

ABERDEEN CITY COUNCIL

COMMITTEE	Communities, Housing and Infrastructure
DATE	19 May 2015
DIRECTOR	Pete Leonard
TITLE OF REPORT	Various small scale traffic management and development associated proposals (Stage 3 – Public Advert)
REPORT NUMBER:	CHI/15/166

1. PURPOSE OF REPORT

This report deals with thirteen 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 (Quarry Court and Quarry Road, Aberdeen) (Prohibition of Waiting) Order 201(X)”, “The Aberdeen City Council (C8K (Old part of) Wellington Road, Aberdeen) (Prohibition of Driving) Order 201(X)”, The Aberdeen City Council (Crombie Place, Aberdeen) (Prohibition of Waiting) Order 201(X)” and The Aberdeen City Council (Disabled Persons’ Parking Places) (Citywide) (No.2) Order 201(X), overrule the objections received and approve these orders be made as originally envisaged.

3. FINANCIAL IMPLICATIONS

The proposals contained in the nine traffic orders detailed at 5.1 through to 5.9 will be funded through the Cycling, Walking & Safer Streets Budget.

The proposal contained in the traffic order detailed at 5.10 will be fully funded by developers/businesses.

The proposal contained in the traffic order detailed at 5.11 will be fully funded through the Signage budget.

The proposal contained in the traffic order detailed at 5.12 will be fully funded through the Non-housing Capital Budget.

The proposals contained in the traffic order detailed at 5.13 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 costs (£)	Maintenance costs (£) after 5 years	Comments
Cycle, Walking, Safer Streets (Scot Gov grant-funded)	5370	4770	If budgets are not currently available locations will be placed on a priority list for when future funding becomes available
Developer financed	nil	700	Maintenance of these works generally falls to the council maintenance budget when they are on-street restrictions
Housing Funded	200	200	Maintenance of these works will generally fall under the Housing Department
Disabled Parking	14500	5800	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 thirteen orders under consideration.

5.1 The Aberdeen City Council (A944 Kingswells to Westhill, Aberdeen) (Prohibition of U-turns) Order 201(X)

5.1.1 No statutory objections have been received.

5.2 The Aberdeen City Council (Auchinyell Road and Auchinyell Terrace, Aberdeen) (Prohibition of Waiting) Order 201(X)

5.2.1 No statutory objections have been received.

5.3 The Aberdeen City Council (Blackness Road and Souterhead Road, Aberdeen) (Prohibition of Waiting) Order 201(X)

5.3.1 No statutory objections have been received.

5.4 The Aberdeen City Council (Cherry Road and Plane Tree Road, Aberdeen) (Prohibition of Waiting) Order 201(X)

5.4.1 No statutory objections have been received.

5.5 The Aberdeen City Council (Kirkhill Drive, Aberdeen) (Prohibition of Waiting) Order 201(X)

5.5.1 No statutory objections have been received.

5.6 The Aberdeen City Council (Newburgh Drive, Aberdeen) (Prohibition of Waiting) Order 201(X)

5.6.1 No statutory objections have been received.

5.7 The Aberdeen City Council (Quarry Court and Quarry Road, Aberdeen) (Prohibition of Waiting) Order 201(X)

5.7.1 Proposal

It has been brought to the attention of Officers that vehicles are being parked on the immediate area of the junction where Quarry Court meets Quarry Road. This is causing difficulties with respect to vehicular movements and visibility splays.

To alleviate this issue it is proposed to introduce certain lengths of prohibition of waiting at any time as to keep this junction clear of parked vehicles. Appendix 3 highlights a plan showing the extent of the aforementioned proposal.

5.7.2 Objection

This proposal is subject to one statutory objection from Mr Grant Ritchie who resides at 33 Quarry Road, Cults. Mr Ritchie states “The imposition of parking prohibitions at this junction are wholly unnecessary as this junction causes NO discernible risk to road or pedestrian safety.” He then goes on to advise “The proposed restrictions (10m north and south) extend too far along Quarry Road so as to inconvenience householders.....Traffic on quarry road is minimal most of the day and only peaks when Cults Academy opens in the morning and finishes in the afternoon, and even then it’s only 15 minute bursts of activity.”

Mr Ritchie thereafter goes on to suggest the proposal of a timed waiting restriction (single yellow) during school opening/closing times. The full text to Mr Ritchie’s objection can be examined in Appendix 2.

5.7.3 Response to statutory objection

As highlighted, the intention of this proposal is to prevent parking in the immediate area of the junction, thereby ensuring that visibility splays are adequate and vehicles can move from /to Quarry Court unhindered. The lengths of waiting restriction to be applied at the junction are in-line with the Highway Code that indicates drivers should not park within 10 metres of a junction. The suggestion of reducing the proposed restriction to a ‘single yellow’ timed restriction for dealing with parking related to the nearby Cults Academy is noted, however this issue is not solely related to such times, and the guidance would remain the same, that drivers should not park within the immediate area of a junction.

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

5.8 **The Aberdeen City Council (C8K (Old part of) Wellington Road, Aberdeen) (Prohibition of Driving) Order 201(X)**

5.8.1 Proposal

There is currently a slip road on the east side of the Wellington Road dual carriageway, which is approximately 125 metres north of the signalised junction the connects with the ‘Old’ Wellington Road and to the south side of Cove. This road had been left open to allow the few residential properties on the east side of the dual carriageway a means of being able to turn and head in a northerly direction by looping round and turning right at the signalised junction.

Given the level of development in the area and that this slip road is now used as a ‘rat-run’ to avoid the aforementioned signalised junction, a Local Councillor has requested that this road be closed.

Following discussions with our Roads Projects team it has been agreed to propose this slip road be closed by means of a short section of

'Prohibition of Driving'. Appendix 4 highlights a plan showing the extent of the aforementioned proposal.

