

ABERDEEN CITY COUNCIL

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COMMITTEE	<b>Enterprise, Planning and Infrastructure</b>
DATE	<b>13 March 2014</b>
DIRECTOR	<b>Gordon McIntosh</b>
TITLE OF REPORT	<b>Various small scale traffic management and development associated proposals – (Final Stage of Statutory Process – Public Advert) (From November 2013 Committee)</b>
REPORT NUMBER:	<b>EPI/14/024</b>

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1. PURPOSE OF REPORT

This report deals with 13 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 included (Appendix 2), with corresponding plans illustrating the extent of proposed Traffic Management measures shown in Appendix 3.

2. RECOMMENDATION(S)

It is recommended this Committee:-

- (i) approve the orders that did not attract objections, and that all the orders be made and implemented accordingly.
- (ii) in relation to The Aberdeen City Council (Clifton Road, Aberdeen) (Prohibition of Waiting) order 201(X), and The Aberdeen City Council (Woodlands Drive, Woodlands Road) (Prohibition of Waiting) order 201(X) overrule the objections received and approve these orders be made as originally envisaged;

### 3. FINANCIAL IMPLICATIONS

The proposals contained in the five traffic orders detailed at 5.1 through to 5.5 will be fully funded by developers/businesses.

The proposals contained in the six traffic orders detailed at 5.6 through to 5.12 will be funded through the Cycling, Walking & Safer Streets Budget.

The proposals contained in the traffic order detailed at 5.13 will be fully funded through the Disabled Parking revenue 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 thirteen orders under consideration.

#### **5.1 The Aberdeen City Council (Crown Street, Aberdeen) (Pay and Display) Order 201(X)**

5.1.1 No statutory objections have been received.

#### **5.2 The Aberdeen City Council (Loch Street, St Andrew Street, Aberdeen) (Traffic Management) Order 201(X)**

5.2.1 No statutory objections have been received.

#### **5.3 The Aberdeen City Council (Shielhill Avenue Area, Aberdeen) (Traffic Management) Order 201(X)**

5.3.1 No statutory objections have been received.

#### **5.4 The Aberdeen City Council (C19C Shielhill Road, Aberdeen) (40mph Speed Limit) Order 201(X)**

5.4.1 No statutory objections have been received.

#### **5.5 The Aberdeen City Council (St Peter Street, Aberdeen) (Prohibition of Waiting) Order 201(X)**

5.5.1 No statutory objections have been received.

## **5.6 The Aberdeen City Council (Aboyne Gardens, Aberdeen) (Prohibition of Waiting) Order 201(X)**

5.6.1 No statutory objections have been received.

## **5.7 The Aberdeen City Council (Clifton Road, Aberdeen) (Prohibition of Waiting) Order 201(X)**

### **5.7.1 Objections**

Three statutory objections have been received as a result of this proposal. Miss Gray states that having lived at 118 Clifton Road for some 3 years, she has never observed the road outside her property to be heavily congested, nor seen any HGVs. Miss Gray therefore states her belief the extent of proposed restrictions in terms of time and length is unnecessary. She questions why parking up to Clifton Lane should be restricted when, in her opinion, it causes no problems.

Miss Gray also highlights that many of the properties in the vicinity do not have access to off-street parking facilities, and daytime restrictions would therefore impact on elderly/student residents in the area. Miss Gray also mentions the impact she believes restrictions would have on the local corner shop, and dental practice, and on property values.

Miss Gray concludes by requesting the proposed extent of restrictions be curtailed to a point not more than 10 metres from the junction with Leslie Road; a reduction which Miss Gray believes would not compromise the safety of road users.

As a final point, Miss Gray states her opinion the length of Clifton Road between Lilybank Place and Powis Terrace should be considered for waiting restrictions instead of the section as proposed in the draft order.

The second objection received is from Ms Patricia Allison, 110 Clifton Road. Ms Allison's property functions as a Guest House and it is therefore highlighted this operation generates on-street parking. Ms Allison also expresses similar themes to Ms Gray's objection with respect to residents being able to park within the near vicinity of their properties, particularly so when considering elderly residents. Likewise, Ms Allison also considers there to be issues with regard to parked vehicles impeding traffic flow on the length of Clifton Road between Lilybank Place and Powis Terrace.

The third objection is from Lindsey McBain, 118 Clifton Road, who again highlights the same themes as above, and further highlights concerns about the displacement of parked vehicles to surrounding streets where there is already considerable pressure on parking capacity.

