

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Strategic Planning and Infrastructure
DATE	4 September 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Traffic Orders at the Final Stage of the Statutory Process
REPORT NUMBER:	EPI/14/224
CHECKLIST:	YES

1. PURPOSE OF REPORT

This report deals with 19 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 advert has been 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 (Greenfern Avenue, Aberdeen) (Prohibition of Waiting) Order 201(X); overrule the objection received and approve the orders made as originally envisaged.
- (iii) in relation to The Aberdeen City Council (Forbesfield Road / Forest Avenue Lane, Aberdeen) (Prohibition of Waiting) Order 201(X); overrule the objection received and approve the orders made as originally envisaged.
- (iv) in relation to The Aberdeen City Council (Stronsay Drive / Fernielea Crescent, Aberdeen) (Prohibition of Waiting) Order 201(X); overrule the objection received and approve the orders made as originally envisaged.

- (v) in relation to The Aberdeen City Council (Rosemount Place Area, Aberdeen) (Prohibition of Loading) Order 201(X); overrule the objection received and approve the orders made as originally envisaged.

3. FINANCIAL IMPLICATIONS

The proposals contained in the nineteen traffic orders detailed at 5.1 through to 5.13 will be funded through the Cycling, Walking & Safer Streets Budget.

The proposal contained in the traffic order detailed at 5.14 will be fully funded by the school.

The proposals contained in the three traffic orders detailed at 5.15 through to 5.17 will be fully funded by developers.

The proposal contained in the traffic order detailed at 5.18 is an administrative amendment to an existing order. There will be no cost implication.

The proposals contained in the traffic order detailed at 5.19 will be funded through the Disabled Parking Budget.

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 eighteen orders under consideration.

5.1 THE ABERDEEN CITY COUNCIL (FERRYHILL) (ZONE V) (CONTROLLED PARKING AND WAITING RESTRICTIONS) (AMENDMENT) ORDER 201(X)

5.1.1 No statutory objections have been received.

5.2 THE ABERDEEN CITY COUNCIL (WALKER ROAD / GRAMPIAN PLACE, ABERDEEN) (PROHIBITION OF WAITING) (REVOCATION) ORDER 201(X)

5.2.1 No statutory objections have been received.

5.3 THE ABERDEEN CITY COUNCIL (OFF-STREET CAR PARKS, ABERDEEN) (AMENDMENT) ORDER 201(X)

5.3.1 No statutory objections have been received.

5.4 THE ABERDEEN CITY COUNCIL (SPRINGFIELD AVENUE / SPRINGFIELD ROAD, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

5.4.1 No statutory objections have been received.

5.5 THE ABERDEEN CITY COUNCIL (GREENFERN AVENUE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

5.5.1 Objection to the introduction of the proposed 'At Any Time' waiting restriction on Greenfern Avenue, Aberdeen

An objection to the introduction of the proposed 'At Any Time' waiting restriction on Greenfern Avenue has been received from a local resident. The objection states that the proposed restrictions will impact on the already limited parking on Greenfern Avenue. The objection also states that whilst the restriction is limited to a section of carriageway between two driveways, which is 2.7 metres in length, it is still sufficient to prevent them from parking their vehicle which they state is 3.7 metres in length. (For information the plan indicating the original proposal is highlighted in Appendix 3).

5.5.2 Response to objection

The proposed restrictions are intended to alleviate the on-going issue raised by the resident who is having problems accessing and exiting their driveway due to vehicles parking inappropriately. The resident has previously applied for a Long 'H' road marking but this has proved ineffective in preventing rogue parking.

Given the aforementioned, it is recommended that the 'At Any Time' waiting restrictions be introduced on Greenfern Avenue for a length of 3 metres or thereby to address the issues currently being encountered by the resident and the order therefore produced to reflect this.

5.6 THE ABERDEEN CITY COUNCIL (AUCHINLECK CRESCENT AREA, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

5.6.1 No statutory objections have been received.

5.7 THE ABERDEEN CITY COUNCIL (FORBESFIELD ROAD / FOREST AVENUE LANE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

5.7.1 Objection to the introduction of part time Mon to Fri, 10am to 4pm part-time waiting restrictions for Forest Avenue Lane, Aberdeen

Objections to the introduction of the proposed part-time waiting restrictions on Forest Avenue Lane have been received from three local residents. The proposed Mon to Fri, 10am to 4pm restrictions are intended to address the on-going issue of inconsiderate parking from non-residents seeking to park free of charge out-with the Controlled Parking Zone (CPZ). Local residents, including the objectors, have cited that poor parking is restricting and sometimes preventing local residents from accessing / exiting their garages. The objections suggests that the proposed restrictions would exacerbate the problem by reducing further the parking at the properties during the times covered by the restrictions and alternative measures such as extending the CPZ or introducing priority parking should be considered. The proposal for the introduction of 'At Any Time' waiting restriction at the junction of Forest Avenue Lane and Forbesfield Road, which is associated with the proposals are however supported by the three objectors, albeit one objector has stated that as parking is at a premium, the restrictions should be reduced from 10 metres to 5 metres in length in order to reduce the impact (For information the plan indicating the original proposal is highlighted in Appendix 3)

5.7.2 Response to objection

Whilst the objections received confirms the issue of parking for residents during working hours it highlights the fact that this is an issue that the residents are prepared to accept as they feel that the imposition of restrictions will have a greater impact on residential amenity. Of the eleven properties that take direct access onto the lane, three have made a formal objection, whilst informal objections have been received from an additional three residents. All of the objections, both formal and informal have indicated support to the proposed 'At Any Time' waiting restrictions at the junction of Forest Avenue Lane and Forbesfield Road, albeit one objector who, whilst supporting the restrictions, wishes them to be reduced to address potential on-street parking issues.

Given the aforementioned, it is recommended that the waiting restrictions on Forest Avenue Lane and its junction with Forbesfield Road be introduced to the extent highlighted in Appendix 1, whilst the proposed part-time waiting restrictions be removed at this stage and monitored to gauge if they are required at a later date. The Order should therefore be produced to reflect this.

5.8 THE ABERDEEN CITY COUNCIL (THISTLE LANE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

5.8.1 No statutory objections have been received.

5.9 THE ABERDEEN CITY COUNCIL (STRONSAY DRIVE / FERNILEA CRESCENT, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

5.9.1 Objection to the introduction of 'At Any Time' waiting restrictions for Stronsay Drive and Fernilea Crescent, Aberdeen

Objections to the introduction of the proposed 'At Any Time' waiting restrictions on Stronsay Drive and Fernilea Crescent have been received from two residents of Fernilea Crescent. The proposed waiting restrictions are intended to address the on-going road safety issue caused by inconsiderate parking from residents of Stronsay Drive within the vicinity of the Fernilea Crescent junction and non-residents attending events within Summerhill Church. Currently vehicles are parking at or near the Give Way build outs on Stronsay Drive near Summerhill Church. This is causing visibility issues for drivers as they are unsighted to on-coming vehicles heading northwards on Stronsay Drive. The objectors feel that the proposed restrictions will impact further on Fernilea Crescent which is already subject to high levels of residents parking. They also feel that due to the narrow nature and restricted forward visibility on Fernilea Crescent, any additional parking would cause further issues with vehicles being able to pass within the boundaries of the carriageway. They feel that the restrictions on Stronsay Drive should be time limited to cover events held within the church, and reduced on Fernilea Crescent to limit impact on available parking (For information the plan indicating the original proposal is highlighted in Appendix 3).

