

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Strategic Planning and Infrastructure
DATE	3 June 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Traffic Orders at the Final Stage of the Statutory Process
REPORT NUMBER:	EPI/14/054

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 also included (Appendix 2).

2. RECOMMENDATION(S)

It is recommended this Committee:-

- (i) approve the orders that did not attract objections;
- (ii) in relation to The Aberdeen City Council (On-Street Car Club Parking Spaces) (Amendment) Order 201(X) approve the 'car club' parking bays that were not subject to objections; overrule the objections received in relation to the proposed parking bay for Abergeldie Road; and to uphold the objections received in relation to the proposed parking bay for Leslie Road and instruct Officers to investigate the possibility of an alternative location.
- (iii) in relation to The Aberdeen City Council (City Centre East, Aberdeen) (Traffic Management and Controlled Parking) Order 201(X), and The Aberdeen City Council (City Centre West, Aberdeen) (Traffic Management and Controlled Parking) Order 201(X), overrule the objections received and approve these orders be made as originally envisaged.

3. FINANCIAL IMPLICATIONS

The proposals contained in the nine traffic orders detailed at 5.1 through to 5.8 will be funded through the Cycling, Walking & Safer Streets Budget.

The proposal contained in the traffic order detailed at 5.9 will be fully funded by developer concerned.

The proposals contained in the traffic order detailed at 5.10 will be funded through the Disabled Parking revenue budget.

The proposals contained in the traffic order detailed at 5.11 will be funded through Care North, car club budget.

There are no significant costs associated with the traffic orders detailed at 5.12 as it involves changes to the administrative boundaries associated with existing parking zones. Therefore new permits reflecting the amalgamated zones would be issued when purchased, and accordingly current permits would only be changed when they expire and residents choose to again purchase a three, six or twelve month permit.

4. OTHER IMPLICATIONS

There are no other implications worthy of being identified in the abstract here.

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 (PALMERSTON ROAD/STELL ROAD, ABERDEEN) (PROHIBITION OF WAITING) (TAXI RANK) ORDER 201(X)

5.1.1 No statutory objections have been received.

5.2 THE ABERDEEN CITY COUNCIL (ACCESS ROAD SERVING PROPERTY NO. 38 POWIS TERRACE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

5.2.1 No statutory objections have been received.

5.3 THE ABERDEEN CITY COUNCIL (SEAFIELD COURT, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

5.3.1 No statutory objections have been received.

5.4 THE ABERDEEN CITY COUNCIL (MARGARET STREET/ROSE STREET, ABERDEEN) (PAY & DISPLAY) ORDER 201(X)

5.4.1 No statutory objections have been received.

5.5 THE ABERDEEN CITY COUNCIL (SOUTERHEAD ROAD, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

5.5.1 No statutory objections have been received.

5.6 THE ABERDEEN CITY COUNCIL (LEWIS ROAD, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

5.6.1 No statutory objections have been received.

5.7 THE ABERDEEN CITY COUNCIL (NORTH DEESIDE ROAD, BIELDSIDE, ABERDEEN) (EXTENSION OF 30MPH SPEED LIMIT) ORDER 201(X)

5.7.1 No statutory objections have been received.

5.8 THE ABERDEEN CITY COUNCIL (BRAEHEAD SCHOOL, ABERDEEN) (REGULATORY PART-TIME 20PMH SPEED LIMITS) ORDER 201(X)

5.8.1 No statutory objections have been received.

5.9 THE ABERDEEN CITY COUNCIL (AUCHMILL ROAD/UN-NAMED ACCESS ROAD SERVING 256 TO 264 AUCHMILL ROAD, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

5.9.1 No statutory objections have been received.

5.10 THE ABERDEEN CITY COUNCIL (DISABLED PERSONS' PARKING PLACES IN ABERDEEN CITY) (REGULATORY PARKING PLACES) (NO 2) ORDER 201(X)

5.10.1 No statutory objections have been received.

5.11 THE ABERDEEN CITY COUNCIL (ON-STREET CAR CLUB PARKING SPACES) (AMENDMENT) ORDER 201(X)

5.11.1 Proposal

Due to the ongoing success of the Aberdeen City Co-Wheels 'Car Club' funding for additional vehicles is available and would allow an additional 15 on-street 'car club' spaces to be provided within Aberdeen City. It is appropriate to extend this facility and service to

locations that are not only convenient for current members, but that will also attract new members.

Of the spaces being promoted under the Order two locations have attracted objections and are discussed below. (Full details of the objections received are contained within Appendix 2)

5.11.2 Objections to the introduction of a single 'Car Club' parking bay on Abergeldie Road

The proposed space is located at the end of existing waiting restrictions on the northeast side of Abergeldie Road and is subject to thirteen statutory objections that highlight similar themes: -

- existing difficulty parking at Abergeldie Road, particularly after 5.00pm;
- concern over the potential loss of parking as a result of the retail development to the west of Abergeldie Road on Broomhill Road;
- flats currently being constructed at Pitstruan Place may have an impact on parking;
- safety concerns at junction with Broomhill Road.

5.11.3 Response to objection

While parking on Abergeldie Road is in high demand, the proposed car club space is a single space located at the end of an existing prohibition of waiting at any time ('double yellow' line) restriction and has a very limited impact on the existing on-street parking provision.

The retail development on Broomfield Road to the west of Abergeldie Road has outline planning approval that will introduce five on-street car parking spaces to replace the existing three off-street spaces outside the unit. The proposed development will therefore increase the parking capacity on-street on Broomhill Road, that otherwise would not have been available for public use.

The development of flatted properties adjacent to Pitstruan Place, where access is taken from Great Western Road, is subject to a planning condition that has provided for internal car parking. As a result, this property development will not have a significant impact on parking within the surrounding area.

Research carried out by Transport Scotland has indicated that each 'car club' vehicle has the potential to remove up to seventeen cars from the road network. This in turn has significant benefits in terms of reducing road congestion and environmental pollution, while at the same time easing on-street parking pressures.

Given the aforementioned, it is recommended the objections to the establishment of a 'car club' space at Abergeldie Road be overruled.

5.11.4 Objection to introduction of a single 'Car Club' parking bay on Leslie Road

The proposed space is located outside number 24 Leslie Road and is subject to ten statutory objections that highlight similar themes: -

- existing limited resident parking at Leslie Road
- congested bus route
- damage occurs to parked vehicles
- high occupancy properties with 3-4 associated vehicles
- road safety concerns

5.11.5 Response to objections

The issues raised by the objectors with regard to parking demand and obstruction to traffic flow and movement on this busy distributor road is considered to be of some significance. As a result, it is recommended not to proceed with the Leslie Road 'car club' space at this time, but to investigate whether an alternative location within the area would be more suitable.

5.12 THE ABERDEEN CITY COUNCIL (CITY CENTRE EAST, ABERDEEN) (TRAFFIC MANAGEMENT AND CONTROLLED PARKING) ORDER 201(X)

THE ABERDEEN CITY COUNCIL (CITY CENTRE WEST, ABERDEEN) (TRAFFIC MANAGEMENT AND CONTROLLED PARKING) ORDER 201(X)

5.12.1 Proposal

To amalgamate the six current 'inner central' controlled parking zones in the city centre into two larger zones. The current Zones A, B, C & E would become a distinct administrative zone referred to as 'City Centre West', and similarly Zone F & G would amalgamate to become 'City Centre East'.

The aforementioned possibility came about through a review of on-street controlled parking throughout Aberdeen City. The review indicated city centre zones (A-G), with the exception of Zone B, are over subscribed. While this is not unexpected in the city centre, there was ongoing concern over the difficulties 'permit holders' have in finding parking spaces within the zone to which their permit applies. This in turn exacerbates issues with regard to the 'two street' cross boundary parking arrangement that has been used informally for a number of years to provide some flexibility when considering permit parking.

