise similar concerns in which they question the rationale for the proposal and highlight that there have been no incidents of safety at the location. Instead they believe that the measure will aggravate the current parking situation experienced by residents and question where they should park if the measure is introduced. They express concern that the removal of parking from this location will increase speeds and create safety problems. Alternative proposals suggested by objectors to alleviate the parking concerns include:- (1) the introduction of a one-way restriction on the length of Newhills Avenue; (2) the grass and the outer pavement on Newhills Avenue be removed so that all residents, nurses, doctors etc can park off the road safely; and (3) the corner of the road be widened and the double yellow only come as far as number 1 Dykeside Way and not number 11; and (4) extension of the existing bus lay-by to provide residential parking, the lay-by originally was used solely for cars. Concerns regarding consultation with residents and consideration of the impact the proposal would have on those in the area were highlighted.

In response to the concerns raised roads officials have advised that it has been highlighted by a resident, through Councillor MacGregor, that there is an increasing number of vehicles being parked on the carriageway of Newhills Avenue, at the bend, and the occupants are choosing to then use the internal paths to walk to their properties. It would appear to be an issue created by residents rather than visitors. Although this is not a major road it is on the number 18 bus route and the vehicles parked at the corner restrict the free movement of two-way traffic and reduce the visibility to those vehicles. Therefore, officers deem it appropriate to introduce "At any time" waiting restrictions around this corner to improve visibility.

In light of the objector's comments and following informal objector meetings, officers have reconsidered the proposals and it is now recommended that the original proposal be relaxed so that certain lengths of the sections of "At any time" waiting restriction proposed be removed to provide parking for approximately 11 cars. The plan detailing the proposed relaxation is appended to the report. This relaxation eases the concerns of objectors, however it does not cure the objections as their view remains that the proposal for any waiting restrictions at the location is unjust, unwanted and unnecessary.

**On consideration of the objections and the rationale for the proposal it is recommended that the Committee approve the relaxation for Newhills Avenue and agree that the order be implemented on this basis.**

### **5.3 The Aberdeen City Council (Advocates Road, Aberdeen)(Prohibition Of Waiting) Order 2012**

Two letters of objection have been received from Mr and Mrs Harwood and Ms Birchley have been received in relation to the proposal to formalise "At any time" waiting restrictions on Advocates Road which had been implemented by a third party without informing Aberdeen City Council and without going through the required legal process. At present, these lines therefore cannot be enforced by the City Wardens.

Both objections questions the actions of First Bus which had led to the proposal already being implemented without the required legal process having been undertaken, as well as the evidence that the proposed measure was required, and the impact this would have on residents who already experienced difficulty finding available parking in this location. Specifically, Mr and Mrs Harwood highlight the existing difficulties they experience with regards available parking at both Kings Crescent and Advocates Road, as well as their concerns at the further detrimental impact the proposal will have on their ability to park. This is a matter that they have raised on numerous occasions with Council officers and feel strongly that a formal assessment of the overall parking position in this location was required to identify solutions rather than the introduction of further restrictions.

Similarly, within her objection, Ms Birchley calls for the proposal to be postponed until a road traffic survey was undertaken and the impact on residents considered.

In response to the points raised by the objectors' roads officials have advised that following the development of the First Bus headquarters new "At any time" waiting restrictions have appeared on Advocates Road. Parking did previously occur on the footway and these restrictions will improve pedestrian safety in this area. Therefore, following discussions with First Bus it has been agreed to promote a Traffic Regulation Order to cover these lines to make them legitimate and so that they can ultimately be enforced by the Wardens.

**Having held informal meetings with both objectors, a number of points require further investigation at this stage and therefore it is recommended that the proposal be deferred a cycle until these matters can be clarified. The objectors are content with this.**

#### **5.4 The Aberdeen City Council (Mid Stocket Lane, Aberdeen)(Traffic Management) Order 2012**

One statutory objection from Dr Macdonald has been received in relation to the proposed police bay outside the police office on Midstocket Lane. Dr Macdonald objects to the proposed location of the police bay which is directly adjacent to a garage entrance. Dr Macdonald does welcome the introduction of a police bay on the lane, however feels that the proposed location is unsuitable and detrimental to one garage owner and has suggested that it be relocated to further up the street across from an area not requiring access. In particular he has concerns regarding the ability to access this garage if a vehicle was parked in the proposed bay and also fears that the location of the bay would encourage others to also park on the lane.

In response to Dr Macdonald's concerns, roads officials have advised that they will review the position of the police parking bay and would be content to re-advertise the bay at a new location on Mid Stocket Lane. This cures the objection.

**On consideration of the objections and the rationale for the proposal it is recommended that the Committee approve the re-advertisement of the proposed police parking bay at a new location on Mid Stocket Lane which was not directly adjacent to an access point.**

#### **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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(01224) 522822



## ABERDEEN CITY COUNCIL

### ROAD TRAFFIC REGULATION ACT 1984

#### THE ABERDEEN CITY COUNCIL (CITYWIDE TRAFFIC MANAGEMENT MEASURES) (NO 1) ORDER 2012

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 range of traffic management measures at various locations in the city, all as shown in the schedule below (where the nature of the measure in each case is also indicated).

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 11 April to 2 May 2012, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen. It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538069) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to [trafficmanagement@aberdeencity.gov.uk](mailto:trafficmanagement@aberdeencity.gov.uk) during the statutory objection period which also runs from 11 April to 2 May 2012, 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 e-mail addresses, telephone numbers and signatures removed from this correspondence.

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

#### SCHEDULE

**Abbotshall Crescent, Redmoss Road, Redmoss Walk, Berryden Road, Binghill Road, Binghill Grove, Brunswick Place, Claymore Avenue, Kingsford Road, Sheddocksley Road, Harthill Place, Hardgate, Hermitage Avenue, High Street, Howe Moss Drive, McDonald Court, Morningfield Road, Osborne Place, Queen's Road, Riverside Drive, Huntly Street, Ivanhoe Road, Roslin Place** – there will be prohibitions of waiting at any time on *certain lengths* of each of these roads

**Queen's Road, Craigton Road, Queen's Lane South** – there will be prohibitions of waiting Monday to Friday, 8am to 6pm, on *certain lengths* of these roads.

**Exchange Street, Stirling Street** – Additional 'pay and display' bays (Monday to Saturday, 8am to 6pm; Sunday, 1pm to 5pm) will be established and replace existing lengths of bays exclusively reserved for the purposes of goods vehicles loading. Specifically one individual bay currently reserved for loading on each street will be modified to 'pay and display'.

**Fonthill Road** – a length of 'residents only' parking bays (Monday to Friday, 9am to 5pm) will replace the now defunct 'Police' parking bays.

**Ivanhoe Road** – 'residents only' parking bays (Monday to Friday, 10am to 4pm) will replace an existing length of 'residents only and voucher' parking.

**Sheddocksley Road, Maidencraig Place, Springhill Road** – revocation of defunct School Keep Clear restrictions.

**Hermitage Avenue** – A length of 'pay and display' parking (Monday to Friday, 10am to 4pm) will replace an existing length of prohibition of waiting at any time.

**Berryden Road** – Property nos. 3 and 5 will be added to the list of properties entitled to residential exemption permits within the Aberdeen City Council (Rosemount)(On-street parking places and waiting restrictions)(Zone M)(Extension) Order 2011.

## ABERDEEN CITY COUNCIL

### ROAD TRAFFIC REGULATION ACT 1984

#### THE ABERDEEN CITY COUNCIL (CITYWIDE TRAFFIC MANAGEMENT MEASURES) (NO 2) ORDER 2012

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 range of traffic management measures at various locations in the city, all as shown in the schedule below (where the nature of the measure in each case is also indicated).

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 11 April to 2 May 2012, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen. It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538069) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to [trafficmanagement@aberdeencity.gov.uk](mailto:trafficmanagement@aberdeencity.gov.uk) during the statutory objection period which also runs from 11 April to 2 May 2012, 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 e-mail addresses, telephone numbers and signatures removed from this correspondence.

