

ABERDEEN CITY COUNCIL

COMMITTEE	Communities, Housing and Infrastructure
DATE	18 March 2015
DIRECTOR	Pete Leonard
TITLE OF REPORT	Various small scale traffic management and development associated proposals (Stage 3 – Public Advert)
REPORT NUMBER:	CHI/15/108

1. PURPOSE OF REPORT

This report deals with twelve orders at the final statutory stage; that is to say, the main statutory advertisement period is now over in respect of each of these orders and this report presents the objections (where relevant) in each case. The public notices are attached (Appendix 1), from which members will be able to see the exact content of the proposals. Also, where applicable, the letters of objection are also included (Appendix 2).

2. RECOMMENDATION(S)

It is recommended this Committee:-

- (i) approve the orders that did not attract objections, and that all the orders be made and implemented accordingly.
- (ii) in relation to “The Aberdeen City Council (Craigiebuckler Avenue, Aberdeen) (Prohibition of Waiting) Order 201(X)” approve the order, albeit modify the proposed length of prohibition of waiting at any time on the south side to a prohibition of waiting operational from 7am to 6pm, Monday to Saturday, and from 9am to 6pm on a Sunday.
- (iii) In relation to the “The Aberdeen City Council (Kirk Terrace, Cults, Aberdeen) (Prohibition of Waiting) Order 201(X)”, “The Aberdeen City Council (Advocates’ Road, Aberdeen) (Prohibition of Waiting) Order 201(X)”, and “The Aberdeen City Council (Cattofield Place, Aberdeen) (20mph Speed Limit and 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 six traffic orders detailed at 5.1 through to 5.6 will be funded through the Cycling, Walking & Safer Streets Budget.

The proposals contained in the four traffic orders detailed at 5.7 through to 5.10 will be fully funded by developers/businesses.

The proposal contained in traffic order detailed at 5.11 will be fully funded through the Non-housing Capital Budget

The proposals contained in the traffic order detailed at 5.12 will be fully funded through the Disabled Parking Revenue Budget.

The table below sets out fully the financial implications of implementing the proposals set out in this report.

Budget	Implementation cost	Maintenance cost	Comments
Cycle, Walking, Safer Streets (Scot.Gov. Grant)	£1050	£1050 every five years	
Developer financed	Nil	£480 every five years £500 every ten years £10.5K every 15 years	Maintenance of these works generally falls on the council maintenance budget.
Non-housing capital budget	£1600	£150 every five years £300 every ten years	
Disabled Parking Revenue Budget	£2500	Some of these spaces will require to be relined approximately every 10 years at a cost of £100 per space and some will require removal before this time at a cost of £108 per space.	

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 twelve orders under consideration.

5.1 The Aberdeen City Council (Salisbury Terrace/Gray Street Lane, Aberdeen) (Prohibition of Waiting) Order 201(X)

5.1.1 No statutory objections have been received.

5.2 The Aberdeen City Council (Auchlea Place/Auchlea Road/Sheddocksley Road, Aberdeen) (Prohibition of Waiting) Order 201(X)

5.2.1 No statutory objections have been received.

5.3 The Aberdeen City Council (Craigiebuckler Avenue, Aberdeen) (Prohibition of Waiting) Order 201(X)

5.3.1 Proposal

Concerns have been raised via the Community Council, and local elected members, with regard to parking issues on Craigiebuckler Avenue near to its junction with Springfield Road.

Issues relating to congestion caused by on-street parking out-with the existing length of prohibition of waiting at any time are causing delays for buses and local commuter traffic.

A request to extend the existing prohibition of waiting at any time a further 42m has therefore been received in order to ease vehicle movements at this location. Appendix 3 highlights a plan showing the extent of the aforementioned proposal.

5.3.2 Objection

This proposal is subject to one statutory objection from Ms Shirley Watt who resides at 37 Craigiebuckler Terrace. Ms Watt states "I agree there is a need for parking restrictions in this area, but am of the view that the proposal is too restrictive for what is needed. The problems arise during the day where there is a bus service and traffic parked for the businesses in the area. I am of the view that a lesser order extending the 'double yellow' lines by a single yellow, to prohibit parking between 8am and 6pm would be adequate to control the

parking issues. There is no bus service in Craigibuckler in the evening. The hairdressing business at the beginning of Craigiebuckler Avenue is generally closed in the evenings. In the evenings, of course, there is also less traffic.”

5.3.3 Response to statutory objection

As Ms Watt highlights the bus service does cease operations in the early evening with the last arrival/departure taking place in the region of 7pm throughout the week. When considering the mornings, buses resume at approximately 6.30am on weekdays, and at 7am and 9am respectively on Saturdays and Sundays. Likewise, traffic will reduce significantly in the early evening period following the peak commuting period during the working week. Accordingly, there would be minimal disruption caused by changing this proposed extension of the ‘double yellow’ on the south side of this road to a ‘single yellow’ prohibition of waiting operating from 7am to 6pm, Monday to Saturday, and from 9am to 6pm on a Sunday.

Given the above it is recommended this committee modifies the original proposal to that highlighted above.

5.4 **The Aberdeen City Council (Kirk Terrace, Cults, Aberdeen) (Prohibition of Waiting) Order 201(X)**

5.4.1 Proposal

It has been brought to the attention of officers that vehicles parking on Kirk Terrace, Cults, are causing difficulties with regard to vehicular movements on its length on the approach to its junction with Kirk Brae. With vehicles parked on one side of this road, the remaining carriageway width only allows a single file of traffic to pass. As a consequence, drivers turning on to Kirk Terrace from Kirk Brae are often confronted by vehicles on the wrong side of carriageway, thereby causing a backup of traffic on to Kirk Brae. This issue is at its most acute during peak periods, with Kirk Brae acting as a local distributor route, and Kirk Terrace being used by school associated traffic.

To alleviate this issue it is proposed a 25 metre length of prohibition of waiting at any time should be introduced on both sides of Kirk Terrace on its approach to Kirk Brae thereby providing an area of suitable length that allows vehicles to wait/pass. Appendix 4 highlights a plan showing the extent of the aforementioned proposal.

5.4.2 Objection

This proposal is subject to one statutory objection from Ms Kathleen Stewart who resides at 81 Kirk Brae, Cults. Ms Stewart states “As a resident in the block of flats at the corner of Kirk Brae and Kirk Terrace, I park my car on this street as do most of my neighbours. If there is a

prohibition of waiting order imposed there will be no alternative place for these vehicles to be parked. This would lead to vehicles being parked on Kirk Brae instead or towards the bottom of Friarsfield Road thus simply moving the problem which currently exists on Kirk Terrace.”

Ms Stewart thereafter goes on to suggest “...that instead of imposing a prohibition of waiting order on the 25m stretch you intend that you consider making this stretch of Kirk Terrace one way only from Kirk Brae. This would still allow for traffic to pass freely up the Terrace in the left hand lane from the Brae and would allow for residents parking on the right hand side of the road.” The full text of Ms Stewart’s objection can be examined in Appendix 2.