5.9.2 Response to objection

The proposed restrictions are intended to both improve forward visibility for drivers and ensure that any displaced vehicles do not obstruct the junction of Fernilea Crescent. Whilst time limiting the restrictions would address the issues on Stronsay Drive during the restrictions and reduce the parking issues on Fernilea Crescent out-with the restrictions, they would not address the road safety concerns on Stronsay Drive at times out-with the restrictions. The proposed waiting restrictions at the junction of Fernilea Crescent are intended to ensure safe vehicular movements at or near the junction. The proposed restrictions on Fernilea Crescent are limited to the frontage of 21 Stronsay Drive, the owner of which has intimated that they are prepared to install a driveway access to mitigate the effects of the restrictions.

Given the aforementioned, it is recommended that the 'At Any Time' waiting restrictions be introduced on Stronsay Drive and Fernilea Crescent to the extent highlighted in Appendix 1 and the order therefore produced to reflect this.

5.10 THE ABERDEEN CITY COUNCIL (CARNEGIE CRESCENT / ANDERSON DRIVE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

5.10.1 No statutory objections have been received.

5.11 THE ABERDEEN CITY COUNCIL (A944 / B9119, ABERDEEN) (40 MPH SPEED LIMIT) ORDER 201(X)

5.11.1 An objection to the introduction of the proposed 40mph speed limit on the A944 between the Prime Four Development and the City Boundary at Westhill has been received from the Westhill and Elrick Community Council. The objector feels that the proposed introduction of a 40mph speed limit is simply to reduce driver confusion by introducing a uniform speed limit whilst increasing driver frustration and encouraging drivers to ignore the speed limit, especially as this is a dual carriageway with few dwelling houses. The objector also mentions that the sections of the A944, Lang Stracht between the Skene Road junction and James Cocker roses, and the B9119, Skene Road from the A944 junction to Groats Road are currently single carriageway with a 50mph speed limit imposed.

5.11.2 Response to objection

The proposed restrictions are intended to rationalise the speed limit on the section of the A944, Aberdeen to Alford road on the section between Kingswells and Westhill in light of current and future developments including the AWPR interchange at the Five Mile Garage. This reduction will tie in with the 40mph speeds limits currently in place at the Arnhall Development, Westhill and the Prime Four Development at Kingswells. The current 50mph speed limits on the A944 and B9119 to the east of Kingswells are to be reassessed in light of the proposed development at the Den of Maidencraig.

Given the aforementioned, it is recommended that the reduced speed limit of 40mph be introduced on the section of A944 between the Arnhall and Prime Four developments to the extent highlighted in Appendix 1 and the order therefore produced to reflect this

5.12 THE ABERDEEN CITY COUNCIL (ROSEMOUNT PLACE AREA, ABERDEEN) (PROHIBITION OF LOADING) ORDER 201(X)

5.12.1 Objection to the introduction of the proposed Prohibition of Loading Mon to Sat, 8am to 9:30am and 15:30pm to 18:00pm restrictions on Rosemount Place, Aberdeen

An objection to the introduction of the proposed Prohibition of Loading, Mon to Sat, 8am to 9:30am and 15:30pm to 18:00pm restrictions has been received. The proposed restrictions are intended to address an on-going issue caused by delivery vehicles parking at or near the

junctions of View Terrace and Eden Place. Concerns have been received from local residents as delivery vehicles are obstructing visibility for motorists attempting to exit the aforementioned streets onto Rosemount Place, this has resulted in several near misses due to the volumes / speeds of vehicles along Rosemount Place at this location. Delivery vehicles parking within this location result in the actual road width being reduced significantly, this is resulting in a 'pinch point' which causes traffic build up's, especially during the rush hour period. The restrictions are intended to address the visibility problems and ease traffic congestion during the rush hour periods only, out-with this, is it anticipated that the restrictions will not impact adversely on the local businesses. Due to the potential for problems caused by delivery vehicles parking in this area during the rush hour period it is proposed to extend the restrictions on Rosemount Place from Short Loanings to Loanhead Terrace and on Short Loanings, View Terrace and Eden Place at the junctions (For information the plan indicating the original proposal is highlighted in Appendix 3).

5.5.2 Response to objection

The proposed restrictions are intended to alleviate the on-going issues caused by delivery vehicles on Rosemount Place during the rush hour period, whilst not adversely affecting the local business community.

Given the aforementioned, it is recommended that the Prohibition of Loading restrictions be introduced on Rosemount Place, Short Loanings, View Terrace and Eden Place as per Appendix 1 and the order therefore produced to reflect this

5.13 THE ABERDEEN CITY COUNCIL (NORTH DEESIDE ROAD, CULTS, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

5.13.1 No statutory objections have been received.

5.14 THE ABERDEEN CITY COUNCIL (CULTS SCHOOL, CULTS, ABERDEEN) (TRAFFIC MANAGEMENT) ORDER 201(X)

5.14.1 No statutory objections have been received.

5.15 THE ABERDEEN CITY COUNCIL (TARBOTHILL ROAD, ABERDEEN) (NO STOPPING) (REVOCATION) ORDER 201(X)

5.15.1 No statutory objections have been received.

5.16 THE ABERDEEN CITY COUNCIL (WELLINGTON CIRCLE / UN-NAMED ACCESS ROAD OFF WELLINGTON CIRCLE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

5.16.1 No statutory objections have been received.

5.17 THE ABERDEEN CITY COUNCIL (EARNS HEUGH ROAD / LOIRSTON AVENUE / LOIRSTON CLOSE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

5.17.1 No statutory objections have been received.

5.18 THE ABERDEEN CITY COUNCIL (ASHLEY/QUEEN'S CROSS) (ZONE N) (CONTROLLED PARKING AND TRAFFIC MANAGEMENT) ORDER 201(X)

5.18.1 No statutory objections have been received.

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

5.19.1 No statutory objections have been received.

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 13 March 2014.

<http://committees.aberdeencity.gov.uk/documents/s36094/EPI.14.023%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 (TARBOTHILL ROAD, ABERDEEN) (NO STOPPING) (REVOCATION) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (Tarbothill Road, Aberdeen) (No Stopping) (Revocation) Order 201(X)” in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to revoke two lengths of ‘no stopping’ / ‘School Keep Clear’ on Tarbothill Road that operated Monday to Friday, between the hours of 8am and 5pm, and were associated with the now defunct school that was located adjacent to this road. The lengths of road concerned are defined in the schedule below.

Schedule

Tarbothill Road

South side, from a point 64 metres north of its junction with Balgownie Road, in a northerly then westerly direction for a distance of 36 metres.

East side, from a point 15 metres south of its junction with Fowlershill Gardens, in a southerly direction for a distance of 31 metres.

THE ABERDEEN CITY COUNCIL (SPRINGFIELD AVENUE / SPRINGFIELD ROAD, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (Springfield Avenue / Springfield 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 Springfield Avenue and Springfield Road, Aberdeen, as defined in the schedule below.

Schedule

Springfield Avenue

Both sides, from the extended east kerbline of Springfield Road, eastwards for a distance of 15 metres or thereby.

Springfield Road

East side, from the extended north kerbline of Springfield Avenue, northwards for a distance of 10 metres or thereby.

East side, from the extended south kerbline of Springfield Avenue, southwards for a distance of 10 metres or thereby.

THE ABERDEEN CITY COUNCIL (FORBESFIELD ROAD / FOREST AVENUE LANE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (Forbesfield Road / Forest Avenue Lane, Aberdeen) (Prohibition of Waiting) Order 201(X)” in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose certain lengths of prohibition of waiting at any time on Forbesfield Road and Forest Avenue Lane, Aberdeen, as defined in the first schedule below. .

First Schedule

Prohibition of waiting at any time

Forbesfield Road

East side, from the extended south kerbline of Forest Avenue Lane, southwards for a distance of 10 metres or thereby.