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

#### SCHEDULE

**Ashgrove Road, Springfield Road, Springfield Road (Service Road), Braeside Terrace, Broomhill Road, Girdleness Road, Rockall Road, Leslie Road, Hilton Place, Kettlehills Lane, Kettlehills Road, Kettlehills Crescent, Kirkhill Road, Morningside Road, Morningside Lane, Newhills Avenue, Palmerston Road, Stell Road, Mastrick Drive, Ross Crescent, South Esplanade West, Union Grove Lane, Raik Road** – there will be prohibitions of waiting at any time on *certain lengths* of each of these roads

**Urquhart Place** – revocation of a length of prohibition of waiting at any time.

**South Esplanade East** – revocation of prohibition of waiting, Monday to Saturday, 8.00am to 6.00pm.

**Hillside Road, Peterculter** – motor vehicles will be prohibited except for access (this measure will close the Bush / Hillside Road to through traffic).

**Bridge Street** – revocation of Taxi rank.

**Cornhill Road** – modification to 'Residents only' and 'Voucher and Residents Only' parking. Specifically the two lengths of controlled parking places between the junction with Westburn Drive and the first access to Grampian University Hospitals will remain the same length but be reversed in location.

**Forest Avenue** – a length of parking will be established with a maximum stay of 45 minutes and no return within 15 minutes, Monday to Saturday, 8am to 6pm.

**Littlejohn Street, Queen Street** – establishment of lengths of parking for exclusive use by motor vehicles operating within the 'Car Club' scheme.

**St Devenick's Place, Deeview Road South, Loirsbank Road, Park Road, West Cults Road, Belvidere Road, Belvidere Lane, Den of Cults, Station Road (Cults), Ashfield Road, Primrosehill Road, Primrosehill Avenue, Primrosebank Avenue, Primrosebank Drive, Inchgarth Mews, Inchgarth Road, Pitfodels Station Road, Garthdee Road** – the current prohibition of vehicles exceeding a maximum gross weight of 7.5 tonnes except for access will be modified to a prohibition of vehicles over 2.1m in width except for access.

**ABERDEEN CITY COUNCIL**

**ROAD TRAFFIC REGULATION ACT 1984**

**THE ABERDEEN CITY COUNCIL  
(ADVOCATES ROAD, ABERDEEN)(PROHIBITION OF WAITING) ORDER 2012**

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 introduce prohibitions of waiting at any time on *certain lengths* of Advocates Road, Aberdeen. Exemptions will apply as usual to the picking up or setting down of passengers, loading or unloading, blue badge holders not causing an obstruction, funeral vehicles, and vehicles parked with the consent of the Council in direct association with authorised roadworks or building works.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 11 April to 2 May 2012, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538069) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to [trafficmanagement@aberdeencity.gov.uk](mailto:trafficmanagement@aberdeencity.gov.uk) during the statutory objection period which also runs from 11 April to 2 May 2012, 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 e-mail addresses, telephone numbers and signatures removed from this correspondence.

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

**ABERDEEN CITY COUNCIL**

**ROAD TRAFFIC REGULATION ACT 1984**

**THE ABERDEEN CITY COUNCIL  
(MID STOCKET LANE, ABERDEEN)(TRAFFIC MANAGEMENT) ORDER 2012**

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 certain length of parking bay on Mid Stocket Lane for exclusive use by Police vehicles

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 11 April to 2 May 2012, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

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

**The Aberdeen City Council (Citywide Traffic Management Measures) (No 1) Order 2012 – Queen’s Lane Objections**

**From:** < >  
**To:** <trafficmanagement@aberdeencity.gov.uk>  
**Date:** 4/12/2012 2:38 pm  
**Subject:** Queen,s lane South Proposed parking changes

Dr F.P Lynch  
14,Gladstone Place  
Queen,s Cross,  
Aberdeen  
AB10 6 XA  
12/4/12

Dear Sir,

Queen,s Lane Sourh---Parking Changes

I am writing to object to the proposal to allow parking on a short section on the north side of the lane opposite my garage and run in between 8am and 10am. When there are cars parked here,owing to the narrowness of the lane it is impossible to leave or enter my garage as there is not enough room to turn. As this is one of two short areas available to park in the lane between 8am and 10am I suggest that it will become a short term car park for parents taking their children to St.. Joseph,s School in St.Swithin Str.

Since parking regulations were first introduced .there are new occupants in nos12,16,18 20,and22 Gladstone Place .I have spoken to them all and also to Mrs. Duguid at no 7 Queen,s Lane Sth., who has her own run in,and none of them require to park in the lane between 8am and 10 am.

It is my custom to park my car in my garage overnight but I fear that, if the present proposals procede, I will be forced to park overnight in Gladstone Place.

I hope you will be able to accede to my request to restrict parking in this section between 8am and 6pm Mon to Frid. which applies to most of the lane,

Your,s Sincerely

Frederick P. Lynch

**From:** <\_\_\_\_>  
**To:** <trafficmanagement@aberdeencity.gov.uk>  
**Date:** 5/1/2012 12:11 pm  
**Subject:** Traffic Management

To the councillors trying to propose further parking restrictions at Queens Lane South running parallel with Gladstone Place.

Having read through the proposal which suggests to change the parking restriction times from 10am- 4pm to 8am-6pm on certain lengths of Queens Lane South, I strongly object to this proposal, why should the residents have to put up with inconveniences because the council has not thought properly about the parking implications when allowing huge building extensions to be given the go ahead. Are they short sighted or just don't care, this is a residential area and some seem to forget this.

I would also point out that the parking offenders come from the school parents dropping off and picking up their children, they don't care where they stop. I've witnessed there parking procedures, or what they would describe as parking, they park on double yellow lines, zigzag lines, on street corners, often double park and of course the single yellow line whether they are allowed or not. Surely the council cannot honestly believe that making the parking restrictions from 8am to 6pm is going to resolve this problem, I can assure you it won't. Perhaps the committee should visit the site at school opening and closing times to witness this atrocious parking behaviour and come back between 9.30-11.30am, 1.30-2.30pm and 4.30-6pm you would certainly see the difference - no parking problems. The only way to stop this parking dilemma is to have the area patrolled by traffic wardens or police at the pick-up and drop off times and penalise the offenders, they will soon get the message when it is money coming out of their pocket, putting them at an inconvenience for a change and the revenue from the parking tickets would be more than enough to cover the officers man hours spent at this area and times.