5.8.2 Objections

Two statutory objections have been received in relation to this proposal. Mrs Michele McPartlin, Chair of Cove and Altens Community Council, re-iterates that this facility was to aid residents on the east side of the dual-carriageway "...to to remove this facility from the very residents whose interests were taken into consideration in the first place. Its removal would cause difficulties for these residents and involve a lengthy and unnecessary re-routing to head north on Wellington Road." Thereafter Mrs McPartlin goes onto question whether it in fact more a speed issue that vehicles come up this road rather than volume, going on to ask whether we can make this a more unattractive rat-run.

The second objection came from Mr Jim Adam, a regular visitor to Lochlee, one of the properties on the east side of Wellington Road dual-carriageway, and also writes on behalf of his son who resides at Lochlee. Mr Adam's concerns are similar to the above in that closing this slip road will mean residents/visitors of the properties on the east side of the dual-carriageway negating a lengthy and convoluted route via Cove or via the roundabout at the Gateway Business Park further to the south.

The full text for both these objections can be examined in Appendix 2.

5.8.3 Response to statutory objection

There in now currently only two properties that this slip road would of benefit as to turn to head in a northerly direction via the signalised junction, although this would be seen as an inconvenience to these properties it is felt that they would still be able to turn off at the signals and turn within the road leading to Optima Solutions and back down towards the signals.

Recent surveys have indicated that during the evening peak period of 3pm – 5pm there is on average 180 vehicles per hour that use this slip road, with it being clear that motorists seek to utilise this route as an alternative to negotiating the signalised junction further south. Given that this road does not have significant volumes coming in the opposite direction (northbound), there is also concern over the speed at which vehicles accelerate up this road. It is for this particular reason that we have received the request to have this slip road closed.

Given the above, 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 (Westray Road, Aberdeen) (Prohibition of Waiting) Order 201(X)**

5.9.1 No statutory objections have been received.

5.10 The Aberdeen City Council (Crombie Place, Aberdeen) (Prohibition of Waiting) Order 201(X)

5.10.1 Proposal

Planning consent was passed to allow the construction of a new dispatch facility within their premises which requires a new access to be created on Crombie Place, while also upgrading the layout of their existing car park off Sinclair road.

It is therefore proposed to implement certain lengths of 'at any time' waiting restrictions to maintain access at all times at the point of their new dispatch area, thereby avoiding the potential road safety issues in the area. Appendix 5 highlights a plan showing the extent of the aforementioned proposal.

5.10.2 Objections

This proposal is subject to two statutory objections from businesses in the vicinity, one from Mr McLaren of Crombie Motors, 5 Crombie Place, and the other from Mr Law of J Law Ltd, 66 Sinclair Road. Both objections raise similar points that there is limited on-street parking in the vicinity at current and feel that the creation of double yellow lines at this location will provide another waiting place for lorry's which have already been created on neighbouring streets such as Crombie Place (South) and on Sinclair Road.

The full text for both objections can be examined in Appendix 2.

5.10.3 Response to statutory objections

As highlighted in the paragraph above highlighting the proposal, a new access is being created at the location and the proposal for 'at any time' waiting restrictions is to maintain clear and safe access to their new dispatch area.

This proposal will unfortunately result in the displacement of two or three on-street spaces and while it is recognised that there is a high demand for parking places in the area, parking will remain available on nearby streets. It should also be noted that this company creating a new dispatch area is also upgrading their car park which should take a few of their staff's vehicles off the road and compensate for the loss at this location.

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

5.11 The Aberdeen City Council (Bus Lanes in Aberdeen) (Amendment) Order 201(X)

5.11.1 No statutory objections have been received.

5.12 The Aberdeen City Council (Car Park Serving 1-100 Stockethill Court, Aberdeen) (Prohibition of Waiting) Order 201(X)

5.12.1 No statutory objections have been received.

5.13 The Aberdeen City Council (Disabled Persons' Parking Places) (Citywide) (No.2) Order 201(X)

5.13.1 Proposal

Disabled parking bays to be provided through the Disabled Persons Parking Places (Scotland) Act 2009, with a total of 44 on-street and 14 off-street disabled parking bays taken through this cycle. Appendix 6 highlights a plan showing the location of the proposed disabled bay.

5.13.2 Objection

One statutory objection has been received from Mr Duncan Page, who resides at 15 Edgehill Terrace, with regard to the disabled bay recently installed on Edgehill Terrace although the applicant has an existing driveway. Mr Page advises that Edgehill Terrace is a narrow street and can only accommodate parking on one side of the road, in allowing a disabled bay to be installed on the north side would therefore means they/nor their visitors to be able to park on their side of the road (the south side).

5.13.3 Response to statutory objection

Officers received a request from the applicant to have a disabled parking facility installed on-street, given that they encounter problems utilising their driveway due to the gradient and the type of wheelchair/buggy required to be used by disabled daughter. Upon meeting with the applicant to witness the difficulties that they encounter and they advised that they only park on-street now, therefore it was agreed that they would be entitled to have a disabled bay marked outside their property.

Given the above, it is recommended this Committee overrules the statutory objection received and instructs officers to continue to make this disabled bay enforceable to Blue Badge holders only in its current location.

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 – 13 January, 2015.

<http://committees.aberdeencity.gov.uk/documents/s43356/Various%20Small%20Scale%20Traffic%20Management%20and%20Development%20Associated%20Proposals%20-%20New%20Works.pdf>

9. REPORT AUTHOR DETAILS

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10. CONSULTEE COMMENTS

Margaret Bochel, Head of Planning and Sustainable Development –
has no comments on this report.