As indicated above, the 'two street' cross boundary parking arrangement is informal and not specified within the Traffic Regulation Orders that pertain to controlled parking areas within the City. This arrangement allows a holder of a permit to park their vehicle within the first two streets of neighbouring administrative parking zones to which their permit would usually apply. The arrangement was in recognition that demand for permit parking may on occasion exceed the available on-street parking capacity within a particular zone and the only practical option available to a permit holder would be to park within the neighbouring zone.

Whilst the introduction of this 'two street' arrangement has to a degree assisted in the management of the controlled parking areas, problems of enforcement and consistency are regularly encountered due to the varying and inconsistent street layouts adjacent to the boundaries. This consistency of application not only creates difficulties of interpretation for the wardens but also those dealing with penalty charge notices and subsequent appeals by residents who feel they have complied with the adopted guideline. Also, the relaxation, while introduced as a practical solution to alleviate occasional problems, is now seen by some residents as a right or a pre-determined extension that can be used with little or no restraint, regardless of the parking situation within the zone to which their permit applies.

Given the difficulties highlighted, and in acknowledgement that many of the City 'inner central' controlled parking zones are over subscribed, the review recommended the introduction of city centre zones where parking is permitted over a larger area. Albeit, it was also highlighted that such zones should not be so large, that as a result, permit holders would be encouraged to drive within the zone, as opposed to say walking or using public transport. Accordingly, it was proposed the zones in the east side of the 'inner central' city centre, Zones F & G, be merged, and likewise the zones in the west side, Zones A, B, C & E, be merged, to form two distinct larger zones. The boundary would also be modified so that Union Terrace will be within 'City Centre West'. (For plans indicating the current and proposed administrative boundaries, see Appendix 3).

If these proposals are approved the informal 'two street' cross boundary parking arrangement would cease as permit holders would have further parking opportunities. It thereby removes the ambiguities and consequent issues that have been associated with the informal arrangement.

5.12.2 Objections

This proposal is subject to four statutory objections; two objections are from business permit holders based in the Belmont area where they are disappointed at the boundary arrangement and therefore the area to which their business permit would apply. The other two objections are from residents on Crimon Place who express concern the proposal may exacerbate existing difficulties with regard to parking. (Full details of the objections received to this proposal are contained within Appendix 2)

When considering the objections from the business permit holders, Mr Cukrowski, Little Belmont Street, highlights he prefers to park on Union Terrace, however due to limited spaces often parks on Golden Square/South Silver Street by way of the informal 'two street' arrangement. Mr Cukrowski suggests the aforementioned streets offer the most convenient parking for his business vehicle which maybe used more than once a day in the process of collection/deliveries throughout the City. Mr Cukrowski thereafter expresses his opinion that the Belmont area of the city centre should be included in 'City Centre West'.

Similarly, Mr Hay, Belmont Street, expresses concern that currently there is no suitable parking in or immediately around this area other than Union Terrace, and the proposed 'City Centre East' zone has a high density of residential properties thereby making it difficult to find a parking place within reasonable walking distance of his business premises. Mr Hay therefore puts forward the proposal that traders in the Belmont area should have the opportunity to use the parking facilities at Golden Square or have a concession to park at the Denburn Car Park.

The two objections from residents on Crimon Place express concern that with the possibility of permit holders from the existing neighbouring zones B, C & E being allowed to use lengths of 'pay & display' parking on Crimon Place, the existing difficulties in obtaining a parking space will be exacerbated. The aforementioned being of particular relevance when considering the nearby restaurants, the Music Hall, His Majesty's Theatre, etc.

5.12.3 Response to objections

The location of boundaries defining controlled parking zones can prove to be contentious and in this case, when considering the objections from the two business permit holders in the Belmont area, disappointment is expressed that convenient parking will not be available in the vicinity of their business premises. However, it is the case there would be areas of controlled parking in the area of The

Green, and also the Charlotte St / John St / George St area that is in similar proximity and therefore offers similar convenience.

Mr Cukrowski highlights his preference would be to use the area of Golden Square to park and his opinion this area could easily accommodate the permits holders within the Belmont area. The number of parking permit holders in the Belmont Area is low, with 12 permits currently being released to properties in the area bounded by Schoolhill and Union Street. However, demand for parking places in the area of the proposed 'City Centre West' zone, north of Union Street, is significant and at this time it would be deemed appropriate to monitor the proposed changes and the effect on parking prior to considering whether any possible changes could be warranted in the future.

Mr Hay makes the further suggestion that a concession could be given to park in the Denburn Car Park. However, this off-street car park primarily serves visitors to the city centre. As a consequence, any concession to allow permit parking within off-street parks during peak operational hours could have a significant detrimental impact on businesses, shops etc. operating in the City Centre. Currently, where capacity allows, there is the possibility of an individual or business to purchase a monthly off-street car parking ticket for a specified car park, but the cost is significant at £210 per calendar month. The aforementioned cost reflects the premium associated with long stay parking in the city centre and ensures the majority of parking spaces are made available for short stay parking.

The two objectors from Crimon Place (within Zone A) express concern over the possibility permit holders from the existing neighbouring zones B, C & E will park on Crimon Place thereby exacerbating existing problems. When considering the informal 'two street' arrangement it is already the case residents in Zone C can park in most streets in Zone A, thereafter significant displacement from Zones B & E would not be expected as permit holders will seek to park at the most convenient position in the proximity of their premises. What the amalgamation brings to permit holders is greater flexibility when seeking to find a parking space and removes the ambiguities associated with the informal 'two street' rule.

The number of objections received in relation to these proposals are low in relation to the area they encompass, nonetheless these proposals, if approved, would be monitored following their coming into effect and if necessary future modifications considered.

Given the aforementioned, it is recommended the objections to these orders be overruled and the orders be implemented as originally envisaged.

6. 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. MANAGEMENT OF RISK

Where recommendations are not accepted with regard to a number of these proposals there is the risk road safety levels and traffic management could be compromised thereby resulting in on-going public concern, negative media reporting, and reputational damage. Conversely, proposals with regard to traffic management measures can often prove contentious and it is therefore possible some of these proposals could be subject to negative feedback/comments. In this respect, concerned parties would be provided with a thorough rationale as to the necessity for the traffic management proposal concerned.

8. BACKGROUND PAPERS

Various, small scale traffic management and development associated proposals (New Works) - Enterprise, Planning & Infrastructure Committee 21 January 2014.

<http://committees.aberdeencity.gov.uk/documents/s34767/EPI.13.237%20-%20Various%20small%20scale%20traffic%20management%20and%20development%20associated%20proposals.pdf>

9. REPORT AUTHOR DETAILS

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Appendix 1

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (PALMERSTON ROAD/STELL ROAD, ABERDEEN) (PROHIBITION OF WAITING) (TAXI RANK) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Palmerston Road/Stell Road, Aberdeen) (Prohibition of Waiting) (Taxi Rank) 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 Palmerston Road and Stell Road, Aberdeen, as defined in the first schedule below. Also, a length of existing Saturday 9am – 6pm prohibition of waiting on Palmerston Road will be revoked and a prohibition of waiting at any time except for taxis (Taxi Rank) introduced in its place, as defined in the second 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 from 16 April, 2014, to 7 May, 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 538054) 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 during the statutory objection period which also runs from 16 April, 2014, to 7 May, 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, AB10 1AQ

First Schedule

(Prohibition of waiting at any time)

Palmerston Road

North side, from a point 93 metres west of its junction with Market Street, westwards for a distance of 55 metres.

Stell Road

East side, from its junction with Palmerston Road, southwards for a distance of 20 metres.