I look forward to your response

Graeme Craib

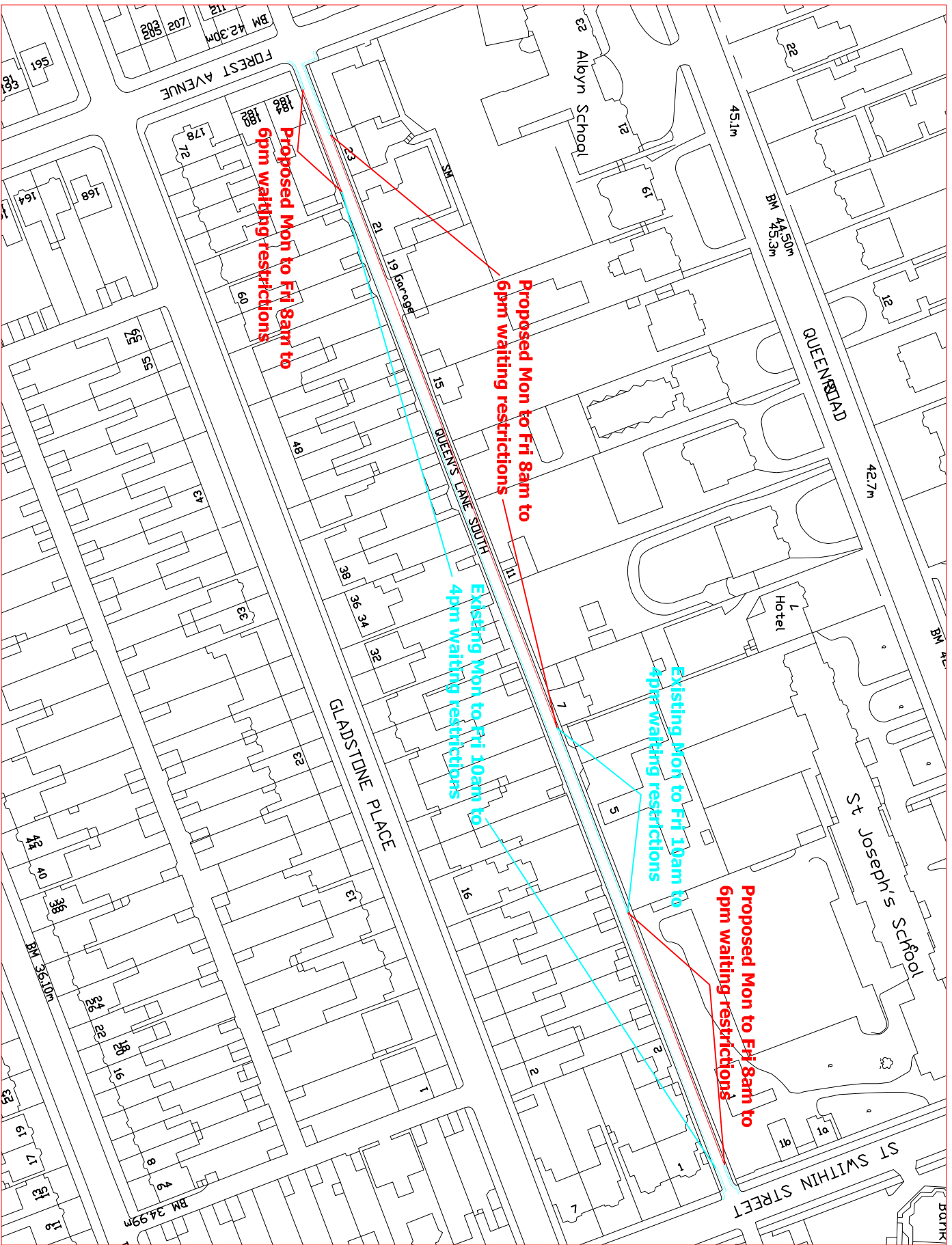
24 Gladstone Place

Queens Cross

ABERDEEN

AB10 6XA

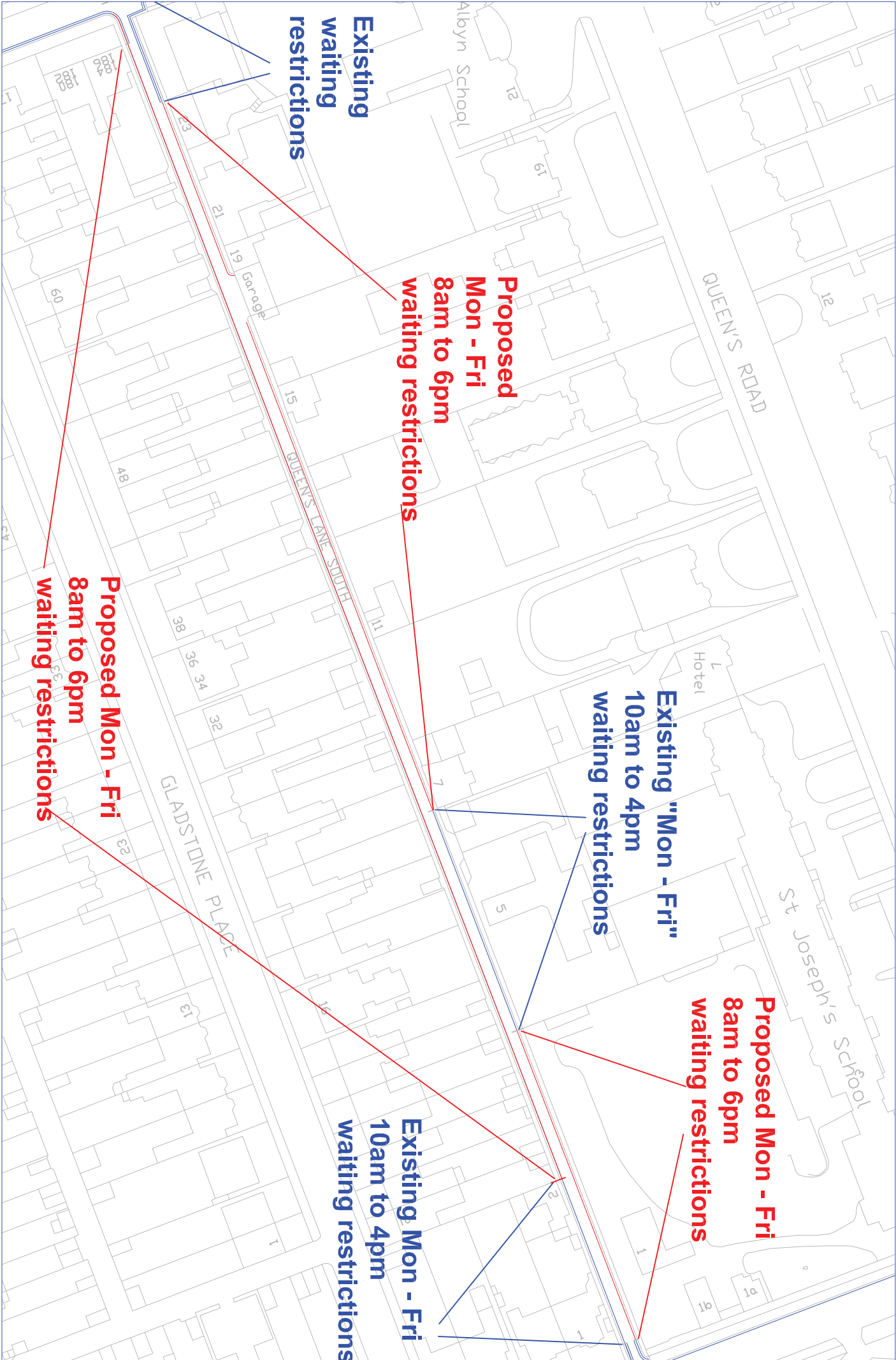
# Queen's Lane South - Proposed initial phase of modifications following consultation







# Queen's Lane South - Proposed alterations to timed waiting restrictions



**The Aberdeen City Council (Citywide Traffic Management Measures) (No 1) Order 2012 – Queen’s Road Objections**

**From:** "Alan Oswald" <\_\_\_\_\_>  
**To:** <trafficmanagement@aberdeencity.gov.uk>  
**Date:** 5/2/2012 4:36 pm  
**Subject:** The Aberdeen City Council (Citywide Traffic Management Measure) (No 1) order 2012

I have been on holiday and have returned to see the notice re a revision to the yellow lines on the South side of Queen's Road. I understand that this has been suggested by a member(s) of the public who perhaps are held up and are not aware of the whole picture and I should like to make some comments with the benefit of watching the traffic flow on a daily basis.

Queen's Road is a busy road and I am aware of some marginal problems during the morning and evening rush hour which I believe are not sufficient to warrant the imposition of whole day restrictions. Furthermore the problems that do exist are NOT due to parking on this stretch of road but more to the reasons I give below:

The build up of traffic in the stretch of Queen's Road between Hazledene Road and the King's Gate roundabout is due to:

- . a traffic build up on the WEST side of the roundabout which is caused by the four sets of traffic lights - 2 Pedestrian crossings further west along Queen's Road and the traffic lights at Provost Graham Avenue and Groats Road. This prevents traffic approaching the roundabout from the east from proceeding.

- . the influx of traffic from King's Gate which is turning right towards the west onto Queen's Road.

- . this traffic frequently blocks the roundabout preventing the traffic that is proceeding west on Queen's Road from entering the roundabout either to turn right into King's Gate or to continue westwards.

I am a firm believer that parking restrictions should be introduced where a benefit will accrue to all road users. However where parking in this stretch of road is NOT the cause of the congestion I feel that it would be unfortunate to introduce such a restriction.

I would welcome the opportunity to discuss this matter with you further, if you feel this that would be appropriate.

Yours faithfully

R Alan Oswald

280 Queen's Road

Aberdeen AB15 8DR

**From:** Alan Silver <\_\_\_\_\_>  
**To:** <dritchie@aberdeencity.gov.uk>  
**Date:** 5/1/2012 9:41 pm  
**Subject:** Waiting Restrictions

I wish to object to the proposed 8-6 waiting restrictions on the south side of Queens Road between Hazledeane road and Kings Gate

I have been in to Spring Garden to study the proposed additional waiting restrictions on Queens Road

A new section of 8-6 is proposed between Hazledene Road and Hazlehead Avenue.