## Response to Objections

The proposals as detailed in the draft order came about following a report received via one of the local elected members regarding parked vehicles causing an obstruction to buses in particular. The length of proposed restriction of 22 metres is therefore specified to provide enough room for a southbound bus to pull in on approach to the signalised junction at Clifton Road/Leslie Road/Hilton Street. In allowing for buses to pull in at this junction, vehicles, and in particular buses, travelling northbound will have sufficient room to pass.

With regards to the proposed timing of the restrictions i.e. Mon-Fri, 8am-6pm, this covers both the peak times in terms of the road network itself, and bus frequency, whilst preserving residential parking amenity out with these times. It should also be stressed that by proposing a length of restrictions of 22 metres, there will still remain a section of the road that will be unrestricted. This is best illustrated in the attached plan (Appendix 3) which shows the proposed extent of the restrictions.

As the above illustrates, the proposed waiting restrictions are in the interests of road safety and movement of traffic, with due consideration given to maintaining a balance for residential/business on-street parking amenity. With that said, it is appreciated the additional waiting restrictions, as proposed, will result in reduced on-street parking availability of the equivalent of 4 car parking spaces in the immediate vicinity of the Clifton Convenience Store, and the Clifton Road Dental Practice. As can be seen from the attached plan though, the proposals as envisaged would still allow for a considerable number of cars to be parked within a reasonable walking distance from both premises.

The suggestion as to the need for waiting restrictions on the length of Clifton Road from Lillybank Place to Powis Terrace has been noted and will be investigated by Officers. Following investigation, should an issue exist, possible solutions with regard to the introduction of further waiting restrictions would be brought to the attention of a future meeting of this Committee.

In conclusion, it is recommended the objections to this proposal be overruled and the Traffic Order implemented as originally envisaged.

### **5.8 The Aberdeen City Council (Access Roads serving Hutcheon Court and Greig Court, Aberdeen) (Traffic Management) Order 201(X)**

5.8.1 No statutory objections have been received.

## **5.9 The Aberdeen City Council (Off-street Car Parks Order 201(X))**

5.9.1 No statutory objections have been received.

## **5.10 The Aberdeen City Council (Oscar Road, Aberdeen) (Prohibition of Waiting) Order 201(X)**

5.10.1 No statutory objections have been received.

## **5.11 The Aberdeen City Council (Queen Street, Aberdeen) (Pay and Display) Order 201(X)**

5.11.1 No statutory objections have been received.

## **5.12 The Aberdeen City Council (Woodlands Drive, Woodlands Road, Aberdeen) (Prohibition of Waiting) Order 201(X)**

### **5.12.1 Objection**

A single statutory objection to this proposal has been received from Kim Esson, Nero Engineering, Units 19-20 Woodlands Drive. Ms Esson refers to what she describes as a continual battle with offshore workers parking for weeks on end. She states that indiscriminate parking causes obstruction to their access, and for pedestrians using the footway. She adds that this has led to their employees parking illegally on 'double yellow' line waiting restrictions, and has resulted in their business having to use their yard area for staff parking.

Ms Esson also states that while visits by the City Wardens have helped reduce the numbers of vehicles illegally parked, she believes the order as proposed is a step too far, and will result in surrounding businesses having to use their yards for staff parking.

Ms Esson concludes by agreeing that waiting restrictions of some description are required, but requests that consideration be given to introducing restrictions to prohibit parking from 6pm-6am.

### **Response to Objection**

The proposals as detailed in the draft order came about following numerous reports received over the last few years regarding indiscriminate parking on Woodlands Road, and Woodlands Drive. This indiscriminate parking has resulted in many of the businesses being unable to take access to their premises, an issue highlighted in Ms Esson's objection. The resultant effect of this being that some companies have to obstruct the road to load/unload delivery vehicles. Also on occasion, businesses have also been observed to use cranes to hoist loads/goods above and across parked cars and the footway. Due to immediate road safety concerns over the

aforementioned practice, a Temporary Traffic Regulation Order (TTRO) was implemented to prohibit parking on Woodlands Drive, and out on to the junction of Woodlands Road, with the double yellow lines serving to ensure access for businesses/emergency service vehicles is maintained.

The decision to implement such a restriction was not taken lightly, and followed detailed discussions with Police Scotland. This TTRO runs for a finite period of time and the proposal, as advertised, is to ensure a permanent Traffic Regulation Order (TRO) is in place to maintain unrestricted access at this location. It should therefore be noted that no further waiting restrictions will be introduced as result of this proposal; accordingly current levels of parking availability will not be affected.