Second Schedule

(Prohibition of waiting at any time except for taxis)

Palmerston Road

North side, from a point 148 metres west of its junction with Market Street, westwards for a distance of 30 metres.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (ACCESS ROAD SERVING PROPERTY NO. 38 POWIS TERRACE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Access Road serving property No.38 Powis Terrace, 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 introduce a certain length of prohibition of waiting at any time and revoke an existing length of Monday to Friday, 8am to 6pm, prohibition of waiting restriction on the access road serving property No.38 Powis Terrace, Aberdeen. The aforementioned proposals relate to the formation of a new bus stance / hydrogen fuel depot to service hydrogen fuelled buses.

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 16 April, 2014, to 7 May, 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 538054) 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 during the statutory objection period which also runs from 16 April, 2014, to 7 May, 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.

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**ABERDEEN CITY COUNCIL
ROAD TRAFFIC REGULATION ACT 1984**

**THE ABERDEEN CITY COUNCIL (SEAFIELD COURT, ABERDEEN)
(PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Seafield Court, 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 Seafield Court, 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 from 25 April, 2014, to 15 May, 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 538054) 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 during the statutory objection period which also runs from 25 April, 2014, to 15 May, 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, AB10 1AQ

Schedule

Seafield Court

West side, from its junction with Seafield Road, southwards for a distance of 35 metres.

East side, from its junction with Seafield Road, southwards for a distance of 12 metres.

**ABERDEEN CITY COUNCIL
ROAD TRAFFIC REGULATION ACT 1984**

**THE ABERDEEN CITY COUNCIL (MARGARET STREET/ROSE STREET, ABERDEEN)
(PAY & DISPLAY) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Margaret Street/Rose 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 revoke certain lengths of prohibition of waiting at any time on Margaret Street and Rose Street, Aberdeen, as defined in the schedule below, and in place introduce lengths of 'pay & display' parking places operating Monday to Saturday, 8am to 8pm; and on a Sunday, 1pm to 5pm.

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 16 April, 2014, to 7 May, 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 538054) 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 during the statutory objection period which also runs from 16 April, 2014, to 7 May, 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.

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Schedule

Margaret Street

North side, from a point 10 metres east of its junction with Thistle Lane, eastwards for a distance of 5 metres.

Rose Street

West side, from a point 10 metres south of its junction with Margaret Street, southwards for a distance of 5 metres.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (SOUTERHEAD ROAD, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Souterhead 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 Souterhead Road, Aberdeen, as defined on 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 from 16 April, 2014, to 7 May, 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 538054) 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 during the statutory objection period which also runs from 16 April, 2014, to 7 May, 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.

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Schedule

Souterhead Road

South side, from a point 34 metres west of its junction with Blackness Road, westwards for a distance of 38 metres.

South side, from a point 115 metres west of its junction with Blackness Road, westwards for a distance of 30 metres.

South side, from a point 195 metres west of its junction with Blackness Road, westwards for a distance of 33 metres.

South side, from a point 270 metres west of its junction with Blackness Road, westwards for a distance of 37 metres.

South side, from a point 345 metres west of its junction with Blackness Road, westwards for a distance of 33 metres.

Un-named Access Road (located off the south side of Souterhead Road at a point 58 metres west of the Souterhead Road / Blackness Road Junction)

Both sides, from its junction with Souterhead Road, southwards for a distance of 10 metres.

Un-named Access Road (located off the south side of Souterhead Road at a point 295 metres west of the Souterhead Road / Blackness Road Junction)

Both sides, from its junction with Souterhead Road, southwards for a distance of 10 metres.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (LEWIS ROAD, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Lewis 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 Lewis 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 from 16 April, 2014, to 7 May, 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 538054) 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 during the statutory objection period which also runs from 16 April, 2014, to 7 May, 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, AB10 1AQ

Schedule

Lewis Road

West side, from 15 metres south of its junction with the access serving Lewis Court, southwards for a distance of 15 metres.

West side, from 11 metres north of its junction with Lewis Drive, northwards for a distance of 7 metres.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (NORTH DEESIDE ROAD, BIELDSIDE, ABERDEEN) (EXTENSION OF 30MPH SPEED LIMIT) 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 extend the mandatory 30mph speed limit on the North Deeside Road, Bielside, Aberdeen, from its current boundary on the A93 near Old Ferry Road, westwards for a distance of 260 metres to a point 30 metres west of its junction with Dalmunzie Road.

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 16 April 2014 and 7 May 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 538054) 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 during the statutory objection period which also runs from 16 April 2014, and 7 May 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
AB10 1AQ

**ABERDEEN CITY COUNCIL
ROAD TRAFFIC REGULATION ACT 1984**

**THE ABERDEEN CITY COUNCIL
(BRAEHEAD SCHOOL, ABERDEEN) (REGULATORY PART-TIME
20PMH SPEED LIMITS) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Braehead School, Aberdeen) (Regulatory Part-Time 20mph Speed Limits) 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 20mph speed limit on each of the lengths of road specified in the schedule below, but only at the school-related times signified on any day by the relevant regulatory signing established on each of these roads.

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 16 April and 7 May 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 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, AB10 1AQ.

Schedule

Balgownie Road

From a point 7 metres or thereby south of the extended southern kerblines of Harehill Road southwards to a point 6 metres or thereby west of the extended western kerblines of Kinord Circle.

Balgownie Drive

From the extended western kerblines of Balgownie Road westward for a distance of 15 metres or thereby.

Tarrbothill Road

From the extended northern kerblines of Balgownie Road northwards for a distance of 15 metres or thereby.

Thomas Glover Place

From the extended southern kerblines of Balgownie Road southwards for a distance of 10 metres or thereby.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (AUCHMILL ROAD/UN-NAMED ACCESS ROAD SERVING 256 TO 264 AUCHMILL ROAD, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Auchmill Road/Un-Named Access Road serving 256 to 264 Auchmill 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 Auchmill Road, Aberdeen, and the un-named access road serving 256 to 264 Auchmill 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 from 25 April, 2014, to 15 May, 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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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 during the statutory objection period which also runs from 25 April, 2014, to 15 May, 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, AB10 1AQ

Schedule

Auchmill Road (Slip road leading to un-named access road serving property nos. 256 to 264 Auchmill Road)

South side, from its junction with the un-named access road serving property nos. 256 to 264 Auchmill Road, eastwards for a distance of 10 metres.

South side, from its junction with the un-named access road serving property nos. 256 to 264 Auchmill Road, westwards for a distance of 12 metres.

North side, from a point 13 metres east of its junction with the un-named access road serving property nos. 256 to 264 Auchmill Road, westwards, then southwards, for an overall distance of 51 metres.

Un-named access road serving property nos. 256 to 264 Auchmill Road

West side, from its junction with Auchmill Road (Slip Road), southwards for a distance of 37 metres.

East side, from its junction with Auchmill Road (Slip Road), southwards, then eastwards, for an overall distance of 54 metres.

**ABERDEEN CITY COUNCIL
ROAD TRAFFIC REGULATION ACT 1984**

**THE ABERDEEN CITY COUNCIL (DISABLED PERSONS' PARKING PLACES IN
ABERDEEN CITY) (REGULATORY PARKING PLACES) (NO 2) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen City) (Regulatory Parking Places) (No 2) 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 16 April 2014 to 7 May 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 538054) 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

On-Street

Whitestripes Path, Bridge of Don; Craigievar Place.

Off-Street Car Park

Gerrard Street (6); Wingate Place, Tillydrone

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (ON-STREET CAR CLUB PARKING SPACES) (AMENDMENT) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (On-Street Car Club Parking Spaces) Order 201(X)” in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to introduce “car club” parking bays on each of the roads listed in the schedule below. In each case, a single on-street parking place – reserved for the exclusive use of any ‘car club’ vehicle – 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 ‘car club’ parking bays will also be established.