5.4.3 Response to statutory objection

When considering vehicles should be parked at least 10 metres away from a junction the number of potential vehicles displaced by this proposal could be two or three. While it is appreciated drivers may be tempted to park in the immediate vicinity of Kirk Brae/Friarsfield Road junction, the majority of residents in this area recognise the steady flow of traffic in the area of this junction and it is anticipated parking would not become a problem. Nonetheless this location would be monitored and should such parking take place the introduction of further restrictions would be considered.

It should be noted though that a length of on-street parking that can accommodate up to four vehicles will still be retained on this length of Kirk Terrace, between its junctions with Kirk Brae and Garden Road. Thereafter the nearby streets, Garden Road and Kirk Place, also offer on-street parking opportunities. Also, as usual, when considering ‘double yellow’ lines, vehicles can wait while being actively loaded/unloaded or when passengers are boarding/alighting, provided of course the vehicle is not causing a danger/obstruction.

The suggestion of a ‘one way’ system would not be considered in the context of a very modest reduction of on-street parking availability. A one-way system would have significant implications for displacing traffic on to nearby streets and could be subject to strong opposition from residents who view this length of Kirk Terrace as a convenient point of access/egress.

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

5.5 The Aberdeen City Council (Oakhill Grange/Oakhill Road, Aberdeen) (Prohibition of Waiting) Order 201(X)

5.5.1 No statutory objections have been received.

5.6 The Aberdeen City Council (Wellheads Place, Dyce, Aberdeen) (Prohibition of Waiting) Order 201(X)

5.6.1 No statutory objections have been received.

5.7 The Aberdeen City Council (Advocates' Road, Aberdeen) (Prohibition of Waiting) Order 201(X)

5.7.1 Proposal

When 'First Group Plc' upgraded its Aberdeen Headquarters/Bus Depot circa 2009, a new footway was constructed, with the agreement of the Council, on the north side of Advocates' Road where previously there was a rough path on which vehicles were often parked. With the introduction of a formal footway it has since been the case that vehicles now park by straddling the footway/carriageway. The issues this parking causes, beyond obstructing the footway, and on one particular section either obstructing or making it difficult to access an electricity substation, is it prevents two way access/egress to the 'First Group Plc.' Car Park. On a significant length of access road where vehicles have to 'give and take' to pass there may not be an issue where there are modest traffic movements from/to a car park. However Advocates' Road is only in the region of 30 metres long and the current parking situation is disruptive to the flow of traffic from/to the car park.

It is therefore proposed to introduce lengths of prohibition of waiting at any time to manage parking on this length of road so access/egress is unhindered, while at the same time ensuring the northern footway remains free of obstructions. Additionally on the south side of this road it is proposed to extend the existing length of prohibition of waiting by a few metres to ensure a parked vehicle will not obstruct the dropped kerb where pedestrians on King's Crescent cross the face of this junction. Also at the end of Advocates Road, on the area owned and maintained by 'First Group Plc.', there is a length of prohibition of waiting to ensure vehicles are not impeded when exiting the car park.

The plan in Appendix 5 highlights the extent of the waiting restrictions proposed for Advocates' Road.

5.7.2 Objection

This proposal is subject to one statutory objection from Richard, Teresa and Edward Harwood. They originally submitted an objection to a similar proposal in April 2012 (by way of their solicitor) and highlighted they had significant problems parking already and if the proposal was implemented it would make life very difficult when attempting to park close to their home. It is also highlighted developments are being constructed on St Peter Street which will only exacerbate the demand for parking places. The full text of the Harwood's most recent and original objection can be examined in Appendix 2.

5.7.3 Response to statutory objection

This proposal would result in the displacement of two or three vehicles and while it is recognised there is a high demand for parking places in this area, on-street parking will remain available on nearby King's Crescent, Jute Street, and St Peter Street. Significantly, a length of prohibition of waiting at any time ('double yellow' lines) has also recently been revoked on St Peter Street that will provide a net gain of three on-street parking places. With respect to developments on St Peter Street, the Council Roads Development Management Team were satisfied that adequate off-street parking would be provided within the bounds of the property development.

As indicated in the paragraph highlighting the Harwood's objection, a proposal to introduce additional waiting restrictions on this road was advertised in early 2012. Following this advertisement and the objections received as a result, the situation has been monitored and it's the case 'First Bus' have continued to highlight access/egress issues and concern over vehicles parking on the new footway.

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

5.8 The Aberdeen City Council (Cattofield Place, Aberdeen) (20mph Speed Limit and Prohibition of Waiting) Order 201(X)

5.8.1 Proposal

Planning consent has been passed that will allow the construction of 70 residential units at the site of the former Scottish Water Cattofield Depot off Cattofield Place. The implications of this development on the wider road network were considered as part of the planning process and as a result a number of conditions put on the development.

When considering Cattofield Place there is currently a 'Twenty's plenty' advisory speed limit, while on adjacent Cattofield Terrace and Cattofield Gardens there is a mandatory 20mph speed limit with associated traffic calming road humps. The mandatory 20mph speed limit/road humps on the aforementioned roads were introduced as a result of drivers using these roads to avoid nearby congested routes, while at the same time dealing with the issue where the 'Twenty's plenty' advisory speed limit was having little or no effect on recorded vehicular speeds. With the extra traffic this new development will generate it is considered appropriate the remaining advisory 20mph speed limit on Cattofield Place is made mandatory and physical traffic calming measures in the form of road humps installed to make the speed limit self-enforcing. This will provide for a consistent 20mph

speed limit zone and enhance both road safety and the street environment for residents.

The plan in Appendix 6 highlights the extent of the above proposals.

5.8.2 Objections

Two statutory objections have been received that specifically relate to the introduction of traffic calming road humps. Mr William A Gill, 5 Cattofield Place, states “I wish to object to this proposal as this street in common with many in Aberdeen is and has been full of potholes and badly made up trenches for years – so no need for bumps as holes and imperfections do the job!” Mr Gill further states “...I would like to point out, what should be obvious, that these speed bumps all over Aberdeen cause potholes themselves as cars go over them and make holes on the downside of the hump...My workshop fits replacement road springs to cars dozens and dozens of times a year.” Thereafter Mr Gill also highlights “...traffic is often diverted along Cattofield Place, including ambulances, when Hilton Street is often blocked so bumps would affect them.”

The other objection is from D. Pirie, 51 Cattofield Place, who expresses concern over the current condition of the road and expresses the opinion that road humps will only lead to further damage.

The full text of the above objections can be read in Appendix 2.

5.8.3 Response to statutory objections

From surveys that have taken place on streets that have had traffic calming ‘road humps’ introduced, the reduction in the 85thtile speed of motor vehicles varies from 3mph to 13mph depending on the site concerned. On average it has been in the region of an 8mph reduction (*The 85thtile speed of motor vehicles is the speed at which 85% of the total volume of traffic recorded was travelling at or below*). The aforementioned reduction is in keeping with research carried out by the Transport Research Laboratory in 1996 (TRL Report 215) that reviewed 250 sites in the UK with the average speed reduction found to be 9mph. In terms of average speed, ‘road humps’ have been found to be very effective at reducing average vehicular speeds to the region of 20mph.

In contrast, speed reduction schemes on residential streets in the City that rely on signs alone have generally been found to have a very marginal effect, with speeds often reducing by a few miles per hour at most. Similar results were observed in a TRL study (TRL Report 363), carried out in 1998, that indicated “20mph signs alone, without associated traffic calming measures, led to speed reductions, on average, of about one mile per hour.”

