

ABERDEEN CITY COUNCIL

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COMMITTEE	Enterprise, Planning and Infrastructure
DATE	29 August 2013
DIRECTOR	Director of Enterprise, Planning & Infrastructure
TITLE OF REPORT	Traffic Orders at the Final Stage of the Statutory Process
REPORT NUMBER:	EPI/13/118

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1. PURPOSE OF REPORT

This report deals with 17 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 (Appendix 1), from which members will be able to see the exact content of the proposals. Also, where applicable, the letters of objection are also included (Appendix 2).

2. RECOMMENDATION(S)

It is recommended this Committee:-

- (i) in relation to The Aberdeen City Council (Powis Lane, Aberdeen) (Prohibition of Waiting) Order 201(X) overrule the objections received and approve this order be made as originally envisaged. Furthermore, to instruct the appropriate officers to commence the necessary legal procedures of preliminary statutory consultation for the traffic regulation order required for the introduction of daytime parking on the lengths of Powis Lane highlighted in Appendix 6. If no significant objections are received, then progress with the public advertisement and report the results to a future meeting of this Committee;
- (ii) in relation to the Aberdeen City Council (Kingswood Drive, Kingswells, Aberdeen) (Prohibition of Waiting) Order 201(X) approve the modified waiting restrictions as shown in the plan in Appendix 4;
- (iii) approve the orders that did not attract objections, and that all the orders be made and implemented accordingly.

### 3. FINANCIAL IMPLICATIONS

The proposals contained in the six traffic orders detailed at 5.1 through to 5.7 will be fully funded by developers/businesses.

The proposals contained in the two traffic orders detailed at 5.8 through to 5.10 will be funded by grant funding made available through the Scottish Government for Plugged in Places Electric Vehicle Charging Infrastructure.

The proposals contained in the two traffic orders detailed at 5.11 and 5.12 will be funded by NESTRANS.

The proposals contained in the two traffic orders detailed at 5.13 and 5.14 will be fully funded through the Disabled Parking revenue budget.

The proposals contained in the traffic order detailed at 5.15 will be fully funded through the Road Safety & Traffic Management Budget.

The proposals contained in the two traffic orders detailed at 5.16 and 5.17 will be fully funded through the Cycling, Walking, Safer Streets budget.

### 4. OTHER IMPLICATIONS

There are no other implications worthy of being identified in the abstract here, although, again, both Section 5 and Appendix 1 rehearse concerns raised by objectors.

### 5. BACKGROUND/MAIN ISSUES

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

#### **5.1 The Aberdeen City Council (Charleston Road North Area, Cove, Aberdeen) (Traffic Management and Waiting Restrictions) Order 201(X)**

5.1.1 No statutory objections have been received.

#### **5.2 The Aberdeen City Council (Portland Street, Aberdeen) (Prohibition of Waiting) Order 201(X)**

5.2.1 No statutory objections have been received.

#### **5.3 The Aberdeen City Council (Craigieburn Park, Aberdeen) (20mph Speed Limit) Order 201(X)**

5.3.1 No statutory objections have been received.

**5.4 The Aberdeen City Council (Urquhart Road, Aberdeen) (Various Waiting Restrictions) Order 201(X)**

5.4.1 No statutory objections have been received.

**5.5 The Aberdeen City Council (Westburn Crescent, Aberdeen) (Prohibition of Waiting) Order 201(X)**

5.5.1 No statutory objections have been received.

**5.6 The Aberdeen City Council (Earlspark Avenue, Earlspark Circle, Earlspark Way, Bieldside, Aberdeen) (20mph Speed Limits) Order 201(X)**

5.6.1 No statutory objections have been received.

**5.7 The Aberdeen City Council (Kingswood Drive, Kingswells, Aberdeen) (Prohibition of Waiting) Order 201(X)**

**5.7.1 Objection to the extent of lengths of prohibition of waiting at any time proposed for Kingswood Drive, Kingswells**

An objection to the extent of the proposed waiting restrictions on Kingswood Drive has been received from Kingswells Community Council. The proposed restrictions are associated with the recent creation of a pharmacy taking access off Kingswood Drive. The reasoning for the restrictions, cited in a report to this Committee in May 2012, was “This type of development is likely to create short stay, high turnover parking and, if not restricted, the parking place of choice is likely to be on Kingswood Drive itself creating a degree of congestion. A number of parking places have been provided within the development for the purpose of high-turnover parking and the restrictions should encourage drivers to use this parking area.” (For information the plan indicating the original proposal is highlighted in Appendix 3)

The Community Council are of the opinion the waiting restrictions are excessive and that no traffic problems have been highlighted in the past due to vehicles parking on parts of the length of road concerned; these vehicles being associated with the nearby shops/businesses/ community centre and school. Indeed they are of the opinion the yellow lines are unnecessary and only exacerbate issues due to a general lack of parking in the area of the aforementioned community facilities.

**5.7.2 Response to objection**

Given the concern expressed by the Community Council, a modified plan was produced that reduces the extent of the proposed restrictions. The modified plan retains restrictions on the west side opposite the

junction with Kingswells Avenue and adjacent to the accesses to the pharmacy and the property Lea Rigg. These retained restrictions will be of value when considering the visibility splays from the accesses and also keeping the immediate area at the junction with Kingswells Avenue clear. (For information the plan indicating the modified proposal is highlighted in Appendix 4)

The modified proposal has been circulated to Kingswells Community Council and the local members. In response the Community Council has indicated it is content with the modified proposal.

Given the aforementioned, it is recommended that the waiting restrictions be reduced to the extent highlighted in Appendix 4 and the order therefore modified to reflect this change.