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 16 April, 2014, to 7 May, 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, AB10 1AQ

Schedule

Abergeldie Road – east side near its junction with Broomhill Road; Bridge of Don Library Car Park; Constitution Street (2) – south side adjacent to property No.2; Deemount Road – south side near its junction with Polmuir Road; Dunmail Avenue Car Park, Leslie Road – south side adjacent to property no.24; Orchard Road - west side near its junction with Orchard Street; Orchard Place – east side near its junction with Orchard Street; Thomson Street (2) – East and west side near its junction with Rosemount Place; Westburn Road (2) – north side opposite its junction with Raeden Avenue.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (CITY CENTRE EAST, ABERDEEN) (TRAFFIC MANAGEMENT AND CONTROLLED PARKING) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (City Centre East, Aberdeen) (Traffic Management and Controlled Parking) Order 201(X)” in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to amalgamate the current ‘inner central’ administrative controlled parking zones referred to as Zones F & G. Albeit, Union Terrace which is currently within the current administrative controlled parking Zone G will be included within the new ‘City Centre West’ Zone which is the subject of a separate order. The effect of this proposal will be to provide valid permit holders with a wider range of streets in which they can legitimately park their vehicle when controlled on-street parking is in operation during Monday to Saturday, 8am to 8pm, and Sunday, 1pm to 5pm.

Full details of the proposal are to be found in the draft order, which, together with a map showing the intended measure and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays from 25 April, 2014, to 15 May, 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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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, AB10 1AQ

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (CITY CENTRE WEST, ABERDEEN) (TRAFFIC MANAGEMENT AND CONTROLLED PARKING) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (City Centre West, Aberdeen) (Traffic Management and Controlled Parking) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to amalgamate the current 'inner central' administrative controlled parking zones referred to as Zones A, B, C & E. Furthermore, Union Terrace which is currently within the current administrative controlled parking Zone G will be included within the new 'City Centre West' Zone. The effect of this proposal will be to provide valid permit holders with a wider range of streets in which they can legitimately park their vehicle when controlled on-street parking is in operation during Monday to Saturday, 8am to 8pm, and Sunday, 1pm to 5pm.

Full details of the proposal are to be found in the draft order, which, together with a map showing the intended measure and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays from 25 April, 2014, to 15 May, 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, AB10 1AQ

Appendix 2

- **Objections to proposed 'car club' parking bay on Abergeldie Road**

From: Bryan McCann 02 May 2014 11:05
Sent: TrafficManagement Car Club Space
To:
Cc:
Subject: Objection
Importance: High

To Whom it May Concern,

I am emailing on behalf of my partner and I to object to the proposed Car Club parking space that is being considered for Abergeldie Road in Aberdeen. As residents and home owners, this dedicated parking space will add to the existing parking difficulties on this and neighbouring streets. Parking in the area is sure to become an even greater issue with new flats being built on Pitstruan Place and a proposed Tesco on Broomhill Road opposite the end of Abergeldie Road, making the proposed Car Club space an even greater burden on local residents.

I believe schemes like Car Club have their place, and whilst they may provide benefits for some individuals this should not be at the expense of other local residents for whom the current situation is already challenging.

I would appreciate an acknowledgement of this objection.

Regards,

Mr Bryan McCann and Miss Jennifer Oelman
73a Abergeldie Road
Aberdeen
AB10 6EL

From: Caren Glennie
Sent: 06 May 2014 14:40
To: TrafficManagement
Subject: Objection to Car Club Parking - Abergeldie Road
Importance: High

Dear Sirs

Proposed Car Club Parking Space at top of Abergeldie Road

I write to record my objection to the proposed Car Club parking space at the top of Abergeldie Road.

My reasons are:

1. There is already a problem with parking in this street
2. It is a safety problem because due to the issues at 1 above, people will start parking close to the corners and in dangerous positions to get close to their house or to nip into Tesco.
3. This is a residential area with good transport links and no businesses in close proximity.

I have a young baby and find it very difficult getting parked at our front door or even on either side of the street between Abergeldie Road and Braemar Place. Most residents on this street have 2 cars to a household and you will often find residents from neighbouring Salisbury Place, Pitstruan Place, Broomhill Road and Braemar Place parking on this section of road due to lack of parking spaces on their own street.

Only 1 household on this street has a driveway. Therefore there isn't even alternative parking arrangements for these residents.

The situation is only going to get worse with (1) the Tesco store going across the almost directly across the road at the old Café O Clay building and (2) the new flats being built on Pitstruan Place.

Residents should not be pushed away from parking in their own street due to the car club spaces. I understand the Council are advertising the spaces for both the public and businesses. I do not agree that businesses or other members of the public should get allocated parking in a residential area when all other

residents in the street pay their road tax. For example the Car Club website advises that this provides businesses with a great alternative to company cars but why should a person with a company car get an allocated space when we are also paying our road tax?

There are other streets further along Broomhill Road that are quieter streets with more available on street parking that would be better suited for this space such as Hammersmith Road, Gray Street (bottom half), Newlands Crescent.

There is also a frequent bus service running along Broomhill Road, Holburn Street and Great Western Road. Therefore public transport links are not an issue.

Regards

Caren McNeil, BA, LLB, NP (74 Abergeldie Road, Aberdeen, AB10 6EJ)

From: amdalGLISH
Sent: 04 May 2014 11:14
To: TrafficManagement
Subject: Proposed Car Club Parking Space Abergeldie Road

I am writing to record my objection to the proposed Car Club space opposite my house at 81 Abergeldie Road.

The section of Abergeldie Road between Braemar Place and Broomhill Road is already very busy for parking due to the demands of residents on Broomhill Road as well as Abergeldie Road.

This situation is likely to worsen due to the impending Tesco proposed development on Broomhill Road.

I would propose a more suitable location would be the other side of Braemar Place still on Abergeldie Road which is far less busy.

Regards
Alan Dalglish

Sent from Samsung Mobile

From: Jonathan Cook 04 May 2014 10:42
Sent: TrafficManagement
To: Proposed Car club parking space
Subject:

To Whom it may concern,

My name is Jonathan Cook and i am a resident at 78 Broomhill road, AB10 6HU. I wish to object the proposed allocated car club parking space at the top of Abergeldie road. My reason for this is due to the fact that parking is already a major problem on this street for residents and i don't see how creating a space for only certain people will be beneficial for all of the residents in this area, that will only benefit a few.

Kind regards,

Jonathan

From: Jordan MacKay 05 May 2014 08:12
Sent: TrafficManagement
To: Proposed car club - Abergeldie Road
Subject:

Good morning, I wish to object to the above proposal. My main reason for this is already a huge lack of available parking, added to this that planning has been given to Tesco to open a shop right opposite this junction which will in itself remove a space (currently 4 spaces at shop to be reduced to three) when parking will be in even greater demand.

Jordan Mackay
108 Broomhill Road
Aberdeen

From: lesley-ann Blain 05 May 2014 12:46
Sent: TrafficManagement
To:

Lesley-Ann Gill

128 Broomhill Road,
Aberdeen,
AB10 8HX.

I will like to object to the proposal of an introduced "car club" to 74/76 Abergeldie Road, Aberdeen.

The parking in this area is in is short enough supply without restricting spaces further. With the introduction of a Tesco's to the area and new flats the parking problem will only be getting worse.

Yours Lesley-Ann Gill.