East side, from the extended north kerbline of Forest Avenue Lane, northwards for a distance of 10 metres or thereby.

Forest Avenue Lane

Both sides, from the extended east kerbline of Forbesfield Road, eastwards for a distance of 10 metres or thereby.

THE ABERDEEN CITY COUNCIL (GREENFERN AVENUE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Greenfern Avenue, 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 certain length of prohibition of waiting at any time on Greenfern Avenue, Aberdeen, as defined in the schedule below.

Schedule

Greenfern Avenue

East side, from a point 62 metres or thereby south of the extended south kerbline of Greenfern Road, southwards for a distance of 5 metres or thereby.

THE ABERDEEN CITY COUNCIL (THISTLE LANE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Thistle Lane, Aberdeen) (Prohibition of Waiting) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a prohibition of waiting at any time throughout Thistle Lane, Aberdeen.

THE ABERDEEN CITY COUNCIL (STRONSAY DRIVE / FERNIELEA CRESCENT, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Stronsay Drive / Fernielea Crescent, Aberdeen) (Prohibition of Waiting) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a prohibition of waiting at any time on certain lengths of Stronsay Drive and Fernielea Crescent, as defined in the schedule below.

Schedule

Stronsay Drive

East side, from a point 50 metres or thereby north of the north kerbline of Fernielea Crescent, southwards for a distance of 140 metres or thereby.

West side, from a point 45 metres or thereby north of the north kerblines of Fernielea Crescent, southwards for a distance of 95 metres or thereby.

Fernielea Crescent

Both sides, from the extended west kerblines of Stronsay Drive, westwards for a distance of 15 metres or thereby.

THE ABERDEEN CITY COUNCIL (CARNEGIE CRESCENT / ANDERSON DRIVE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Carnegie Crescent / Anderson Drive, Aberdeen) (Prohibition of Waiting) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a prohibition of waiting at any time on certain lengths of Carnegie Crescent and Anderson Drive (slip road serving property nos.162 to 168 Anderson Drive), Aberdeen, as defined in the schedule below.

Schedule

Carnegie Crescent

South side, from the extended east kerblines of the slip-road of Anderson Drive serving properties 162 to 168, eastwards for a distance of 10 metres or thereby.

South side, from the extended west kerblines of the slip-road of Anderson Drive serving properties 162 to 168, westwards for a distance of 8 metres or thereby.

Anderson Drive (Slip-road serving property nos. 162 to 168 Anderson Drive)

Both sides, from the extended south kerblines of Carnegie Crescent, southwards for a distance of 10 metres or thereby.

THE ABERDEEN CITY COUNCIL (ROSEMOUNT PLACE AREA, ABERDEEN) (PROHIBITION OF LOADING) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Rosemount Place Area, Aberdeen) (Prohibition of Loading) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a prohibition of loading, Monday to Saturday, between the hours of 8.00am to 9.30am, and 3.30pm to 6.00pm, on certain lengths of Rosemount Place, Short Loanings, Eden Place, View Terrace, Loanhead Terrace Lane, and Richmond Street, Aberdeen, as defined in the schedule below.

Schedule

Rosemount Place - South side, from the extended west kerblines of Eden Place, westwards for a distance of 14 metres or thereby; South side, from a point 29 metres or thereby west of the extended west kerblines of Eden Place, westwards for a distance of 21 metres or thereby; South side, from the extended east kerblines of Eden Place, eastwards for a distance of 51 metres or thereby; North side, from the extended west kerblines of View Terrace, westwards for a distance of 27 metres or thereby; North side, from the extended east kerblines of View Terrace, eastwards for a distance of 16 metres or thereby.

Short Loanings - East side, from the extended south kerblines of Rosemount Place, southwards for a distance of 24 metres or thereby.

Eden Place - Both sides, from the extended south kerbline of Rosemount Place, southwards for a distance of 11 metres or thereby.

View Terrace - East side, from the extended north kerbline of Rosemount Place, northwards for a distance of 16 metres or thereby; West side, from the extended north kerbline of Rosemount Place northwards for a distance of 8 metres or thereby.

Loanhead Terrace Lane - East side, from the extended north kerbline of Rosemount Place, northwards for a distance of 4 metres or thereby.

Richmond Street - West side, from the extended south kerbline of Rosemount Place, southwards for a distance of 6 metres or thereby.

THE ABERDEEN CITY COUNCIL (OFF-STREET CAR PARKS, ABERDEEN) (AMENDMENT) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (Off-Street Car Parks, Aberdeen) (Amendment) Order 201(X)” in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order is to change the charging tariff at Frederick Street Car Park. The current tariff is currently £2.00 for a period of parking up to 2 hours; £3.00 for 3 hours; and £4.00 for a maximum of 4 hours. **It is proposed to introduce a new charge of £1.00 for a period of parking up to 1 hour.**

THE ABERDEEN CITY COUNCIL (NORTH DEESIDE ROAD, CULTS, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (North Deeside Road, Cults, 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 certain length of prohibition of waiting at any time on the south side of the North Deeside Road, Cults, Aberdeen; while at the same time revoking certain existing lengths on the north side, thereby shifting on-street parking availability from the south to the north side on the section of this road between its junctions with Netherby Road and South Avenue.

THE ABERDEEN CITY COUNCIL (AUCHINLECK CRESCENT AREA, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (Auchinleck Crescent Area, 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 Auchinleck Crescent, Gort Terrace, and on the Access Road to the Off-Street Car Park located off the north side of the Auchinleck Crescent, as defined in the schedule below.

Schedule

Auchinleck Crescent

North side, from the extended west kerbline of Gort Terrace, westwards then northwards for a distance of 95 metres or thereby.

Access road to the off-street car park located off the north side of Auchinleck Crescent

Both sides, from the extended north kerbline of Auchinleck Crescent, northwards for a distance of 19 metres or thereby.

Gort Terrace

West side, from its junction with Auchinleck Crescent, northwards for a distance of 5 metres or thereby.

THE ABERDEEN CITY COUNCIL (WALKER ROAD / GRAMPIAN PLACE, ABERDEEN) (PROHIBITION OF WAITING) (REVOCATION) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (Walker Road / Grampian Place, Aberdeen) (Prohibition of Waiting) (Revocation) 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 existing prohibition of waiting at any time on Walker Road and Grampian Place, Aberdeen, as defined in the schedule below.

Schedule

Walker Road

West side, from a point 39 metres or thereby north of the extended north kerbline of Polwarth Road to a point 25 metres south of the extended south kerbline of Grampian Place.

Grampian Place

North side, from a point 30 metres or thereby east of the extended east kerbline of Wellington Road, eastwards for a distance of 38 metres or thereby.

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (A944 / B9119, ABERDEEN) (40 MPH SPEED LIMIT) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (A944 / B9119, 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 reduce the existing 50 mph mandatory speed limit on certain lengths of the A944, Aberdeen, and the B9119, Aberdeen, to a mandatory speed limit of 40 mph. The existing lengths of carriageway concerned on the A944 are located between the Kingswells Roundabout and Bishopdams Bridge. The schedule below highlights the lengths concerned, but is also inclusive of carriageway already subject to a 40 mph speed limit. The new A944 westbound slip road leading to the B9119 would also be subject to a 40 mph speed limit.

Schedule

A944

Eastbound carriageway, from Bishopdams Bridge, eastwards to a point 132 metres or thereby east of its junction with the C89C.

Westbound carriageway, from a point 249 metres or thereby east of its junction with the C89C, westwards to the point of Bishopdams Bridge.

A944 (westbound slip road leading to B9119)

In its entirety.

B9119

From its junction with the A944, westwards for a distance of 188 metres or thereby.