**5.8 The Aberdeen City Council (Parking Places in Kingswells Park & Ride Car Park, Kingswells, Aberdeen) (Charging Points for Electric Vehicles) Order 201(X)**

5.8.1 No statutory objections have been received.

**5.9 The Aberdeen City Council (Parking Places) (Parking Places in Sclattie Park Car Park, Bucksburn, Aberdeen) (Charging Points for Electric Vehicles) Order 201(X)**

5.9.1 No statutory objections have been received.

**5.10 The Aberdeen City Council (Parking Places) (Parking Places in Kingswells Park & Ride Car Park, Kingswells, Aberdeen) (Charging Points for Electric Vehicles) Order 201(X)**

5.10.1 No statutory objections have been received.

**5.11 The Aberdeen City Council (Dubford Gardens/Cypress Grove) (Redetermination of Means of Exercise of Public Right of Passage) Order 201(X)**

5.11.1 No statutory objections have been received.

**5.12 The Aberdeen City Council (Scotstown/Jesmond Area) (Various Footways) (Redetermination of Means of Exercise of Public Right of Passage) Order 201(X)**

5.12.1 No statutory objections have been received.

**5.13 The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen) (Regulatory Parking Places) (No 3) Order 201(X)**

5.13.1 No statutory objections have been received

**5.14 The Aberdeen City Council (Disabled Persons' Parking Places, Rosemount Viaduct, Aberdeen) (Regulatory Parking Places) Order 201(X)**

5.14.1 No statutory objections have been received.

**5.15 The Aberdeen City Council (Duthie Park, Aberdeen) (Parking Management) Order 201(X)**

5.15.1 No statutory objections have been received.

**5.16 The Aberdeen City Council (Craigie Street, Aberdeen) (Pay & Display) Order 201(X)**

5.16.1 No statutory objections have been received.

**5.17 The Aberdeen City Council (Powis Lane, Aberdeen) (Prohibition of Waiting) Order 201(X)**

5.17.1 Objection to the proposal to replace a length of 'permit holders only' parking bay with a length of prohibition of waiting at any time

The above proposal is subject to fourteen statutory objections. To set the background a resident that resides on George Street has a garage that takes access/egress from/to Powis Lane. Opposite the garage there is a length of 'permit holders only' parking bay, and when vehicles are parked within the bay the resident finds it either extremely difficult to access/egress the garage or at worst finds access/egress totally obstructed. The resident concerned has damaged their car on a few occasions when negotiating access/egress and has provided evidence of such. The resident has also in the past paid to have modifications made to the garage in an effort to improve the situation. (For information a plan indicating the extent of the proposal is highlighted in Appendix 5)

The fourteen objections to this proposal highlight similar themes. There is deep disappointment that a length of parking is to be lost on Powis Lane where there are already very limited parking opportunities. They highlight they are paying for residential permits but find it difficult to get parked in the proximity of their properties. Some highlight that the manoeuvre from/to the garage is possible without any changes to the current parking arrangement, while one objector further highlights his opinion the resident should make further adjustments to his garage.

5.17.2 Response to objections

The controlled parking restrictions were introduced in the George Street Area that covers Powis Lane in 2008. The garage concerned was established prior to this date and accordingly the resident has a right of vehicular access to the garage. Officers have visited the

location and found the resident's concerns to be legitimate. Access/egress to/from the garage is extremely tight and can be obstructed, particularly on the occasion where the vehicle opposite is not parked hard to the wall on the opposite side, or where the vehicle is of a larger type. With hindsight, when the controlled parking was introduced, the 'permit holders only' bay should not have been applied opposite the entrance to the garage door, and the sweep required for a vehicle to access/egress the garage taken into account.

The length of existing residential parking bay is approximately 14 metres in length and to provide the necessary sweep to allow a vehicle to access/egress the garage it is necessary to reduce the length to 5 metres. The adjusted bay will therefore only be able to serve one car length, and therefore one or two vehicle spaces (depending on the length of vehicles that previously parked) will be lost.

The disappointment of losing on-street parking in this area is understandable given the density of properties and therefore the pressure on parking in the immediate area. A review of the parking on Powis Lane was carried out, however due to the narrowness of the lane, and existing accesses, there is no real possibility of creating parking bays elsewhere. Examining the wider area, an initial review has highlighted the possibility of revoking three lengths of prohibition of waiting (single 'yellow line') operating Monday to Saturday, 8am to 6pm, on the inside lane of the south-west side of Powis Place and replacing these existing restrictions with lengths of 'permit holders only' and 'pay & display' parking. (For detail a plan indicating the extent of this possibility is highlighted in Appendix 6)

The number of parking spaces that would be created during the day by revoking the aforementioned lengths of waiting restriction is significant with capacity for approximately 30 cars. A length, as indicated, would also function as 'pay and display' to take into account visitors to the area and could hold approximately 8 cars (representing approximately 25% of the overall capacity when considering this possible modification). Of note, is residents holding permits could also park within this length of 'pay & display' parking bay.

In carrying out this review it is clear the introduction of daytime parking will not lead to delay or congestion on this route during peak periods and there is ample capacity for queuing traffic between the traffic signals at the junction with George Street / Calsayseat Road and where the parking bays would end. One note of caution though, is with the potential for changes in future roads infrastructure, there is the possibility if traffic volumes were to increase significantly some years down the line, such on-street parking would have to be reviewed. The aforementioned is to highlight that once residents/visitors/businesses feel they have the right to park it is often a highly contentious process to remove such. Nevertheless, this observation is not intended to

hinder this proposal, but to act as a point of reference in the future, should a review of reinstated parking be required.

Given the aforementioned, it is recommended the objections to this order be overruled and the order be implemented as originally envisaged. It is also recommended the above possibility with regard to the creation of daytime parking on Powis Place becomes a firm proposal and therefore this Committee instructs the appropriate officers to commence the necessary legal procedures of preliminary statutory consultation for the traffic regulation order required. If no significant objections are received, then progress with the public advertisement and report the results to a future meeting of this Committee.