From: Paul McNeil 06 May 2014 15:37
Sent: TrafficManagement
To: Car Club Parking Space Abergeldie Road
Subject:

Dear Sirs

Proposed Car Club Parking Space at top of Abergeldie Road

I write to record my objection to the proposed Car Club parking space at the top of Abergeldie Road. My reasons are:

1. There is already a major problem with parking in this area. I find it very difficult to get parked at my front door on Abergeldie Road. Most residents on this street have 2 cars to a household and you will often find residents from neighbouring Salisbury Place, Pitstruan Place, Broomhill Road and Braemar Place parking on this section of road due to lack of parking spaces on their own street. Creating a Car Club space will just add to the existing problem.
2. The situation is only going to get worse with (1) the Tesco store going across the almost directly across the road at the old Café O Clay building and (2) the new flats being built on Pitstruan Place.
3. There are "Car Club spaces" already in the area - Holybank Place & Albyn Place (both within a 10 minute walk of Abergeldie Road). & more spaces are available in the city centre (which is a short bus ride away)
4. Europcar (a major car hire company) is already situated on Broomhill road.

Residents should not be pushed away from parking in their own street due to the car club spaces.

Regards
Paul McNeil - 74 Abergeldie Road

From: Tracy Mair
Sent: 06 May 2014 13:31
To: TrafficManagement
Subject: Proposed Car Club Space - Abergeldie Road, Aberdeen

I am writing with regard to the proposed allocation of a Car Club space on Abergeldie Road in Aberdeen.

I strongly object to this proposal as the area is already extremely congested for parking both day and night. We have owned our property on adjoining Broomhill Road for over 20 years. Whilst we appreciate that parking in the city centre is not easy, it has become more and more difficult to park over recent years (especially at night). I have 2 young children and can seldom get parked outside my own property.

There is no permit parking in our area, therefore coming home and trying to find a parking space is extremely difficult. People park in the area all day and either work at nearby Talisman on Holburn Street or leave the car and catch the bus into town. If you are lucky, you may manage to obtain a parking space at around 5pm, however these are usually taken as quick as a car drives out.

There is currently a development of flats (2nd phase) on Pitstruan Place where there is definitely not enough parking provided for the number of flats they are building. Additionally, there was the recent approval of the former Café o Clay building on Broomhill road to be turned into a supermarket (directly opposite Abergeldie Road where you are proposing the Car Club space).

Abergeldie Road, Broomhill Road, Pitstruan Place, Allan Street, Braemar Place etc are all extremely congested as it is and the aforementioned are only exacerbating the situation. Already, people leave cars parked extremely close to junctions etc in the Abergeldie Road area as they obviously feel it is the only option for parking. This is extremely dangerous as people trying to drive out struggle to see past the parked cars (Abergeldie Road/Braemar Place junction is one of the problem areas).

Although I understand the concept and your intentions of Car Club spaces, I strongly object to the space proposed and would urge serious reconsideration be given to this proposal. I have seen a few Car Club spaces in the city and have to be honest, I have never actually seen a car parked in one. It would be extremely disappointing for a space to be allocated for this purpose and lie empty in an area where the residents are already struggling to park.

Perhaps a representative from the Traffic Management department would like to visit the area to see the problems we encounter, especially in the evening when the majority of residents are home from work and very little of the properties have off street parking.

I look forward to hearing from you in due course.

Tracy Mair, 88 Broomhill Road, Aberdeen, AB10 6HU

76 Abergeldie Road
Aberdeen
AB10 6EJ

06 May 2014

To: trafficmanagement@aberdeencity.gov.uk

Proposed Car Club Parking Space, 74/76 Abergeldie Road

As residents of 76 Abergeldie Road, we are extremely concerned about the proposal to create a Car Club parking space outside our property. Why is such a space required, when there are frequent buses from bus-stops only 2-3 minutes' walk from the location?

Parking is already often impossible after 5pm, when cars and commercial vans from surrounding streets choose to park outside our property. Parking difficulties will be exacerbated when the Tesco store opens on the former Café o' Clay site.

We question the need for a Car Club parking space here because in daytime there are plenty places to park as existing parking is sporadic. Conversely, when residents of our street have most need to park, after working hours and at weekends, there is rarely an available space. A restricted, empty parking space would only make the existing parking problem worse.

For the above reasons we wish to object to the proposal.

Dr Una Urquhart & Mr Alistair Urquhart

Una Urquhart
by e-mail

From: Nadine Small
Sent: 12 May 2014 11:36
To: TrafficManagement
Subject: Proposed Car Club parking space, Abergeldie Road

Having returned home yesterday evening after 2 weeks' holiday, I was horrified to learn about the proposed Car Club parking space for the top of Abergeldie Road.

I understand that the deadline for raising objections has passed; nevertheless, as this my earliest opportunity to do so, I wish to record my objection to this proposal.

Parking for residents at the top of Abergeldie Road is at an absolute premium and will most certainly be exacerbated by the recent approval (despite objections) of a supermarket close by on Broomhill Road (when the former Cafe O' Clay business was active on that site, parking here was frequently impossible).

I wish to object in the strongest possible terms to this proposal and cannot understand the alleged 'demand' for the creation of such a parking space.

Dr Nadine V Small
75 Abergeldie Road
Aberdeen AB10 6EL

From: Robin Mair 07 May 2014 21:28
Sent: TrafficManagement
To: Car club space - Abergeldie Road
Subject:

Dear Sir/Madam,

I am writing to object to the plans to create a dedicated car club space in Abergeldie Road for the following reasons,

- Over the last 10 years we have lost parking space in the area with changes to the pavements and additional double yellow lines. In particular, the addition of double yellow lines on the north east end of Pitstruan Terrace resulted in the loss of over 10 parking spaces regularly used by the residents in the flats around that area.
- The ongoing development of flats at the north side of Pitstruan place will bring incredible parking pressure on the general area
- The proposed parking space in on a main high frequency bus route. I assume it would be used by people during the day working in the Holburn street area rather than taking the bus?
- This is encouraging more traffic along a route which the residents want closed to the HGVs that regularly speed along Broomhill Road past a primary school where the vast majority of children walk to school.
- While is is not down to the council, the old cafe of Clay building if going to turn into another local supermarket - again without suitable parking access / spaces

If you want to dedicate a space for car club parking then review the yellow lines in Pitstruan Terrace and create more parking for local residents at the same time. That way there will not be any objections - and it will be required for the new flats anyway.

Robin Mair
88 Broomhill Road
Aberdeen
AB10 6HU

- **Objection to proposed 'car club' parking bay on Leslie Road**

**The Aberdeen City Council (On-Street Car Club Parking Spaces)
(Amendment) Order 201(X)**

Aberdeen City
Enterprise, Strategic Planning & Infrastructure Committee Report
EPI/14/027
Various small scale traffic management and development associated
proposals – Initial Statutory Consultation (From January 2014 Committee)
13/3/2014

Car Club Parking Space, adjacent to 24 Leslie Road

Formal objection raised

Gary Glasgow
8 Leslie Road
Aberdeen
AB24 4EP

I wish to raise a formal objection to the proposed allocation of a marked bay, to accommodate an Aberdeen City car club vehicle. The proposed allocated space adjacent to 24 Leslie Road, is deemed to be unsuitable. I have gauged some initial thoughts from fellow residents and there is a general agreement that this proposal, is not supported. I will provide a signed petition from Leslie Road residents, if requested.

The following is applicable;

The current number of vehicles parking on Leslie Road has increased significantly over the last decade. The pressure on road side parking has increased due to a number of factors

- The number of HMOs on Leslie Road has increased year on year. HMO properties may account for around 3-4 cars per household
- The parking restrictions on Clifton Road has increased the need for Clifton Road residents to park on Leslie Road
- There is a B&B at the Clifton Road and Leslie Road junction
- General increase in car ownership

Future Increases are likely

- Increased HMO accommodation
- Increased rental accommodation
- Police Scotland unit at Kittybrewster will increase local parking pressures, due to restricted staff parking space allocation.
- Currently two properties in close proximity of the marked bay are empty and for sale. One of the properties was previously an HMO property.