THE ABERDEEN CITY COUNCIL (WELLINGTON CIRCLE / UN-NAMED ACCESS ROAD OFF WELLINGTON CIRCLE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (Wellington Circle / Un-named Access Road off Wellington Circle, Aberdeen) (Prohibition of Waiting) Order 201(X)” in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a prohibition of waiting at any time on Wellington Circle with the exception of those lengths highlighted in the first schedule below; that is to say on-street parking will be retained on those lengths of road highlighted in the first schedule. It is also proposed certain lengths of prohibition of waiting are introduced on an un-named access road off Wellington Circle as defined in the second schedule below.

First Schedule

Wellington Circle

East side, from a point 234 metres or thereby west, then north, of its junction with the A956 Wellington Road, northwards for a distance of 79 metres or thereby.

North side, from a point 350 metres or thereby west, then north, then west, of its junction with the A956 Wellington Road, westwards for a distance of 44 metres or thereby.

North side, from a point 432 metres or thereby west, then north, then west, of its junction with the A956 Wellington Road, westwards for a distance of 12 metres or thereby.

North side, from a point 471 metres or thereby west, then north, then west, of its junction with the A956 Wellington Road, westwards for a distance of 20 metres or thereby.

Second Schedule

Un-named Access Road (located off the north side of Wellington Circle at a point 486 metres or thereby west, then north, then west, of its junction with the A956 Wellington Road)

West side, from its junction with Wellington Circle, northwards for a distance of 29 metres or thereby.

East side, from its junction with Wellington Circle, northwards for a distance of 7 metres or thereby.

THE ABERDEEN CITY COUNCIL (EARNS HEUGH ROAD / LOIRSTON AVENUE / LOIRSTON CLOSE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (Earns Heugh Road / Loirston Avenue / Loirston Close, Aberdeen) (Prohibition of Waiting) Order 201(X)” in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a prohibition of waiting at any time on certain lengths of Earns Heugh Road, Loirston Avenue and Loirston Close, Aberdeen, as defined in the schedule below.

Schedule

Earns Heugh Road

West side, from a point 8 metres or thereby north of the extended north kerblines of Loirston Avenue, southwards for a distance of 40 metres or thereby; east side, from a point 10 metres or thereby south of the extended south kerblines of Loirston Avenue southwards to the extended north kerblines of Loirston Close.

Loirston Avenue

North side, from a point 11 metres or thereby east of the east extended kerblines of Loirston Avenue, eastwards for a distance of 15 metres or thereby.

Loirston Close

North side, from the extended east kerblines of Earns Heugh Road, eastwards, then southwards for a distance of 30 metres or thereby; South side, from the extended east kerblines of Earns Heugh Road, eastwards for a distance of 15 metres or thereby.

THE ABERDEEN CITY COUNCIL (CULTS SCHOOL, CULTS, ABERDEEN) (TRAFFIC MANAGEMENT) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (Cults School, Cults, 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 on the un-named perimeter road serving Cults School, Cults, Aberdeen. These measures consist of certain lengths of prohibition of waiting at any time; a certain length of ‘no stopping’ (‘School Keep Clear’) operating Monday to Friday, 8am to 5pm; a dedicated bay for use by taxis; five disabled parking bays (four of which are located in areas taking access from the perimeter road); and a one-way system that only permits vehicles to take access to the perimeter road via its east junction with Earlswells Road and travel in an anti-clockwise direction only.

THE ABERDEEN CITY COUNCIL (FERRYHILL) (ZONE V) (CONTROLLED PARKING AND WAITING RESTRICTIONS) (AMENDMENT) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (Ferryhill) (Zone V) (Controlled Parking and Waiting Restrictions) (Amendment) Order 201(X)” in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order is to revoke a 5 metre length of existing prohibition of waiting at any time on Ferryhill Place (south side near its junction with Ferryhill Road / Polmuir Road) and in its place introduce a further length of ‘Resident permit holders only’ parking. The aforementioned proposal will compensate for the loss of an equivalent length of ‘pay & display’ parking on Polmuir Road as a result of extending the ‘bus stop’ area on the west side of this road adjacent to Ferryhill Parish Church.

**THE ABERDEEN CITY COUNCIL (ASHLEY/QUEEN'S CROSS) (ZONE N)
(CONTROLLED PARKING AND TRAFFIC MANAGEMENT) ORDER 201(X)**

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the new order is to restate and modernise the provisions of the existing equivalent order. Once concluded, the new order will revoke the previous order; while the existing traffic management measures on those roads affected by the new order will remain unchanged.

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

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

The effect of the order is to establish a regulatory on-street parking place on Elmfield Avenue, Aberdeen, and also in an off-street car park serving property nos. 26a Rowan Road / 1 – 3 Dominies Road. In each case, a single on-street parking place – reserved for the exclusive use of any blue badge holder – will be established.

Full details of the above proposals are to be found in the draft orders, which, together with maps showing the intended measures (where necessary) and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays from 23 July, 2014, to 12 August, 2014, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at Marischal College, Aberdeen.

It is recommended that anyone visiting Marischal College 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 Marischal College can telephone (01224 522319) 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 23 July, 2014, to 12 August, 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**

Appendix 2:

Objections received during Statutory and Public Consultations –

5.5 Greenfern Avenue

An objection has been received from Mrs Laura Dey of 22 Greenfern Avenue.

Mrs Dey makes reference to the fact that she currently parks in the area between numbers 24 and 26 as she feels that this is adequate in length to accommodate her vehicle, which she states is 3.7 metres in length. She also makes reference to the lack of on-street parking and suggests that the proposed waiting restrictions will only further exacerbate the problem."

5.7 Forbesfield Road / Forest Avenue Lane

Objection 1

From: Alison Shaw

Sent: 24 July 2014 14:22

To: TrafficManagement

Subject: Objection to proposed waiting restrictions Forest Avenue Lane, Aberdeen

Objection to proposed Mon-Fri 10am to 4pm waiting restriction in Forest Avenue Lane

Whilst I welcome the proposed "At Any Time" restrictions at the junction of Forbesfield Road and Forest Avenue Lane as a sensible safety measure, I write to express my deep reservations regarding the proposed Mon-Fri 10am to 4pm waiting restriction in Forest Avenue Lane.

I do appreciate that it is designed to alleviate the intolerable parking situation in the area caused by commuters but such a restriction will also penalise residents who are unable to park near their homes – because all the on-street parking is occupied all day by commuters.

The only advantage to the proposed waiting restriction would be to prevent commuters and senior schoolchildren parking in the lane, where their inconsiderate parking methods regularly restrict and sometimes block access to our garages and gardens, making it impossible to enter and exit safely without the danger of damaging vehicles.

I believe the proposal would exacerbate the parking problem by reducing even further the limited parking options for residents.

I suggest that the only workable solution would be to enforce the proposed regulation along with either a controlled parking zone (CPZ) or priority parking, similar to that being trialled in Edinburgh, which is designed to make it easier for residents to park near their homes and to prevent all-day commuter parking.

The problem of the area being used as a free car park has only arisen since the introduction of a CPZ covering neighbouring streets, eg Harlaw Road and Forest Avenue. I understand the rationale behind a CPZ is that it should be large enough to deter drivers from simply parking immediately outside the zone and therefore not merely shift the problem from one street to the next. However this is precisely the situation the CPZ referred to has created – and we are the innocent victims.

