

ABERDEEN CITY COUNCIL

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COMMITTEE	<b>Communities, Housing and Infrastructure</b>
DATE	<b>13 January 2015</b>
DIRECTOR	<b>Pete Leonard</b>
TITLE OF REPORT	<b>Various small scale traffic management and development associated proposals (Stage 3 – Public Advert)</b>
REPORT NUMBER:	<b>CHI/14/052</b>

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1. PURPOSE OF REPORT

This report deals with 18 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 (and plans indicating the extent of the proposals subject to objection) are also included (Appendix 2).

2. RECOMMENDATION(S)

It is recommended this Committee:-

- (i) approve the orders that did not attract objections, and that all the orders be made and implemented accordingly.
- (ii) in relation to The Aberdeen City Council (Duthie Terrace, Aberdeen) (Exemption for Cyclists) Order 201(X), and The Aberdeen City Council (Broomhill Road, Aberdeen) (Prohibition of Waiting) Order 201(X), overrule the objections received and approve these orders be made as originally envisaged.

3. FINANCIAL IMPLICATIONS

The proposals contained in the twelve traffic orders detailed at 5.1 through to 5.12 will be funded through the Cycling, Walking & Safer Streets Budget.

The proposals contained in the four traffic orders detailed at 5.13 through to 5.16 will be fully funded by developers/businesses.

The proposal contained in traffic order detailed at 5.17 will be fully funded jointly from Nestrans and Sustrans.

The proposals contained in the traffic order detailed at 5.18 will be fully funded through the Disabled Parking revenue budget.

#### 4. OTHER IMPLICATIONS

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

#### 5. BACKGROUND/MAIN ISSUES

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

##### **5.1 The Aberdeen City Council (Bellfield Road / Simpson Road, Aberdeen) (Prohibition of Waiting) Order 201(X)**

5.1.1 No statutory objections have been received.

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

###### **5.2.1 Proposal**

The existing on-street parking on Broomhill Road, in the near vicinity of its roundabout junction with the A90 South Anderson Drive, is at times causing eastbound vehicles to back up on to the roundabout. This is the result of restricted carriageway width due to parked vehicles and the occasion where eastbound vehicles have to wait to allow opposing vehicles to pass. The aforementioned will be a particular issue when considering the frequent bus services that use this road, and also when taking into account large goods vehicles, refuse vehicles etc. that use this route. It is therefore proposed to extend existing lengths of prohibition of waiting at any time ('double yellow' lines) on both sides of this road eastwards by approximately 24 metres.

###### **5.2.2 Objection**

This proposal is subject to one statutory objection from Ms Ray Baxter who resides at 254 Broomhill Road. Ms Baxter states "...these restrictions will cause problems for me parking in the street, I have no garage and my request to have an off-street space has been refused. Neighbours further down the street have off-street parking which limits the street parking space. The issue here is caused by lorries. The size

of lorries which regularly cause problems on Broomhill roundabout, they are massive vehicles which need both sides of the street to manoeuvre onto Broomhill Road. I feel the length of the (proposed) double yellow lines is excessive, can the length be reduced to 10 metres?”

#### 5.2.3 Response to statutory objection

In order to alleviate this issue, and when taking into account the large vehicles that utilise this road, officers are of the firm opinion there really is no option but to extend these restrictions as depicted in the plan within Appendix 2. There will undoubtedly be disappointment at losing on-street parking amenity; however there will be opportunities nearby to the east of the proposed restrictions. When considering Ms Baxter’s property and the possibility of installing a driveway, it was the case it would be too close to the roundabout junction to safely allow access/egress; that is to say the possibility of collision between a vehicle using a driveway and a vehicle coming off the roundabout would be particularly high.

Given the above, it is recommended this Committee overrules the statutory objection received and instructs officers to implement this proposal as originally envisaged.

### **5.3 The Aberdeen City Council (Craigievar Crescent, Aberdeen) (Prohibition of Waiting) Order 201(X)**

5.3.1 No statutory objections have been received.

### **5.4 The Aberdeen City Council (Donbank Terrace / Don Street / Hayton Road, Aberdeen) (Prohibition of Waiting) Order 201(X)**

5.4.1 No statutory objections have been received.

### **5.5 The Aberdeen City Council (Duthie Terrace, Aberdeen) (Exemption for Cyclists) Order 201(X)**

#### 5.5.1 Proposal

It is proposed to introduce a cycle contraflow that covers the extent of the existing northbound one-way system on Duthie Terrace. This one-way system covers the length of Duthie Terrace from its junction with Great Western Road to a point approximately 30 metres south of that junction.