With regard to traffic calming road humps and the condition of carriageway surfacing, there will be no issue provided the carriageway/road humps are regularly maintained. Likewise in a research study where various types of vehicle were driven repeatedly over road humps at speeds up to 40mph no damage to the vehicles was observed. It was also seen the forces generated when traversing road humps were comparable to those likely to be sometimes experienced during normal driving activities, such as driving over an irregular surface or mounting a kerb.

With respect to ambulances using roads with traffic calming, research by the Transport Research Laboratory found that delays to emergency vehicles per traffic calming measure were relatively small. Of course, the journey of an emergency vehicle must be considered in detail, and in this regard the driver of such a vehicle will utilise distributor routes (not subject to physical traffic calming features) to arrive at the destination concerned, thus the number of traffic calming features to be negotiated will be very small. The overall effect on response times will therefore be negligible.

Given the above, and with the clear certainty that mandatory 20mph speed limits are most effective when combined with physical traffic calming measures, it is recommended this Committee overrules the statutory objections received and instructs officers to implement this proposal as originally envisaged.

5.9 The Aberdeen City Council (A96 Great Northern Road, Aberdeen) (Redetermination of Means of Exercise of Public Right of Passage) Order 201(X)

5.9.1 No statutory objections have been received.

5.10 The Aberdeen City Council (Urquhart Road/Park Road, Aberdeen) (Traffic Management) Order 201(X)

5.10.1 No statutory objections have been received.

5.11 The Aberdeen City Council (Springhill Road, Aberdeen) (One-Way) Order 201(X)

5.11.1 No statutory objections have been received.

5.12 The Aberdeen City Council (Disabled Persons' Parking Places) (Citywide) (No.1) Order 201(X)

5.12.1 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 While the majority of proposals in the report have been assessed and determined to have no adverse effects in relation to any groups or parties when considering equality and human rights; there is a proposal to install a mandatory 20mph speed limit on Cattofield Place with associated traffic calming road humps.

The Local Transport Note 1/07 "Traffic Calming" published by the Department for Transport indicates whilst traffic calming measures have improved safety overall, issues and limitations that have been exposed include: Disabled occupants of vehicles, particularly those with pre-existing back conditions, can find measures, specifically but not exclusively vertical deflections (road humps), more uncomfortable and more difficult to negotiate than more able bodied persons do. However, this negative possibility must be considered against the overall background of research that indicates the overall benefit in road safety terms is undoubtedly positive, with vehicular speeds reduced, the number of collisions/possibility of collisions reduced, and the severity of collisions when they do occur mitigated. Traffic calming measures can also encourage non-motorised road users, improve the local environment and reduce community severance.

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). Communities, Housing & Infrastructure Committee – 28 October, 2014.

<http://committees.aberdeencity.gov.uk/documents/s41564/CHI-14-012%20Various%20small%20scale.pdf>

9. REPORT AUTHOR DETAILS

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Appendix 1

THE ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (SALISBURY TERRACE/GRAY STREET LANE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (Salisbury Terrace/Gray Street Lane) (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 Salisbury Terrace and Gray Street Lane, as defined in the schedule below.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays from 6 February, 2015, to 27 February, 2015, in the offices of the roads officials in the Communities, Housing 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 522308) 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 6 February, 2015, to 27 February, 2015, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen, AB10 1AQ

Schedule

SalisburyTerrace

West side, from its junction with Gray Street Lane, north-westwards for a distance of 5 metres.

West side, from its junction with Gray Street Lane, south-eastwards for a distance of 5 metres.

Gray Street Lane

Both sides, from its junction with Salisbury Terrace, south-westwards for a distance of 5 metres.

THE ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (AUCHLEA PLACE/AUCHLEA ROAD/SHEDDOCKSLEY ROAD, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Auchlea Place/Auchlea Road/Sheddocksley 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 Auchlea Place, Auchlea Road and Sheddocksley Road, as defined in the schedule below.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays from 6 February, 2015, to 27 February, 2015, in the offices of the roads officials in the Communities, Housing and Infrastructure department, at Marischal College, Aberdeen.

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Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen, AB10 1AQ

Schedule

Auchlea Place

Both sides, from its junction with Sheddocksley Road, westwards for a distance of 15 metres.

Auchlea Road

Both sides, from its junction with Sheddocksley Road, westwards for a distance of 15 metres.

Sheddocksley Road

West side, from its junction with Auchlea Place, northwards for a distance of 15 metres.

West side, from its junction with Auchlea Place, southwards for a distance of 15 metres.

West side, from its junction with Auchlea Road, northwards for a distance of 15 metres.

West side, from its junction with Auchlea Road, southwards for a distance of 15 metres.

THE ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

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

Aberdeen City Council proposes to make “The Aberdeen City Council (Craigiebuckler 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 Craigiebuckler Avenue, Aberdeen, as defined in the schedule below. This proposal would effectively extend the existing prohibition of waiting restrictions on both sides of this road, running from its junction with Springfield Road, westwards by an additional 42 metres.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays from 6 February, 2015, to 27 February, 2015, in the offices of the roads officials in the Communities, Housing and Infrastructure department, at Marischal College, Aberdeen.

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Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen, AB10 1AQ

Schedule

Craigiebuckler Avenue

Both sides, from its junction with Springfield Road, westwards for a distance of 75 metres.

THE ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (KIRK TERRACE, CULTS, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

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

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays from 6 February, 2015, to 27 February, 2015, in the offices of the roads officials in the Communities, Housing and Infrastructure department, at Marischal College, Aberdeen.

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Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen, AB10 1AQ

Schedule

Kirk Terrace, Cults

Both sides, from its junction with Kirk Brae, south-westwards for a distance of 25 metres.

THE ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (OAKHILL GRANGE/OAKHILL ROAD, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Oakhill Grange/Oakhill 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 Oakhill Grange and Oakhill Road, Aberdeen, as defined in the schedule below.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays from 6 February, 2015, to 27 February, 2015, in the offices of the roads officials in the Communities, Housing and Infrastructure department, at Marischal College, Aberdeen.

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Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council,
Town House, Aberdeen, AB10 1AQ

Schedule

Oakhill Grange

Both sides, from its junction with Oakhill Road, northwards for a distance of 10 metres.

Oakhill Road

North side, from its junction with Oakhill Grange, westwards for a distance of 23 metres.

North side, from its junction with Oakhill Grange, eastwards for a distance of 30 metres.

THE ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL (WELLHEADS PLACE, DYCE, ABERDEEN)
(PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Wellheads Place, 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 certain lengths of prohibition of waiting at any time on Wellheads Place, Dyce, Aberdeen, as defined in the schedule below. The schedule below also restates existing lengths of prohibition of waiting at any time on Wellheads Place.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays from 6 February, 2015, to 27 February, 2015, in the offices of the roads officials in the Communities, Housing 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 522308) 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 6 February, 2015, to 27 February, 2015, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen, AB10 1AQ

Schedule

Wellheads Place, Dyce

West side, from its junction with Wellheads Crescent, northwards for a distance of 15 metres.