Care would be required with respect to Ms Esson's suggestion of introducing timed restrictions on the lengths of Woodlands Road where unrestricted on-street parking still exists. Specifically, a balance must be maintained that preserves on-street parking amenity for all businesses in the area, not just those whose operational hours are from 6am to 6pm. There is however still the opportunity to tackle long term commuter parking by introducing a timed restriction for a shorter period. Such a window would still allow enough time for the City Wardens to issue a penalty notice, and would therefore prevent vehicles from being able to park for sustained periods of days or even weeks on end. In respect of this, Officers will conduct surveys over a period of nights to determine the volume of vehicles parked long term within the Industrial Estate. Based on the results of these surveys, the feasibility of implementing some form of timed restriction will be considered at any location identified as having an issue with long term commuter (offshore workers) parking.

In conclusion, it is recommended the objection to this proposal is overruled and the order implemented as originally envisaged.

### **5.13 The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen City) (Regulatory Parking Places) (No 1) Order 201(X)**

5.13.1 No statutory objections have been received.

## **6. SERVICE AND IMPACT**

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

7. BACKGROUND PAPERS

*“Various small scale traffic management and development associated proposals (New Works)”*, Enterprise, Planning & Infrastructure Committee, 12 November 2013.

<http://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=140&MId=2897&Ver=4>

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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(01224) 538067

## CONSULTEES COMMENTS

Enterprise, Strategic Planning and Infrastructure Committee

**Convener: Councillor Barney Crockett** – has been consulted

**Vice Convener: Councillor Angela Taylor** – has been consulted

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**All Elected Members** - *have been consulted*

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### Council Officers

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Lorna Inglis, Secretary to Head of Finance, Corporate Governance – ***has been consulted***

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Jane MacEachran, Head of Legal and Democratic Services, Corporate Governance – ***has been consulted***

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Ciaran Monaghan, Head of Service, Office of Chief Executive – ***has been consulted***

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Gordon McIntosh, Director of Enterprise, Strategic Planning and Infrastructure – ***has been consulted***

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Hugh Murdoch, Head of Asset Management and Operations, Enterprise, Strategic Planning and Infrastructure - ***has been consulted***

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Margaret Bochel, Head of Planning & Sustainable Development, Enterprise, Strategic Planning and Infrastructure - ***has been consulted***

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Mike Cheyne, General Manager Operations, Enterprise, Strategic Planning and Infrastructure – ***has been consulted***

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Neil Carnegie, Community Safety Manager, Housing and Environment – ***has been consulted*** – ***Comments received re: Charging structure denoted on The Aberdeen City Council (Crown Street, Aberdeen) (Pay and Display) Order 201(X). Chargeable hours had been advertised as including Sundays. This was an administration error, and the proposed draft order has been amended accordingly***

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***Comments also received re: The Aberdeen City Council (Loch Street, St Andrew Street, Aberdeen) (Traffic Management) Order 201(X) – Wardens voiced concerns that proposals to have time limited Blue Badge bays alongside non-time limited spaces could cause confusion.***

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David Young, Account Manager, Corporate Governance – ***has been consulted***

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## **Appendix 1**

### **ABERDEEN CITY COUNCIL**

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

#### **THE ABERDEEN CITY COUNCIL (CROWN STREET, ABERDEEN) (PAY AND DISPLAY) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Crown Street, Aberdeen) (Pay and Display) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to revoke certain lengths of prohibition of waiting at any time on Crown Street, Aberdeen and impose in its place lengths of 'Pay and Display' parking as defined in the schedule below (please be aware the lengths stated in the schedule below also include existing 'pay and display' parking) . 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 6 February and 26 February 2014, 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 6 February to 26 February 2014, 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**

**'Pay & Display' Parking  
(Monday to Saturday, 8am to 8pm) (Tariff – 50p for 30mins; £1.00 for 1 hour; £2.00 for 2 hours; and £4.00 for a maximum stay of 3 hours)**

#### **Crown Street**

East side, from 13 metres south of its junction with Portland Street, southwards for a distance of 59 metres.

East side, from 20 metres north of its junction with Millburn Street, northwards for a distance of 39 metres.

**ABERDEEN CITY COUNCIL**

**ROAD TRAFFIC REGULATION ACT 1984**

**THE ABERDEEN CITY COUNCIL (LOCH STREET, ST ANDREW STREET, ABERDEEN)  
(TRAFFIC MANAGEMENT) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Loch Street, St Andrew Street, Aberdeen) (Traffic Management) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to revoke, and impose various restrictions on Loch Street, and St Andrew Street, Aberdeen, to accommodate a new customer collection point at the site of the existing bus stance area to the rear of John Lewis. To accommodate this change the bus stance area will be relocated to St Andrew Street. A summary of the proposed changes 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 6 February and 26 February 2014, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

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**Schedule**

**Prohibition of Entry:** vehicles will be prohibited from entering the area of land currently serving as a bus stance to the rear of John Lewis from Loch Street.