#### 5.5.1 Objection

This proposal is subject to one statutory objection from Mr David Brown who resides at 16 Duthie Terrace. Mr Brown states “...cyclists are still road users and should obey the rules of the road. If the rules are

modified to accommodate cyclists, then what about scooters and motorbikes?...Cyclists should not be given dispensation to break the rules of the road.”

Mr Brown also expresses concern over pedestrian safety, stating “There are many elderly and infirm people who park at the end of Duthie Terrace to walk to the bank, shop, hairdresser etc. and a cycle lane with its associated kerbs is just another obstacle in their way. Everyone is aware of the one way and no one expects traffic of any sort to be turning into Duthie Terrace. A cycle lane will add to the confusion of pedestrians.”

Mr Brown thereafter goes on to express further reservations as to whether southbound cyclists will actually bother to use the cycle lane and instead just use the wider part of carriageway reserved for northbound traffic; and whether cyclists will also ignore the current prohibition of right turns from Duthie Terrace on to Great Western Road.

#### 5.5.2 Response to statutory objection

One-way systems can create unnecessary barriers to cycle access and can often have significant negatives effects by making cycle journeys longer, increase the number of junctions to be negotiated, and make urban areas less permeable. When considering national guidance the default position with respect to one-way systems is two-way cycling should be maintained wherever possible. Accordingly it is appropriate to review existing one-way lengths of road in Aberdeen and where possible consider introducing exemptions for cyclists. Indeed, exemptions of this type have already been successfully introduced on Leslie Terrace and Allenvale Road.

With respect to Mr Brown’s concerns over pedestrian safety, it is the case the only difference to the physical road layout would be the introduction of a splitter island at the junction with Great Western Road. This feature would have dropped kerbs, and beyond its function as a splitter island, would act as a ‘pedestrian refuge island’; a feature that pedestrians regularly negotiate at other locations throughout the City. A road marking depicting a ‘cycle’ with a direction arrow would also be applied to the new lane at the splitter island, and as a result it would be apparent to pedestrians the purpose this lane serves. The remaining length of the contraflow cycle lane beyond the splitter island would be highlighted by a solid white line.

When considering motorbikes/scooters, these vehicles will generally move at speed far greater than pedal cyclists and it would never be envisaged these vehicles could share a facility that is dedicated to serving pedal cycling in its capacity as a sustainable transport option.

The proposed cycle lane will also only serve cyclists travelling in a southbound direction, any cyclist travelling in a northbound direction will continue to use the carriageway reserved for all northbound traffic. Accordingly the prohibition of right turns on to Great Western Road will apply to northbound cyclists, just as it applies to all other northbound traffic. As a result, a cyclist observed to be flouting this restriction would be just as liable to prosecution by Police Scotland as any other road user carrying out this manoeuvre.

Similarly it would be expected the vast majority of law abiding / safety conscious southbound cyclists would make use of the dedicated contraflow lane, as opposed to attempting to enter Duthie Terrace by way of the northbound carriageway. Indeed, as was the case with a northbound cyclist flouting the prohibition on right turns, any southbound cyclist carrying out such a manoeuvre would be liable to prosecution by Police Scotland.

Given the above, and in recognition this project serves the aims of the Scottish Government Cycling, Walking and Safer Streets Grant to encourage sustainable transport, it is recommended this Committee overrules the statutory objection received and instructs officers to implement this proposal as originally envisaged.

**5.6 The Aberdeen City Council (Elmfield Avenue, Aberdeen) (Prohibition of Waiting) Order 201(X)**

5.6.1 No statutory objections have been received.

**5.7 The Aberdeen City Council (Ladywell Place / Kirkhill Place, Aberdeen) (Prohibition of Waiting) Order 201(X)**

5.7.1 No statutory objections have been received.

**5.8 The Aberdeen City Council (St Ronan's Place / North Deeside Road, Aberdeen) (Prohibition of Waiting) Order 201(X)**

5.8.1 No statutory objections have been received.

**5.9 The Aberdeen City Council (Stronsay Drive / Stronsay Place Area, Aberdeen) (Prohibition of Waiting/Stopping) Order 201(X)**

5.9.1 No statutory objections have been received.

**5.10 The Aberdeen City Council (Victoria Street, Dyce, Aberdeen) (Prohibition of Waiting) Order 201(X)**

5.10.1 No statutory objections have been received.

**5.11 The Aberdeen City Council (Wellington Road, Aberdeen) (Prohibition of Waiting) Order 201(X)**

5.11.1 No statutory objections have been received.

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

5.12.1 No statutory objections have been received.

**5.13 The Aberdeen City Council (Hazeldene Road, Aberdeen) (20 mph Speed Limit) Order 201(X)**

5.13.1 No statutory objections have been received.

**5.14 The Aberdeen City Council (Merkland Road, Aberdeen) (Prohibition of Waiting) Order 201(X)**

5.14.1 No statutory objections have been received.

**5.15 The Aberdeen City Council (A93 North Deeside Road, (Milltimber/Peterculter, Aberdeen) (30 mph Speed Limit) Order 201(X)**