#### 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.

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

#### 8. REPORT AUTHOR DETAILS

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## Appendix 1

### ABERDEEN CITY COUNCIL

#### ROAD TRAFFIC REGULATION ACT 1984

#### THE ABERDEEN CITY COUNCIL (CHARLESTON ROAD NORTH AREA, COVE, ABERDEEN) (TRAFFIC MANAGEMENT AND WAITING RESTRICTIONS) ORDER 201(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 traffic management measures in the Charleston Road North Area, Cove, Aberdeen, all as indicated 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 from 10 July, 2013, to 7 August, 2013, 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 10 July, 2013, to 7 August, 2013, 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

**A956 Wellington Road / South Loistron Road Junction** – This junction will be closed and in place a new length of Cycle/Pedestrian Track constructed to link the existing lengths of track on Wellington Road.

**Whitehills Lane West** – A one-way system will operate on this road with vehicles only able to enter the road from Charleston Road North, thereafter travelling northwards, then eastwards, and exiting on to Langdykes Avenue.

**Charleston Road North, Langdykes Avenue, Newlands Crescent, Newlands Lane North, Newlands Lane South, Wellington Green, Wellington Terrace, Whitehills Close, Whitehills Lane South, and Whitehills Lane West** – There will be certain lengths of prohibition of waiting at any time on these roads.



**ABERDEEN CITY COUNCIL**

**ROAD TRAFFIC REGULATION ACT 1984**

**THE ABERDEEN CITY COUNCIL (PORTLAND STREET, ABERDEEN)  
(PROHIBITION OF WAITING) ORDER 201(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 of waiting on the length of Portland Street that provides access to the car parks serving property nos. 15 to 215 Portland Street. 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, together with a map showing the intended measure and an accompanying statement of the Council's reasons for promoting the measure. These documents may be examined during normal office hours on weekdays from 10 July, 2013, to 7 August, 2013, 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.

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## **ABERDEEN CITY COUNCIL**

### **ROAD TRAFFIC REGULATION ACT 1984**

#### **THE ABERDEEN CITY COUNCIL (CRAIGIEBURN PARK, ABERDEEN) (20 MPH SPEED LIMIT) ORDER 201(X)**

Aberdeen City Council proposes to make “The Aberdeen City Council (Craigieburn Park, Aberdeen) (20 mph Speed Limit) Order 201(X)” in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a 20 mph speed limit on Craigieburn Park, Aberdeen for its entirety.

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 10 July and 7 August 2013, 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 538050) to speak to one of the officials.

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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 (WESTBURN CRESCENT, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make “The Aberdeen City Council (Westburn Crescent, Aberdeen) (Prohibition of Waiting) Order 201(X)” in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a prohibition of waiting at any time on a certain length of Westburn Crescent, Aberdeen, as defined in the schedule below replacing an existing length of ‘Residents only’ parking bay. 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 10 July and 7 August 2013, 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 538050) to speak to one of the officials.

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

#### **Schedule**

##### **Westburn Crescent**

South side, from a point 5 metres west of its junction with Westburn Drive, westwards for a distance of 18 metres

## ABERDEEN CITY COUNCIL

### ROAD TRAFFIC REGULATION ACT 1984

#### **THE ABERDEEN CITY COUNCIL (EARLSPARK AVENUE, EARLSPARK CIRCLE, EARLSPARK WAY, BIELDSIDE, ABERDEEN) (20MPH SPEED LIMITS) ORDER 201(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 provide for regulatory 20mph speed limits on Earlsparck Avenue, Earlsparck Circle and Earlsparck Way, **with associated raised speed reducing tables on Earlsparck Avenue.**

Each speed reducing table will be established under the Roads (Scotland) Act 1984 and be 0.1 metres in height and 5 metres in length. The position of these features is highlighted in the schedule below.

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 24 April and 22 May 2013, 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 24 April to 22 May 2013, 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 (Position of raised speed reducing tables)**

##### **Earlsparck Avenue**

From 7 metres north of its junction with Earlsparck Road, northwards for a distance of 5 metres.

From 3 metres south of its junction with Earlsparck Circle, southwards for a distance of 5 metres.

## **ABERDEEN CITY COUNCIL**

### **ROAD TRAFFIC REGULATION ACT 1984**

#### **THE ABERDEEN CITY COUNCIL (KINGSWOOD DRIVE, KINGSWELLS, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Kingswood Drive, Kingswells, Aberdeen) (Prohibition of Waiting) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose prohibitions of waiting at any time on any day on certain lengths of Kingswood Drive, Aberdeen (as defined in the schedule below). 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 12 April and 3 May 2013, 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 538067) to speak to one of the officials.

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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**

##### **Kingswood Drive**

West side, from 11 metres north its junction with Kingswells Avenue, southwards for a distance of 97 metres.

East side, from its junction with Kingswells Avenue, southwards for a distance of 80 metres.

**ABERDEEN CITY COUNCIL**

**ROAD TRAFFIC REGULATION ACT 1984**

**THE ABERDEEN CITY COUNCIL (PARKING PLACES) (CHARGING  
POINTS FOR ELECTRIC VEHICLES IN OFF-STREET CAR PARKS)  
ORDER 201(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 parking bays for exclusive use by electric vehicles in the following off-street Council Car Parks: - Chapel Street, Frederick Street, Gallowgate, Marischal College and West North Street. Each of the bays at these locations shall be available only for the purpose of parking and actively charging an electric vehicle by connecting, via a recharging lead, to a charging post adjacent to the parking bay.

Full details of the proposal are to be found in the draft order and an accompanying statement of the Council's reasons for promoting them. These documents may be examined during normal office hours on weekdays from 10 July, 2013, to 7 August, 2013, 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.