**Revocation of Prohibition of Entry:** The prohibition of entry that prevents vehicles from entering the area of land currently serving as a bus stance to the rear of John Lewis from St Andrew Street will be revoked.

**Revocation of (part of) Motorcycle Bay:** Loch Street

**Revocation of (part of) Pay & Display Bay:** Loch Street

**Disabled Parking Places:** There is currently capacity for 4 on-street disabled parking places on St Andrew Street. With the new bus stance arrangement, capacity for three disabled parking places will be maintained, therefore a further disabled parking place will be established on Loch Street to take into account the loss in capacity on St Andrew Street. Of note, one of the disabled parking places to be established on St Andrew Street will be subject to a maximum stay of 3 hours, with no return within 1 hour.

## ABERDEEN CITY COUNCIL

### ROAD TRAFFIC REGULATION ACT 1984

#### THE ABERDEEN CITY COUNCIL (SHIELHILL AVENUE AREA, ABERDEEN) (TRAFFIC MANAGEMENT) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Shielhill Avenue Area, Aberdeen) (Traffic Management) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose various traffic management measures (as defined in the schedule below) within the new 'Mill Brae' residential development located off Shielhill Road, Bridge of Don, Aberdeen. In respect of the prohibition of waiting, 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 6 February and 26 February 2014, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

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#### Schedule

**Prohibition of waiting:** Certain lengths on Shielhill Avenue, Shielhill Crescent, Leuchlands Drive, Leuchlands Place, Leuchlands Street, Perwinnies Crescent, Perwinnes Rise and Shielhill Drive.

**One-way regulation:** Shielhill Avenue, between its junctions with Perwinnies Rise and Perwinnies Crescent.

**Prohibition of access except buses:** Bus Turning Circle located off Shielhill Drive.

**Prohibition of access except buses, taxis, cycles and authorised vehicles –** Shielhill Avenue, between its junctions with Shielhill Crescent and Dubford Road.

**Disabled parking bays:** Car park serving commercial units 11-23 Shielhill Drive.

## **ABERDEEN CITY COUNCIL**

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

#### **THE ABERDEEN CITY COUNCIL (C19C SHIELHILL ROAD, ABERDEEN) (40MPH SPEED LIMIT) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (C19C Shielhill Road, Aberdeen) (40mph 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 length of 40mph speed limit on Shielhill Road, Aberdeen 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 6 February and 26 February 2014, 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

#### **Schedule**

##### **Shielhill Road**

From a point 240 metres west of its junction with the B999, westwards for a distance of 590 metres.

**ABERDEEN CITY COUNCIL**

**ROAD TRAFFIC REGULATION ACT 1984**

**THE ABERDEEN CITY COUNCIL (ST PETER STREET, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (St Peter Street, 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 revoke an existing length of prohibition of waiting at any time on the south side of St Peter Street, Aberdeen, as defined in the first schedule below. It is also proposed to impose new lengths of prohibition of waiting at any time at the access road to a new residential development, as defined in the second 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 6 February and 26 February 2014, 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

**First Schedule**

**St Peter Street** - South side, from a point 3 metres east of its junction with St Peter Lane, eastwards for a distance of 40 metres.

**Second Schedule**

**St Peter Street** - North side, from a point 48 metres east of its junction with St Peter Lane, eastwards for a distance of 25 metres.

**Access Road (located off the north side of St Peter Street at a point 90 metres or thereby east of the junction of St Peter Street with the Spital)** - Both sides, from its junction with St Peter Street, northwards for a distance of 10 metres.

## ABERDEEN CITY COUNCIL

### ROAD TRAFFIC REGULATION ACT 1984

#### THE ABERDEEN CITY COUNCIL (ABOYNE GARDENS, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (Aboyne Gardens, 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 revoke the existing Monday – Friday, 10am – 4pm, waiting restriction, and impose in its place a length of prohibition of waiting at any time on Aboyne Gardens, 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 6 February and 26 February 2014, 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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Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen

#### **Schedule**

##### **Aboyne Gardens**

East side, from its junction with Craigievar Place, southwards for a distance of 61 metres.

## **ABERDEEN CITY COUNCIL**

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

#### **THE ABERDEEN CITY COUNCIL (CLIFTON ROAD, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Clifton Road, 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 length of prohibition of waiting from Monday to Friday, between 8am and 6pm, on Clifton Road, 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 6 February and 26 February 2014, 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

#### **Schedule**

##### **Clifton Road**

East side, from 5 metres north-west of its junction with Leslie Road, north-westwards for a distance of 22 metres.