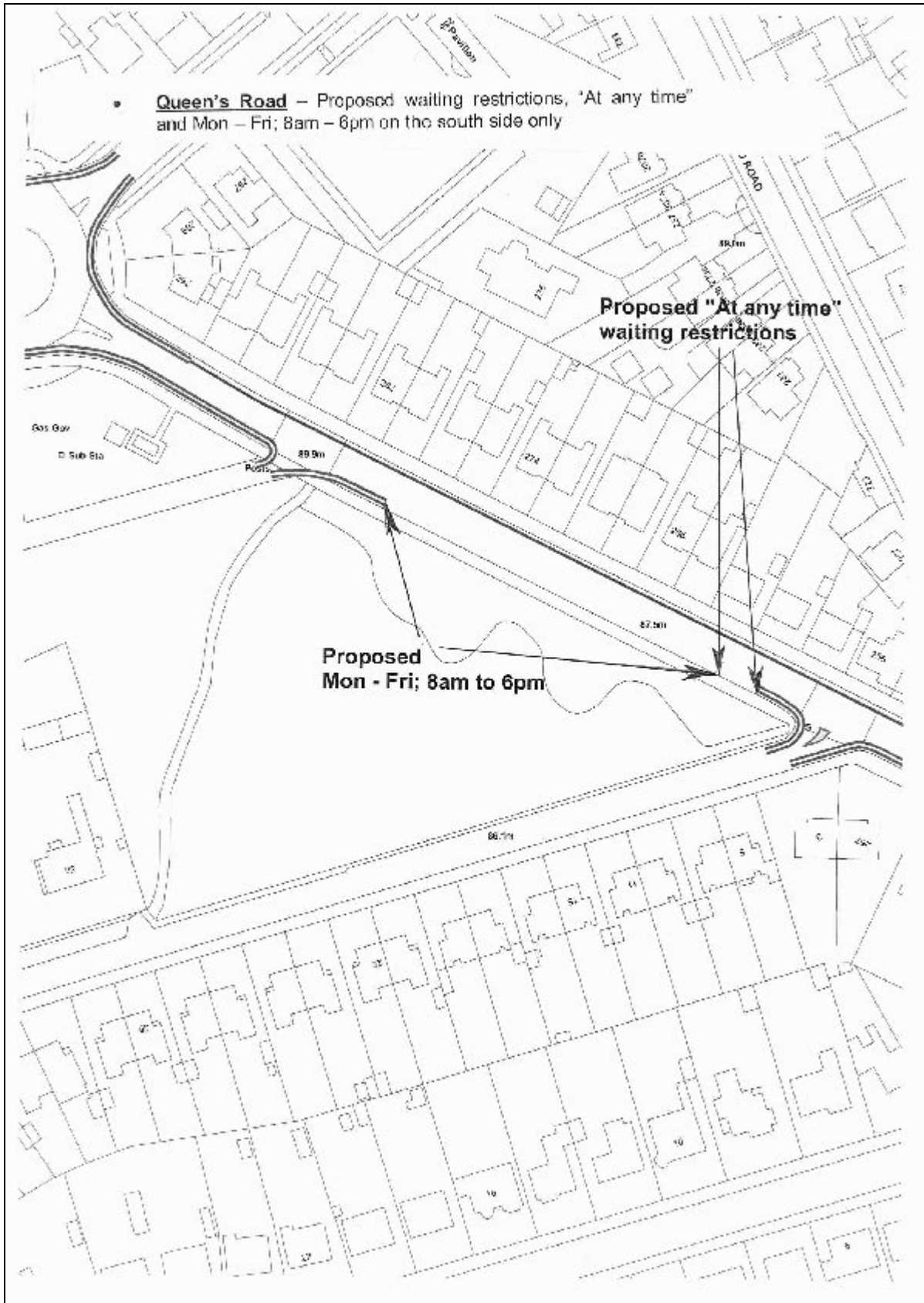
I have been advised that it is to protect the cycle lane but in this area cycling is permitted on the footway.

Queens are also developing westbound in the evening peak.

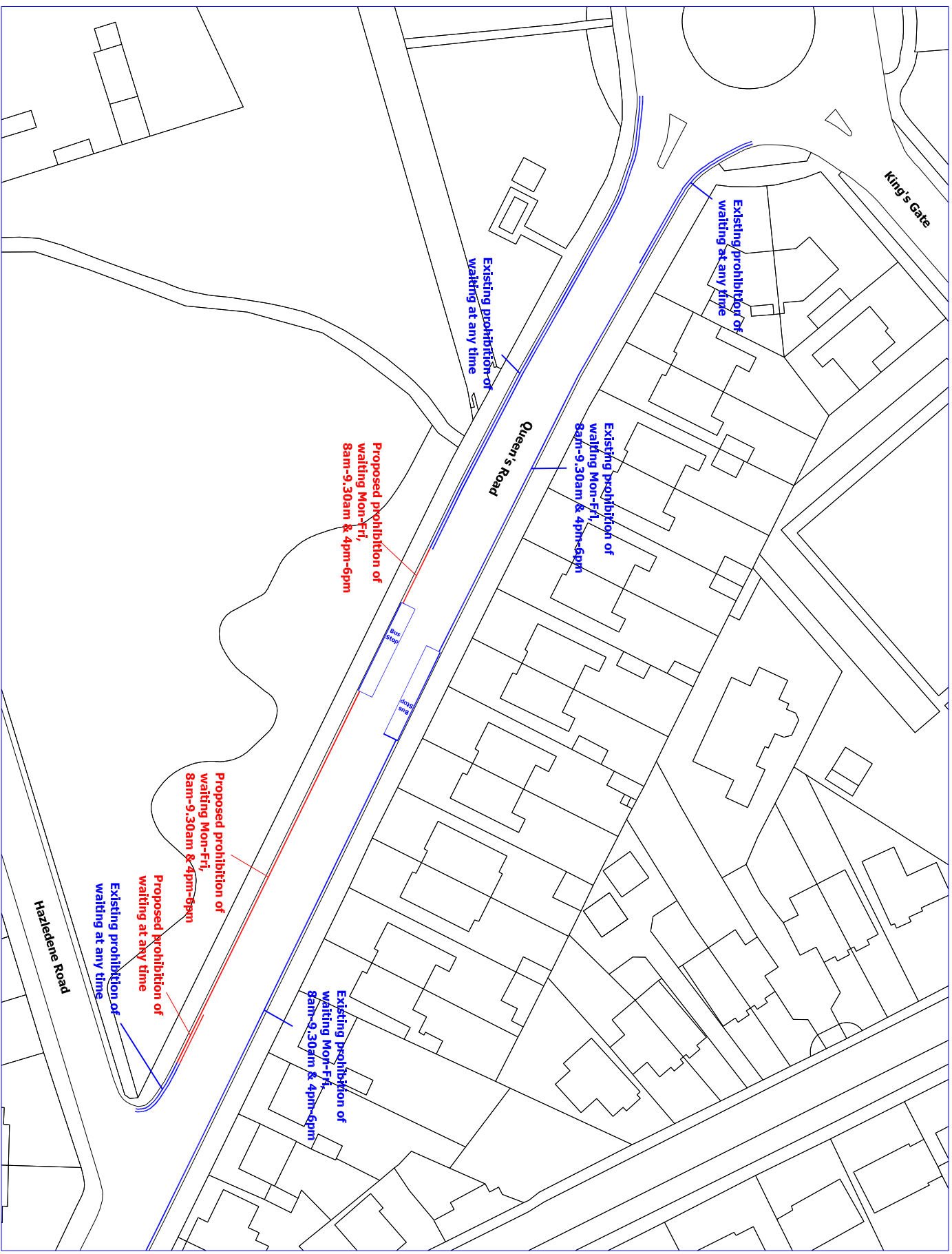
Would it not be appropriate to make this a 8-10am and 4-6pm restriction rather than all day.

As parking is to be removed in this area could the unused section of the old tram track not be made available for off street parking

I would ask that this be considered as an objection to the proposed order



# Queen's Road - Proposed modification to original waiting restrictions proposal



**The Aberdeen City Council (Citywide Traffic Management Measures) (No 2) Order 2012 – Forest Avenue Objection**



>>> Lesley Goodall < > 4/18/2012 9:48 pm >>>

Dear Sir/Madam

I wish to object to plans to implement 45 minute restricted parking directly outside my door. I do not think this will solve any traffic problems in this area and know it will cause great inconvenience for residents. I do not believe this area has a problem with commuters leaving cars, and the only benefit of this restriction would be for business premises.