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**ABERDEEN CITY COUNCIL**

**ROAD TRAFFIC REGULATION ACT 1984**

**THE ABERDEEN CITY COUNCIL (PARKING PLACES IN SCLATTIE PARK  
CAR PARK, BUCKSBURN, ABERDEEN) (CHARGING POINTS FOR  
ELECTRIC VEHICLES) ORDER 201(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 two parking bays for exclusive use by electric vehicles in Sclattie Park Car Park, Bucksburn, Aberdeen. Each of the bays at this location shall be available only for the purpose of parking and actively charging an electric vehicle by connecting, via a recharging lead, to a charging post adjacent to the parking bay. The maximum period of waiting in these parking bays would be two hours, with no return within one hour.

Full details of the proposal are to be found in the draft order and an accompanying statement of the Council's reasons for promoting them. These documents may be examined during normal office hours on weekdays from 10 July, 2013, to 7 August, 2013, 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.

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**ABERDEEN CITY COUNCIL**

**ROAD TRAFFIC REGULATION ACT 1984**

**THE ABERDEEN CITY COUNCIL (PARKING PLACES IN KINGSWELLS  
PARK & RIDE CAR PARK, KINGSWELLS, ABERDEEN) (CHARGING  
POINTS FOR ELECTRIC VEHICLES) ORDER 201(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 two parking bays for exclusive use by electric vehicles in the Kingswells Park & Ride Car Park, Kingswells, Aberdeen. Each of the bays at this location shall be available only for the purpose of parking and actively charging an electric vehicle by connecting, via a recharging lead, to a charging post adjacent to the parking bay.

Full details of the proposal are to be found in the draft order and an accompanying statement of the Council's reasons for promoting them. These documents may be examined during normal office hours on weekdays from 10 July, 2013, to 7 August, 2013, 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 10 July, 2013, to 7 August 2013, 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 (DUBFORD GARDENS/CYPRESS GROVE)(REDETERMINATION OF MEANS OF EXERCISE OF PUBLIC RIGHT OF PASSAGE) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (Dubford Gardens/Cypress Grove)(Redetermination of Means of Exercise of Public Right of Passage) Order 201(X)” in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to redetermine the means of exercise of the public right of passage over certain length of footpath on Cypress Grove connecting to Dubford Gardens, detailed in the schedule below so that these lengths of road become cycle track to be used by persons on foot and pedal cycle only.

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 10 July and 7 August 2013, 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 538050) 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 10 July to 7 August 2013, 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

INTERPRETATION – In this Schedule:

“Plan 01” means the plan numbered ACC/TRO/02/2013 and is entitled “The Aberdeen City Council (Dubford Gardens/Cypress Grove)(Redetermination of Means of Exercise of Public Right of Passage) Order 201(X)” signed with reference to this order and deposited at the offices of the Aberdeen City Council 74-76 Spring Garden, Aberdeen.

#### **Roads over which means of exercise of public right of passage is to be redetermined – Aberdeen**

That length of footway on Cypress Grove connecting to Dubford Gardens, as indicated by sawtooth hatching between the points marked ‘A’ and ‘B’ on Plan 01.

**ABERDEEN CITY COUNCIL**

**ROAD TRAFFIC REGULATION ACT 1984**

**THE ABERDEEN CITY COUNCIL (SCOTSTOWN/JESMOND AREA)(VARIOUS FOOTWAYS)(REDETERMINATION OF MEANS OF EXERCISE OF PUBLIC RIGHT OF PASSAGE) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Scotstown/Jesmond Area) (Various Footways) (Redetermination of Means of Exercise of Public Right of Passage) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to redetermine the means of exercise of the public right of passage over certain lengths of Jesmond Drive, Scotstown Road and various short sections off adjoining streets, detailed in the Schedule below so that these lengths of road become cycle track to be used by persons on foot and pedal cycle only.

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 10 July and 7 August 2013, 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 538050) 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 10 July to 7 August 2013, 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**

INTERPRETATION – In this Schedule:

"Plan 01" means the plan numbered ACC/TRO/01/2013 and entitled "The Aberdeen City Council (Scotstown/Jesmond Area)(Various Footway)(Redetermination of Means of Exercise of Public Right of Passage) Order 201(X)" signed with reference to this order and deposited at the offices of the Aberdeen City Council 74-76 Spring Garden, Aberdeen.

**Roads over which means of exercise of public right of passage is to be redetermined – Aberdeen**

That length of footway on the south side of Jesmond Drive from a point 63m west of its junction with Foveran Rise, eastwards to its junction with Scotstown Road, as indicated by the sawtooth hatching between the points marked 'A' and 'B' on Plan 01. This includes short sections of road (as shown on plan) that have junctions with Jesmond Drive, these are; Collieston Avenue, Jesmond Avenue, Jesmond Road and Foveran Rise.

That length of footway on the east side of Scotstown Road from its junction with Dubford Road, southwards for a distance of 205m, as indicated by sawtooth hatching between the points marked 'C' and 'D' on Plan 01.

**ABERDEEN CITY COUNCIL**

**ROAD TRAFFIC REGULATION ACT 1984**

**THE ABERDEEN CITY COUNCIL (DISABLED PERSONS' PARKING PLACES IN ABERDEEN)  
(REGULATORY PARKING PLACES) (NO 3) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen) (Regulatory Parking Places) (No 3) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984 and its duties under the Disabled Persons' Parking Places (Scotland) Act 2009.

The effect of the order is to establish regulatory on-street parking places in the streets listed in the schedule below.

In each case, a single on-street parking place – reserved for the exclusive use of any blue badge holder – will be established on the street in question, except that, where a bracketed numeral appears after a street name, that number will refer to the number of parking places intended for that street.

The schedule also includes a number of off-street car parks where disabled persons' spaces are being made regulatory.

The draft order, 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 from 10 July, 2013, to 7 August, 2013, 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 538050) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection in writing to the undersigned or by email at [TrafficManagement@aberdeencity.gov.uk](mailto:TrafficManagement@aberdeencity.gov.uk) during the statutory objection period which also runs from 10 July, 2013, until 7 August, 2013, inclusively.

