

ABERDEEN CITY COUNCIL

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COMMITTEE	<b>Communities, Housing and Infrastructure</b>
DATE	<b>27 August 2015</b>
DIRECTOR	<b>Pete Leonard</b>
TITLE OF REPORT	<b>Third Don Crossing – Traffic Management Proposals (Stage 3 – Public Advert)</b>
REPORT NUMBER	<b>CHI/15/223</b>
CHECKLIST COMPLETED	<b>Yes</b>

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1. PURPOSE OF REPORT

This report deals with the proposed Traffic Management proposals associated with the Third Don Crossing Traffic Regulation Order at the final statutory stage; that is to say, the main statutory advertisement period is now over in respect to this order and this report presents the objections received.

2. RECOMMENDATION(S)

It is recommended this Committee:-

Over-rule the objections received and instruct officers to make 'The Aberdeen City Council (Danestone/Tillydrone/Bedford Area, Aberdeen) (Traffic Management) Order 201(X) as originally envisaged.

3. FINANCIAL IMPLICATIONS

The traffic management proposals contained within this report will be fully funded as part of the overall scheme costs for the Third Don Crossing which has been budgeted for within the current 4 year capital budget plan and allows for an estimated £18m expenditure.

4. OTHER IMPLICATIONS

There is a risk that any approved traffic regulation order may have to re-enter the legislative process if they are unable to be implemented

within the statutory implementation time of 2 years from the start of public consultation.

## 5. BACKGROUND/MAIN ISSUES

- 5.1 At its meeting on 4 September 2014, the Enterprise, Strategic Planning and Infrastructure Committee resolved to commence the necessary legal procedures for the various traffic management proposals associated with the Third Don Crossing.

The following stage, the initial statutory consultation, was then carried out from the 17 September to 8 October 2014 and reported back to Communities, Housing & Infrastructure Committee at its meeting on 28 October 2014, at which it was resolved to acknowledge the responses received and instruct officers to progress to the public advertisement stage and report the results back to a future Committee.

- 5.2 The public consultation for these various traffic management proposals was carried out from the 22 June 2015 to the 20 July 2015; with a press notice advertised in the Evening Express and also street notices erected on site. (A copy of this can be seen in Appendix 1.)

### 5.3 Objections

A total of 8 objections to certain aspects of the proposals for the Third Don Crossing scheme were received during the public consultation stage. Five of these objections are in relation to the 'Bus gate' on Bedford Road, two in regard to the re-opening of Gort Road (between Gort Road and Hayton Road) and the final one relating to the proposed speed cushions on Wingate Road and Portal Crescent. The objections are shown in appendix 2 – 4 of this report.

### 5.4 Proposed 'Bus Gate' on Bedford Road

#### 5.4.2 Objections

Four out of five of the objections received with regard to the proposed 'Bus Gate' are based on the matter that, were this measure to be introduced, there would be an increased volume of vehicles attempting to get through the signalised junction at Bedford Road / Powis Terrace which is already badly congested.

One of these objections received was from a company Montagu Evans on behalf of Threadneedle Property Investments Limited, who own the Kittybrewster Retail Park, in which they state "Our clients have concerns in relation to the potential impact of the current proposed bus gate on access and egress to the retail park, and the potential associated effects on footfall and investment in at the park". Furthermore, they have suggested potential other measures on

Bedford Road such as either a part-time or one-way 'bus gate', with another option being to create some form of traffic calming.

The remaining objection received to the proposed 'Bus Gate' came from a parent and on behalf of the St Machar Parent Council, who have concerns over the safety of pupils of St Machar Academy given that the school directly fronts onto St Machar Drive which will see an increased number of vehicles utilising this road upon the opening of the bridge. The suggestion raised would be to either not introduce the 'bus gate' until the area has been reviewed following a period of 6 -12 months of the Third Don crossing being open or until the completion of the Berryden Corridor. (See Appendix 2)

#### 5.4.3 Response to statutory objections

Contrary to the belief of those objecting, the traffic modelling carried out during the assessment of the proposals for the 'bus gate' showed that the reduced through traffic on Bedford Road as a result of the bus gate, as opposed to having no bus gate, had benefits at the Bedford Road and Powis Terrace junction. Lane allocations could be changed to more effectively accommodate through traffic on Powis Terrace. Upon completion of the Third Don crossing the traffic signals at this junction will require to be modified/monitored to optimise the efficient operation of this junction, it should also be noted that further changes within this area are to follow when work commences to in relation to the Berryden Corridor.

The traffic modelling did also indicate an increased flow of traffic on St Machar Drive (approx.. 27% increase) as a result of the Third Don Crossing and the 'bus gate. This has been considered in the design of the route and the associated junction changes by the inclusion of increased and improved pedestrian crossing facilities.

During the initial statutory consultation and the public advertisement stages, on-going discussions have been carried out with local Councillors and the Froghall, Powis and Sunnybank Community Council who had raised subsequent proposals to be considered should the 'bus gate' be introduced on Bedford Road. In order to increase access in the area it is proposed to remove the point of 'no-entry' at the junction of Bedford Road and Bedford Place, this will not only increase accessibility for residents of the area but will also provide a route for visitors to the Kittybrewster Retail Park through to King St via Bedford Place – Sunnybank Road – Orchard Street.

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

## 5.5 Proposed re-opening of section of Gort Road

### 5.5.1 Objection

Two objections/comments were received from two separate members of the Tillydrone Community Council but were of the same text and can therefore only be counted as one objection.