5.15.1 No statutory objections have been received.

**5.16 The Aberdeen City Council (Disabled Persons Parking Places) (Regulatory Parking Places) (Revocation) Order 201(X)**

5.16.1 No statutory objections have been received.

**5.17 The Aberdeen City Council (Ellon Road area, Aberdeen) (Various footways) (Redetermination of means of exercise of public right of passage) Order 201(X)**

5.17.1 No statutory objections have been received.

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

5.18.1 No statutory objections have been received.

**6. IMPACT**

6.1 The content of the report meets with the local Community Plan objectives to continually improve road safety and maximize accessibility for pedestrians and all modes of transport.

- 6.2 These proposals are in line with the Council's Transportation Strategy to improve safety for all road users by continuing to reduce the number of casualties in traffic collisions.
- 6.3 The contents of this report link to the Community Plan vision of creating a "sustainable City with an integrated transport system that is accessible to all".
- 6.4 These proposals will contribute to the delivery of the Smarter Mobility aims of *Aberdeen – The Smarter City*: "We will develop, maintain and promote road, rail, ferry and air links from the city to the UK and the rest of the world. We will encourage cycling and walking", and "We will provide and promote a sustainable transport system, including cycling, which reduces our carbon emissions."
- 6.5 These proposals have no negative outcomes with respect to Equality and Human Rights Impact Assessment.

## 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 (New Works)", Enterprise, Planning & Infrastructure, 4 September, 2014

<http://committees.aberdeencity.gov.uk/documents/s40203/EPI.14.220%20-%20Various%20small%20scale%20traffic%20management%20and%20development%20associated%20proposals.pdf>

## 9. REPORT AUTHOR DETAILS

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10. CONSULTEE COMMENTS

1. The Head of Legal Services has no comments to make in relation to this report.
2. The Head of Finance has no comments to make in relation to this report.
3. Councillor Neil Cooney (Convenor) confirms he is satisfied with the content of this report.
4. Sandra Bruce (Equalities Strategist) was seeking confirmation that DAG (Disability Advisory Group), this was done so during the Statutory Consultation stage.

## **Appendix 1**

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

Aberdeen City Council proposes to make “The Aberdeen City Council (Bellfield Road / Simpson 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 Bellfield Road / Simpson Road, Aberdeen, as defined in the schedule below.

#### **Schedule**

##### **Simpson Road**

West side, from its junction with North Donside Road, southwards for a distance of 25 metres or thereby;

East side, from its junction with North Donside Road, southwards to its northern junction with Bellfield Road;

East side, from its northern junction with Bellfield Road, southwards for a distance of 20 metres or thereby.

##### **Bellfield Road**

Both sides, from its northern junction with Simpson Road, eastwards for a distance of 10 metres or thereby.

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

Aberdeen City Council proposes to make “The Aberdeen City Council (Broomhill 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 Broomhill Road, Aberdeen, as defined in the schedule below.

#### **Schedule**

##### **Broomhill Road**

Both sides, from its junction with the A90 South Anderson Drive, north-eastwards for a distance of 39 metres or thereby.

### **THE ABERDEEN CITY COUNCIL (CRAIGIEVAR CRESCENT, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make “The Aberdeen City Council (Craigievar 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 certain lengths of prohibition of waiting at any time on Craigievar Crescent, Aberdeen, as defined in the schedule below.

## **Schedule**

### **Craigievar Crescent**

West side, from a point 10 metres or thereby north of its junction with Aboyne Place, northwards for a distance of 4 metres or thereby;

West side, from a point 30 metres or thereby north of its junction with Aboyne Place, northwards for a distance of 4 metres or thereby.

## **THE ABERDEEN CITY COUNCIL (DONBANK TERRACE / DON STREET / HAYTON ROAD, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make “The Aberdeen City Council (Donbank Terrace / Don Street / Hayton 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 Donbank Terrace / Don Street / Hayton Road, Aberdeen, as defined in the schedule below.

## **Schedule**

### **Donbank Terrace**

Both sides, from its junction with Hayton Road, northwards for a distance of 56 metres or thereby.