I would be grateful if you could consider the following:

- Commuters arrive very early each weekday morning to bag a space in front of our homes. Their vehicles then remain there all day, preventing

residents, visitors or delivery drivers parking for even a brief length of time

- although some homes have garages, it is not always convenient to have a vehicle locked away all day, every day – would residents be penalised, for example, for washing their vehicle in the lane during the day?
- in order to ensure a parking space for my visiting elderly parents I often leave my garage vacant, parking my own vehicle in the lane outside – would I receive a penalty for this, where do you suggest my parent's park?
- some commuters arrive so early to reserve their free parking space that they have to sit in their vehicles until it's time to go to work. One regular parker even has a cuppa and reads the paper. In order to beat them at their own game, I would have to take my car out of the garage at approx. 6.30am to park in front of my own home, to ensure a parking space for my parents in my own garage!
- there are plenty of available parking spaces within the CPZ which go unused, i.e. not bringing in revenue, because our street is a free car park

I would urge the authority not to proceed with the proposed parking restriction, which will penalise residents, unless it is in conjunction with a priority parking scheme or CPZ. I hope this suggestion will be given careful consideration.

Kind regards,

Alison Shaw
15 Cromwell Road,
Aberdeen
AB15 4UH

Forbesfield Road / Forest Avenue Lane

Objection 2

Hi,

I have contacted you in the past regarding this issue. In our neighbourhood we feel we will suffer financially & are the ones being punished for the anti-social parking behaviour of private school kids blocking garages, parking opposite garages etc. In addition to this there are nursing home staff & office staff from Queens Rd area parking all day in our neighbourhood. I would think a two hour max stay between 10 - 3pm would deter many commuters. The locals many who are elderly and receive meals on wheels and home care would still have space near their home for their carers & children to pop in and check on them as is often the case. some elderly residents I speak to often complain that there are no spaces for their kids to park for a quick visit during the day and this saddens me. In the Cornhill neighbourhood of Aberdeen around 2006 there was a similar issue of hospital staff using local streets as a car park and the council issued two free controlled parking zones tickets, one for a vehicle registered at that property & another for visitors, why cannot the council consider alternatives such as this.

During the school holidays when there is less cars in Forest Avenue Lane you can see & hear people racing down that lane in their high performance cars as the lane is empty and generally hidden from the Police patrol cars, my worry is with no cars parked in the lane they will treat it as a racetrack. I believe people pass parked cars slower in case kids run out. Then there is the Scout hut which always has kids around it for Scouts or as a rented space.

I also feel having double yellows at the East side of Forbesfield Rd all the way to Forest Av Lane will just open up the road for people to take that corner faster, I have seen it a lot in the 5 years I have lived there. If the road is empty they go faster, some cars on both sides does slow down the traffic.

I prefer to park on Forest Avenue Lane as it is a safer place to put my child in & out of the car. I firmly believe a two hour max stay between 10-3pm would deter most and issue one free CPZ for lane parking only per household backing onto the lane.

Regards,
Garry Morrison
17 Cromwell Road
ABERDEEN
AB154UH

Forbesfield Road / Forest Avenue Lane

Objection 3

To whom it may concern,

I have recently noted a Prohibition of waiting order posted to a lamppost outside our house at no 94 Forbesfield Road.

Having visited the council office to review the full plans and, whilst I am all for safety and appreciate the difficulties sometimes posed when ensuring the safety of the public, I feel that the extent of the proposed no waiting zone is too extreme. I have no desire to object to these proposals but would like the council to consider reducing the 'At any time' waiting zone from 10 metres to 5 metres. As far as we can find, there have been no safety related incidents in this area that would justify a 10 metre zone.

As residents who work Monday to Friday, my wife and I are finding it increasingly more difficult to park outside our home and the council's un-amended proposal will only exacerbate that problem. We are a close family and receive many visits from family and friends one of which is my sister-in-law who is disabled. Keeping the 10m zone would severely impact our ability to move our cars (my wife's and I) to enable sufficient space for her vehicle.

Another option would be to introduce a metering system around the area with the caveat that residents parking extends from 94 Forbesfield road to eg 78 Forbesfield Road between 16:00 and 08:00 Monday to Friday. This measure in conjunction with my first proposal would have the added benefit of bringing in additional revenue to the council and help relieve the parking issue for local residents.

My final concern is that un-amended this proposal would bring the probability of people parking in front of other people's homes and driveways which can only lead to the spectre of further frustration and, possibly, confrontations between homeowners and drivers.

Many thanks

Kevin Wood

5.9 Stronsay Drive / Fernielea Crescent

Objection 1:

2 Fernielea Crescent
ABERDEEN
AB15 6JN

Dear Ms Duncan

Following our recent telephone conversation when I spoke to you and your colleague Kevin Abercrombie, I would like to lodge my objection to the proposed 15 metre length of double yellow lines from Stronsay Drive into Fernielea Crescent. I feel this is an excessive length of yellow lines, which will cause further obstructions in Fernielea Crescent.

People who are abusing Stronsay Drive and Fernielea Crescent at this time are parents and adults attending classes at Fernielea Church and not using the car park provided by the Church.

The drivers will park in Fernielea Crescent preventing residents parking at their own doors and the residents may have to park quite some distance away and their cars are then out of sight and may be damaged/stolen. The road is so narrow that if they completely park on one side of the road cars will have nowhere to pull in to allow cars to pass. If there must be yellow lines can this not be single lines which cease to be in operation after 7.00pm or 8.00pm.

There is a large expanse of grass between fences separating the Church and Fernielea School that is lying idle with nothing on it but grass. Can this not be made into parking areas?

Are you going to take away some of the grass area on Fernielea Crescent to compensate for all the extra cars that will now park in Fernielea Crescent and cause traffic jams, to allow residents to park outside their own houses?

I would appreciate your comments to the information and questions above.

Yours sincerely

Carol Clark

Objection 2:

Sent: 19 July 2014 11:19

To: Katherine Duncan

Subject: Objection to planned parking changes on Stronsay Drive/Fernielea Crescent

Good morning,

I wish to object to the proposed changes to parking on Stronsay Drive and Fernielea Crescent.

I strongly believe that the new proposed measures will lead to absolute mayhem, especially on Fernielea Crescent where I live.

The comings and goings of people attending Summerhill Church, especially for the evening clubs and Saturday boot sales have recently caused major problems on Fernielea Crescent with cars being directed away from Stronsay Drive. This morning (Saturday 19/7) there were traffic cones placed on Stronsay Drive, illegally in my mind, more or less telling people to overload Fernielea Crescent, and this was certainly the case even though there were plenty spaces within the church car park itself.

Fernelea Crescent is not a big street and its occupants always park their cars accordingly and only use one side of the street for parking. The overflow from the church users cause major congestion as cars trying to use the street coming from both directions meet in the middle with nowhere to go but to reverse back to allow others to pass. I saw at least two vehicles this morning having to reverse onto Stronsay Drive and this is extremely dangerous.

The proposed measures state that there will be double yellow lines for 15 metres from the top of Fernielea Crescent. This will only make the scenario worse. Is there a plan in place to make Fernielea Crescent a one-way system? I indeed hope so if these plans are carried out.

Stronsay Drive in itself is a complete joke as the traffic "islands/bollards" or whatever they are called are very DANGEROUSLY placed. The one outside the church is on a blind spot where there is a hill, and therefore is an accident waiting to happen. In fact there have already been several minor bumps at this spot and it is very common to hear car horns being blasted. The one further down Stronsay Drive is on a blind corner, which again is a major hazard!

These islands/bollards DO NOT make people slow down, in fact it is the opposite, as drivers need to speed up often to avoid meeting traffic from the opposite direction.

I do agree that double yellow parking measures need to be installed near to these island/bollards, as at present people park their cars far too close to them and therefore increase the dangers.

The measurements proposed though will only direct people to park further down Stronsay Drive and onto the 2nd bollard system I have mentioned above.