Appendix 1

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (A944 KINGSWELLS TO WESTHILL) (PROHIBITION OF U-TURNS) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (A944 Kingswells to Westhill) (Prohibition of U-Turns) Order 201(X)” in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to extend the existing length prohibiting ‘U-turn’ manoeuvres on the route A944, Aberdeen, westwards to include the signalised junction of the A944 with the B9119 Skene Road.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council’s reasons for promoting them, may be examined during normal office hours on weekdays between 2 April and 22 April 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 522316) 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 2 April to 22 April 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

A944

From its junction with the C89C (Kingswells Village perimeter road) and a point 40 metres west of its junction with the B9119 Skene Road.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (AUCHINYELL ROAD AND AUCHINYELL TERRACE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Auchinyell Road and Terrace and A, 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 Auchinyell Road and Auchinyell Terrace, Aberdeen, as defined in the schedule below. Exemptions will apply as usual to the picking up or setting down of passengers, loading or unloading, blue badge holders not causing an obstruction, funeral vehicles, and vehicles parked with the consent of the Council in direct association with authorised roadworks or building works.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 2 April and 22 April 2015, in the offices of the roads officials in the Communities, Housing and Infrastructure department at Marischal College, Aberdeen.

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Schedule

Auchinyell Road

South side, from its junction with Auchinyell Terrace, eastwards for a distance of 25 metres.

South side, from its junction with Auchinyell Terrace, westwards for a distance of 15 metres.

Auchinyell Terrace

East side, from its junction with Auchinyell Road, southwards for a distance of 25 metres.

West side, from its junction with Auchinyell Road, southwards for a distance of 20 metres.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

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

Aberdeen City Council proposes to make "The Aberdeen City Council (Blackness Road and Souterhead Road, Aberdeen) (Prohibition of Waiting) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose certain lengths of prohibition of waiting at any time on Blackness Road and Souterhead Road, Aberdeen, as defined in the schedule below. Exemptions will apply as usual to the picking up or setting down of passengers, loading or unloading, blue badge holders not causing an obstruction, funeral vehicles, and vehicles parked with the consent of the Council in direct association with authorised roadworks or building works.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 2 April and 22 April 2015, in the offices of the roads officials in the Communities, Housing and Infrastructure department at Marischal College, Aberdeen.

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Schedule

Blackness Road

East side, from a point 40 metres north of its junction with Souterhead Road, northwards for a distance of 30 metres.

Souterhead Road

North side, from its junction with Blackness Road, eastwards for a distance of 60 metres.

South side, from a point 15 metres east of its junction with Blackness Road, eastwards for a distance of 33 metres.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (CHERRY ROAD AND PLANE TREE ROAD, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Cherry Road and Plane Tree 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 Cherry Road and Plane Tree Road, Aberdeen, as defined in the schedule below. Exemptions will apply as usual to the picking up or setting down of passengers, loading or unloading, blue badge holders not causing an obstruction, funeral vehicles, and vehicles parked with the consent of the Council in direct association with authorised roadworks or building works.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 2 April and 22 April 2015, in the offices of the roads officials in the Communities, Housing and Infrastructure department at Marischal College, Aberdeen.

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Schedule

Cherry Road

Both sides, from its junction with Plane Tree Road, north-eastwards for a distance of 15 metres.

Plane Tree Road

North-east side, from its junction with Cherry Road, northwards for a distance of 15 metres.

North-east side, from its junction with Cherry Road, southwards for a distance of 15 metres.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (KIRKILL DRIVE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Kirkhill Drive, Aberdeen) (Prohibition of Waiting) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose certain lengths of prohibition of waiting at any time on Kirkhill Drive, Aberdeen, as defined in the schedule below. Exemptions will apply as usual to the picking up or setting down of passengers, loading or unloading, blue badge holders not causing an obstruction, funeral vehicles, and vehicles parked with the consent of the Council in direct association with authorised roadworks or building works.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 2 April and 22 April 2015, in the offices of the roads officials in the Communities, Housing and Infrastructure department at Marischal College, Aberdeen.

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Schedule

Kirkhill Drive

North side in its entirety.

South side, from a point 15 metres east of its junction with Dyce Drive, eastwards for a distance of 38 metres.

South side, from a point 112 metres east of its junction with Dyce Drive, eastwards, then southwards, then eastwards, then northwards, then eastwards for a distance of 95 metres.

East side, from its junction with Kirkhill Drive, northwards for a distance of 110 metres.

West side, from its junction with Kirkhill Drive, northwards for a distance of 15 metres.

West side, from a point 28 metres north of its junction with Kirkhill Drive, northwards for a distance of 27 metres.

West side, from a point 72 metres north of its junction with Kirkhill Drive, northwards for a distance of 40 metres.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (NEWBURGH DRIVE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Newburgh Drive, Aberdeen) (Prohibition of Waiting) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a length of prohibition of waiting at any time on Newburgh Drive, Aberdeen, as defined in the schedule below. Exemptions will apply as usual to the picking up or setting down of passengers, loading or unloading, blue badge holders not causing an obstruction, funeral vehicles, and vehicles parked with the consent of the Council in direct association with authorised roadworks or building works.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 2 April and 22 April 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 522316) 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 2 April to 22 April 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.

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Town House, Aberdeen, AB10 1AQ

Schedule

Newburgh Drive

East side, from a point 11 metres north of its junction with Jesmond Drive, northwards for a distance of 20 metres.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (QUARRY COURT AND QUARRY ROAD, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Quarry Court and Quarry 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 Quarry Court and Quarry Road, Aberdeen, as defined in the schedule below. Exemptions will apply as usual to the picking up or setting down of passengers, loading or unloading, blue badge holders not causing an obstruction, funeral vehicles, and vehicles parked with the consent of the Council in direct association with authorised roadworks or building works.

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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

Quarry Court

Both sides, from its junction with Quarry Road, westwards for a distance of 10 metres.

Quarry Road

West side, from its junction with Quarry Court, northwards for a distance of 10 metres.