### **Don Street**

Both sides, from its junction with Donbank Terrace, westwards for a distance of 15 metres or thereby; Both sides, from its junction with Hayton Road, southwards for a distance of 15 metres or thereby.

### **Hayton Road**

Hayton Road, both sides from its junction with Donbank Terrace, eastwards for a distance of 15 metres or thereby.

## **THE ABERDEEN CITY COUNCIL (DUTHIE TERRACE, ABERDEEN) (EXEMPTION FOR CYCLISTS) ORDER 201(X)**

Aberdeen City Council proposes to make “The Aberdeen City Council (Duthie Terrace, Aberdeen) (Exemption for Cyclists) Order 201(X)” in terms of its powers under the Road Traffic Regulation Act 1984. The effect of this order is to exempt cyclists from the northbound one-way system on Duthie Terrace, that exists between its junction with Great Western Road and a point 30 metres south of that junction. An advisory cycle lane will be installed on the east side of this length of Duthie Terrace to accommodate the exemption, while a length of prohibition of waiting at any time will also be applied.

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

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

**Schedule**

**Elmfield Avenue**

West side, from a point 5 metres south of its junction with Elmfield Place, north-eastwards for a distance of 13 metres or thereby.

**Elmfield Place**

Both sides, from its junction with Elmfield Avenue, north-westwards for a distance of 5 metres or thereby.

**THE ABERDEEN CITY COUNCIL (LADYWELL PLACE - KIRKHILL PLACE,  
ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make “The Aberdeen City Council (Ladywell Place / Kirkhill Place, 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 Ladywell Place / Kirkhill Place, Aberdeen, as defined in the schedule below.

**Schedule**

**Ladywell Place**

East side, from a point 15 metres north of its junction with Kirkhill Place, southwards for a distance of 27 metres or thereby.

**Kirkhill Place**

North side, from its junction with Ladywell Place, eastwards for a distance of 15 metres or thereby;

North side, from a point 70 metres east of its junction with Ladywell Place, eastwards for a distance of 25 metres or thereby;

South side, from its junction with Ladywell Place, eastwards for a distance of 95 metres or thereby.

Access road serving Tullos School / Tullos Community Swimming Pool

Both sides, from its junction with Kirkhill Place, northwards for a distance of 15 metres or thereby.

**THE ABERDEEN CITY COUNCIL (ST RONAN'S PLACE / NORTH DEESIDE ROAD, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (St Ronan's Place / North Deeside 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 St Ronans Place and North Deeside Road, Aberdeen, as defined in the schedule below.

**Schedule**

**St Ronan's Place**

Both sides, from its junction with North Deeside Road, northwards for a distance of 15 metres or thereby.

**North Deeside Road**

North side, from its junction with St Ronan's Place, westwards for a distance of 10 metres or thereby;

North side, from its junction with St Ronan's Place, eastwards for a distance of 10 metres or thereby.

**THE ABERDEEN CITY COUNCIL (STRONSAY DRIVE / STRONSAY PLACE AREA, ABERDEEN) (PROHIBITION OF WAITING/STOPPING) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Stronsay Drive / Stronsay Place Area, Aberdeen) (Prohibition of Waiting/Stopping) 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 Stronsay Drive / Stronsay Place, Aberdeen, as defined in the first schedule below. It is also proposed the existing prohibition on vehicles stopping (School Keep Clear) on Stronsay Place that operates Monday to Friday, 8am to 5pm, will be extended, the overall length of the combined existing and extended length is defined in the second schedule below.

**First Schedule**

Prohibition of waiting at any time

**Stronsay Drive**

East side, from a point 45 metres or thereby south of its junction with Stronsay Place, southwards for a distance of 21 metres or thereby.

**Stronsay Place**

South side, from a point 67 metres or thereby east of its junction with Stronsay Drive, eastwards for a distance of 32 metres or thereby;

North side, from its junction with Summerhill Drive, eastwards for a distance of 10 metres or thereby.

North side, from its junction with Summerhill Drive, westwards for a distance of 10 metres or thereby.

### **Summerhill Drive**

Both sides, from its junction with Stronsay Place, northwards for a distance of 10 metres.

### **Second Schedule**

‘School Keep Clear’ - Prohibition of stopping Mon – Fri, 8am – 5pm

### **Stronsay Place**

South side, from a point 99 metres or thereby east of its junction with Stronsay Drive, eastwards for a distance of 44 metres or thereby.

## **THE ABERDEEN CITY COUNCIL (VICTORIA STREET, DYCE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make “The Aberdeen City Council (Victoria Street, Dyce, 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 Victoria Street, Dyce, Aberdeen, as defined in the schedule below; albeit please be aware that included in this length is an existing length of prohibition of waiting at any time, so the overall effect of this proposal is to extend these existing restrictions by 15 metres.