Any person who submits an objection should note that the Committee agendas are public documents, available in libraries and also distributed to the press. Objectors' names and addresses, perhaps with summaries of their observations, may be able to be found in these agendas. Also, although the original letters of objection will not ordinarily be copied as part of the agenda, they are available for inspection by Councillors and are essentially in the public domain. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures blanked out.

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

**SCHEDULE**

**On-Street**

Altonrea Gardens, Balnagask Road, Brebner Terrace, Cadenhead Place, Coronation Road, Covenanters Drive, Craigie Street, Craigievar Place, Davidson Drive, Deansloch Terrace, Deevale Terrace, Faulds Gate, Findhorn Place, Forbesfield Road (2), Fowler Avenue, Frogghall Road, Grampian Road, Hazlehead Place, Hillocks Way, Hilton Road, Holburn Street, Kincorth Place, Lang Stracht, Mansefield Place, Mastrick Drive, Mastrick Road, North Anderson Drive, Oldcroft Place, Provost Graham Avenue, Raeden Crescent, School Drive, Seafield Drive West, St Peter's Court, Taransay Crescent, Upper Mastrick Way, Woodend Drive

**Off-Street**

Castleton Drive, Dempsey Terrace, Fairley Road, Piries Court, Rose House, Taransay Crescent, 105-107 Urquhart Road (8), Wingate Road

## **ABERDEEN CITY COUNCIL**

### **DISABLED PERSONS' PARKING PLACES (SCOTLAND) ACT 2009**

#### **THE ABERDEEN CITY COUNCIL (DISABLED PERSONS' PARKING PLACES, ROSEMOUNT VIADUCT, ABERDEEN) (REGULATORY PARKING PLACES) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Disabled Persons' Parking Places, Rosemount Viaduct, Aberdeen) (Regulatory Parking Places) Order 201(X)" in terms of its powers under the Disabled Persons' Parking Places (Scotland) Act 2009.

The effect of the order is to establish a total of 7 regulatory on-street parking places on Rosemount Viaduct, Aberdeen.

Each on-street parking place, reserved for the exclusive use of any Blue Badge holder, will be operational from 17:00 – 23:59, Monday to Friday inclusive. Out with these hours, existing "At any time" waiting restrictions will apply.

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 from 17 July, 2013, to 14 August, 2013, 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 17 July, 2013, to 14 August, 2013, 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 (DUTHIE PARK, ABERDEEN) (PARKING MANAGEMENT) ORDER 201(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 limit the period of time a vehicle can be parked in the Duthie Park, Aberdeen, to three hours, with no return within one hour. The aforementioned restriction will be in operation from Monday to Friday, between the hours of 8am and 4pm. A vehicle, which displays in a relevant position a disabled persons' badge, shall be exempt from compliance with any limitation on time during which a vehicle may be left in a parking bay. The Council may also reserve a suitable number of parking bays for invalid carriages or disabled persons' vehicles. A number of parking bays may also be reserved for exclusive use by electric vehicles, albeit these vehicles would still be subject to the same time limited waiting and would also have to be actively charging by connecting, via a recharging lead, to a charging post adjacent to the parking bay.

Full details of the proposal are to be found in the draft order and an accompanying statement of the Council's reasons for promoting them. These documents may be examined during normal office hours on weekdays from 10 July, 2013, to 7 August, 2013, 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 10 July, 2013, to 7 August 2013, 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 (CRAIGIE STREET, ABERDEEN) (PAY & DISPLAY) ORDER 201(X)**

Aberdeen City Council proposes to make “The Aberdeen City Council (Craigie Street, Aberdeen) (Pay & Display) Order 201(X)” in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to extend the length of the existing Pay & Display bay on Craigie Street to allow an additional parking space as defined in the schedule below.

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 10 July and 7 August 2013, 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 538050) 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 10 July and 7 August 2013, 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**

##### **Craigie Street**

South side, from a point 19 metres west of its junction with George Street, westwards for a distance of 12 metres.

## **ABERDEEN CITY COUNCIL**

### **ROAD TRAFFIC REGULATION ACT 1984**

#### **THE ABERDEEN CITY COUNCIL (POWIS LANE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Powis Lane, Aberdeen) (Prohibition of Waiting) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to extend an existing length prohibition of waiting at any time on Powis Lane, Aberdeen (as specified in the schedule below). This will lead to the removal of an existing length of residential parking bay. 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 10 April and 1 May 2013, 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 538067) 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 10 April to 1 May 2013, 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**

##### **Powis Lane**

East side, from 47 metres south (when following the road verge) of its northern junction with Powis Place, south-eastwards for a distance of 21 metres.

## Appendix 2

### The Aberdeen City Council (Powis Lane, Aberdeen) (Prohibition of Waiting) Order 201(X) – Objections

**Sent:** 18 April 2013 23:29

**To:** TrafficManagement

**Subject:** Objection to plans to remove parking spaces in Powis Lane

Dear Sir/Madam,

I am currently a resident at 57 Powis Place. I would like to formally reject the plans to remove parking spaces in Powis Lane. At this current point in time there are not enough parking spaces for all of the residents who require them, yet we all pay £80 for a permit to allow us to park there. Frequently I have to park overnight on Powis Place, however my car cannot be there after 8am so this means that on my days off I have to get up early to relocate my car. I find this infuriating given that I pay to have a place to park. You can imagine my surprise then when a neighbour told me of the plans to remove two of the available spaces.

I understand there has been a request for this to happen to aid one individual, however by granting this request you are penalising the rest of the residents who already struggle to find spaces to park despite us all paying large amounts of money to the council for this 'privilege'.

I urge you to see sense and realise that you should be considering plans to make more parking available instead of removing the few spaces we have.

Thanks

Gemma Short

---



Mr David I Dunbar  
45A Powis Place  
Aberdeen  
AB25 3TS

19 April 2013

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

Dear Ms MacEachran

**PROHIBITION OF CAR PARKING -- POWIS LANE, ABERDEEN**

I am writing this letter of objection with reference to the above removal of two parking spaces in Powis Lane, Aberdeen.