West side, from its junction with Quarry Court, southwards for a distance of 10 metres.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (C8K (OLD PART OF) WELLINGTON ROAD, ABERDEEN) (PROHIBITION OF DRIVING) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (C8K (Old part of) Wellington Road, Aberdeen) (Prohibition of Driving) Order 201(X)” in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be; (a) revoke an existing point of no-entry on the C8K (directly north of the access to Optima Solutions) and (b) establish a prohibition of driving on the C8K at its northerly junction with Wellington Road, Aberdeen, as defined in the schedule below.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 2 April and 22 April 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 522316) 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 2 April to 22 April 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

C8K Wellington Road

From its junction with Wellington Road in a southerly direction for a distance of 5 metres.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

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

Aberdeen City Council proposes to make "The Aberdeen City Council (Westray 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 between 0800 hours and 2000 hours on any day except Saturday and Sunday on Westray Road and Summerhill Drive, Aberdeen, as defined in the schedule below. Exemptions will apply as usual to the picking up or setting down of passengers, loading or unloading, blue badge holders not causing an obstruction, funeral vehicles, and vehicles parked with the consent of the Council in direct association with authorised roadworks or building works.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 2 April and 22 April 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 522316) 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 2 April to 22 April 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

Westray Road

North side, from its junction with Summerhill Drive, westwards for a distance of 45 metres.

South side, from its junction with Summerhill Drive, westwards for a distance of 6 metres.

Summerhill Drive

East side, from a point 68 metres north of its junction with Summerhill Crescent, northwards for a distance of 18 metres.

West side, from its junction with Westray Road, southwards for a distance of 6 metres.

West side, from its junction with Westray road, north-eastwards for a distance of 6 metres.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (CROMBIE PLACE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Crombie 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 Crombie, Aberdeen, as defined in the schedule below. Exemptions will apply as usual to the picking up or setting down of passengers, loading or unloading, blue badge holders not causing an obstruction, funeral vehicles, and vehicles parked with the consent of the Council in direct association with authorised roadworks or building works.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 2 April and 22 April 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 522316) 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 2 April to 22 April 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

Crombie Place

West side, from a point 16 metres north of its junction with Sinclair Road, northwards for a distance of 58 metres.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (BUS LANES IN ABERDEEN) (AMENDMENT) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (Bus Lanes in Aberdeen) (Amendment) Order 201(X)” in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to revise the current bus lane timings on Great Northern Road, Aberdeen, on the approach to the Haudigain Roundabout so as to operate from 0730-0930 and 1500-1830.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 2 April and 22 April 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 522316) 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 2 April to 22 April 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

Great Northern Road (westbound)

From a point 29 metres west of its junction with Station Road to a point 79 metres east of its junction with North Anderson Drive (A90).

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (CAR PARK SERVING 1-100 SERVING STOCKETHILL COURT, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Car Park Serving 1-100 Stockethill Court, Aberdeen) (Prohibition of Waiting) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a length of prohibition of waiting at any time and formalise the existing restrictions within the car park serving 1-100 Stockethill Court, Aberdeen, as defined in the schedule below. Exemptions will apply as usual to the picking up or setting down of passengers, loading or unloading, blue badge holders not causing an obstruction, funeral vehicles, and vehicles parked with the consent of the Council in direct association with authorised roadworks or building works.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 2 April and 22 April 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 522316) 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 2 April to 22 April 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

Car Park Serving 1-100 Stockethill Court

South-west side, from its junction with North Anderson Drive inset road, south-eastwards for a distance of 70 metres.

North-east side, from its junction with North Anderson Drive inset road, south-eastwards for a distance of 10 metres.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

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

Aberdeen City Council proposes to make "The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen City) (Regulatory Parking Places) (No ??) 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 or off-street parking place – reserved for the exclusive use of any Blue Badge holder – will be established on the street or car park 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 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 between 2 April and 22 April 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 522316) 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 2 April to 22 April 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

On-street

Aboyne Place; ardbeck Place; Ashfield Road; Auchinlea Place; Auchinyell Gardens; Balgownie Way; Beechgrove Avenue; Bonnyview Drive (2); Bucklay Court; Caiesdykes Road; Coronation Road; Corthan Place; Cummings Park Circle; Deevale Road; Derbeth Crescent; Edgehill Terrace; Farquhar Road (2); Greenburn Drive; Greenfern Avenue; Hilton Road; Holburn Street; Jute Street; Kepplehills Road; Larch Road; Mastrick Drive; Marchburn Park; Marchmont Street; Montrose Drive; Morrison Drive; Newhills Avenue; Phoenix Place; Polwarth Road; Seaton Gardens; Spital Walk; Stockethill Crescent; Stockethill Square; Stockethill Way; Stoneyton Terrace; Ugie Place; Whitestripes Drive (3)

Off-street

Balnagask Road; Beechwood Court (2); Castleton Court (3); Loch Street; Oldcroft Court (3); Parkhill Court (2); Woodhill Court (2)

Appendix 2

[REDACTED]

From: Grant Ritchie [REDACTED]
Sent: 02 April 2015 12:06
To: TrafficManagement
Cc: Marie Boulton; M.Tauqeer Malik; Aileen Malone
Subject: OBJECTION - The Aberdeen City Council (Quarry Court And Quarry Road, Aberdeen) (Prohibition of Waiting) Order 201(X)
Attachments: WP_20150402_11_32_21_Pro.jpg; WP_20150402_11_31_08_Pro.jpg; WP_20150402_11_32_04_Pro.jpg; WP_20150402_11_32_07_Pro.jpg

[REDACTED] [REDACTED]

Sirs,

I wish to lodge my formal objection to the "Aberdeen City Council (Quarry Court And Quarry Road, Aberdeen), (Prohibition of Waiting) Order 201 (x))" under the Road Traffic Regulation Act 1984.

The imposition of parking prohibitions at this junction are wholly unnecessary as this junction causes NO discernible risk to road or pedestrian safety. Indeed, Quarry Court is not a through road but a minor access to garages and houses. All this traffic order will serve to do will be to restrict the freedoms of local residents. The proposed restrictions (10m north and south) extend too far along Quarry Road so as to inconvenience householders. As the attached photographs demonstrate, there is no issue with this junction. The photographs were taken at 11:30am on Thursday 2nd April, a time often cited as "peak time" if this were the City Centre. Traffic on Quarry Road is minimal most of the day and only peaks when Cults Academy opens in the morning and finishes in the afternoon, and even then it's only 15 minute bursts of activity.