Mrs Lesley Goodall  
1 Forest Ave  
Aberdeen  
AB15 4TU

Yours faithfully  
Lesley Goodall

**The Aberdeen City Council (Citywide Traffic Management Measures) (No 2) Order 2012 – Newhills Avenue Objections**

**From:** S FREW <\_\_\_\_\_>  
**To:** "TrafficManagement@aberdeencity.gov.uk"  
<TrafficManagement@aberdeencity....>  
**Date:** 4/19/2012 7:26 pm  
**Subject:** The Aberdeen City Council (Citywide Traffic Management Measures) (No 2) Order 2012 - Newhills Avenue, Bucksburn

To whom it may concern.

I wish to register my objection to the above order to install double yellow lines on part of Newhills Avenue, Bucksburn, which is where myself and the other residents of Dykeside Way (odd numbers) park. We have no other places to park near our houses, we do not have the luxury of side street parking, like most of the residents in the scheme have, and wish to hear your views on how to overcome this.

We have, in the past, asked the Council to cut away some of the spare ground outside our houses and make way for parking bays, or even just extend the layby where the bus stop is, right along the length of the road. This has always been dismissed.

Forty odd years ago, when these houses were built, the layby (bus stop) was fully used for parking as the buses at that time did not come round the scheme. Years later, when the buses came round, it was made into a bus stop and so the residents of Dykeside Way had no option but to park on the street.

I have been informed that the section of road is now a road safety issue, however I fail to see why as it is a 20 mile hour zone and only on a sloping bend, not a corner. Surely if drivers drove correctly there would be no safety issue.

We then come to the problem of selling our houses now - who would want to buy a house with double yellow lines in the street? I know for a fact that if there had been double yellow lines there when I bought my house 18 years ago, I would not have bought it. This will devalue our houses for sure.

I have spoken to Councillor Neil McGregor regarding this issue and I am hoping he will be speaking to yourselves re any alternatives. I have also been in touch with Bucksburn Community Council.

I look forward to hearing from you as soon as possible.

Regards  
Mr and Mrs Frew  
9 Dykeside Way  
Bucksburn  
Aberdeen

**From:** Irene Sim <\_\_\_\_\_>  
**To:** <trafficmanagement@aberdeencity.gov.uk>  
**Date:** 4/18/2012 12:20 pm  
**Subject:** City Wide Traffic Management Measures (no2) Order 2012

I wish to register an objection to the above order which I believe is to install yellow lines on part of Newhills Avenue. I am a resident of Dykeside Way, and a car owner and if we are unable to park outside our house, I wonder where we are supposed to park our car. At one time I rented a council garage, in the next street Cairnhillock, but 90% of the time I could not get access to it due to cars being parked in front of the door, so gave up the lease. We have a lay-by at the rear of our houses where we were able to park, but 80% of it has been marked off for 'busses' and marked as a 'terminus'. Many years ago it was a terminus, but it is no longer, and I'm sure if you check the 17 bus time-table or talk to First Bus they will confirm that the terminus for 17 bus is in fact at Hopetoun Grange, where there is no 'markings' for the bus to sit, it just sits in the street. The simplest solution would be to allow the residents of Dykeside Way and Watchman Brae use of the lay-by, taking all the cars off the road. This objection is on behalf of Irene & Gordon Sim, 13, Dykeside Way and James Masson, 15 Dykeside Way, Bucksburn Aberdeen AB21 9WE

Hello Allison,

Thank-you for meeting us on Tuesday 8th to discuss our concerns re the proposed restrictions at Newhill Avenue and the effect these restrictions will have on the car parking facilities for residents of Dykeside Way and the surrounding area.

The modified suggestions were very welcome and do go some way to ease the situation, although I have doubts that the area retained for 6 cars will in fact accommodate 6 cars, looks ok on paper, but in practice, I'm not so sure! I would put forward to the Committee that I feel very strongly that in these hard economical times the Roads Department of ACC has responded to one complaint regarding the 'parking' to the detriment of the residents of Dykeside Way, without any evidence to substantiate the complaint, (We moved into Dykeside Way in 1968 and cannot recall any accidents) I accept that if the restrictions are going to be put in place, we will have to learn to live with the modifications, not an ideal situation but an improvement on the original plans. However I would like my comments re the 'complaint' put forward to the committee on 31st May. Regards Irene & Gordon Sim, 13 Dykeside Way Mr James Masson 15 Dykeside Way, is of the view it eases, not cures, his concerns.

**From:** A BUCHAN <\_\_\_\_\_>  
**To:** "TrafficManagement@aberdeencity.gov.uk"  
<TrafficManagement@aberdeencity....  
**Date:** 4/20/2012 11:55 am  
**Subject:** newhills avenue

I wish to register my objection to the order(Citywide Traffic Management Measures) (No2) order 2012- Newhills Avenue.In doing so this leaves the residents of Dykeside Way with no alternatives for car parking . As an original tenant all cars were parked in the existing lay-by at that time, half of that is now taken up by the bus which was designated a terminus without any consultation with the residents . As the terminus has now been moved this lay-by could be better utilised.As for any safety aspect , in the fory three years I have been here there have been no accidents. Another aspect to consider is the grass area between the two footpaths which at the moment is used as a dog's toilet . Out of the nine residents of Dykeside Way five are pensioners of whom , two have recently undergone major heart surgery and one requires a home help and meals on wheels assistance. Given the above aspects above I would hope that the proposal is given more thought.

This objecton is raised on behalf of.  
Alex Buchan  
5 Dykeside Way  
William  
Esson 3 Dykeside Way  
Jack Davidson 7 Dykeside Way

**From:** M LAMONT <\_\_\_\_\_>  
**To:** "trafficmanagement@aberdeencity.gov.uk"  
<trafficmanagement@aberdeencity....  
**Date:** 4/20/2012 11:33 am  
**Subject:** At anytime retrictions at NewhillsAvenue

Dear Sir/Madam

I wish to object to the anytime retriction at Newhills Avenue.

I purchased my house 14 years ago at 1 Dykeside Way and have never seen any incident at the bend on the road.

The only incidents of saftey have been when the bus has mounted the payments to allow another bus to pass, putting yellow lines would not resolve this.

I feel the decision to put double yellow lines is only going to encourage the buses and fast drivers to speed round that corner whereas just now they do have to slow down I cannot see how slowing down at a corner is regarded as a risk to safety.

As Dykeside Way is actually a path and therefore we have to park at Newhills Avenue if this is not allowed I cannot see where we are supposed to park our cars and thus causing health and safety issues for all resident in Dykeside Way.

My husband rented a garage for a period of time but unfortunately the access to the garage was not always accessible and found it more hassle than it was worth. The parking problems are already an issue and removing this street parking spaces would only add to the issue.

I am in favour of improving the roads and I know this all sounds very negative but I cannot see where this would leave us as a family of four to park our car safely and walk safely to our house, if I had viewed my property 14 years ago and there was no parking in sight I would not have purchased this property and cannot see that anyone wishing to buy any property with no solution to a parking space.

I would like to suggest that Newhills Avenue could be one way as then there would be no issue with passing places.

I know this next suggestion has been made several times over the last 45 years and there is a money issue but I do feel it is still the best option that the grass and the outer pavement be removed so that all residents, nurses, doctors etc can park off the road safely.

The other suggestion I have is that because the double yellows still does not allow busses that meet on the corner to pass safely that the corner of the road is widened and the double yellow only come as far as my property no.1

Dykeside Way and not no.11 .

Another suggestion is that the fact there is a layby but which is used by the buses that we should get that extended to allow us residents to park.

I feel there has been very little consideration to where carers, residents etc would be able to park and thus effecting a number of people not just on Dykeside Way but neighbouring streets aswell.

I do hope you take my suggestions into consideration and look forward to hearing from you.

Kind Regards

Suzanne Lamont  
01224 761983

**From:** Karen Hepburn <\_\_\_\_\_>  
**To:** <trafficmanagement@aberdeencity.gov.uk>  
**Date:** 4/26/2012 9:38 pm  
**Subject:** parking

to whom ever this may concern:

I am sending this e-mail as I am absolutely furious, and bewildered, about double yellow lines for newhills avenue - namely outside my dads front door, Dykeside Way, Bucksburn. My dad has stayed there for nearly 45 yrs and this is now just being decided. My daughter takes my dad shopping and appointments as he is not able to get there himself as he had triple heart bypass surgery just 7 weeks ago and cannot walk a great distance. How on earth is my dad supposed to get anywhere, if you are putting double yellow lines outside his door? You are basically putting my dad's health at risk.