## **ABERDEEN CITY COUNCIL**

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

#### **THE ABERDEEN CITY COUNCIL (ACCESS ROADS SERVING HUTCHEON COURT AND GREIG COURT, ABERDEEN) (TRAFFIC MANAGEMENT) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Access Roads serving Hutcheon Court and Greig Court, Aberdeen) (Traffic Management) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose certain lengths of prohibition of waiting at any time on the access roads serving Hutcheon Court and Greig Court, Aberdeen. Also, a single parking place for the exclusive use of Ambulances would be introduced on each of these access roads. In respect of the prohibition of waiting at any time, 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 6 February and 26 February 2014, 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 6 February to 26 February 2014, 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 (OFF-STREET CAR PARKS) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Off-street Car Parks Order 201(X))" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the new order is to restate and modernise the provisions of equivalent existing orders. Once concluded the new order will revoke the previous orders. The provisions will be the same as before in all respects except those cited below.

The new order will provide for the following new arrangements:

1. Amend charging hours to 8am to 8pm (currently set at 8am to 10pm), Monday to Saturday, in the following car parks: - Chapel Street; Denburn multi-storey; Frederick Street; Gallowgate; Golden Square (Inner Circle); Marischal College; Summer Street; West North Street; and Virginia Street;
2. Amend charging structure for the Golden Square (inner circle) to the following: - £1 for 20 mins; £2 for 40 mins; £3 for a maximum of 1 hour; additionally £4 for 2 hours between 6pm and 8pm, Monday to Saturday.
3. Add the Kingswells Park & Ride car park to the list of off-street car parks. The upper level car park shall be for the exclusive use of Park & Ride customers.

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 6 February and 26 February 2014, 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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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 (OSCAR ROAD, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make “The Aberdeen City Council (Oscar Road, 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 length of prohibition of waiting at any time on Oscar Road, 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 6 February and 26 February 2014, 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 6 February to 26 February 2014, 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**

**Oscar Road**

West side, from 20 metres north of its junction with Balnagask Road, northwards for a distance of 5 metres.

## ABERDEEN CITY COUNCIL

### ROAD TRAFFIC REGULATION ACT 1984

#### THE ABERDEEN CITY COUNCIL (QUEEN STREET, ABERDEEN) (PAY AND DISPLAY) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Queen Street, Aberdeen) (Pay and Display) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to revoke certain lengths of prohibition of waiting at any time on Queen Street, Aberdeen and impose in its place lengths of Pay and Display parking 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 6 February and 26 February 2014, 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 6 February to 26 February 2014, 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

**'Pay & Display' Parking - (Monday to Saturday, 8am to 6pm; Sunday 1pm to 5pm; Tariff – £1 for 20mins; £2.00 for 40min; and £3.00 for a maximum stay 1 hour) (Monday to Saturday, 6pm to 8pm; Tariff £1 for 20mins; £2.00 for 40min; £3.00 for 1 hour; and £4 for two hours)**

#### Queen Street

South side, from 4 metres east of its junction with Shoe Lane, south-eastwards for a distance of 10 metres.

West side, from 6 metres north-east of its junction with Shoe Lane, north-eastwards for a distance of 15 metres.

#### Queen Street (Turning Circle)

East side, from 5 metres north-west of its southern junction with Queen Street, north-westwards for a distance of 10 metres.

## ABERDEEN CITY COUNCIL

### ROAD TRAFFIC REGULATION ACT 1984

#### THE ABERDEEN CITY COUNCIL (WOODLANDS DRIVE, WOODLANDS ROAD, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Woodlands Drive, Woodlands Road, 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 certain lengths of prohibition of waiting at any time on Woodlands Drive and Woodlands Road, 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 6 February and 26 February 2014, 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 6 February to 26 February, 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**

##### **Woodlands Drive**

Both sides, from its junction with Woodlands Road, northwards for a distance of 68 metres.

##### **Woodlands Road**

North side, from its junction with Woodlands Drive, westwards for a distance of 20 metres.

North side, from its junction with Woodlands Drive, eastwards for a distance of 20 metres.

## **ABERDEEN CITY COUNCIL**

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

#### **THE ABERDEEN CITY COUNCIL (DISABLED PERSONS' PARKING PLACES IN ABERDEEN CITY) (REGULATORY PARKING PLACES) (NO 1) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen City) (Regulatory Parking Places) (No 1) 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 an off-street car park where a disabled persons' space is 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 6 February, 2014, to 26 February, 2014, 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 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 6 February, 2014, until 26 February, 2014, 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**

Church Street, Woodside; Farquhar Road; Fernielea Road; Hilton Drive; Johnstone Gardens North; Loch Street; Powis Crescent Off-Street Car Park; Provost Rust Drive; Smithfield Drive; South Grampian Circle; Wood Street.