As a compromise, if you insist on pursuing this order, may I suggest single lines with restrictions only between 8am - 9am and 3:30pm - 4:30pm - the times round about when there is school traffic?

Please add my correspondence to the objections, I understand my correspondence will form part of the Committee Report.

Thank You.

Regards,
Grant.

—
Grant Ritchie
33 Quarry Road, Cults,
ABERDEEN. AB15 9TP.

Michael Cowie

From:
Sent: 16 April 2015 09:29
To: TrafficManagement
Cc: Neil Cooney; afinlayson@aderdeencity.gov.uk; Callum McCaig;
Subject: C8K (old part of Wellington Road) - prohibition of driving
Follow Up Flag: Follow up
Flag Status: Completed

Dear Sir/madam, ref telecon of 15th April 2015

I recently received a notification concerning the proposed prohibition of driving on the old part of Wellington Road, adjacent to Optima Solutions. Should the prohibition of driving on this stretch of road be enforced I would be interested to know what the Council's solution is for house owners who reside on either side of Wellington Road, south of the traffic lights located opposite Balmoral Business Park. For these house occupants and visitors, the old section of Wellington Road (proposed for closure to drivers), is a necessary route to gain access to Wellington Road at the traffic lights for travelling north back into Aberdeen, negating an other wise lengthy and convoluted route via Cove or the via the roundabout at the business park to the south, where Total has a new warehousing facility. I therefore strongly object to your proposal to close off this stretch of road.

I also write on behalf of my son who is the owner of Lochlee situated off the south bound carriageway at the Loch of Loirston. At this point in time he has no means to meet the deadline to object via letter or to communicate via e-mail.

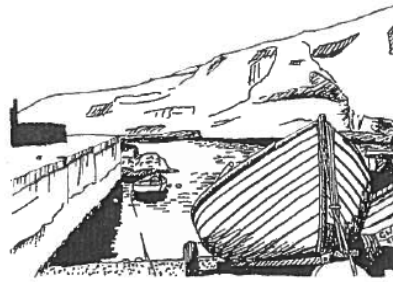
My address is 11a Stoneyhill Terrace, Cove and I am a daily visitor to Lochlee.

Regards - J. Adam

COVE AND ALTENS COMMUNITY COUNCIL

Chair: Ms Michele McPartlin
14 Langdykes Way
Cove Bay
Aberdeen
AB12 3HG

Secretary: Ms Sue Porter
12 Stoneyhill Terrace
Cove Bay
Aberdeen
AB12 3NE



Website www.cove-bay.com

Mr Michael Cowie
Engineering Assistant
Traffic Management Team
Communities, Housing and Infrastructure
Aberdeen City Council
Business Hub 10
Level 2 South
Marischal College
Broad Street
Aberdeen AB10 1AB

21st April 2015

Dear Mr Cowie

CHI/14/051 Slip Road off Wellington Road

To quote your communication:-

“This road had been left open to allow the few residential properties on the east side of the dual carriageway a way of being able to turn and head in a northerly direction by looping round and turning right at the signalised junction.”

We are concerned that there is now a proposal to remove this facility from the very residents whose interests were taken into consideration in the first place. Its removal would cause difficulties for these residents and involve a lengthy and unnecessary re-routing to head north on Wellington Road.

We believe that it is the speed cars are coming up this road that is the issue rather than the volume of traffic. Has a survey been done on this link road? If it became unattractive as a rat run, the volume would decrease as well.

It is proposed that this link is not closed but that measures are taken to make it less attractive to rat-runners and speeding. Full “sleeping policemen” ramps should be placed to stop speeding. These cannot be skirted by vans, buses, motorcycles, wide axled vehicles, etc. which can straddle or skirt single speed bumps. Perhaps an adjustment to the entrance into the link would also be a disincentive.

Yours sincerely.

Michele V McPartlin
Chair

ABERDEEN CITY COUNCIL
CROMBIE PLACE ORDER 201(X)

CROMBIE MOTORS
5 CROMBIE PL.
ABERDEEN
AB11 9PJ

9-4-15.

DEAR MRS MACLEACHRAN

I WISH TO LODGE OBJECTION TO FURTHER
PARKING RESTRICTIONS ON CROMBIE PLACE.

OBJECTION BASED ON WE ARE SMALL BUSINESS RELYING ON
PASSING TRADE & REQUIRE SPACE FOR CUSTOMERS TO STOP,
ENQUIRE OR DROP OFF VEHICLES FOR REPAIR

THE SPACE IN QUESTION ACCOMMODATES 5 CARS & REMOVAL OF
THESE SPACES WOULD ONLY CREATE A FURTHER ARTICULATED
VEHICLE LOADING BAY SIMILAR TO ONES CREATED BY PARKING
RESTRICTIONS IMPOSED ON CROMBIE PLACE SOUTH, SINCLAIR ROAD
EAST & WEST OVER LAST 10 YEARS.

THE ROAD IN QUESTION HAS PARKING RESTRICTION IMPOSED
ON OPPOSITE SIDE FOR COMPLETE LENGTH. THERE ARE NO
ACCESS OR BLOCKAGE ISSUES AS ROAD IS A 1 WAY
SYSTEM TO ITS JUNCTION WITH SINCLAIR ROAD.

THE WHOLE AREA IS A LARGE COMMERCIAL ONLY AREA.
WITH LARGE NUMBERS OF COMPANIES WITH EMPLOYEES ARRIVING
DAILY FOR PARKING. WITHIN 20 METRES OF PROPOSED RESTRICTIONS
THERE ARE 3 COMPANIES WITH EMPLOYEES TOTALING IN EXCESS
OF 100 PEOPLE. NONE OF THESE BUSINESSES HAVE STAFF,
CUSTOMER OR VISITOR CAR PARKS OR LOADING BAYS.