There are already very limited parking spaces on Powis Lane and no parking through the day on Powis Place. I work a shift pattern of days/nights and I find it very difficult to park near to my flat. As I pay £80.00 to park my car I don't think it unreasonable that I should be able to park close by. There are often cars/vans parked with no Parking Permit.

I believe the reason for the two parking spaces to be taken away is as a result of one elderly gentleman who has difficulty getting his car out of his garage. May I point out that he has managed this manoeuvre many times over the last few years.

Perhaps as a compromise you would be willing to look into the possibility of removing one space instead of two. I have spoken to the gentleman concerned and he is in agreement that one space would meet his needs.

I thank you for your consideration with regard to this matter.

Yours sincerely

David I Dunbar

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

[trafficmanagement@aberdeencity.gov.uk](mailto:trafficmanagement@aberdeencity.gov.uk)

19th April 2013

Dear Ms. McCachran,

**RE: OBJECTION TO THE ABERDEEN CITY COUNCIL (POWIS LANE ABERDEEN)/(PROHIBITION OF WAITING ORDER) 201(K)**

I/we wish to object to Aberdeen City Council's above proposal.

Our reason for this objection is the removal of 21 meters of existing residential parking from our Powis Lane. This in an area that is already poorly provided for by the Aberdeen City Council.

Yours sincerely

Building Number:		Powis Place, Aberdeen.		
Plot Nr.	Objector Name (PLEASE CAPITALISE)	e-mail address	Telephone Nr.	Signature
43B	ROBIN CAMPBELL			
43A	JAMES MUNRO			
43d	BILL RENNIE			

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

trafficmanagement@aberdeencity.gov.uk

19th April 2013

Dear Ms. McEwen,

**RE: OBJECTION TO THE ABERDEEN CITY COUNCIL (POWIS LANE ABERDEEN) (PROHIBITION OF WAITING ORDER) 2013**

I/we wish to object to Aberdeen City Council's above proposal.

Our reason for this objection is the removal of 11 meters of existing residential parking from our Powis Lane. This is an area that is already poorly provided for by the Aberdeen City Council.

Yours sincerely

Building Number:		Powis Place, Aberdeen.		
Flat No.	Objector Name (please print)	e-mail address	Telephone No.	Signature
55	MR S MICHIE			
55	MR G GIBB			
55	MR D. BAIN			
55	MR D. RYAN			
55	Mrs B MURRAY	01753 441118@btinternet.com		

**From:** Gordon Reid  
**Sent:** 23 April 2013 13:35  
**To:** TrafficManagement  
**Subject:** (POWIS LANE ABERDEEN)( PROHIBITION OF WAITING ORDER)  
201(X)

I wish to object to Aberdeen City Council's above proposal.  
My reason for objection is the removal of an existing length of residential parking bay will make it even more difficult for me to park my car near my house.  
I already pay £80 a year to park outside my house and with even less spaces will probably result in more people trying to park on George Street or other nearby streets instead. This will not resolve the problem just move it to the other nearby streets.

Regards,

Mr Gordon Reid

---

Jane McEachran  
Head of Legal and Democratic services  
Aberdeen City Council  
Town House  
Aberdeen

23/04/2018

**POWIS LANE ABERDEEN (PROHIBITION OF WAITING ORDER) 201 (X)**

I wish to object to Aberdeen City's Councils above proposal.

My first reason for objection is that there is currently only 7 parking spaces for the whole of Powis Lane. We can't afford to have less. This works out to about 7 spaces for around 50 flats on Powis Lane. It's already very difficult to get a space.

My second reason, is why should everyone else in the street have to have less parking because someone can't reverse into their garage properly. There is more than enough space for the gentleman concerned to get into his garage. I do not see why a whole street should suffer to make one man life a bit easier. He should have to pay to have his garage adjusted, not take parking spaces away from everyone else that are already scarce.

Please feel free to contact me if you have any further questions.

I appreciate your time

Yours truly,

Great Petrolim (Owner of 356 Powis Place)

**Sent:** 01 May 2013 07:08

**To:** TrafficManagement

**Subject:** FAO Jane McEachran, Objection to the Aberdeen City Council (Powis Lane Aberdeen) (Prohibition of Waiting Order) 201(X)

Good morning

I am writing to lodge my objection to the removal of 21 meters of existing residential parking from our Powis Lane. The residents of Powis Place are already suffering from a lack of parking and the removal of these spaces will force more cars onto Powis Place where parking times are restricted or more significantly to park some distance from our homes.

When the permit parking came into force we lost a significant number of meterage where we could park in Powis Lane and this is only making the situation worse. Why is the parking being removed?

On the east side of Powis Place there is a large underused car park which could be used by Powis Place residents.

I would request you reconsider the decision to remove the parking spaces and look into the possibility of Powis Place residents on the west side to have access and permission to use the car park on the east side of Powis Place.

Our block have posted our objections but are unsure if it will reach the office in time.

Yours sincerely

Louise Doherty

1/L  
53a Powis Place  
ABERDEEN  
AB25 3TT

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Sent: 01 May 2013 08:56  
To: TrafficManagement  
Subject: Powis Lane Aberdeen (Prohibition of waiting order) 201(X)