### **Schedule**

#### **Victoria Street, Dyce**

West side, from its junction with Farburn Terrace, northwards for a distance of 45 metres or thereby.

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

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

### **Schedule**

#### **Wellington Road**

West side, from a point 110 metres or thereby north of its junction with West Tullos Road, northwards for a distance of 10 metres or thereby.

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

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

**Schedule**

**Willowbank Road**

North side, from its northern junction with the Hardgate, westwards for a distance of 94 metres or thereby.

**THE ABERDEEN CITY COUNCIL (HAZELDENE ROAD, ABERDEEN) (20MPH  
SPEED LIMIT) ORDER 201(X)**

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

**Schedule**

**Extension to 20 mph speed limit on Hazeldene Road**

From a point 33 metres or thereby west of the westernmost extended kerb line of Craigiebuckler Avenue, westwards for a distance of 500 metres or thereby.

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

Aberdeen City Council proposes to make “The Aberdeen City Council (Merkland Road, Aberdeen) (Prohibition of Waiting) Order 201(X)” in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a length of prohibition of waiting at any time on Merkland Road / 403 King Street Aberdeen, as defined in the schedule below.

**Schedule**

**Merkland Road / 403 King Street**

South side from a point 40 metres or thereby west of the extended westernmost kerb line of King Street, westwards for a distance of 10 metres.

**THE ABERDEEN CITY COUNCIL (A93 NORTH DEESIDE ROAD, ABERDEEN)  
(30 MPH SPEED LIMIT) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (North Deeside Road (East Pittengullies Brae), Aberdeen) (30mph Speed Limit) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of this order will be to extend the existing 30 mph speed limit on the A93 North Deeside Road (Milltimber/Peterculter, Aberdeen) eastwards, from a point 50 metres east of its junction with Pittengullies Brae, eastwards for a distance of 85 metres. This proposal is the result of a new junction to be created off the south side of the A93 North Deeside Road that will serve a housing development.

**THE ABERDEEN CITY COUNCIL (DISABLED PERSONS PARKING PLACES)  
(REGULATORY PARKING PLACES) (REVOCATION) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Whitehall Place, Aberdeen) (Regulatory Parking Places) 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 revoke one regulatory on-street parking places in the streets listed in the schedule below.

**Revocation of On-Street parking Space**

**Whitehall Place**

North side from a point 71 metres west of the extended westernmost kerb line of Craigie Loanings, westwards for a distance of 7 metres or thereby.

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

Aberdeen City Council proposes to make "The Aberdeen City Council (Ellon Road area, Aberdeen) (Various footways) (Redetermination of means of exercise of public right of passage) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984 and its duties under the Disabled Persons' Parking Places (Scotland) Act 2009.

"The effect of the order will be to redetermine the means of exercise of public right of passage on certain lengths of Balgownie Crescent, Balgownie Road, Ellon Road, North Donside Road, and the Parkway, Aberdeen, as defined in the schedule below, so these lengths of road (currently footway) become cycle track to be used by persons on foot and pedal cycle only."

**Schedule**

**Balgownie Road**

Northern footway from its junction with Ellon Road, westwards for a distance of ten metres (10m).

### **Ellon Road**

Western footway from its junction with Balgownie Road, northwards to its junction with Balgownie Crescent;

Western footway from its junction with Hutcheon Gardens, northwards to its junction with North Donside Road;

Western footway from its junction with North Donside Road, northwards to its junction with Broadfold Road;

Western footway from its junction with Broadfold Road, northwards to its junction with The Parkway.

### **Balgownie Crescent**

Southern footway from its junction with Ellon Road, westwards for a distance of twenty metres (20m).

### **North Donside Road**

Southern footway from its junction with Ellon Road, westwards for a distance of fifty eight metres (58m); Northern footway from its junction with Ellon Road, westwards for a distance of sixty three metres (63m).

### **The Parkway**

Southern footway from its junction with Ellon Road, westwards for a distance of thirty four metres (34 metres).