YOURS SINCERELY

I. MCLAREN
PROP.

Michael Cowie

From: John Law
Sent: 10 April 2015 10:29
To: TrafficManagement
Subject: Crombie Place

Follow Up Flag: Follow up
Flag Status: Completed

Good morning,

Id like to make an objection to the proposed changes to Crombie Road.

Its a 1 way street and has caused no problems in the 10 years I have had the building next to it.

There is a shortage of parking spaces as is and making this basically a waiting place for lorries is very unnecessary.

Regards

John Law
J Law Ltd

66 Sinclair Road
AB11 9PP

15 Edgehill Terrace
Aberdeen
AB15 5HA

Tel:
Mobile:
Email:

Aberdeen City Council
Planning and Sustainable Development
Communities, Housing and Infrastructure
Business Hub 4
Marischal College
Broad Street
Aberdeen
AB10 1AB

c.c. Willie Jaffrey
Doug Ritchie
Jenny Laing
Fraser Forsyth
Bill Comrie
Karen Rennie

For the attention of Dr Margaret Bochel
Head of Planning and Sustainable Development

Dear Madam

Re: Disabled Parking Bay at 14 Edgehill Terrace, Aberdeen.
Applicants: Mr / Miss

We would like to make an official objection to the siting of the disabled parking bay and wondered if you could take into consideration the following points when making your decision as to whether or not to grant permission.

Edgehill Terrace is a narrow street measuring less than 6m wide, so only allows parking on one side with the other side being left for passing vehicles (see image No 1 to 5). Although not a busy street, we are fully aware that parking on the street is on a first come first served basis, siting this bay across from our home no longer allows us this pleasure, or visitors to us, or to that of our adjoining neighbour at No13, the opportunity to park. Both our parents are blue badge holders and when visiting us they no longer have the opportunity to park outside our home should it be free to do so.

As with most residents on the street and even though each home comes with a driveway, most have enlarged the drive by removing their gardens at the front to accommodate more vehicles or to suit their current personal needs. The driveway at No14, currently without any improvements has room for 4-5 vehicles although on a slight incline at the front, this levels out to a flat surface at house level through to the rear of the home where the entry/exit point is. Prior to purchasing the

RECEIVED

11 MAR 2015

home 3 years ago, they knew their family situation and should have taken into consideration if the house and drive were suited to their requirements.

The Disabled Parking Bay along with the Disabled Badge is for their disabled daughter who requires full time care. Unfortunately she is unable to attend school and is home cared for, either by carers or the parents. The daughter leaves the home on very rare occasions in case she catches an infection due to the severity of her condition. The daughter has a large buggy (not a wheelchair) and they take this out of the side door, down the drive, squeeze past Mr [redacted] vehicle, and load into the disabled vehicle on the street. On return, they have to push the buggy up the slight incline past Mr [redacted] car to get to the back door. As you can see from picture No 6 & 6a, when it suits them the car can be easily reversed up the drive and loaded and you will see the car is level. Surely it is up to Mr [redacted] to leave his driveway clear for his wife to park the disabled vehicle up the drive, and for him to park in the street on a first come, first served basis. He is fit and healthy, and as stated the disabled badge is for their daughter not him!

Prior to the bay being sited, Mr [redacted] approached us and asked us to give some consideration to his partner and not park in the street and to make sure we don't have visitors parking there, as his partner likes her car at the drive entrance. She does not like taking the car in the drive. My response was to do what most neighbours have done and re-align their drive and remove the front garden

On making contact with the council after the road was marked with the bay and to ask the reason why the application was being considered, it was reported to me that the application detailed the problem of having the vehicle up the drive and loading a push chair/buggy as it was on a slight incline. It was also noted that at one occasion the vehicle had rolled down the drive and Miss [redacted] had tried to stop it causing injury to herself. What was not explained on the application was that the Miss [redacted] had left the handbrake off and the cause of the accident was her own fault.

No14 have also been granted planning permission (Ref: 140920) to lengthen the drive, widen at the rear to double width, and to build a double garage at the bottom of their rear garden, which I believe was not noted when applying for the disabled bay, should this not be taken into consideration?

We feel that there is a misuse of privilege to the bay and their disabled badge and it is for self gratification and laziness on behalf of the occupiers who are fit, healthy and able to put a car in the drive, and if on the rare occasion they have to park away from their drive it would be less than 5m walk to their own home. You will also note picture No7 for a period of 6 days the disabled vehicle was placed outwith the bay and at the opposite side of the street. Mr [redacted] whose vehicle did not display a disabled badge, has parked his car on several occasions for a long period of time in the bay for his own convenience, this is surely a misuse of the bay (see picture No: 9).

We would fully understand and accept the need for a disabled parking bay if it was in a different area such as Rosemount, Esslemont Avenue or any built up area with flats. We have lived here for more than 10 years, and have had to work hard to have the pleasure of living here, chose it wisely and also it had on street parking opportunity. If this bay is given planning permission, then we feel

that the value of our home will be reduced due to no longer being able to park outside our own door.

I hope you don't see this as neighbour rivalry. We have no problem with them, fully understand their family situation and do have some compassion for the family. We have no objections to their plans for extending the drive or the extension, and appreciate they require this for the welfare and quality of life for their daughter.

Please feel free to contact us at any point to discuss our objection further.