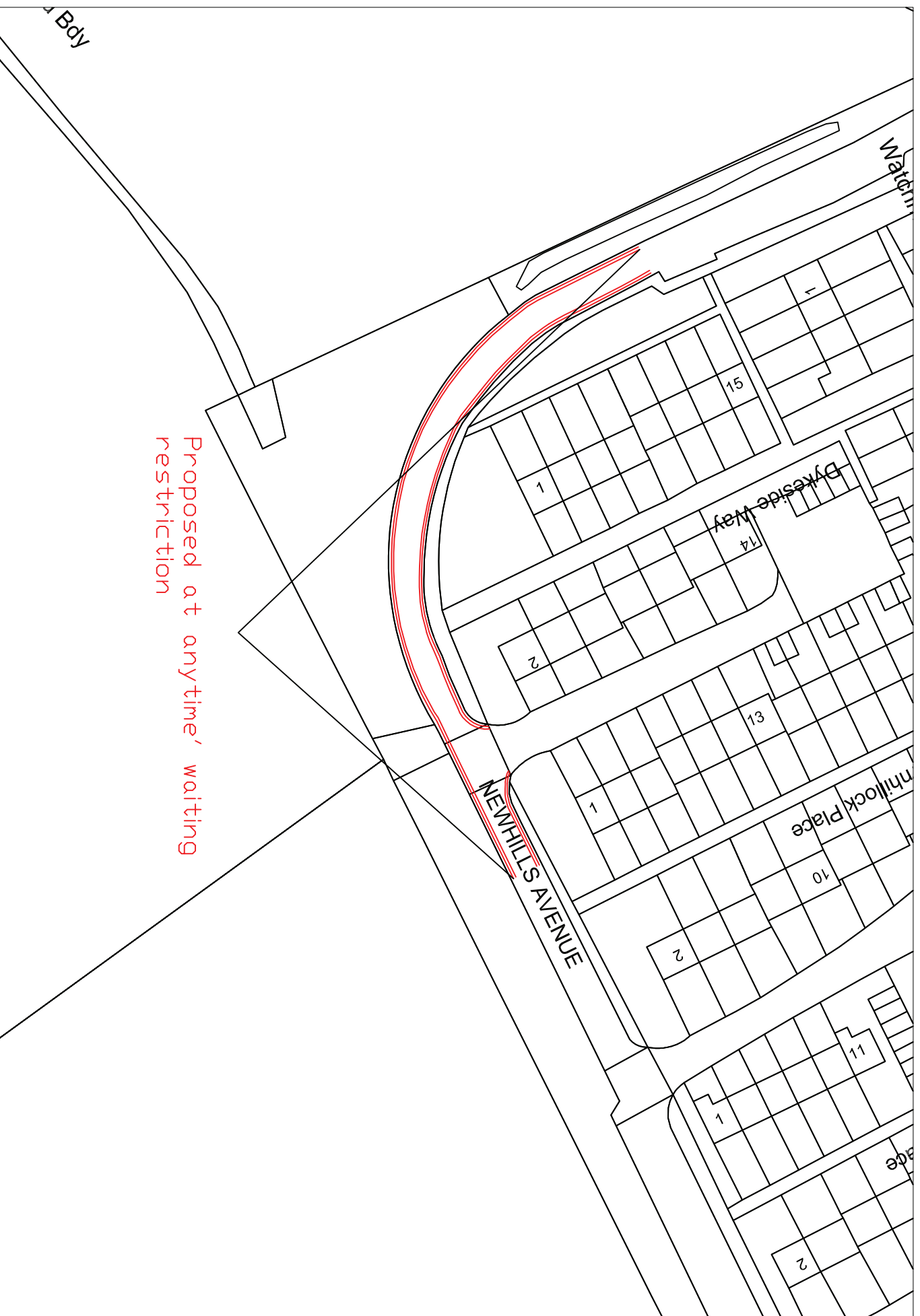
Please also tell me why there is no double yellow lines getting put in Brimmondside or Kepplehills Drive? These are both areas that buses travel and are very heavy with traffic. Why is it that Dykeside Way is being targeted? There has been no trouble with parking there for as long as I can remember. I have grown up on above street and never in my wildest dreams could I have thought that this would happen. I am totally against it and am furious that my dads health is going to be put at risk once again.

I hope that someone will take this into consideration when they decide, as my dads health is more important than double yellow lines. I look forward to hearing from you in the very near future.

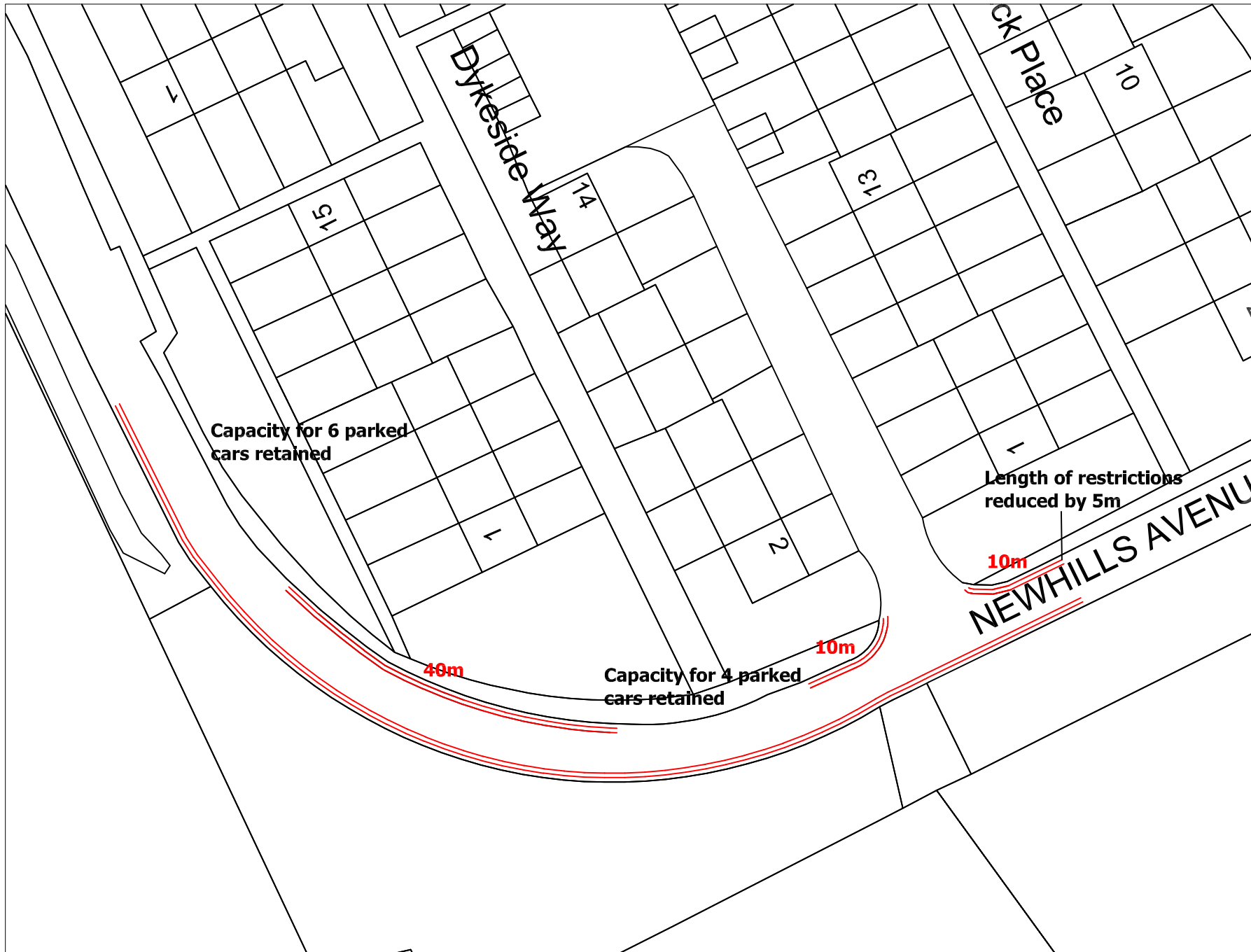
Karen  
Hepburn  
Daughter of William Esson  
Resident at 3 Dykeside Way  
Bucksburn  
ABERDEEN  
AB21 9WE



# Newhills Avenue - Proposed 'At any time' waiting restrictions



# Newhills Avenue - Modifications to proposed lengths of prohibition of waiting at any time.



**The Aberdeen City Council (Advocates Road, Aberdeen)(Prohibition Of  
Waiting) Order 2012 Objections**

By EMail

24 Spital  
Aberdeen  
AB24 3HS

30 April 2012

Traffic Management  
Aberdeen City Council

Dear Sir/Madam

**Advocates Road: Proposed “At any Time” waiting restrictions.**

I wish to object to the retrospective application by First Bus to allow the double yellow lines with no waiting at any time restrictions they have painted on a public highway to be approved at this time.