## **Appendix 2**

**From:** angela gray  
**Sent:** 19 February 2014 13:54  
**To:** TrafficManagement  
**Subject:** Prohibition of Waiting Clifton Road objection

To whom it may concern,

I am writing to oppose your motion for a prohibition of waiting on Clifton road.

I have lived at 118 Clifton road for almost three years now. From observations I have never found the road outside my property to be highly congested with traffic, even during rush hour, nor does it see any Heavy Good Vehicles. There is more than enough room for traffic to pass each other, even when cars are parked on each side of the road. Thus, I am baffled as to why this order has been put forward for implementation.

The distance of 22metres of prohibition during 8am-6pm is completely unnecessary in whatever aim you are trying to achieve. Why should parking right up to Clifton Lane be restricted when it causes no problems? Not only will the residents on this residential street not be able to park during the day (a problem on a predominantly student/elderly occupied street), which I respect is not a preferential right, but many of these properties do not have any off-street parking alternatives. Clifton Lane is notorious for break-ins (having already had my car broken into there, as did a visiting friend) and thus is not an option to us as residents.

I also ask you to consider the impact the reduction of available parking spaces will have on Clifton Convenience Store and the Clifton Road Dentist. Also the impact it has on property values in this area.

Therefore, I ask that if the motion is not totally abandoned, you consider relaxing this order to only apply to perhaps a shorter distance of 10m from the crossroads. This would still allow parking during the day for residents on the street (as it is not as busy during the day time), and allow those who are working to take advantage of parking on the restricted area outwith such hours. Such a reduction can be achieved without compromising the safety of road users.

It is possible to retain all day on-street parking, and the council should recognise that this is not a problem area of Clifton road. In my personal opinion from living in this area, the money would be better allocated to imposing restrictions between Lilybank Place and Powis Terrace and this should be considered by the council.

Angela Gray  
118 Clifton Road,  
Aberdeen,  
AB24 4RD

**From: Patricia**  
**Sent: 25 February 2014 20:12**  
**To: Andrew Diansangu**  
**Subject: Parking prohibition Clifton Road**

We have just returned from holidays to be appraised of the above proposals by my neighbour. I do understand why this is being considered but as Miss Gray pointed out there is a bigger bottleneck from Lilybank Place down to the Northern Hotel. There will be issues for residents parking as we have a Guest house at 110 and this gives rise to more cars/vans added to which a mechanic who repairs vehicles in his lock up in Clifton Lane often parks vehicles in the road until he is ready to complete the work. Many of the residents in this area are older and require to park near their homes to unload shopping etc. I take it this will still be acceptable.

I too would be interested to see the outcome of a review to improve traffic flow from Lilybank Place

Pat Allison

**From: McBain, Lindsey Gair Sent: 26 February 2014 16:30**  
**To: TrafficManagement**  
**Subject: Opposition to plan on restriction of waiting on Clifton Road**

To whom it may concern,

I am a resident of 118 Clifton Road Aberdeen and I am contacting you about the proposal to restrict parking on Clifton Road.

I am very much opposed to this measure as I feel it is very unfair and will make it very difficult for residents to park near their homes. The entire area is often used by residents for street parking and closing this stretch of Clifton Road will inevitably cause pressure on the other streets. The streets surrounding Clifton Road are quite often full of parked cars. For example, the parking along Leslie Road often causes traffic to stop and back up to the Great Northern Road roundabout. It is unfair that Clifton Road residents who live on the East side of the street are singled out when no-one else is affected.

Other streets are unsuitable for parking. Clifton Lane is not a safe parking area. (I am aware of two people whose cars have been broken into on Clifton Lane.)

For these reasons, I would ask that you do not impose parking restrictions on Clifton Road.

Regards,

Lindsey McBain  
118 Clifton Road,  
Aberdeen

**From:** Kim Esson  
**Sent:** 14 February 2014 11:42  
**To:** TrafficManagement  
**Cc:** [bcrocket@aberdeencity.gov.uk](mailto:bcrocket@aberdeencity.gov.uk); 'Jodeigh Sim'; Peter Lowe  
**Subject:** Objection to Road Traffic Order.

Dear Sir or Madam,

I am writing to you as a tenant of Units 19 and 20 on Woodlands Drive which has a draft Prohibition of Waiting Order 201(X).

Since we have occupied our premises here on Woodlands Drive there has been a continual battle with offshore workers parking for weeks on end. They have even blocked our entrance ways with their cars, parked fully on the pavement thus blocking pedestrians and also parked on the private property right next to our units. Our own employees were forced to illegally park on the double yellow lines because of the sheer amount of cars endlessly parked and so we have been forced to use our yard space for our employees to park. This has caused us endless problems with our day to day business, especially as a fabrication company with large fabricated items and stock material.