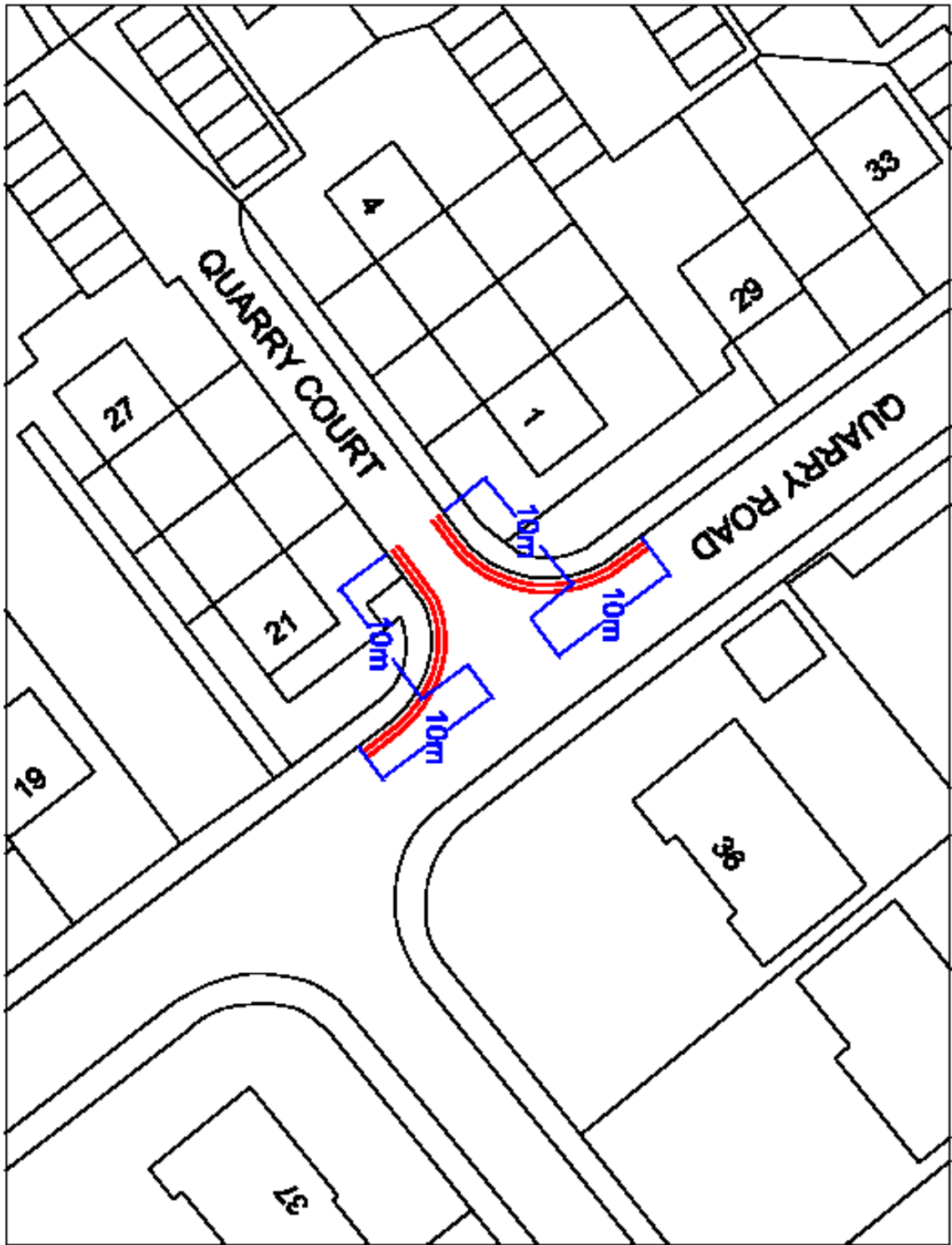
We would also like to make note of the procedures that that Aberdeen City Council have for assigning these bays. The council, who we are supporters of, have a budget deficit but have a procedure to paint a disabled parking bay at the cost of £250 and a £108.00 removal fee (as per Communities, Housing and Infrastructure report CHI/14/2015) prior to looking at the full situation and before its passed planning or approved, surely there needs to be a change and the cost saving could be used elsewhere.

Thank you for taking the time to look into this situation.