Can I suggest that these bollards are removed completely and replaced with proper speed control bumps? or better still cameras? Bearing in mind that there is a primary school in the very close vicinity and also a large piece of grassland often used by children playing, Stronsay Drive is a crossing point

for these children and to enforce parking restrictions that will endanger this ever more so seems like a very badly thought out move.
Stronsay Drive has become a race track, largely due to these bollards.
I do not know your procedures regarding replying to objections, but I would very much appreciate some feedback on your thoughts.

I look forward to your response.

Mr Gary Law
4 Fernielea Crescent
Aberdeen
AB15 6JN

5.11 A944 – Proposed 40mph Speed limit

Dear Traffic Management,

I am writing to you on behalf of Westhill & Elrick Community Council regarding the above order.

In reality, this reduction in the speed limit applies to a 50mph section of the A944 which is dual carriageway, from the Aberdeen City boundary at Bishopdams to the location of Ardene House Veterinary Hospital, where a 40mph limit is already in place to the other side of the Kingswells roundabout.

This section of road is relatively open, and has clear lines of sight at all junctions. It is rural landscape with few dwelling houses.

The reasons that have been stated for reducing the speed limit are related to further development along this section of the road, as well as the forthcoming AWPR interchange, but the prime reason appears to be that reducing the speed limit to 40mph will decrease the number of changes of speed limit along this section of road, therefore causing less confusion for vehicle drivers. There is one increase from 40 to 50mph and one decrease from 50 to 40mph. That is a total of 2 changes. There is no statement that the reason for reducing the speed limit is primarily for safety reasons. We cannot see any reason why the speed limit needs to be reduced to 40mph for either of the first 2 reasons. There are many 50mph and 70mph sections of road alongside business developments and at roundabouts in Aberdeenshire.

The A944 section from just west of the entrance to James Cocker and Sons on the Lang Stracht to just east of the Kingswells roundabout has a 50mph speed limit as has Skene Road from just west of the junction with Groats Road at Hazelhead to just east of the Kingswells roundabout. A large part of both these sections of road are single carriageway with limited sight lines at some of the junctions. I assume that the changes of speed limit here are not considered to cause confusion for vehicle drivers.

There seems to be little logic for the reasons given as stated above.

Our main concern is that the reduction in speed limit will encourage frustrated drivers to break the new speed limit, both during and out with the peak traffic hours. Most drivers using this route can remember when the road speed limit was derestricted i.e. 70mph. A number of drivers are still doing that speed.

The second concern is that a reduction in the speed limit will inevitably lead to traffic driving closer together, making it more difficult for vehicles to join or cross the dual carriageway. Frustration leads to stress and consequential effects, whether trying to cross the carriageway, or being limited to 40mph.

We would request that the elected council members carefully consider the reasoning behind the reduction in the speed limit and whether it is reasonable for this traffic order to be approved.

Thank-you,

John Imrie
Secretary
Westhill & Elrick Community Council

5.12 Rosemount Place – Loading Restrictions

Ref: Proposed “No Loading” on Rosemount Place

Dear Katherine Duncan

The proposal indicates that the exiting problem is only from View Terrace onto Rosemount Place when we R&M-ECC have highlighted that residents and members of the public have the same problem when exiting Eden Place.

These issues aren't due to HGV vehicles parked at either of the stores on Rosemount place, this is due to the volume of traffic on Rosemount Place which we are all well aware of but not a lot can be done about that.

We have had discussions with the City Council and Police Scotland on parking and traffic issues throughout the years without much success from either.

Following on from these discussions with our local councillors we were informed that one of the issues this present administration were going to conduct was a survey on all parking issues which affect all areas of the city but up to date haven't seen any results from these discussions.

Having taken the time to visit both stores on Rosemount Place to discuss the parking issues I was pleased with the outcome of my visit.

<>By the time this proposal is discussed the parking problem for the time being at View Terrace/Rosemount Place will no longer be an issue as the co-op intend closing the store by the end of April 2014.

At the moment their delivery is anytime **after 6am** unless they have a special delivery which could be at any time of the day which isn't very often.

<><>I had an interesting discussion with the Sainsbury's manage who is well aware of these parking and traffic issue which exists on Rosemount Place.

Sainsbury's have two deliveries per day, **6.30am** is for their perishable goods and the second one at **6.30pm-7pm** is for their non-perishable goods.

<><><>I also took time to speak to both drivers and the one who delivers to the Co-op pointed out that he had to either park on Rosemount place as the type of HGV he has couldn't negotiate along Mount Street onto West Mount Street and then trying to negotiate onto View Terrace with all the vehicles parked on both sides, hence the reason they have to park on Rosemount Place DYL as there are too many spaces for vehicles parked on the Pay & Display so they have no option but to park on the DYL or not deliver any good to the store.

<><><><>The Sainsbury's driver had less of a problem but on occasions there were vehicles parked on the SYL which left him no option but to park on DYL.

Sainsbury's second delivery is just on the verge of 6.30pm which could be changed to slightly later on as this would suit the manager better as their rush period would be over and they would have more staff to assist with unloading.

In my opinion had the council taken the time to visit both of these stores before any discussion had taken place they would have found out the aforesaid information and negotiated with the manage/transport dept. to change the Sainsbury's second delivery time to help the traffic flow up to 6.30pm as this would also help the staff as well to have more staff to take the deliveries into the store and shorten the time the vehicle has to park on Rosemount Place.

Both stores are aware of the early morning parking problems on DYL and SYL which their passing customers create but that is not their problem, this has to be addressed by the City Council Wardens.

The only real practical answer to the early morning parking issues on Double Yellow Lines/SYL by members of the public chancing their luck to shop in Sainsbury's/Co-op is to deploy City Wardens as the general public are aware the City Wardens do not get to this part of Rosemount Place until later in the day.

I have been told that the wardens on the City Centre first and then they deal with any issues on their way out of the City Centre.

We have discussed parking issues over the years from Skene Square to Westfield Road and Argyll Place without much success.

The council can make as many proposed parking restrictions throughout the city but the million dollar question is "how are these new parking restriction going to be policed"??

We are well aware of parking issues in the area which have been reported directly to the City Wardens but not a lot has been achieved.

Why you may ask and the answer is quite simple there aren't enough City Wardens to do the job properly.

As you will appreciate this will only affect Sainsbury's by the time any decision is made but parking issues on Rosemount Place need addressing sooner than later as members of the public chance their luck at any time of the day to pop into any of the shopping outlets from Mount Street to Westfield Road and Mount Street to Argyll Place.

In conclusion, we are of the opinion these "No Loading" restriction aren't needed if the council take the time to discuss the deliveries to the co-op and