## **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 1) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984 and its duties under the Disabled Persons' Parking Places (Scotland) Act 2009. The effect of the order is to establish regulatory on-street parking places in the streets listed in the schedule below

### **Schedule**

Caledonian Place; Murray Terrace; Holburn Road; Balmoral Road; Brighton Place; Craigielea Avenue; Gray Street; Holburn Street; Johnstone Gardens East (2) Lochnagar Crescent; Johnston Gardens North; Marischal Gardens; Balgownie Court; Seaton Drive; Donview House (2); Seaview House (3) Ardarroch Road; Urquhart Road; Sunnybank Road; Bedford Road; Greenburn Terrace; Sclattie Park; Middlemuir Place; Davidson Drive; Jesmond Avenue; Springfield Avenue; WEsturn Road; Mortimer Drive; Princess Way; Hazlehead Road; North Balnagask Road; Gairn Terrace; Auchlea Road; Bedford Place; Victoria Road; Western Road; St Peteres Court; Girdlestone Place; Willowpark Road; Sunnybank Road; Faulds Gate; Smithfield Road; Marchburn Drive; Angusfield Avenue; Balnagask Road; Spa Street; Cadenhead Road; Aboyne Gardens; Broomhill Road; Craigielea Avenue (2); Tullos

Circle; Walker Road; North Grampian Circle; Sinclair Terrace; Hallfield Road; Tay Road; Bonnyview Drive; Heatheryfold Circle; Mortimer Drive; Cummings Park Circle; Clifton Road; Simpson Road; Bradley Terrace; Belmont Road; Kincorth Circle; Denmore Gardens; Woodstock Road; Grampian Road.

Full details of the proposals are to be found in 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 20 November 2014, to 10 December 2014, in the offices of the roads officials in the Communities Housing and Infrastructure department, at Marischal College, Broad Street, 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 522307) to speak to one of the officials.

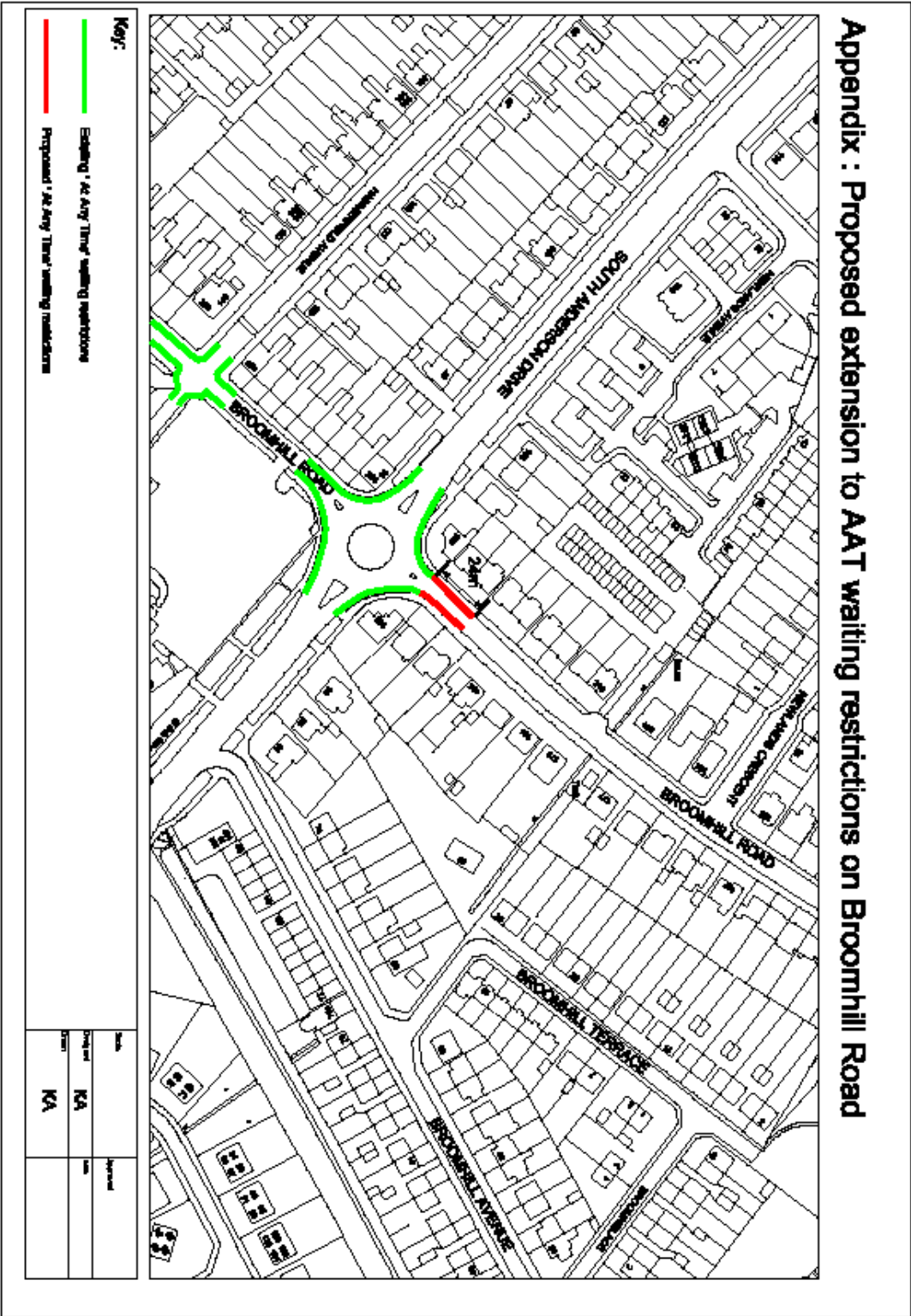
Anyone wishing to object to the proposed order should send details of the grounds for objection in writing to the undersigned or by email at [TrafficManagement@aberdeencity.gov.uk](mailto:TrafficManagement@aberdeencity.gov.uk) during the statutory objection period which also runs from 20 November to 10 December, 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