As council tenants and concerned business owners we contacted the council to see if they would be willing to help us with the ongoing battle. Thankfully, they have responded to our requests for help and have regularly sent round traffic wardens which has helped to drastically cut the cars parked illegally. Unfortunately we feel the recent draft order as stated above is a step too far as it is going to force all the surrounding businesses to use their yards for employee and visitor parking which is just not going to be possible for many of the tenants.

Certainly for our own business there will be a profound effect as we rented Unit 19 with the intent of expanding our business and have yet been able to do this as we have been forced to use the space as a car park and not as work space. We have then had to take some items that would ordinarily be stored outside inside to the workshop which then again cuts down on working space.

We agree with the council that there needs to be some prohibition imposed on the road but would like to put it to the council that the area be no parking between 6pm and 6am which is outside of normal business hours and would then mean that offshore workers are not allowed to park overnight. During the day all of the council tenants on both Woodlands Drive and Woodlands Road would be free to park their cars and thus free up valuable workspace.

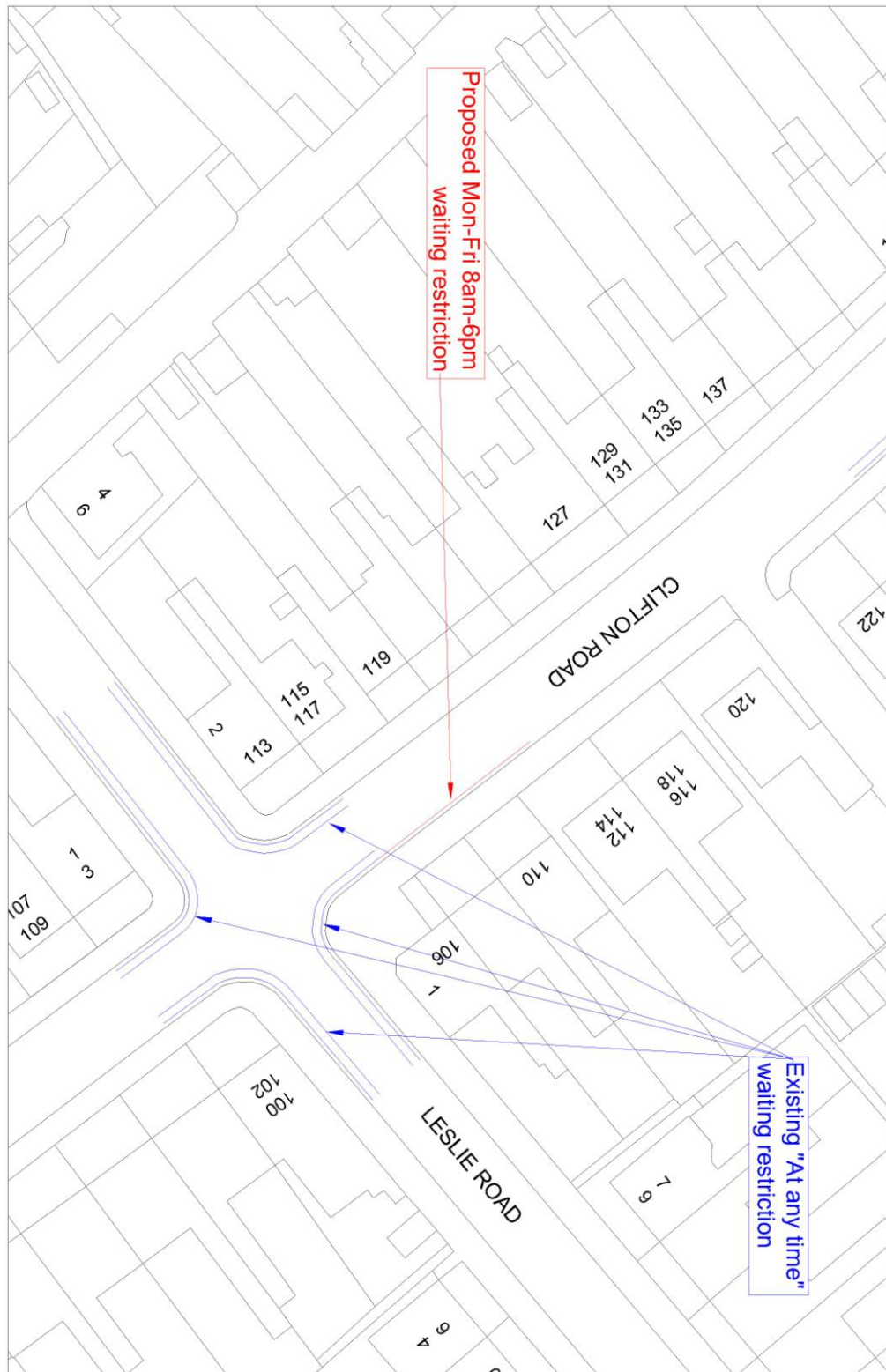
We also would like to highlight that we advocate car sharing and support our employees that take public and/or other means of transportation.