West side, from 38 metres north of its junction with Wellheads Crescent, northwards for a distance of 40 metres.

West side, from 100 metres north of its junction with Wellheads Crescent, northwards for a distance of 26 metres.

West side, from its junction with Wellheads Way, southwards for a distance of 208 metres.

East side, in its entirety.

THE ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

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

Aberdeen City Council proposes to make "The Aberdeen City Council (Advocates' 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 Advocates' Road, Aberdeen, as defined in the schedule below.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays from 6 February, 2015, to 27 February, 2015, in the offices of the roads officials in the Communities, Housing and Infrastructure department, at Marischal College, Aberdeen.

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Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council,
Town House, Aberdeen, AB10 1AQ

Schedule

Advocates' Road

South side, from its junction with King's Crescent, eastwards for a distance of 5 metres.

South side, from a point 26 metres east of its junction with King's Crescent, eastwards for a distance of 12 metres.

North, west and east sides in their entirety.

THE ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (CATTOFIELD PLACE, ABERDEEN) (20MPH SPEED LIMIT AND PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Cattofield Place, Aberdeen) (20mph Speed Limit and 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 mandatory 20mph speed limit on Cattofield Place, Aberdeen. The Council is also proposing to introduce associated speed cushions (road humps) on Cattofield Place. Each cushion would be established under the Roads (Scotland) Act 1984 and would be 0.075 metres in height and 1.9 metres in length. Tolerances for the construction height of a speed cushion are plus or minus 10 millimetres transversely and plus or minus 15 millimetres longitudinally. The exact positioning of each cushion can be clarified by telephoning (01224) 522308, or by calling at Marischal College (for details of this see below). All parties on Cattofield Place will receive the exact specifications by letterbox drop.

Additionally, it also proposed certain lengths of prohibition of waiting be introduced on Cattofield Place and Cattofield Square, as defined in the schedule below.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays from 6 February, 2015, to 27 February, 2015, in the offices of the roads officials in the Communities, Housing 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 522308) 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 6 February, 2015, to 27 February, 2015, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen, AB10 1AQ

Schedule

Cattofield Place

South-east side, from its junction with Cattofield Square, south-westwards for a distance of 10 metres; South-east side, from its junction with Cattofield Square, north-eastwards for a distance of 10 metres.

Cattofield Square

Both sides, from its junction with Cattofield Place, south-eastwards for a distance of 10 metres.

THE ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (A96 GREAT NORTHERN ROAD, ABERDEEN) (REDETERMINATION OF MEANS OF EXERCISE OF PUBLIC RIGHT OF PASSAGE) ORDER 201(X)

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Scotland Act 1984. The effect of the order will be to redetermine the means of exercise of the public right of passage over certain lengths of the A96 Great Northern Road (footway), detailed in the schedule below, so that these lengths of footway become cycle track to be used by persons on foot and pedal cycle only.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays from 6 February, 2015, to 27 February, 2015, in the offices of the roads officials in the Communities, Housing 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 522308) 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 6 February, 2015, to 27 February, 2015, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council,
Town House, Aberdeen, AB10 1AQ

Schedule

A96 Great Northern Road

Western footway, from its junction with Burnett Place, northwards for a distance of 70 metres.

Eastern footway, from 6 metres south of the gable end of property No.104 Great Northern Road, northwards for a distance 10 metres.

THE ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (URQUHART ROAD/PARK ROAD, ABERDEEN) (TRAFFIC MANAGEMENT) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Urquhart Road/Park Road, 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 a range of traffic management measures on Urquhart Road and Park Road, Aberdeen, as defined in the schedule below. The restrictions being proposed are located in the area of the crossroads junction between these two roads and are being promoted as a result of the pending installation of signal controls at this junction.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays from 6 February, 2015, to 27 February, 2015, in the offices of the roads officials in the Communities, Housing 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 522308) 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 6 February, 2015, to 27 February, 2015, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen, AB10 1AQ

Schedule

With the exception of pedal cycles, vehicles will be prohibited from turning left on to Urquhart Road from the length of Park Road located to the south of Urquhart Road.

With the exception of buses, vehicles will be prohibited from turning right on to Urquhart Road from the length of Park Road located to the north of Urquhart Road.

Prohibition of waiting at any time – on the north side of Urquhart Road, the existing 'double yellow' lines, running westwards from its junction with Park Road, will be extended by a distance of 28 metres (of note, the Bus Stop on this length of road will be relocated on to the length of Park Road north of Urquhart Road); on the west side of Park Road (length south of Urquhart Road) the 'double yellow' lines leading from Urquhart Road will be extended by 3 metres.

THE ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (SPRINGHILL ROAD, ABERDEEN) (ONE-WAY) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (Springhill Road, Aberdeen) (One-Way) 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 clockwise one-way system on the inset length of Springhill Road serving property nos. 335 to 361 Springhill Road. That is to say, vehicles will only be able to enter this length of road via its southern junction with Springhill Road, travel in a clockwise direction, and exit via its northern junction with Springhill Road.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays from 6 February, 2015, to 27 February, 2015, in the offices of the roads officials in the Communities, Housing 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 522308) 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 6 February, 2015, to 27 February, 2015, 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

THE ABERDEEN CITY COUNCIL

(DISABLED PERSONS' PARKING PLACES) (CITYWIDE) (NO 1) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Disabled Persons' Parking Places) (Citywide) (No 1) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984 and its duties under the Disabled Persons' Parking Places (Scotland) Act 2009.

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

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

The schedule also includes an off-street car park where a disabled persons' space is being made regulatory.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays from 6 February, 2015, to 27 February, 2015, in the offices of the roads officials in the Communities, Housing 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 522308) 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 6 February, 2015, to 27 February, 2015, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council,
Town House, Aberdeen, AB10 1AQ

Schedule

Advocates' Road; Bressay Brae; Burnbrae Avenue; Craigie Street; Deveron Road; Fairies Knowe (2); Marischal Street; Middle Brae; Raeden Crescent; Off-Street Car Park serving property Nos.1 to 25 Tarbothill Road.

Appendix 2

From: Shirley Watt
Sent: 25 February 2015 11:35
To: TrafficManagement
Subject: Proposed extension of no waiting restrictions on Craigiebuckler Avenue

Dear Sir

I refer to the above proposal.

I agree that there is a need for parking restrictions in this area, but am of the view that the proposal is too restrictive for what is needed.

The problems arise during the day when there is a bus service and traffic parked for the businesses in the area. I am of the view that a lesser order extending the double yellow lines by a single yellow line, to prohibit traffic parking between 8am and 6 pm would be adequate to control the parking issues.

There is no bus service in Craigiebuckler in the evening. The hairdressing business at the beginning of Craigiebuckler Avenue is generally closed in the evenings. In the evenings, of course there is also less traffic.

I trust these comments can be taken into consideration.

Shirley Watt
37 Craigiebuckler Terrace

81 Kirk Brae

Cults

Aberdeen

AB15 9QX

14 February 2015

Dear Sirs

Proposed Prohibition of Waiting Order on Kirk Terrace, Cults

I am writing to express my objection to the proposal noted above.