APPENDIX 2

Broomhill Road



Graeme McKenzie

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**From:** Ray Baxter  
**Sent:** 09 December 2014 09:37  
**To:** TrafficManagement  
**Subject:** 254 Broomhill Road Aberdeen AB10 6JP

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Good afternoon,

I write to object to the parking restrictions/double yellow lines which have been proposed for the Anderson Drive end of Broomhill Road.

I live at 254 Broomhill Road these restrictions will cause problems for me parking in the street I have no garage and my request to have an off street space has been refused. Neighbours further down the street have off street parking which limits the street parking space.

The issue here is caused by lorries. The size of lorries which regularly cause problems on the Broomhill roundabout, they are massive vehicles which need both sides of the street to manoeuvre onto Broomhill Road.

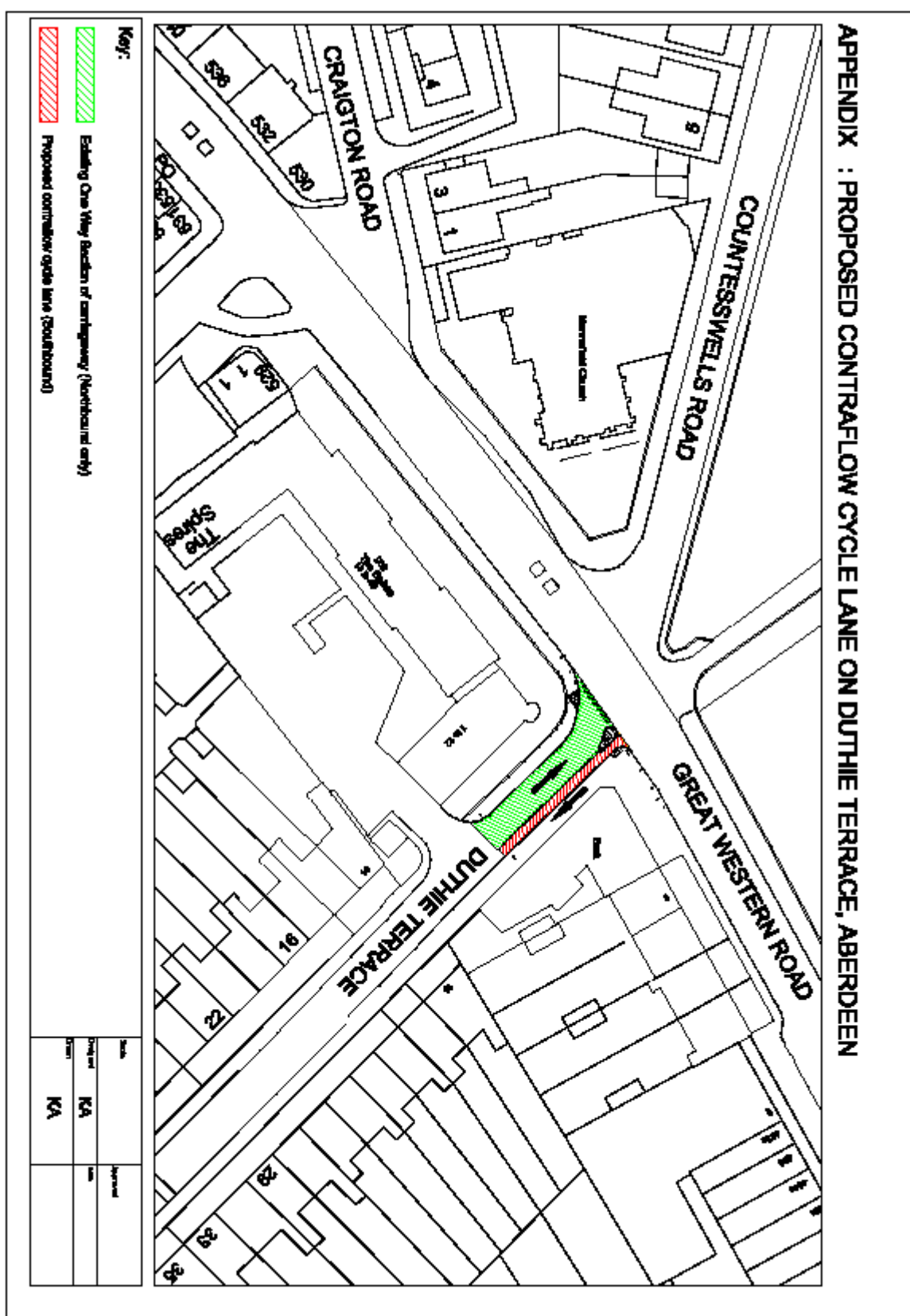
I feel that the length of the double yellow lines is excessive, can the length be reduced to 10 meters?.

