

ABERDEEN CITY COUNCIL

COMMITTEE: Enterprise, Planning and Infrastructure DATE: 27 October 2009

CORPORATE DIRECTOR : Director of Corporate Governance

TITLE OF REPORT : The Aberdeen City Council (Various roads in South
Aberdeen) (Traffic Management) Order 2009

REPORT NO : CG10081

1. PURPOSE OF REPORT

This report intimates a particular course of action vis-à-vis certain objections received as a result of the statutory advertisement of the above-named order, which provides for a range of unrelated and small-scale traffic management measures in the south sector of the city. The public notice is attached, from which members will be able to see the exact content of the proposals.

2. RECOMMENDATION(S)

That the order be approved except for its provisions affecting Westerton Road and Marchburn Road. (see Section 6 below).

3. FINANCIAL IMPLICATIONS

All these measures are being funded within existing budgets.

4. SERVICE & COMMUNITY IMPACT

These are standard small-scale traffic management measures to protect road safety and avert congestion.

5. OTHER IMPLICATIONS

None.

6. REPORT

There are no statutory objections to this order except for a number of representations about yellow lines in Westerton Road and Marchburn Road. However, these are inextricably interwoven with current controversies about

traffic calming at that location, and cannot be resolved separately. Accordingly, the recommendation here is that the current order be approved in all other respects but not as regards Westerton Road and Marchburn Road. It will then await the outcome on these two streets, whereupon it will be clear for confirmation – in terms of that outcome – at a later date.

7. AUTHORISED SIGNATURE

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8. REPORT AUTHOR DETAILS

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9. BACKGROUND PAPERS

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

ABERDEEN CITY COUNCIL
ROAD TRAFFIC REGULATION ACT, 1984
THE ABERDEEN CITY COUNCIL (VARIOUS ROADS IN SOUTH ABERDEEN)
(TRAFFIC MANAGEMENT) ORDER 2009

Aberdeen City Council proposes to make "The Aberdeen City Council (Various Roads in South Aberdeen) (Traffic Management) Order 2009" in terms of its powers under the Road Traffic Regulation Act 1984.

The effect of the order will be to introduce a set of traffic management measures on *certain lengths* of a number of roads in different parts of the south sector of the city. Prohibitions of waiting at any time are intended for Craigden, Craighton Road, Earlswells Road, Earlswells Drive, Earlswells View, Cairnlea Road East, Cairnlea Avenue East, Hillview Crescent, Broomhill Road, Bloomfield Road, Sinclair Road, Baxter Street, Greyhope Road, Westerton Road, Marchbank Road, North Esplanade West, Stell Road and Minto Place.

There would also be a regulatory "school keep clear" marking on a section of Earlswells Road (Monday – Friday, 8.00am – 5.00pm). Also a mandatory 50mph speed limit would be introduced on Wellington Road and mandatory 30mph limits would be introduced on Old Wellington Road, the service road off Wellington Road, and the section of Cove Road west of Old Wellington Road.

A one-way regulation would permit movement in a southbound direction only on Greenbank Place, and, also, where the Gardner Drive/Nigg Way junction is separated by a traffic island, movement in and out of this junction will be regulated so that driving from Nigg Way into Gardner Drive will be possible only via the wider of the two lanes, and moving from Gardner Drive into Nigg Way will only be possible via the narrower of the two lanes.

Finally, there would be changes to on-street parking controls in Affleck Street and Hamilton Lane. A section of pay and display (Monday – Saturday, 8.00am – 6.00pm) would be introduced in Affleck Street, with the same charges and regulations as currently apply in that zone, and a new section of exclusively residential parking would be introduced in Hamilton Lane (again, Monday – Saturday, 8.00am – 6.00pm). Also, on North Esplanade West, a regulatory parking bay would be reserved for police vehicles.

Exact descriptions cannot be fitted onto a statutory advertisement of this kind, and so members of the public interested in knowing the detailed provisions are invited to call Mr. Graham McKenzie at the Council's Traffic Operations Team at Aberdeen on 523471.

Full details of the 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 for promoting them, may be examined during normal office hours on weekdays between Monday, 24 August, 2009, and Monday, 21 September, 2009, in the offices of the Traffic Operations Team on the second floor of St Nicholas House, Broad Street, Aberdeen.

It is recommended that anyone visiting St Nicholas House to view 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. The telephone number is (again) 523471.

Anyone wishing to object to the proposed order should send details of the grounds for objection in writing to the undersigned during the statutory objection period which also runs from 24 August until 21 September, 2009, inclusively. Any objection should state (1) the name and address of the objector, (2) the matters to which it relates, and (3) the grounds on which it is being made. The signatories of petitions or standard forms will not ordinarily be treated as objectors (in the sense in which statutory objectors are contacted by the Council about the possibility of informal negotiations, etc.) but petitions and standard forms are always brought to the attention of the relevant Committee.

Any person who submits an objection should note that, as a rule, the correspondence will end up in the public domain. Generally, this is because the Committee agendas are public documents, available in libraries and also distributed to the press. Also, when objectors are sent papers later in the procedure, these papers may refer to the complete set of objectors' names and addresses, along with summaries of their observations. If any member of the public is concerned about his or her objection entering the public domain in this way, this should be stated clearly in the objection submitted. Otherwise it will be assumed that an objector has no such concern. It may also be appropriate to indicate that, in fact, objections are very rarely publicised beyond their being read by Councillors, and so, unless any member of the public has a strongly-held or distinctive concern about confidentiality, it is probably in the public interest to observe that there is an element of technicality about this part of the statutory notice. Guidance on these issues can be obtained from Democratic Services at 522523.

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ABERDEEN