I have read and understood the proposal on the city council website and whilst I agree with the reasoning behind it, I firmly believe that a prohibition of waiting is not the correct solution to tackle this problem.

As a resident in the block of flats at the corner of Kirk Brae and Kirk Terrace, I park my vehicle on this street as do most of my neighbours. If there is a prohibition of waiting order imposed there will be no alternative place for these vehicles to be parked. This would lead to vehicles being parked on Kirk Brae itself or towards the bottom of Friarsfield Road, thus simply moving the problem which currently exists on Kirk Terrace.

In addition, I note with interest the proposed cost to the council of imposing this as £150. This is presumably to paint yellow lines on the road, the cost of wardens to enforce these restrictions being another extra on top, penalising residents parking at home and detracting wardens from dealing with more serious parking offences.

You will no doubt be aware of the general traffic situation surrounding the Kirk Brae, Kirk Terrace and Friarsfield Road areas, some of which will hopefully be alleviated if Friarsfield becomes "access only". The area is used as a rat run for commuters and time and time again I have witnessed cars crashing in to the recently erected traffic light barriers and even the wall outside my neighbour's property at number 79.

I would suggest to you that instead of imposing a prohibition of waiting order on the 25m stretch you intend that you consider making this stretch of Kirk Terrace one way only from Kirk Brae. This would still allow for traffic to pass freely up the terrace in the left hand lane from the brae and would allow for residents parking on the right hand side of the road.

A one off cost of installing the one way and no entry signs would be minimal.

I look forward to hearing your response.

Yours faithfully

Kathleen Stewart

From: Teresa Harwood
Sent: 02 March 2015 16:53
To: TrafficManagement
Subject: Aberdeen City Council (Advocates' Road Aberdeen) (Prohibition of Waiting) Order 201(X)
Attachments: Letter of Objection - Aberdeen City Council - Traffic Restrictions_1.PDF

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

We wish to object to the above proposed Prohibition of Waiting at Advocates Road for the following reason which we outlined in our last objection on 30 April 2012 sent on our behalf by Graham WJ Cooper of Ledingham Chalmers LLP, reference GC.LT 45114/0001 copy attached.

Following on from this we had a meeting with Mr Doug Ritchie on 16 April 2013 when we were advised that further spaces were to be released in Advocates Road and that we would be advised of the outcome of the Committee meeting to be held on the subject in May of 2013, but to date we have had no communication.

As you may be aware two developments are under way in St. Peter Street which has exacerbated the parking situation in this area with severe pressure being put on residents to cope with the increased demand of builders and associated trades. This Prohibition would be grossly unfair to the residents of the area leaving us with no parking in this area.

Richard, Teresa and Edward Harwood

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

Ref: [REDACTED]
Your Ref:
Date: 30 April, 2012

Dear Ms. MacEachran

Mr. Richard and Mrs. Teresa Harwood
Objection to Proposal to impose Traffic Restrictions on Advocates Road,
Aberdeen

We have been instructed to act on behalf of our clients, Mr. and Mrs. Harwood of 37 Kings Crescent, Aberdeen and object to the proposal to impose traffic restrictions on part of Advocates Road as detailed in the Report dated 31st January, 2012 addressed to the Environment Planning and Infrastructure Committee of the Council and which Report was prepared under Reference EPI/12/009.

I refer to Appendix 1 attached which shows our clients' house at 37 Kings Crescent hatched in black and which lies opposite the First Bus Depot which extends to the edge of Kings Crescent.

Our clients have significant problems with parking already and if this Report is implemented this will make life very difficult for them in attempting to park close to their home which they have owned for some 30 years. Although there are eight parking spaces on Kings Crescent close to our clients' house (assuming everyone parks with consideration) these are used by the owners and occupiers of numerous houses on Kings Crescent and also by First Bus drivers despite them having their own car park off Advocates Road. As a result our clients are far from guaranteed parking on Kings Crescent at any time. The position is made worse as there are parking restrictions imposed on this area of road when there are football matches and events at Pittodrie Stadium which means that should our clients continue to park during a football match they will inevitably receive a parking ticket.

Moving on to Advocates Road itself, when our clients moved into their home they were able to park along the length of Advocates Road. Appendix 1 attached shows the part of Advocates Road which our clients understand First Group have now acquired. The boundary line is clearly shown on said plan. Although there are parking spaces in the remainder of Advocates Road, First Group for some unknown reason have apparently been responsible for adding yellow lines, purporting to prevent parking right up to the edge of Kings Crescent. This is identified in the Council Report referred to above. Although the Report indicates that First Group were

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

responsible for painting these yellow lines it does not reveal either why the yellow lines were painted nor what action the Council have taken to deal with the matter. It simply says that these parking restrictions are non-enforceable which is quite clearly the position. In addition First Group have constructed a raised pavement on the north side of Advocates Road presumably also without permission. This means that there is a pavement on both sides of Advocates Road which does not appear to be consistent with First Group's stated aim of doing this for safety reasons. There is an existing footpavement along the south side of Advocates Road and my clients believe that this is sufficient for the pedestrian users. In addition the new pavement turns round a 90 degree angle at the end of Advocates Road and when pedestrians reach the mechanised barrier/gate leading to the car park they require to cross the road at that point in order to take access into the car park. Pedestrian access to the First Group car park can only be taken from the righthand side of the barrier/gate leading thereto. My clients therefore take the view therefore that for safety reasons the only footpavement that requires to be used is the original one running along the south boundary of Advocates Road. Appendix 3 incorporates a photo showing the pavement running along the south side of Advocates Road before turning at a right angle towards the First Group car park. In addition the plan attached to Appendix 4 shows the sole pedestrian entrance to the car park and of course the First Group complex lying to the east of Advocates Road and consequentially why there is no requirement for the other pavement.

The above position can clearly be seen with reference to Appendix 2 attached. My clients believe that for reasons of safety the only pavement which requires to be used is the one lying to the south of Advocates Road and by continuing along this path into the First Group compound there is no need to cross any road thereby making this a safe pedestrian route. The vehicular turn off shown at the southeast boundary of Advocates Road on Appendix 2 does not exist and is therefore misleading.

The enclosures combined demonstrate that only the southernmost footpavement is required as pedestrians using the north footpavement require to cross the access road when they arrive at the First Group barrier—as explained this does not appear to offer pedestrians a safe solution.

Moving on to these proposals themselves if they are approved when the whole of the north side of Advocates Road will be unavailable for parking and there will only be four public spaces left on the south side of Advocates Road. One of these spaces has already been reserved for a disabled resident which means that in effect only three spaces in Advocates Road will be available for public parking.

Our clients have explained to me that this is grossly inadequate bearing in mind the parking situation at Kings Crescent.

I am aware that our clients have raised this matter on various occasions both with the Council officials and elected members and they feel that they have not made any progress. They have therefore asked me to write to you recording their strong objections to this proposal which does not appear to pay any attention to the needs of residents in the area. If this proposal is to be implemented our clients will have severe problems in being able to park close to their home which is clearly an unacceptable situation.

As indicated above the position is accentuated as some First Bus drivers tend to park both in the spaces in Kings Crescent and also within the public parking spaces in Advocates Road rather than use the car park provided by First Group leading off Advocates Road. Our clients advise that there are always spare spaces in that car park and, accordingly, parking by First Bus drivers on Kings Crescent and Advocates Road cannot be justified. Is there any way of enforcing a proposition that First Bus drivers require to park within the staff car park?