When the application for the redevelopment of the First Bus headquarters site in 2007 was passed it was not felt by ACC Road department that it was necessary to apply any waiting time restrictions to this section of Advocates Road. The decision to paint yellow lines was taken unilaterally taken by First Bus with no consultations with Aberdeen City Council, the local community council or residents. No proper parking/public safety survey has been carried out.

A way forward would be to commission a roads/parking survey being done of the area before this retrospective application is passed. The impact the resident's only parking restrictions in the area near the university has had a significant impact on the availability of parking for locals in this area and it needs addressing. The survey could possibly show it may be best for the Council to consider bringing residents only parking restriction into the area, a move I would support.

It is not fully explained in the report to the Environment, Planning and Infrastructure committee of 31<sup>st</sup> January as to why the officers recommend the currently illegal restrictions stay. Advocates Road is a 200m dead end street currently allowing parking on both sides. At the end of the road is the entrance to the First Bus employee car-park. As it currently exists, with no waiting restrictions, it does not pose a threat to pedestrian safety.

I would urge the committee to put this application on hold and commission a parking survey/public safety of the area with the aim of considering a residents only area and take the issue of the no waiting restriction retrospective application on Advocates Road into this survey.

Yours sincerely

Jacinta Birchley

Jane MacEachran  
Head of Legal & Democratic Services  
Aberdeen City Council  
Town House  
ABERDEEN

Ref: GC.LT 45114/0001  
Your Ref:  
Date: 30 April, 2012

Dear Ms. MacEachran

**Mr. Richard and Mrs. Teresa Harwood**  
**Objection to Proposal to impose Traffic Restrictions on Advocates Road, Aberdeen**

We have been instructed to act on behalf of our clients, Mr. and Mrs. Harwood of 37 Kings Crescent, Aberdeen and object to the proposal to impose traffic restrictions on part of Advocates Road as detailed in the Report dated 31<sup>st</sup> January, 2012 addressed to the Environment Planning and Infrastructure Committee of the Council and which Report was prepared under Reference EPI/12/009.

I refer to Appendix 1 attached which shows our clients' house at 37 Kings Crescent hatched in black and which lies opposite the First Bus Depot which extends to the edge of Kings Crescent.

Our clients have significant problems with parking already and if this Report is implemented this will make life very difficult for them in attempting to park close to their home which they have owned for some 30 years. Although there are eight parking spaces on Kings Crescent close to our clients' house (assuming everyone parks with consideration) these are used by the owners and occupiers of numerous houses on Kings Crescent and also by First Bus drivers despite them having their own car park off Advocates Road. As a result our clients are far from guaranteed parking on Kings Crescent at any time. The position is made worse as there are parking restrictions imposed on this area of road when there are football matches and events at Pittodrie Stadium which means that should our clients continue to park during a football match they will inevitably receive a parking ticket.

Moving on to Advocates Road itself, when our clients moved into their home they were able to park along the length of Advocates Road. Appendix 1 attached shows the part of Advocates Road which our clients understand First Group have now acquired. The boundary line is clearly shown on said plan. Although there are parking spaces in the remainder of Advocates Road, First Group for some unknown reason have apparently been responsible for adding yellow lines, purporting to prevent parking right up to the edge of Kings Crescent. This is identified in the Council Report referred to above. Although the Report indicates that First Group were

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Email: graham.cooper@ledinghamchalmers.com www.ledinghamchalmers.com

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A list of members is available for inspection at the above address

responsible for painting these yellow lines it does not reveal either why the yellow lines were painted nor what action the Council have taken to deal with the matter. It simply says that these parking restrictions are non-enforceable which is quite clearly the position. In addition First Group have constructed a raised pavement on the north side of Advocates Road presumably also without permission. This means that there is a pavement on both sides of Advocates Road which does not appear to be consistent with First Group's stated aim of doing this for safety reasons. There is an existing footpavement along the south side of Advocates Road and my clients believe that this is sufficient for the pedestrian users. In addition the new pavement turns round a 90 degree angle at the end of Advocates Road and when pedestrians reach the mechanised barrier/gate leading to the car park they require to cross the road at that point in order to take access into the car park. Pedestrian access to the First Group car park can only be taken from the righthand side of the barrier/gate leading thereto. My clients therefore take the view therefore that for safety reasons the only footpavement that requires to be used is the original one running along the south boundary of Advocates Road. Appendix 3 incorporates a photo showing the pavement running along the south side of Advocates Road before turning at a right angle towards the First Group car park. In addition the plan attached to Appendix 4 shows the sole pedestrian entrance to the car park and of course the First Group complex lying to the east of Advocates Road and consequentially why there is no requirement for the other pavement.

The above position can clearly be seen with reference to Appendix 2 attached. My clients believe that for reasons of safety the only pavement which requires to be used is the one lying to the south of Advocates Road and by continuing along this path into the First Group compound there is no need to cross any road thereby making this a safe pedestrian route. The vehicular turn off shown at the southeast boundary of Advocates Road on Appendix 2 does not exist and is therefore misleading.

The enclosures combined demonstrate that only the southernmost footpavement is required as pedestrians using the north footpavement require to cross the access road when they arrive at the First Group barrier – as explained this does not appear to offer pedestrians a safe solution.

Moving on to these proposals themselves if they are approved when the whole of the north side of Advocates Road will be unavailable for parking and there will only be four public spaces left on the south side of Advocates Road. One of these spaces has already been reserved for a disabled resident which means that in effect only three spaces in Advocates Road will be available for public parking.

Our clients have explained to me that this is grossly inadequate bearing in mind the parking situation at Kings Crescent.

I am aware that our clients have raised this matter on various occasions both with the Council officials and elected members and they feel that they have not made any progress. They have therefore asked me to write to you recording their strong objections to this proposal which does not appear to pay any attention to the needs of residents in the area. If this proposal is to be implemented our clients will have severe problems in being able to park close to their home which is clearly an unacceptable situation.

As indicated above the position is accentuated as some First Bus drivers tend to park both in the spaces in Kings Crescent and also within the public parking spaces in Advocates Road rather than use the car park provided by First Group leading off Advocates Road. Our clients advise that there are always spare spaces in that car park and, accordingly, parking by First Bus drivers on Kings Crescent and Advocates Road cannot be justified. Is there any way of enforcing a proposition that First Bus drivers require to park within the staff car park?