Ray Baxter

Ray Baxter  
Property Manager

## Duthie Terrace

### APPENDIX : PROPOSED CONTRAFLW CYCLE LANE ON DUTHIE TERRACE, ABERDEEN



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From: David Brown  
Sent: 30 November 2014 21:48  
To: TrafficManagement  
Subject: Proposed Cycle Lane Duthie Terrace

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16, Duthie Terrace  
Aberdeen  
AB10 7PQ  
30<sup>th</sup> November 2014

Dear Sir

**Cycle Lane Proposal – Duthie Terrace**

Attached to a signpost at the end of Duthie Terrace is a notice outlining a proposal to install a cycle lane allowing cyclists exemption from the one way system on the short section of this street. I contacted the telephone number which was displayed on this notice and I am very grateful to the gentleman I spoke to for his help in clarifying the proposal.

My understanding is that because of pressure from the cyclist lobby, a proposal has been made to cut a cycle lane through the wide section of pavement on Gt. Western Road thus allowing cyclists to come down Countesswells Road and through the short One Way system on Duthie Terrace without fear of prosecution. My opinion is that this is a huge waste of Council Tax payers' money and I will try to outline my objection in the following paragraphs.

I do have some sympathy with cyclists. Many of the roads in Aberdeen are dangerous for cyclists and I fully understand why they would want to follow routes avoiding roads such as Anderson Drive. The Countesswells Road and Duthie Terrace route is an obvious way of travelling north and south across the city but cyclists are still road users and should obey the rules of the road. If the rules are modified to accommodate cyclists, then what about scooters or motorbikes? I would dearly love to drive my car down Duthie Terrace to park at my front door but the rules say that this is not possible therefore I use Cranford Road or Hammerfield Road. Cyclists should not be given dispensation to break the rules of the road.

I understand that the proposed cycle path will cut through the pavement outside the TSB premises. There are many elderly and infirm people who park at the end of Duthie Terrace to walk to the bank, shops, hairdresser etc. and a cycle lane with its associated kerbs is just another obstacle in their way. Everyone is aware of the one way system and no one expects traffic of any sort to be turning into Duthie Terrace. A cycle lane will add to the confusion of pedestrians.

If the cycle lane is installed, I think it very unlikely that cyclists will use it. I frequently see cyclists misusing the one way system by coming off Gt Western Road or down Countesswells Road. The One Way system is so short that they are happy to take the chance of not being caught. If we put ourselves in the position of a cyclist coming down Countesswells Road, what would be the easier option to get down Duthie Terrace; cycle down the road that exists at present or manoeuvre into a narrow cycle lane adjacent to the main thoroughfare? Human nature being what it is, I think the easier option would be favoured and the cycle lane never used.

There is a No Right Turn restriction at this end of Duthie Terrace. This rule is frequently disobeyed by cars, vans, bikes, indeed all types of road traffic. Will cyclists be allowed to turn right into Gt Western Road from the cycle lane? If so, I think an accident is bound to happen.

I am sure that the cycle lane will be ignored by cyclists and the One Way system will continue to be abused in the same way as the No Right Turn system is abused. I believe that the cycle lane will add to the confusion but compromise the safety of pedestrians who are probably the most law abiding road users.

I have a proposal which might help. Instead of spending money on digging up a perfectly serviceable section of pavement, why not put a notice at the end of Duthie Terrace inviting cyclists to dismount while using the short One Way section of the street. Cyclists will probably ignore the notice but they will also ignore the cycle lane so the status quo will remain but at a much reduced cost.

I hope you find these comments useful and constructive.

Yours faithfully

David S Brown