Good Day,

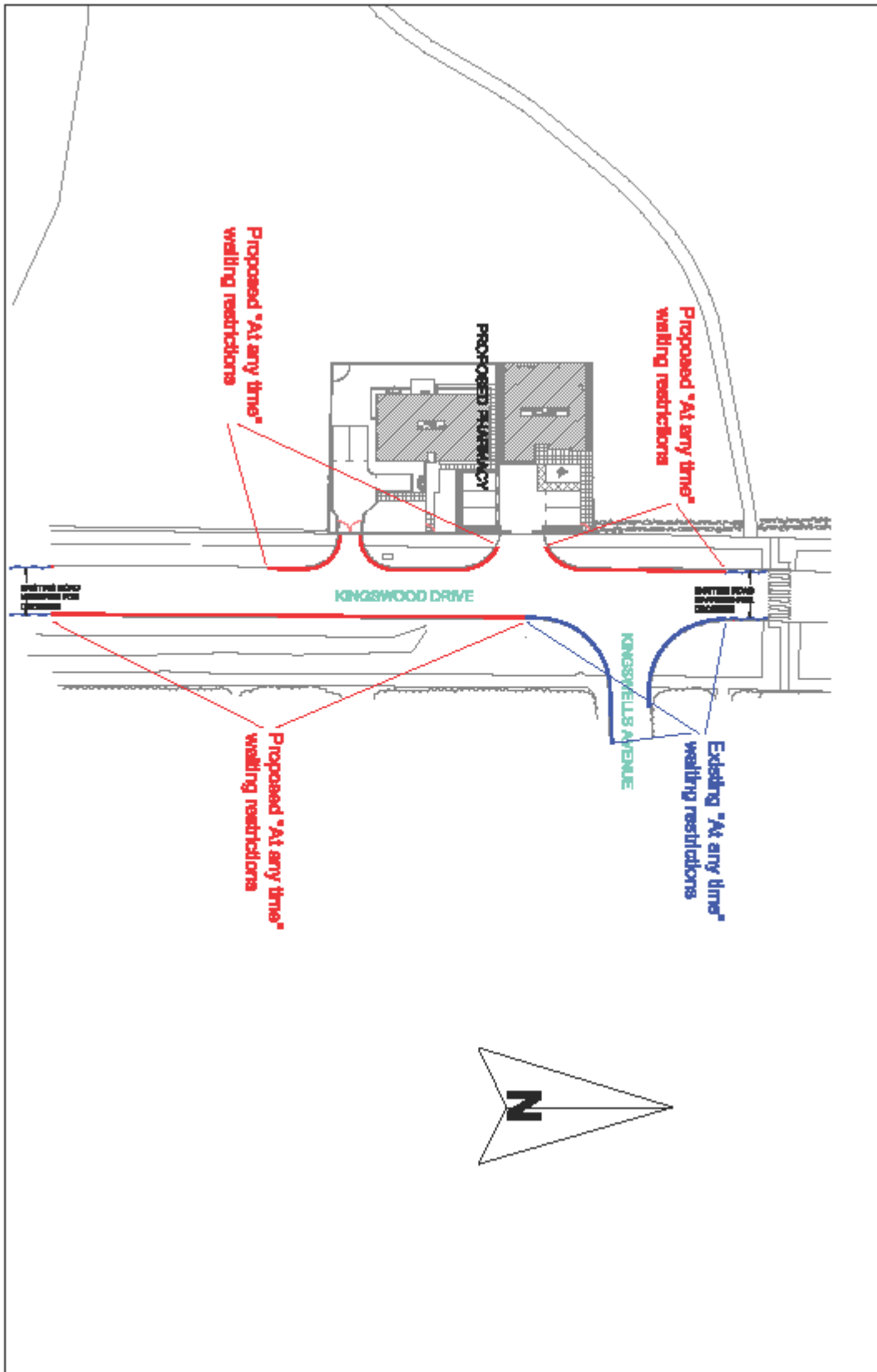
I wish to object to Aberdeen City Councils above proposal. My reason for objection is the removal of an existing length of residential parking bay, which would result from the above proposal, in an area where parking is already scarce!

Scott Watson  
65C Powis Place

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**Appendix 3 – Original proposal for Kingswood Drive, Kingswells**

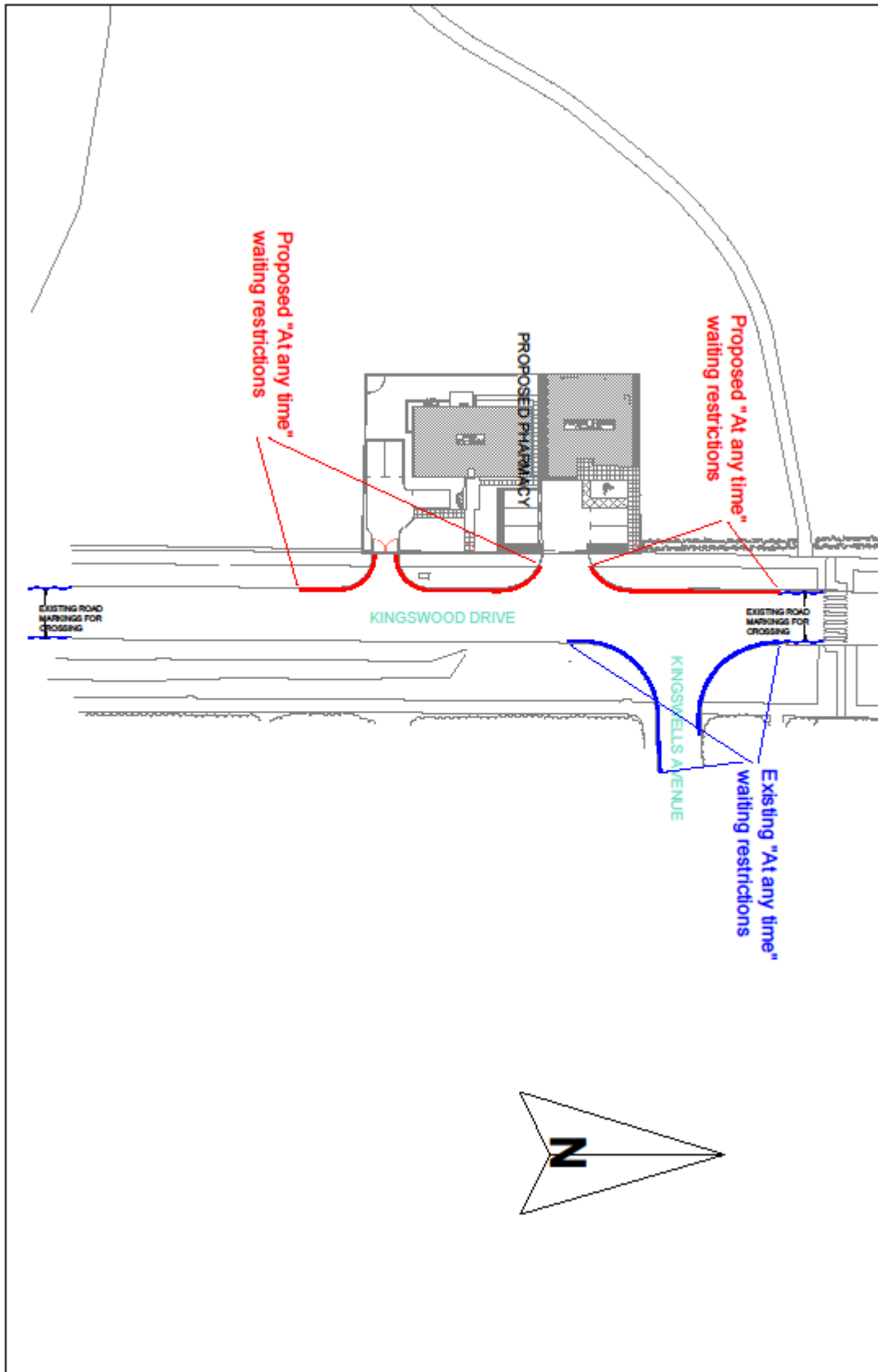
**Kingswood Drive - Proposed "At any time" waiting restrictions**