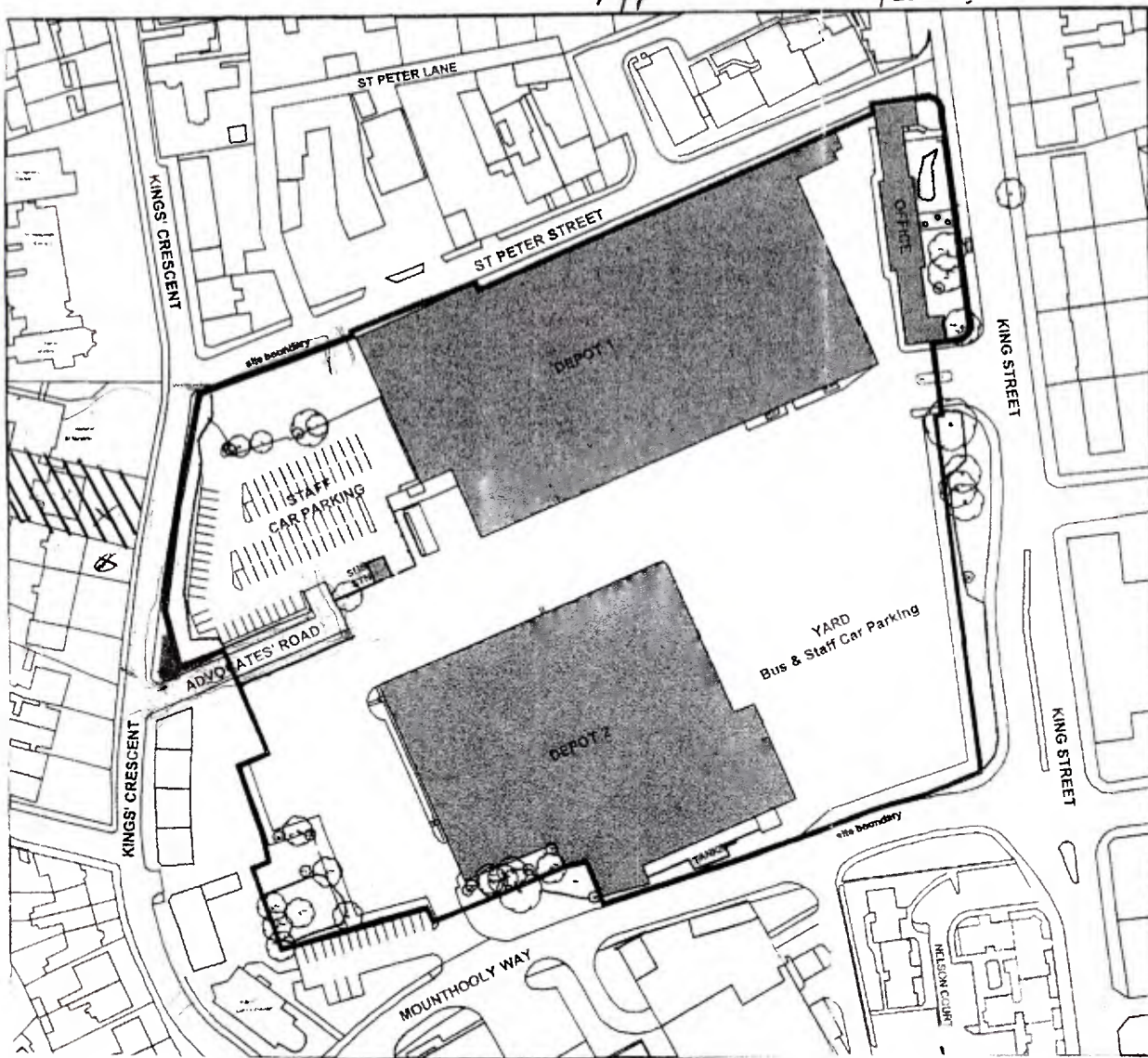
In summary and regardless of the terms of the foregoing paragraph our clients feel that their needs and requirements have been to a significant extent ignored by the Council especially over recent years and short of the application to Committee being refused they would favour that a decision on this proposal is deferred pending a full and thorough investigation into all aspects of parking in Advocates Road and Kings Crescent being carried out with the views of residents being sought as part of that exercise.

In the meantime please acknowledge receipt confirming that this letter has been received timeously and also confirming that it will be considered along with the Application. Should you require clarification on any point or wish to raise any query please get in touch with me.

Yours sincerely

**Graham W. J. Cooper**  
Partner – Ledingham Chalmers LLP

Appendix 1 ~~2~~

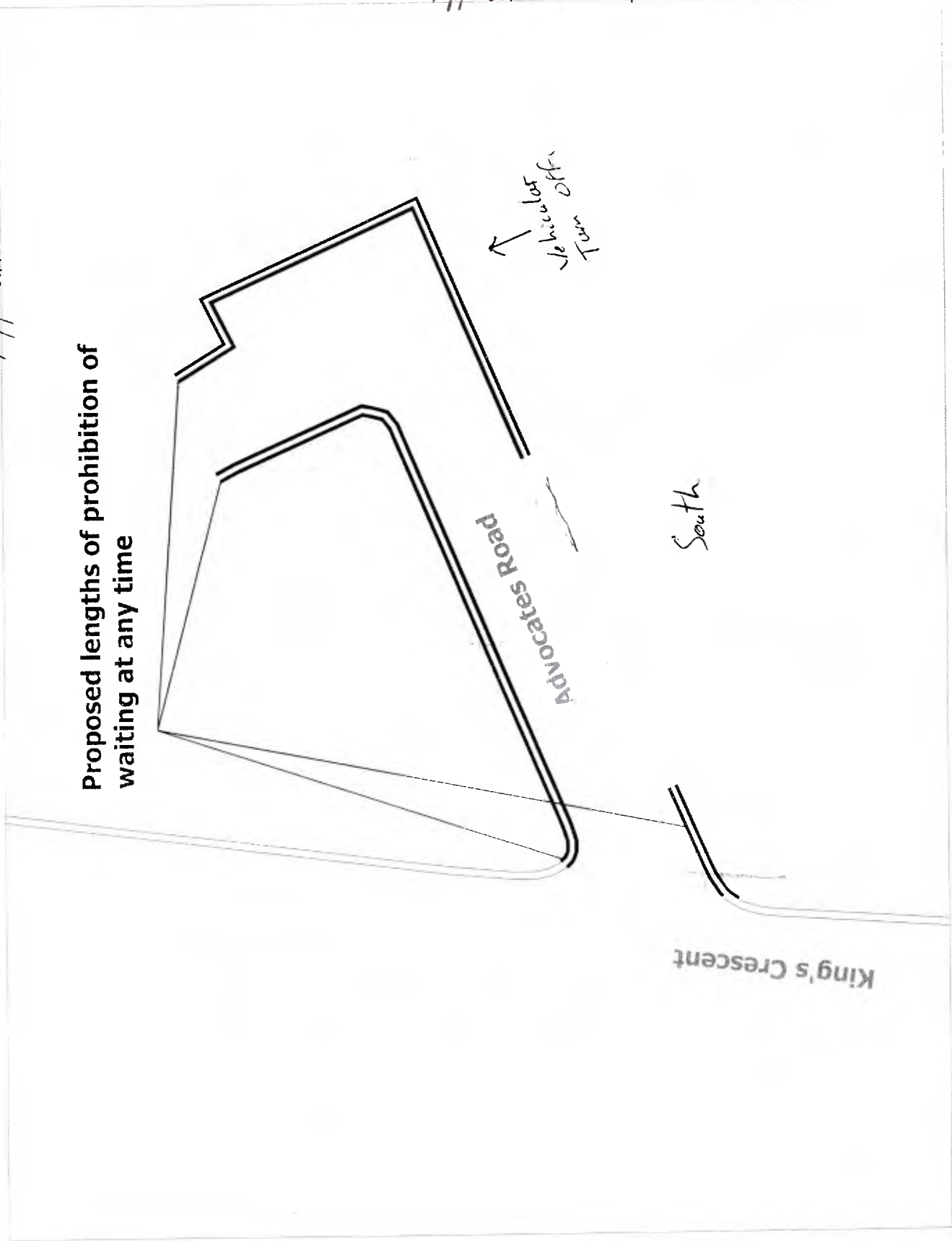




# Advocates Road - Proposed lengths of prohibition of waiting at any time

Appendix 2.

Appendix 2 ~~Plan 2.~~



Appendix 3.





**The Aberdeen City Council (Mid Stocket Lane, Aberdeen)(Traffic Management) Order 2012 Objection**

From: Macdonald, Dr Alister G.  
Sent: 27 April 2012 12:13  
To: '[traffmanagement@aberdeencity.gov.uk](mailto:traffmanagement@aberdeencity.gov.uk)'  
Subject: midstocket lane - parking space for the police

I have 3 comments on the proposed position of the parking space.

When the present yellow lines were decided (double on the west, single on the east side) the representative of the Police wanted to ensure clear access for emergency vehicles to evacuate the sheltered flats adjoining the lane. The present proposal fails to meet that need.

Parking close to a garage entrance is not a good idea. If my garage entrance was threatened I would oppose the present proposal vigorously. I am sceptical of anyone other than the owner/driver making the judgement about the space needed to reverse a car into or out of a garage conveniently.

The space for the police vehicle should be further down the lane, opposite a garden wall, and be clearly marked for Police only. Any parked vehicle seems to attract others and the threat of parking wardens is manifestly not a deterrent. The lane is frequently used, illegally, as a short term car park, often to the inconvenience of the residents of Argyll Place. However the allocated space for a police vehicle should improve the situation as the Police are frequent offenders. This is a well documented problem.

Yours Sincerely, A G Macdonald