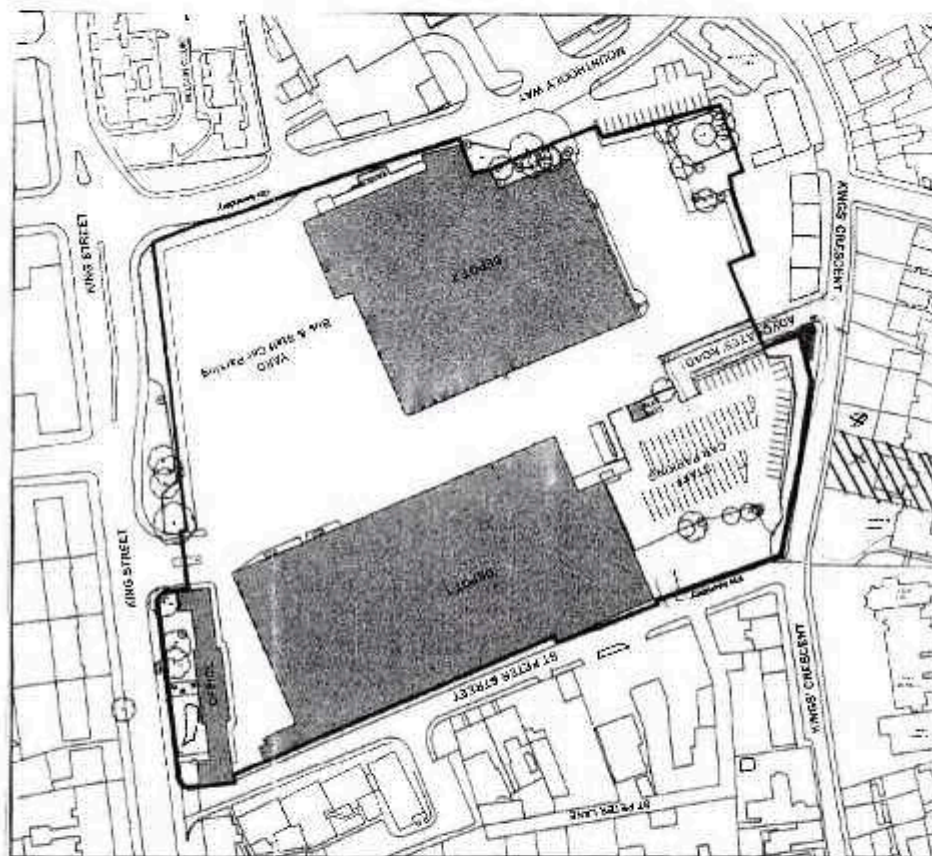
In summary and regardless of the terms of the foregoing paragraph our clients feel that their needs and requirements have been to a significant extent ignored by the Council especially over recent years and short of the application to Committee being refused they would favour that a decision on this proposal is deferred pending a full and thorough investigation into all aspects of parking in Advocates Road and Kings Crescent being carried out with the views of residents being sought as part of that exercise.

In the meantime please acknowledge receipt confirming that this letter has been received timeously and also confirming that it will be considered along with the Application. Should you require clarification on any point or wish to raise any query please get in touch with me.

Yours sincerely

A black rectangular box redacting the signature of the sender.

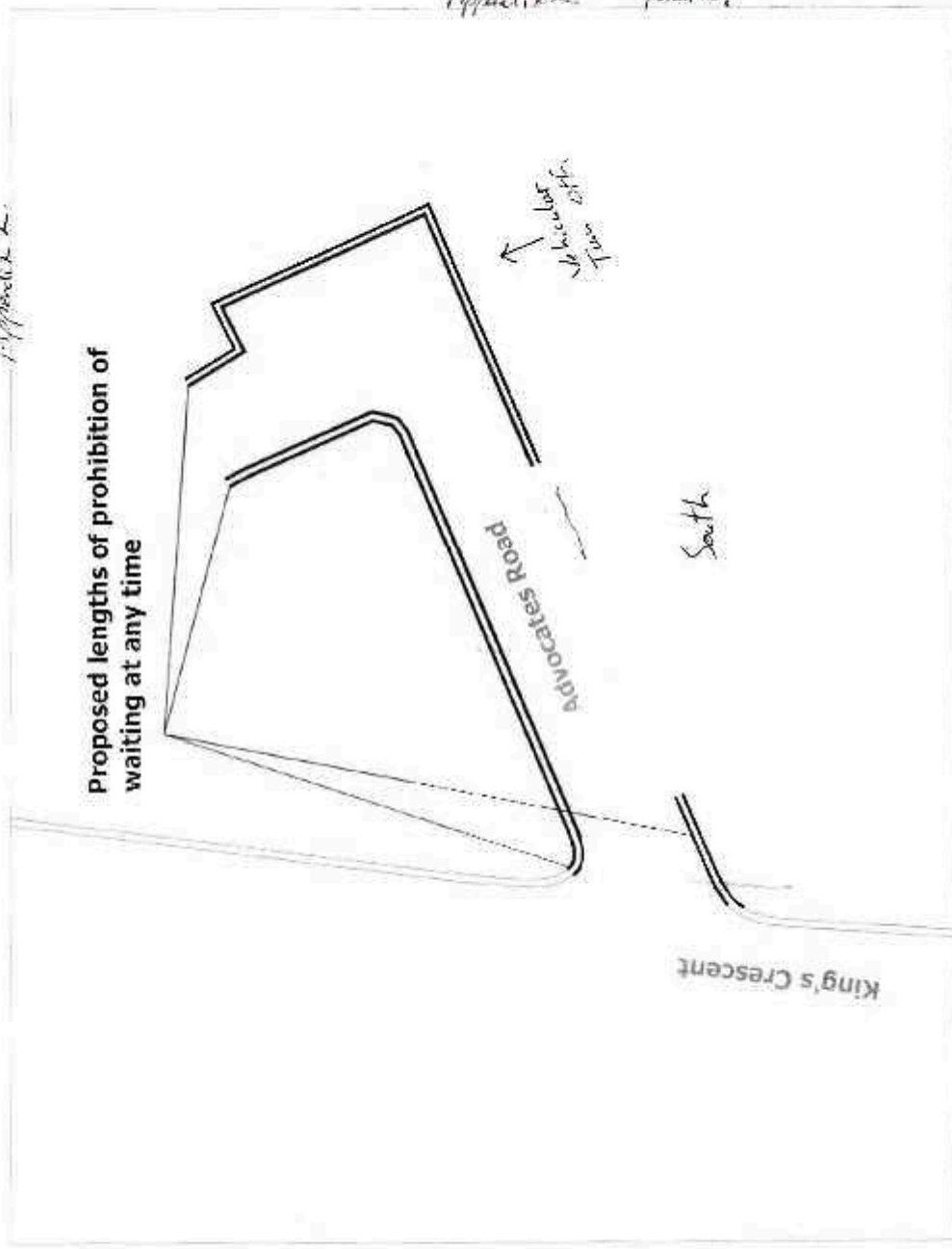
Partner – Ledingham Chalmers LLP



Appendix 1

Advocates Road - Proposed lengths of prohibition of waiting at any time

Appendix 2



Appendix 3.