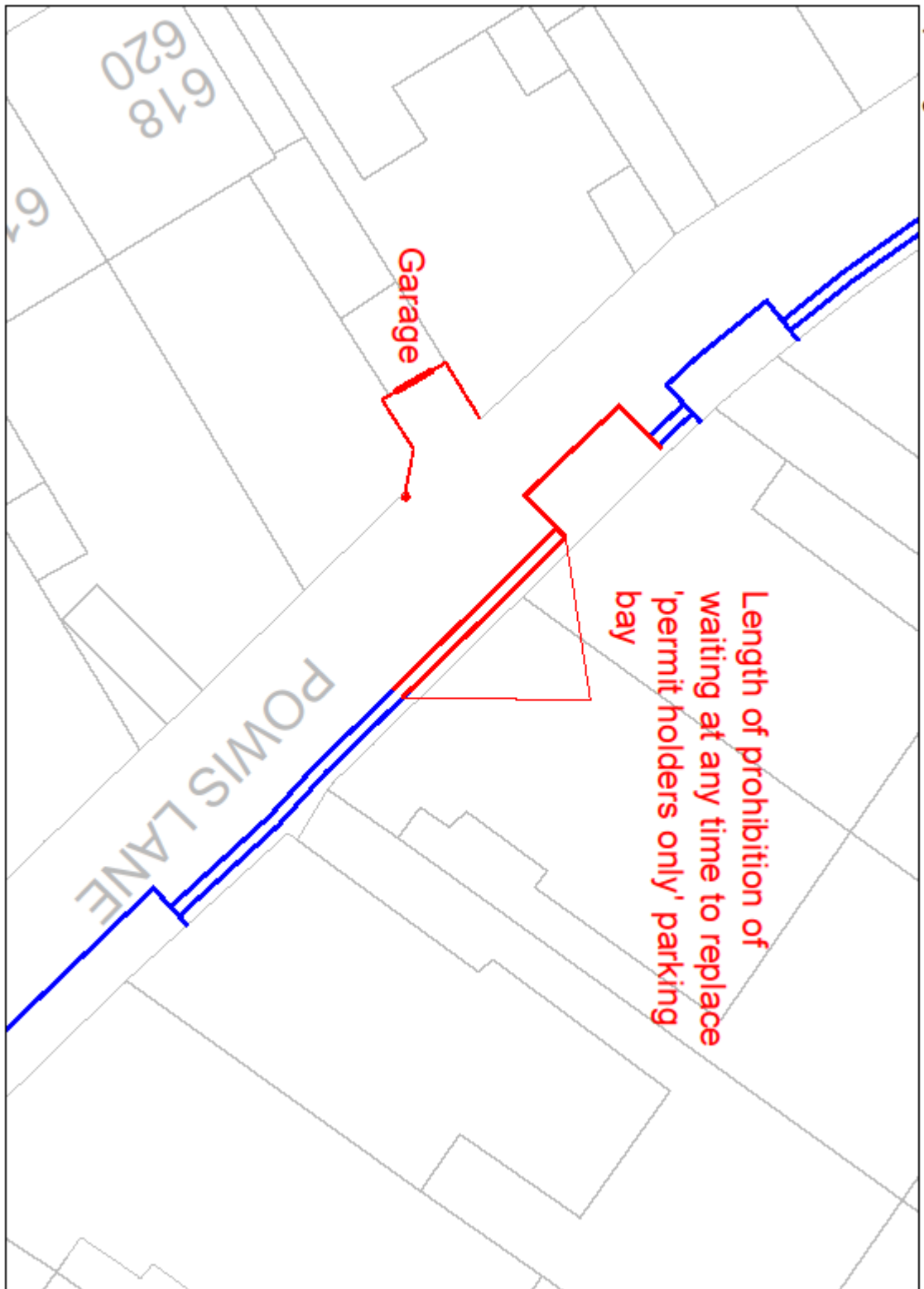


**Appendix 4 – Modified proposal for Kingswood Drive, Kingswells**

**Kingswood Drive - Modified "At any time" waiting restrictions**



**Appendix 5**



**Powis Lane - Proposed length of prohibition of waiting at any time to replace length of 'permit holder only' parking**

# Appendix 6

## Powis Place - Proposed changes to parking restrictions