- The 3rd Don Crossing will further increase the flow of traffic onto Leslie Road. Increasing car damage, pollution and congestion

Leslie Road is not a suitable location for the following reasons

- The bus stop on Leslie Road has not previously been marked as a no parking bay and the loss of the bus stop has neither increased nor decreased parking spaces
- The space adjacent to number 24 currently has the potential to accommodate 2 resident vehicles, this will be reduced to one marked vehicle bay, for a non resident vehicle.
- The vehicles on the south side of Leslie Road now park on the kerb, due to the number of vehicles being damaged. My own vehicle has been hit by a bus on two occasions.
- A car club vehicle will not be parked on the kerb and this will increase the likelihood of damage. The vehicle will be left exposed, as other vehicles park on the kerb.
- Leslie Road is already one of the most polluted streets in Aberdeen and inviting another vehicle onto the road, runs counter to the traffic strategy for pollution reduction

Alternative location-Hilton Street

- The majority of vehicles accessing Leslie Road will also travel onto Hilton Street
- The exposure of the vehicle's presence and the car club will be better served in a less congested parking area
- Hilton Street is significantly wider than Leslie Road
- Hilton Street is a safe environment for a parked vehicle
- There is no parking pressure on Hilton Street
- A marked bay on Hilton Street will have limited impact on local residents ability to park.

I am fully supportive of the car club strategy but I feel that the project would be better served by finding the best locations for the vehicles. I appreciate that within the city centre zone, the provision of space is limited. However, outside of the central zone the options are significantly increased. I believe that you would struggle to find a busier, less suitable and more polluted street than Leslie Road outside of the city centre.

Regards

Gary Glasgow

From: a f robb
Sent: 11 May 2014 20:47
To: TrafficManagement
Subject: The Aberdeen City Council (On-Street Car Club Parking Spaces) (Amendment) Order 201(X)

**The Aberdeen City Council (On-Street Car Club Parking Spaces)
(Amendment) Order 201(X)**

Aberdeen City

Enterprise, Strategic Planning & Infrastructure Committee Report

EPI/14/027

Various small scale traffic management and development associated proposals

– Initial Statutory Consultation (From January 2014 Committee)

13/3/2014

Car club Parking Space, adjacent to 24 Leslie Road

I wish to raise a formal objection to the Car Club parking space proposed for Leslie Road as it will further exacerbate the already difficult parking situation experienced by residents.

Yours faithfully

Alison Robb

9 Leslie Road

AB24 4HU

From: Carol Littlejohn 12 May 2014 12:10
Sent: TrafficManagement
To: Car Club parking spaces, Leslie Road
Subject:

I wish to state my objection to the planned car club bay on Leslie Road. This is an extremely busy road and parking for residents is difficult enough as it is.

Mrs Carol Littlejohn
36 Leslie Road.

From: sandra sutherland 09 May 2014 17:46
Sent: TrafficManagement
To: Leslie Road Car Club parking space
Subject:

Dear Sir,

I object to the recent notice of providing an allocated Car Club parking space adjacent to number 24 Leslie Road under Traffic Order 201(x). Leslie Road has a number of multiple occupancy properties that have contributed to an increase in cars parked on both sides of the road over recent years. There is already a shortage of parking available in the street and the loss of a two spaces will only add to the congestion. I agree with the concept of Car Club useage but feel that a more suitable location could be found in the local area.

Thank you,

David Sutherland
34 Leslie Road

From: mabel simpson 09 May 2014
Sent: 18:35 TrafficManagement
To: Traffic order 201x
Subject:

I object as there are too many cars and residents already have difficulty getting near their own homes. Mrs M Simpson,22, Leslie road Aberdeen AB 24 4EP.

From: Michael Cowie
Sent: 09 May 2014 17:37
To: TrafficManagement
Subject: On street Car club parking spaces (amendment) order 201 (X)

To whom it may concern,

I object strongly to any car club parking on Leslie Road Aberdeen and the reason I object so strongly is because of the volume of traffic using Leslie Road at present, the pollution caused by all vehicles, especially heavy goods vehicles, and the damage that has been caused to parked cars in the past.

Surely there are better less congested and polluted areas the could be used for this scheme?

The fact that a further two (2) parking spaces will be removed from an already over crowded area for the residents does not make sense to anyone who witnesses the constant volume of daily/evening traffic in this area.

I am the owner occupier of 24 Leslie Road and do not wish parking spaces to be directly outside my house, this is not a selfish request but a safety issue as if I park in my drive I cannot, with any safety, drive onto Leslie Road as my view will be obstructed by the parked cars.

Please review and use an alternative area for this scheme.

Regards,

Michael Cowie, owner occupier of 24 Leslie Road, Aberdeen

From: graymichael
Sent: 10 May 2014 15:01
To: TrafficManagement
Subject: Car Club Parking Space *Traffic Order 201(x)

Dear sirs, I wish to raise a formal objection to the proposed siting of a marked bay to accommodate an Aberdeen City Car Club Vehicle adjacent to 24 Leslie Road, Aberdeen.

Leslie Road already is a very congested and is a bus route. Cars are frequently damaged due to the amount of vehicles which use Leslie Road at peak times and parking spaces are already at an absolute minimum.

It is incomprehensible to me how Aberdeen city Planners can come up with the ludicrous plan to site a parking bay here and reduce the already limited parking by what two maybe three spaces to accommodate this vehicle.

Whilst I support the use of these bays would it not have been more reasonable to site it on perhaps Hilton street Which for the most part has housing on only one side of the street and at least is not a bus route.

Michael Gray
32 Leslie Road
Aberdeen
AB244EP

From: Sarah Ricaurte 12 May 2014 08:22
Sent: TrafficManagement
To: OBJECTION - Traffic Order 201
Subject:

Importance: High

To whom it may concern

My husband and I would like to put in an objection regarding Traffic Order 201 (x) because it will mean less resident parking and there are better places within the area.

Parking on Leslie Road has got progressively worse and to allocate this bay is madness.

Alternative location would be Hilton street for the following reasons:

- The majority of vehicles accessing Leslie Road will also travel onto Hilton street
- The exposure of the vehicles presence and the car club will be better served in a less congested parking area
- Hilton street is significantly wider than Leslie Road
- Hilton Street is a safe environment for a parked vehicle
- There is less parking pressure on Hilton street
- A marked bay on Hilton street will have limited impact on local residents ability to park

Thanks

Sarah and Rafael Ricaurte

From: Seamus Byrne 10 May 2014 17:57
Sent: TrafficManagement
To: Traffic order 201(x) - objection
Subject:

Hello to Traffic Management Aberdeen.

It has been brought to my attention that a number of notices have appeared on lamp-posts on my road, which relate to a proposal (listed as Traffic order 201(x)) to impose a parking restriction almost directly outside my house, in order to accommodate something called a car club. I would have expected to receive a letter regarding this and feel that the matter has been handled in a sneaky, un-professional manner to date. It is quite possible that my neighbours don't even know about this proposal.