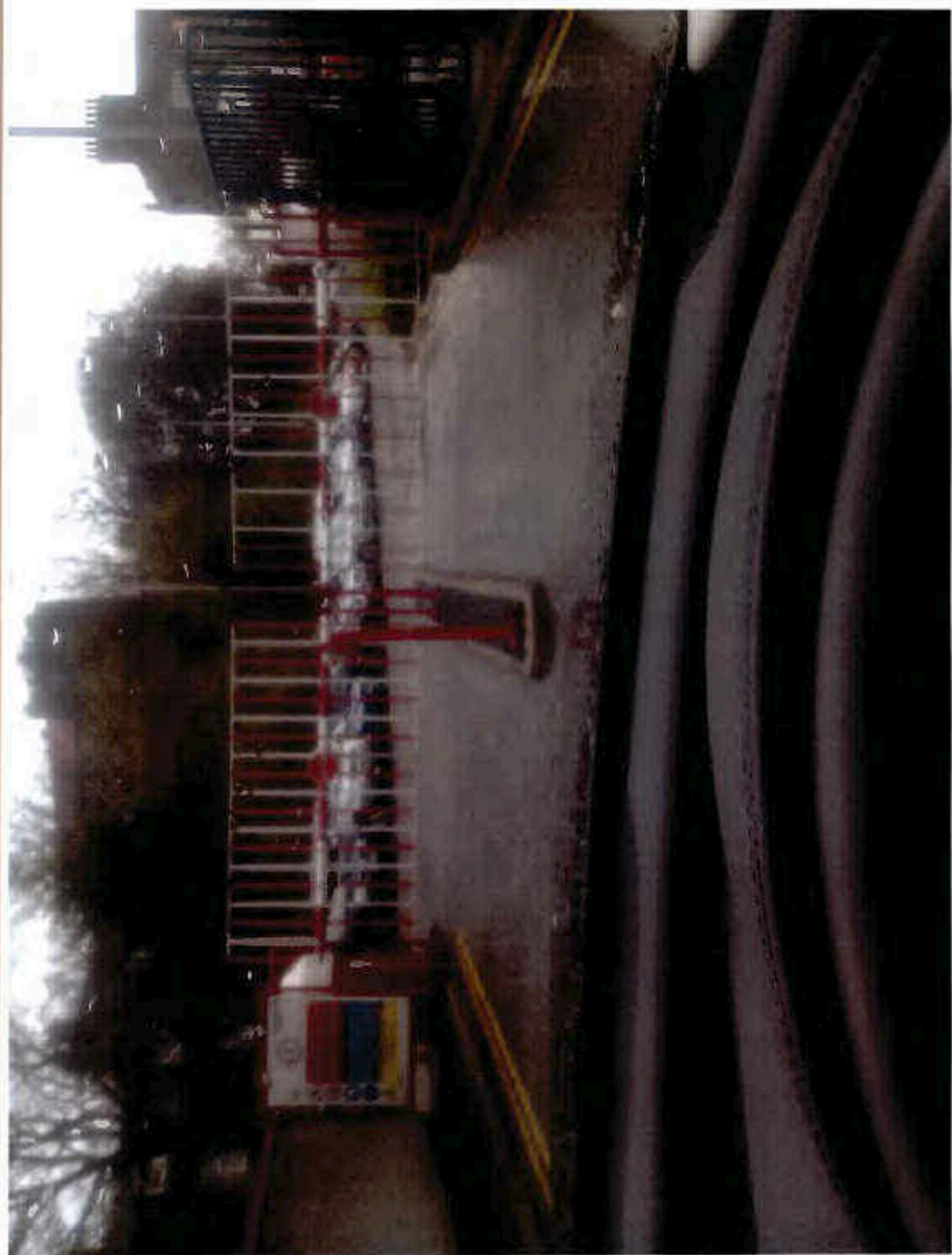


Figure 4

New & Used Car
Sales & Service.



Telephone
Fax -

5, Cattofield Place,
ABERDEEN AB25 3QN
EST - 1964

Dear Sir/Madam

16 February 2015

Thank you for your letter received 13/2/15 regarding speed bumps on Cattofield Place. I wish to object to this proposal as the street in common with many in Aberdeen is and has been full of potholes and badly made up works trenches for years - SO NO NEED FOR BUMPS AS HOLES AND IMPERFECTIONS DO THE JOB!

I have had to call the Roads Department 622021 (01224) a number of times as potholes in front of my showroom keep appearing and with them large clusters of hardcore in them which shoot off vehicle tyres and hit my large showroom windows. I am forced to pick up these lumps as in the past I have had a window cracked and the council refused to pay for replacement. Having lived and worked in Aberdeen all my life and been in business for 50 years, I would like to point out, what should be obvious, that these speed bumps all over Aberdeen cause potholes themselves as cars go over them and make holes on the downside of the hump, which we as ratepayers have to pay for if and when they are repaired. The streets in our city are a disgrace. My workshop fits replacement road springs to cars dozens and dozens of times a year.

There is already a 20mph limit on Cattofield Place.

Also traffic is often diverted along Cattofield Place including ambulances when Hilton Street is often blocked so bumps would affect them.

Yours sincerely

William A Gill

P.S. When they installed the 20 in green circles with white border

THUR.