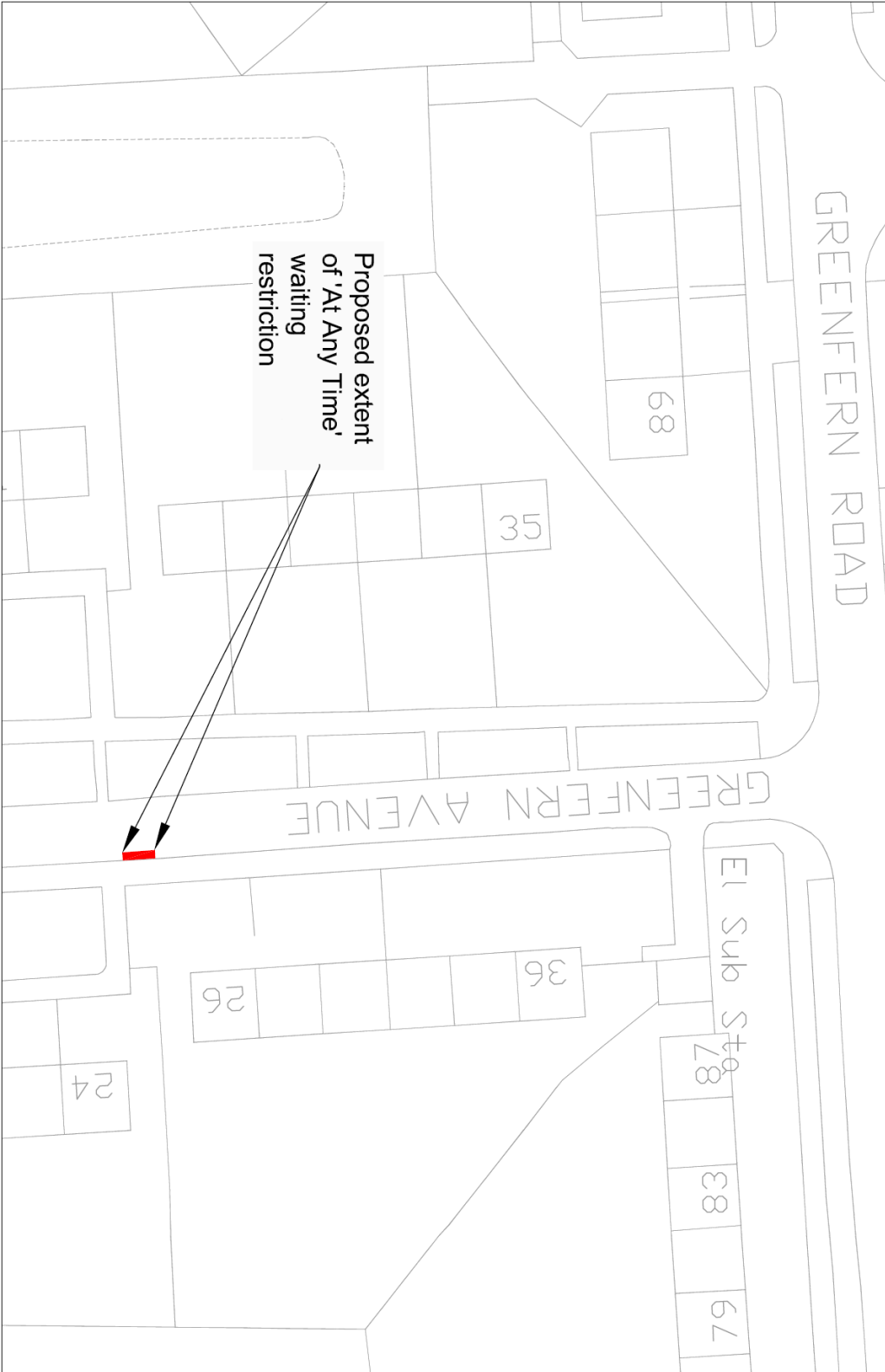
Sainsbury's stores and what it was going to cost could be put to better use, like repairing the road surfaces properly.