Notwithstanding my concerns above, I object to the proposal for the following reasons:

1. The traffic is already at nuisance levels on my road, to the point where the Council don't appear to be able to make repairs and our road has now degraded to a state consistent with a Third World shanty-town. Given the number of houses which have parents with small children, I would rather reduce the volume of traffic and indeed introduce traffic-calming measures, than actively increase the volume and aggressiveness of the traffic any further.
2. The road is getting harder to get parked on, to the point where, even though I have a small driveway, people are parking so close to it that I fear for my life every time I try to squeeze through them onto the road, because of the reduced visibility from the encroaching cars and the speeding traffic. I fear that placing a parking restriction where you propose will further impact on my situation.
3. My neighbours in number 24 need the location outside their house for their own car; the lady works in the healthcare profession and needs to be able to attend to people as and when required.
4. My other neighbours are elderly and even though they should really be given a 'reserved for disabled' space on account of the lady's impaired mobility, they have given up on trying to park their car on our road; any excursion which they wish to make therefore involves significant logistical effort for them. I fear that making parking even harder will similarly affect the other elderly people further up our road.
5. There are better sites for your proposal which you should consider, e.g. Hilton Street, which appears to be easier to find parking spaces on and, if the kerbs were narrowed, would easily provide a less obstructive, safer location for a proposed shared car.

I am shocked that the Council would even propose such a regressive step on my road, under the auspices of 'strategic planning', and dismayed at the methods employed to try to sneak it into execution without proper consultation with the residents. In future, please come proposing things which will attempt to improve our local conditions and not make them worse.

Sincerely,
Seamus Byrne
26 Leslie Road.

- **Objections to proposed amalgamation of existing city centre controlled parking zones to create new 'City Centre West' and 'City Centre East' zones**



1st May 2014

Jane MacEachran
Head Of Legal & Democratic Services
Aberdeen City Council
Town House
Aberdeen
AB10 1AQ

Dear Ms MacEachran

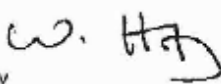
I write in regard to the proposed re-organising of parking zones within the City Centre and wish to object to the structure of the proposal.

My property is situated in the "Belmont Zone" and there is no suitable parking – apart from disabled facilities – in or immediately around this area other than Union Terrace.

Parking spaces in other streets included within current parking zone G are usually taken up by Resident Parking when I arrive around 7.00 am. The proposed Centre East Area contains a high density of residential properties which means I would need to spend time driving along these streets with no guarantee of finding a space within a reasonable walking distance. I may be forced in to an area that requires me to take a bus to get back to Belmont Street: "Park & Ride".

The number of business permits allocated to the "Belmont Zone" is to the best of my knowledge relatively small. Therefore I propose that the "Belmont Zone" traders should be offered the opportunity of using the facility at Golden Square or having a concession to park at the Denburn Car Park.

Yours sincerely


W Hay

23 Belmont Street, Aberdeen AB10 1JS
Tel: 01224 643557 & 01224 646718
Fax: 01224 635050 Email: jandlopt@btconnect.com

An Eye for Value
www.jandlopticians.co.uk

From: Ian Cukrowski 03 May 2014 17:45
Sent: TrafficManagement
To: Re: Proposal to change City Centre Parking Zones
Subject:

Dear Sir / Madam

I wish to formally object to the proposals to change the current city centre parking zones for the following reason.

I currently have a Zone G business permit which costs around £600.00 per year.

My shop is situated on Little Belmont Street (in The Belmont Zone) where there is no 'on street' parking available. The nearest street in Zone G that suits my parking needs in is Union Terrace, (which is to be removed from the zone), has very limited spaces and can often be closed for Continental markets.

So therefore at the moment under the 'two street' arrangement I mostly park in Golden Square & South Silver Street which is not that far away and generally has spaces available.

My request to you is to consider putting the area of the Belmont Zone into the new 'City Centre West' zone. I would imagine that this would suit the majority of both private & business permit users for the following reasons.

- 1) The majority of streets in the proposed 'Centre East' zone are some distance from the Belmont area thus they are quite impractical to be included as a sensible option for permit holders.
- 2) The inner parking zone in Golden Square is set to become an 'On Street' Parking area. This would free up a considerable amount of spaces that could easily accommodate the permits issued to those in the Belmont Zone whilst at the same time taking the pressure off parking in the 'Centre East' Zone

Due to the nature of my business, I may require to use my vehicle to pick up coffee from my premises for delivery to restaurants, coffee shops & offices throughout the city more than once a day. Therefore, it is very important to have my van parked as close to the shop as possible, time after all is money !

Perhaps you could try yourself seeing what the likely effect would be on my business by driving from my shop in Little Belmont Street and then trying to find a nearby parking space in the streets on offer and then compare that to finding one in Union Terrace or Golden Square/South Silver Street which are currently in the 'Two Street Rule' in the G Zone.

I can see no practical reason for you not to consider putting the Belmont Area into the Centre West area.

My suggestion would be to include the 'Belmont Area' streets of Belmont St, Little Belmont St, Gaelic Lane & Back Wynd, where there is no Parking at all, in the Centre West area.
Alternatively, as the cost of a business parking permit is so high and if the council actually wishes to help businesses in the area, then why not offer them a choice of Zone

I would be interested to know just how many business permits are actually issued for the 'Belmont Zone' ?

I doubt that they would have much of an effect on the numbers parking in the 'Centre West' zone. However, this would have a HUGE effect on the practicalities of running a business that requires a vehicle to make pickups from Little Belmont Street.

If the council is not amenable to my objection and the suggestions I have made, then I will no longer feel that the cost of business parking permit is justified for the streets on offer and then can only conclude that Aberdeen City Council does not represent the best interests of businesses in the city centre.

I forward meeting with you during the consultation period.

Best regards

Ian Cukrowski
MacBeans (Aberdeen) Ltd.
2 Little Belmont Street
Aberdeen

From: Diane Strachan 12 May 2014 17:14
Sent: TrafficManagement
To: Amalgamation of Parking Zones in Aberdeen City
Subject:

Dear Sir/Madam

I understand that Aberdeen City Council is proposing to amalgamate parking zones A, B, C and E within Aberdeen city and as a resident of Crimon Place I would like to let you know that I find this unacceptable.

Residents of the street already find it hard to find parking spaces near our homes on weekday evenings but this would make matters much worse. In particular, whenever there is an event at the Music Hall parking spaces are taken up before my husband returns from work and he often has to circle the surrounding streets for a considerable period of time until a space comes free. Allowing zone B, C and E residents to use these spaces would only make matters worse.

Please reconsider this proposal and leave the zones as they are.

Kind regards
Diane Strachan

From: Sheila McCreath 11 May 2014 20:56
Sent: TrafficManagement
To: proposed changes to zoned parking
Subject:

Sheila Milne
Flat a
6 Crimon place
Aberdeen
Ab10 1Ry

I am very concerned about the proposal to amalgamate
zones A B C and E

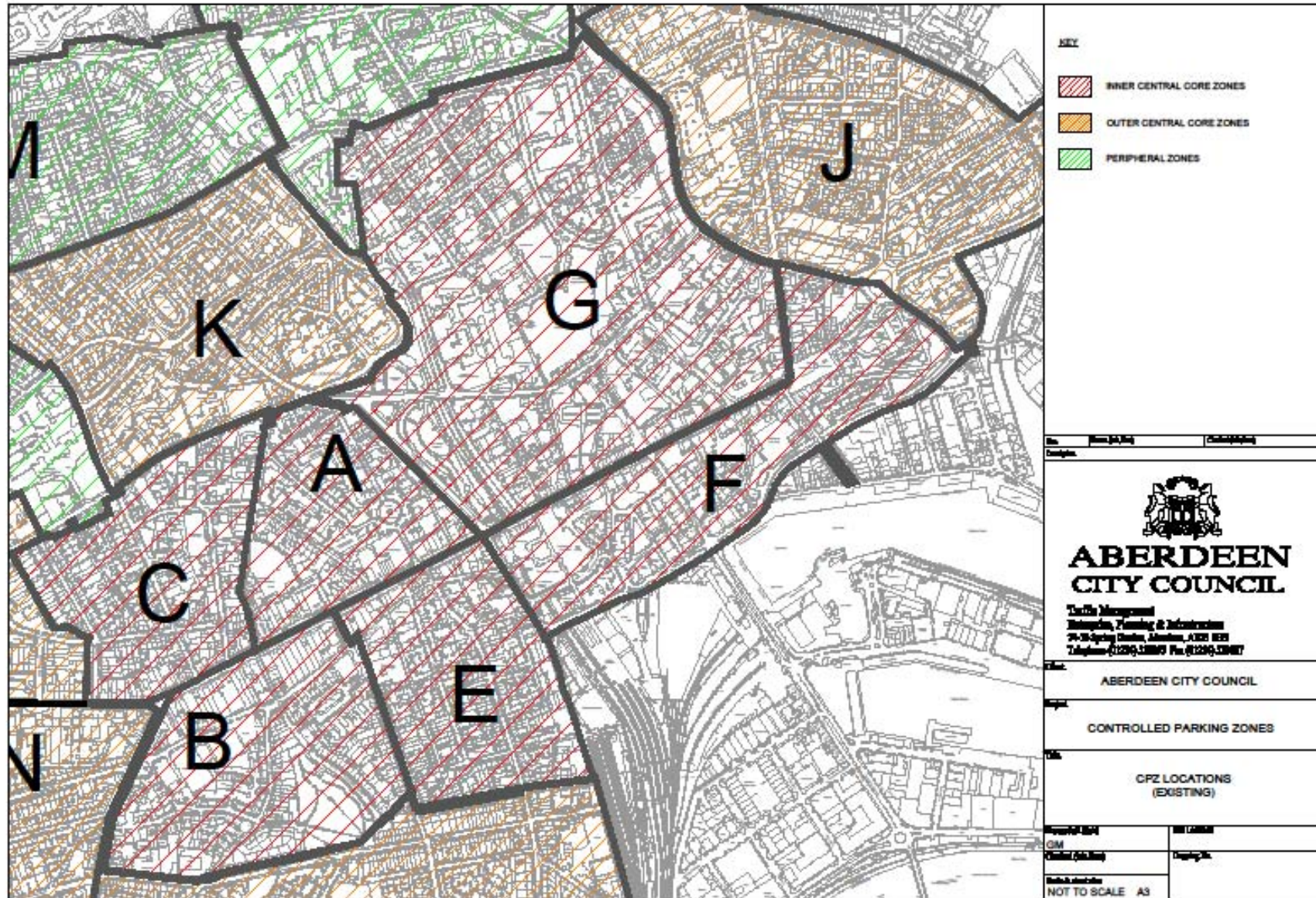
as I fear the stress on parking spaces
near my flat is going to become even worse .

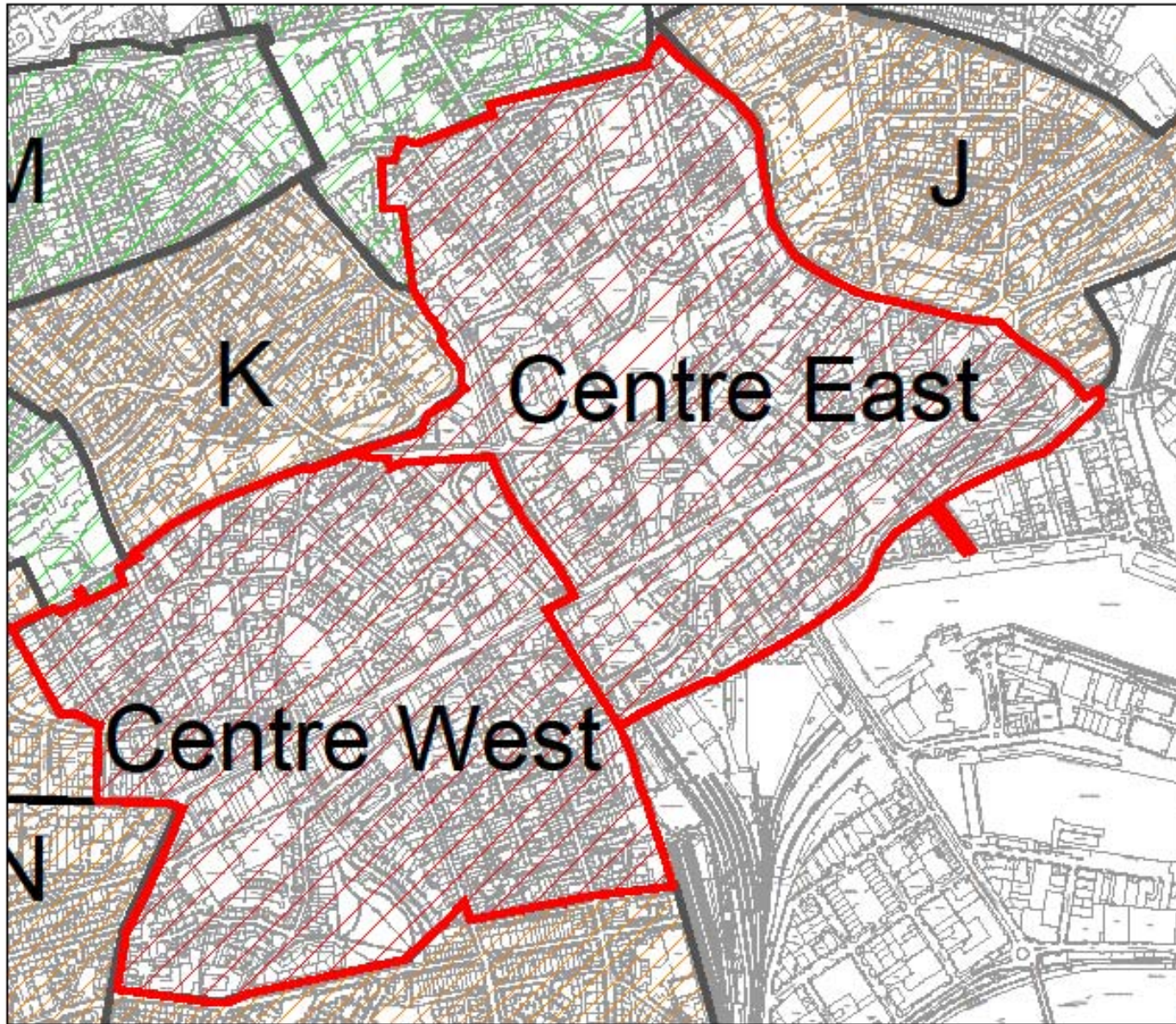
This street is too well located for people
going to The Music Hall, Theatre and restaurants
In Golden Square area...it would mean the residents
Will have an even bigger struggle to park near home.
I am a pensioner and look after grandchildren at times
and I Have often had to sit outside in the car
at night waiting for a concert to finish in order to
get a parking space nearby.




One could argue that there could be more spaces
if other zones included but I don't want a long
walk with children and shopping etc especially
on winter nights.

Hopefully there can be a good resolution to
this issue.

Appendix 3





- KEY**
-  INNER CENTRAL CORE ZONES
 -  OUTER CENTRAL CORE ZONES
 -  PERIPHERAL ZONES

Scale: 1:10,000
 Date: 15/01/2010



**ABERDEEN
CITY COUNCIL**

Traffic Management
 Director, Planning & Infrastructure
 14/15 George Street, Aberdeen, AB10 1QB
 Telephone (01224) 202201 Fax (01224) 202200

Client: ABERDEEN CITY COUNCIL

Project: CONTROLLED PARKING ZONES

Title: CPZ LOCATIONS
 Proposed 'Centre West' & 'Centre East' Zones

Drawn (d.d./s.s.): GM	7/10/2010
Checked (d.d./s.s.):	20/01/2010
Scale of final plan: NOT TO SCALE A3	