D. PIRIE,

51 CASTLEFIELD PLACE

ABERDEEN

AB 25 3QQ

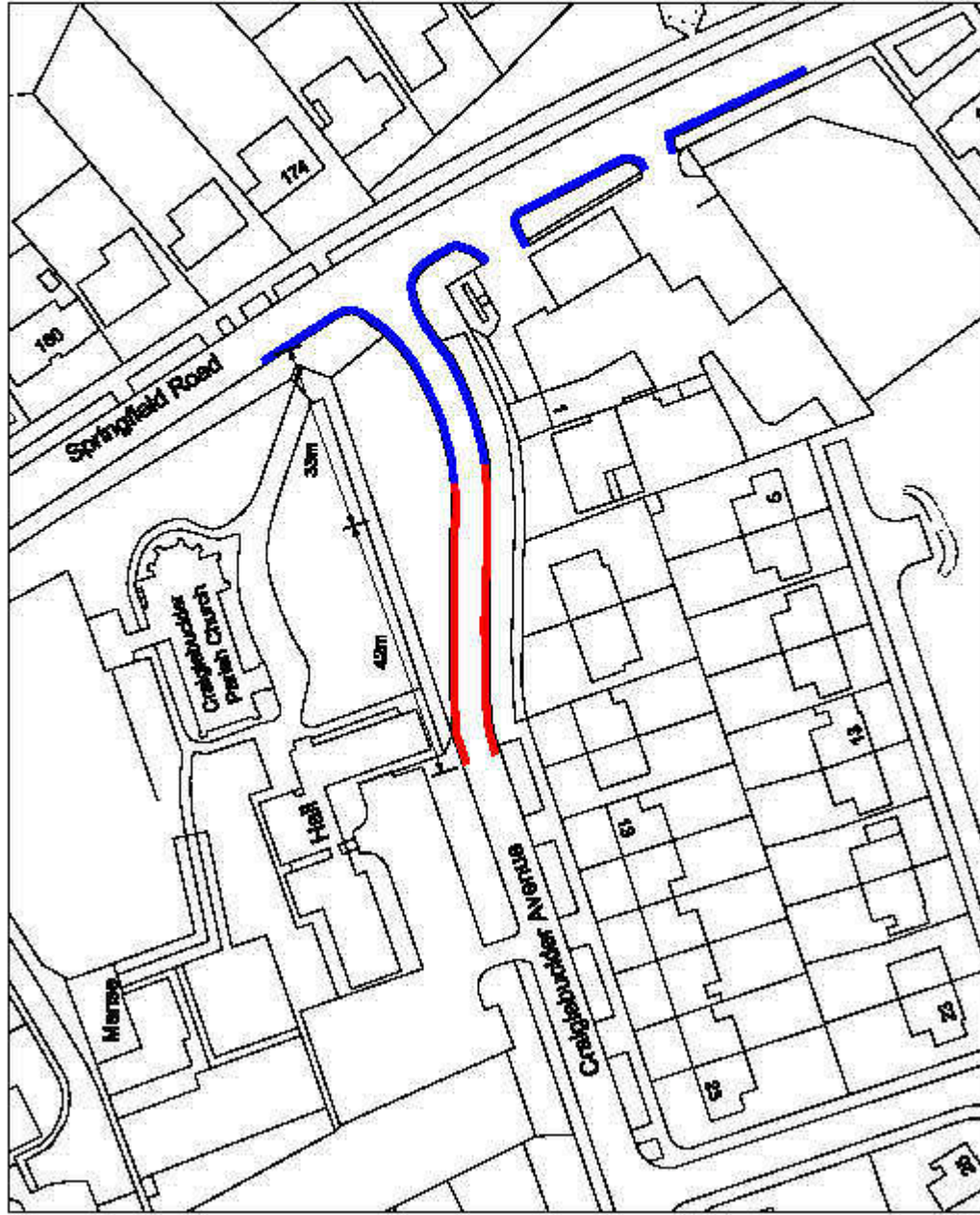
Dear Madam,

Although I have no objection to a 20 mph limit on Castlefield Place the disgraceful state of the pavements owing to the trees the council planted and is responsible for has forced me to write this letter. The damage caused by traffic using this road already, plus the said trees causing all kind of damage to drains etc., means that any speed cushions etc., will cause further damage to Castlefield Place.

Thanking You


[Redacted Signature]

APPENDIX - Proposed Extension to Existing Waiting Restrictions on Craigiebuckler Avenue



Key:
 Existing waiting restrictions
 Proposed waiting restrictions

Author	Project Manager	Project Number
Approved	Project Manager	Project Number



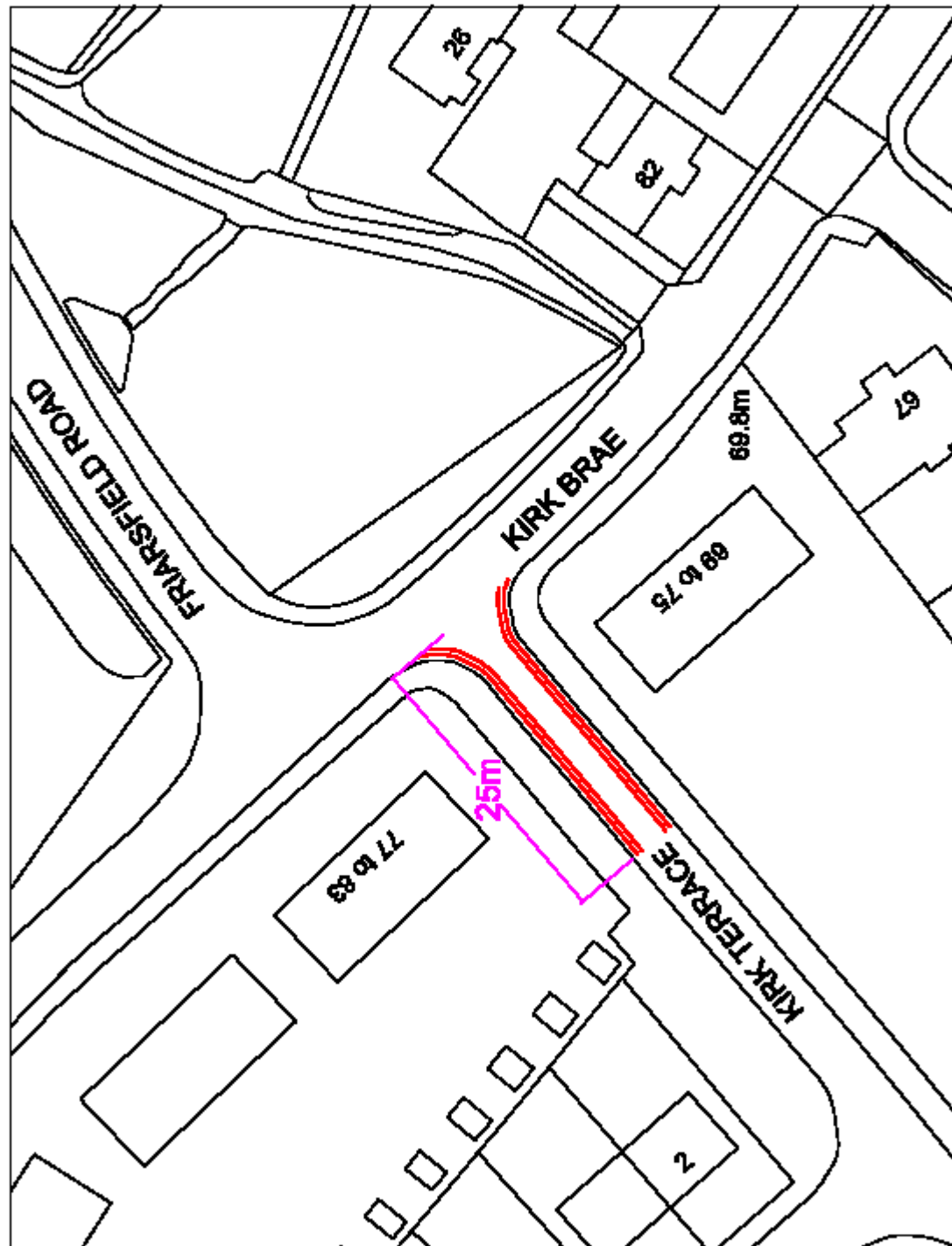
ABERDEEN
CITY COUNCIL

ENTERPRISE PLANNING & INFRASTRUCTURE
 Road Safety and Traffic Management Team
 14 - 20 Spring Garden, Aberdeen, AB9 8ER
 Telephone: 01224 557100

ABERDEEN CITY COUNCIL

Project Name: _____
 Project Number: _____
 Project Manager: _____
 Project Engineer: _____
 Project Designer: _____
 Project Checker: _____
 Project Approver: _____

Kirk Terrace - Proposed lengths of prohibition of waiting at any time



Advocates Road - Proposed lengths of prohibition of waiting at any time