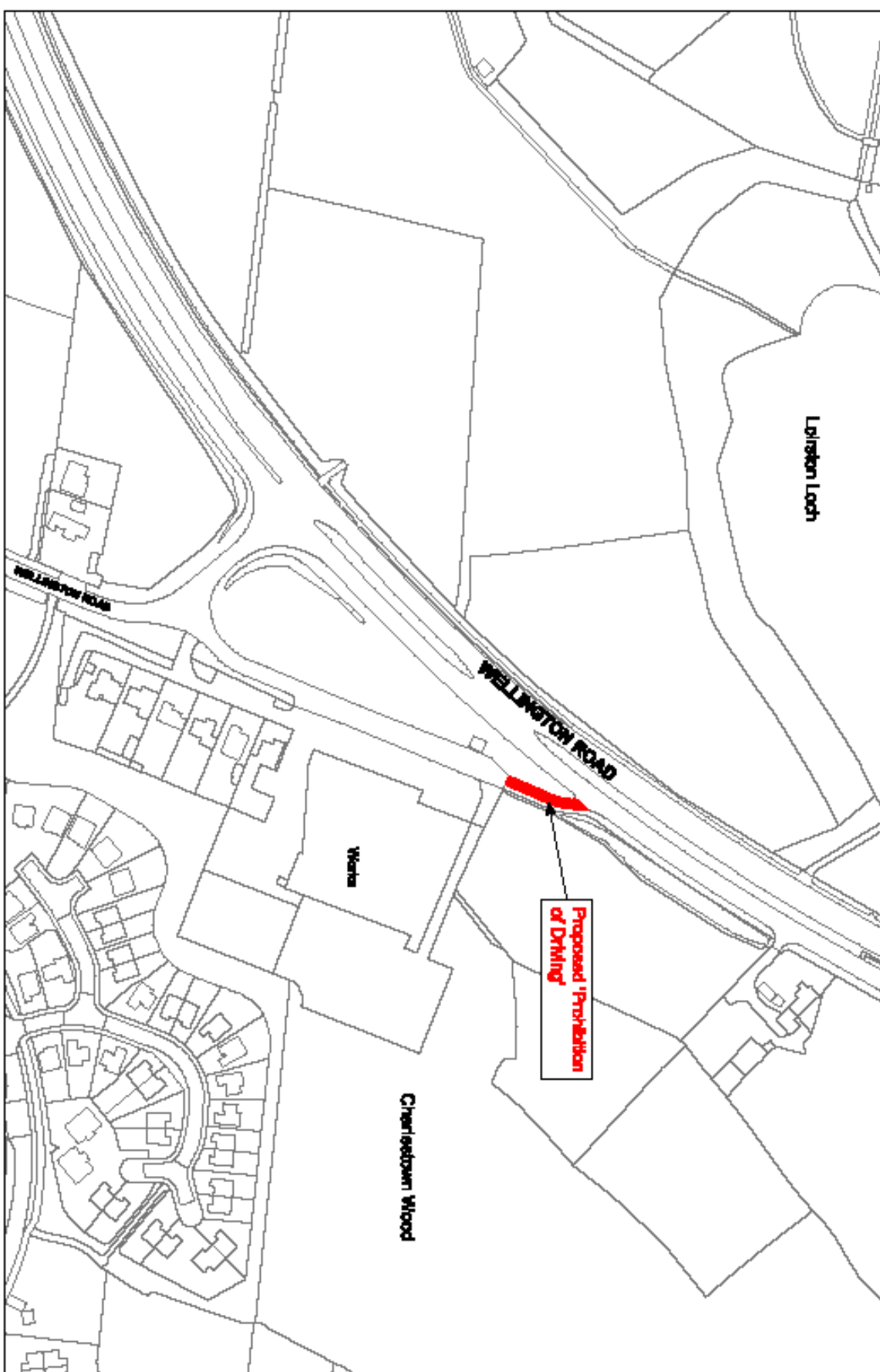
Yours faithfully

Duncan S Page
Lesley A. Page (Mrs)

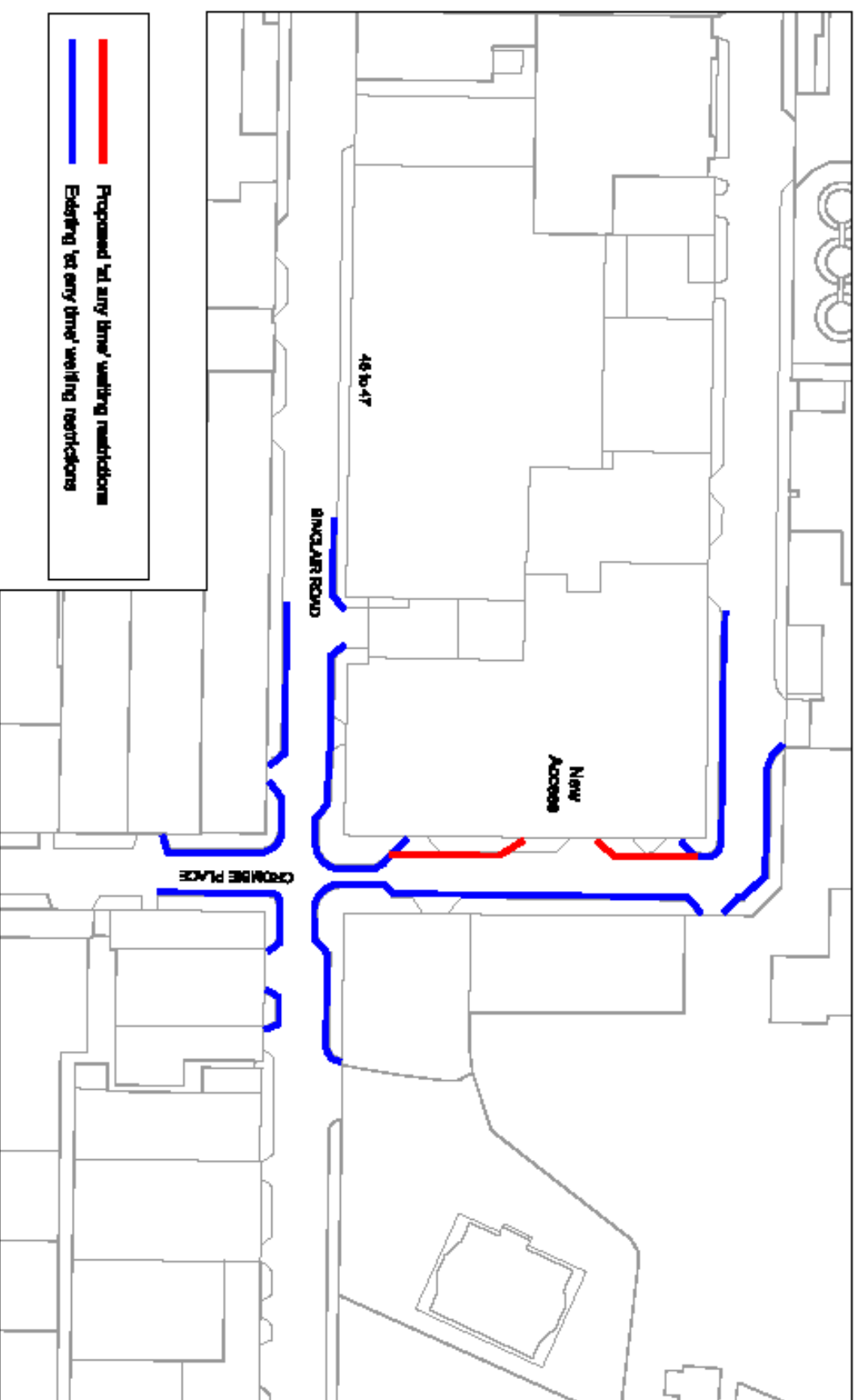
Quarry Court, Cults - Proposed lengths of prohibition of waiting at any time at junction with Quarry Road



Appendix - Proposed 'Prohibition of Driving' on Old Wellington (Slip Road)



Appendix - Proposed 'At any time' waiting restrictions Crombie Place (Premises 45-47 Sinclair Road)



Appendix 6