Kind Regards,

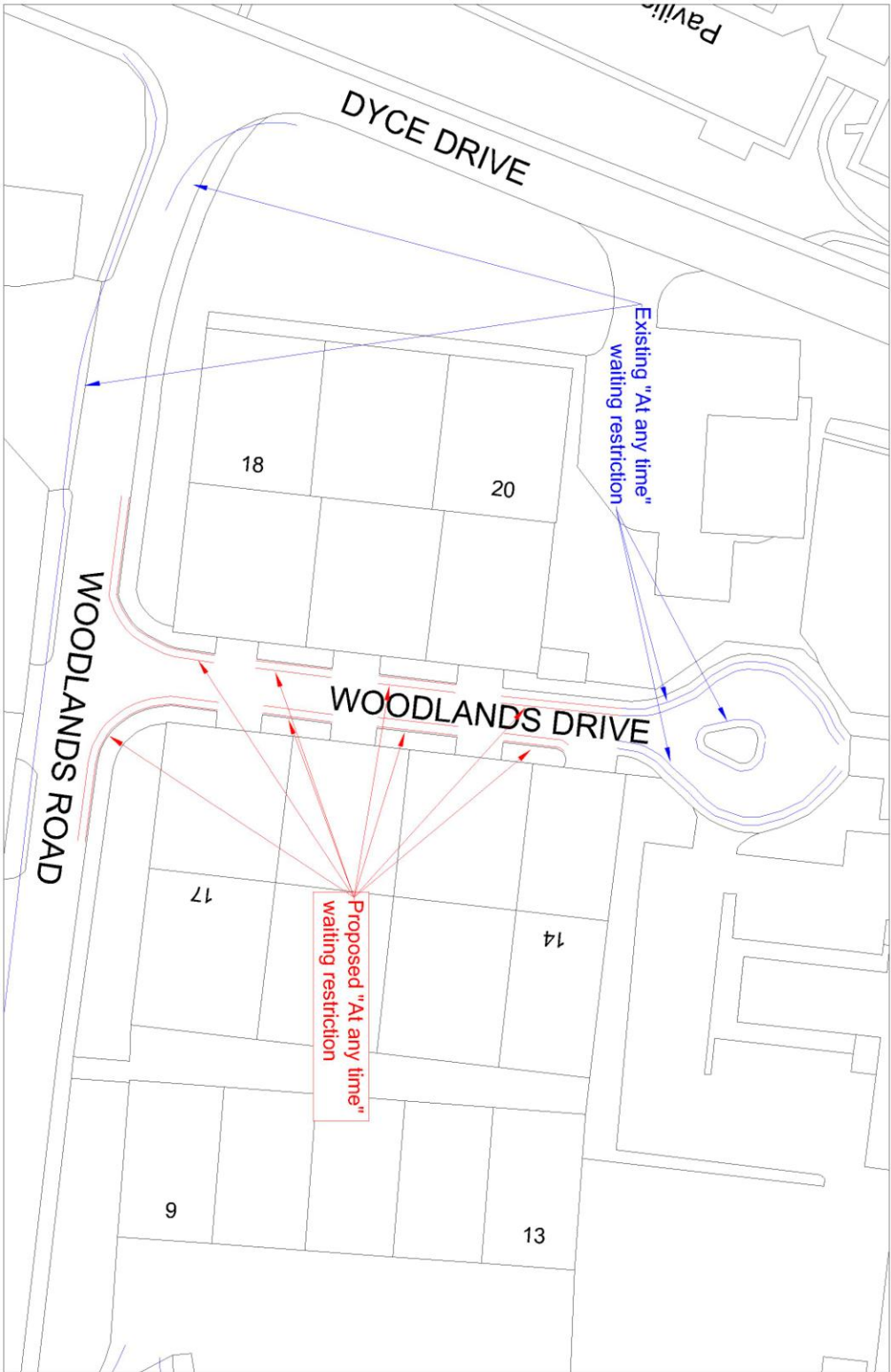
Kim Esson



**Appendix 3**



**Clifton Road - Proposed Mon-Fri 8am-6pm waiting restriction**



**Woodlands Drive - Proposed "At any time" waiting restriction**