Yours sincerely

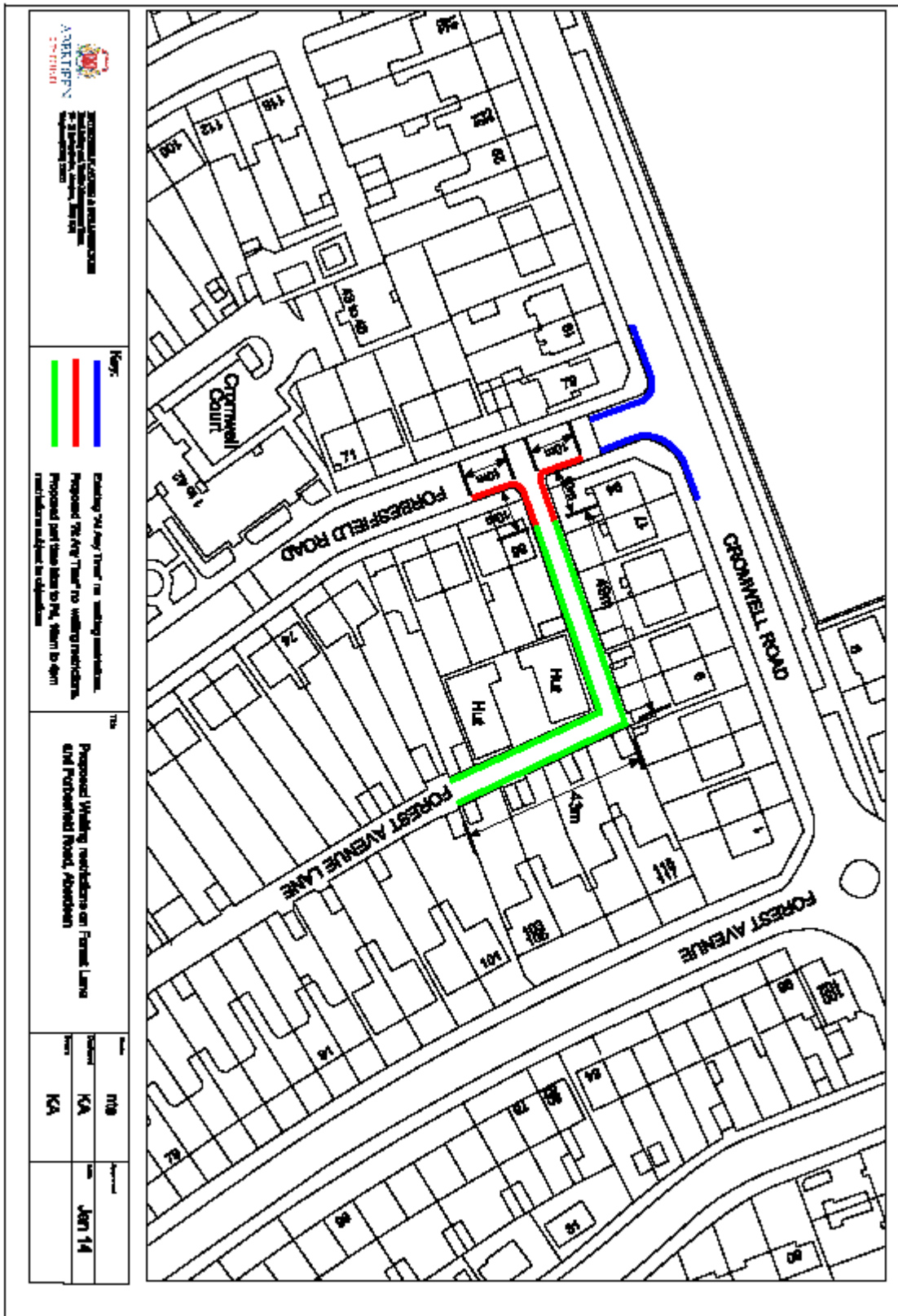
Willie Jaffray
R&M-ECC

Appendix 3

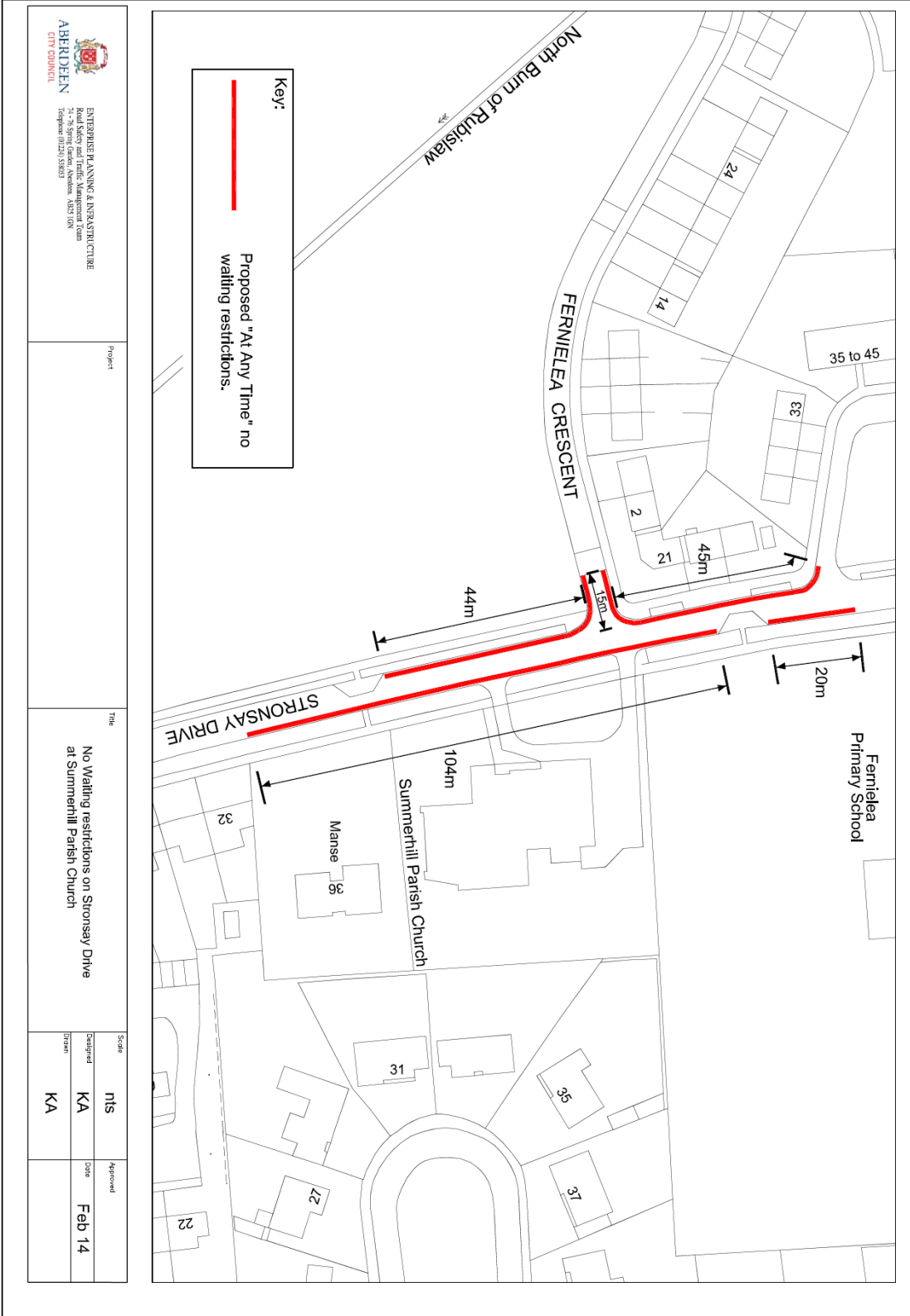
Greenfern Avenue - 'At Any Time' waiting restrictions



Forest Avenue Lane / Forbesfield Road



Stronsay Drive





ABERDEEN CITY COUNCIL

 ENTERPRISE PLANNING & INFRASTRUCTURE

 Road Safety Engineering Team

 14, 16 Spring Garden, Aberdeen, AB25 1DN

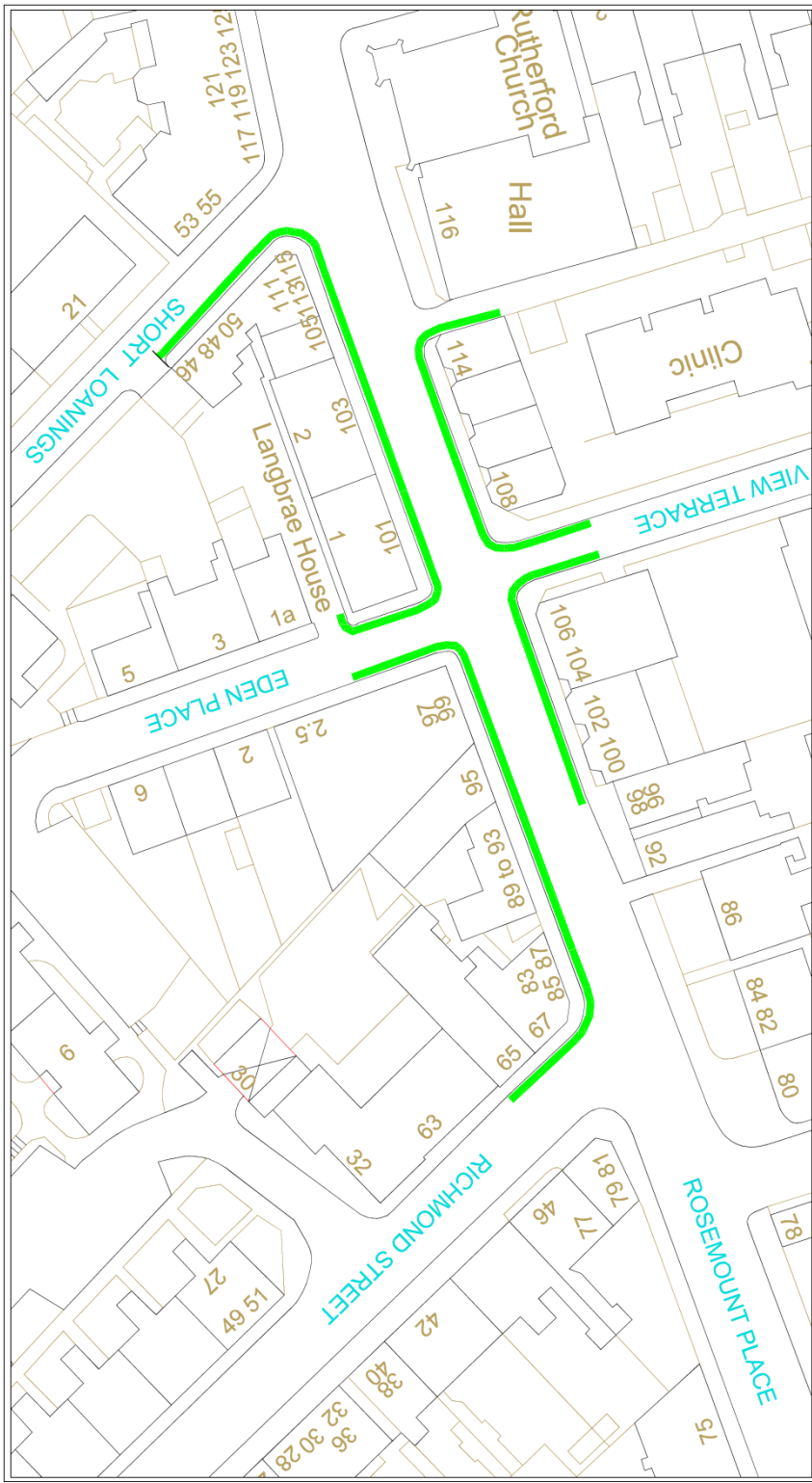
 Telephone: 01224 518823

Project

Title
 No Waiting restrictions on Stronsay Drive
 at Summerhill Parish Church

Scale		Approved	
Designed	nls	Date	Feb 14
Drawn	KA		
	KA		

Proposed 'No Loading' restrictions on Rosemount Place, Aberdeen



Key:

Proposed 'No Loading 07:30 to 09:30 am and 15:30 to 18:30pm' restrictions

Title		Scale		Approved	
		Designed	KA	Date	
		Drawn	KA		