The Community Council request to see the section of Gort Road, between Hayton Road and the southernmost section of Gort Road, remain closed as it is just now and then a one-way system operation in the area be introduced to avoid the potential for rat-running. (See Appendix 3)

### 5.5.2 Response to statutory objection

As the northernmost junction of Gort Road is to become closed and were a the section of Gort Road linking to Hayton Road to remain closed, a one-way system would not be able to operate as there would only be one access and require residents to either enter/exit via Auchinleck Road which would in our experience not be supported by the residents of Gort Road. The reason for proposing to re-open this section of Gort Road was to ease congestion that would be imposed on the one remaining junction of Gort Road and to increase accessibility for the residents of this area. Were this section of road to be re-opened, officers consider that this would not become a rat-run given its proximity to the junction at Hayton Road and the new section of carriageway and that this area will be traffic calmed.

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

## 5.6 Proposed Traffic Calming measures

### 5.6.1 Objection

One objection was received to the proposed traffic calming measures on Wingate Road and Portal Crescent on the basis that speed cushions frustrate motorists and can lead to more aggressive driver behaviour. (See Appendix 4)

It should be noted that in addition to this objection, we have received five notices of support for the proposed introduction of traffic calming in the area.

### 5.6.2 Response to statutory objection

This proposal has been brought forward following concern that once the new signalised junction at the Tillydrone Avenue and St Machar Drive junction becomes operational motorists may attempt to 'rat-run' via Tedder Road, Portal Crescent and Wingate or vice versa. As this area is already covered by a mandatory 20 mph speed limit with only Tedder Road having any physical traffic calming measures, it would appear prudent to introduce further traffic calming measures in an attempt to reduce the speed of volume of potential vehicles using this route as a 'rat-run'.

From surveys that have taken place on streets that have had traffic calming 'road humps' introduced, the reduction in the 85%tile 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 85%tile 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.

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

## 5.7 Subsequent Proposals

As briefly mentioned above, in the interim period between carrying out the initial statutory consultation and the public advertisement, on-going discussions have been carried out with local Councillors and the Froghall, Powis and Sunnybank Community Council who had raised subsequent proposals to be considered should the 'bus gate' be introduced on Bedford Road. It was agreed to take forward to Committee two proposals, the first being to re-open the junction of Bedford Road and Hermitage Avenue and the second to remove the point of 'No-entry' at the junction of Bedford Road and Bedford Place. Both these proposals would distribute the volume of vehicles on neighbouring residential streets and allow additional access options.

Additionally, concerns were also raised that when the new Third Don Crossing becomes open to the public, vehicles may opt to utilise the bridge to 'rat-run' through the residential areas of Donbank Terrace / Don Street to gain access to Great Northern Road and to the West. Therefore, in order to prevent this potential occurrence it was agreed to propose a 'prohibition of right turn manoeuvres' into Gordon's Mills Road (westbound) from directly south of the new bridge.

The above proposals are to be submitted to this same Committee and date, within the report 'CHI/15/219 – Various Small Scale Traffic Management and Development Associated Proposals (New Works)' to seek approval to commence the necessary legal procedure and will run approximately two committee cycles behind.

## 6. IMPACT

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”.

The projects 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.”

This project supports the 5 year Corporate Business Plan which includes an aim of delivering a fully integrated transport network to support movement and economic growth which the proposals supports.

## 7. MANAGEMENT OF RISK

Having assessed the risks identified with the proposals and the potential to impact negatively or positively on the decision required of the Committee it has been assumed that the risk is low. The introduction of the Traffic Regulation Orders (TRO's) in relation to the Third Don Crossing are necessary in order to regulate vehicular movements, speeds and parking, along with rationalising pedestrian and cyclist movements throughout the route. The introduction of the TRO's throughout the length of the new Third Don Crossing will impact in a positive manner on Aberdeen City Council as the measures will be seen as valuable in providing a safer environment for the local community.

## 8. BACKGROUND PAPERS

Report of 'EPI/14/225 - Third Don Crossing – Traffic Management Proposals' submitted to Enterprise, Strategic Planning and Infrastructure Committee 04 September 2014.

<http://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=140&MId=2901&Ver=4>

Report of 'CHI/14/021 – Third Don Crossing – Traffic Management Proposals (Initial Statutory Consultation from September 2014 E,P&I Committee)' submitted to Communities, Housing and Infrastructure Committee 28 October 2014.

<http://committees.aberdeencity.gov.uk/documents/s41573/CHI-14-021%20Third%20Don%20Crossing%20-%20Traffic%20Management%20Proposals.pdf>

9. REPORT AUTHOR DETAILS

Michael Cowie  
Traffic Management Team  
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(01224) 522316

10. CONSULTEE COMMENTS

Andrew McLaughlin (on behalf of Legal and Democratic Services) –  
*has no comments with regard to this report*

## Appendix 1

### ROAD TRAFFIC REGULATION ACT 1984

#### THE ABERDEEN CITY COUNCIL (DANESTONE/TILLYDRONE/BEDFORD AREA, ABERDEEN) (TRAFFIC MANAGEMENT) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (Danestone/Tillydrone/Bedford Area, Aberdeen) (Traffic Management) Order 201(X)” in terms of its powers under the Road Traffic Regulation Act 1984. The effect of this order will be to provide a wide range of traffic management measures associated with the introduction of an additional route over the River Don through the Danestone, Tillydrone and Bedford areas of the City. Details of the various measures are summarised below.

Firstly, there will be prohibition of waiting ‘at any time’ on certain lengths of each of the roads specified in the schedule below. When considering the aforementioned a certain length will replace a length of Pay & Display ‘Mon-Fri; 10am – 4pm’ that currently exists on Tillydrone Avenue.

There is a requirement for the introduction of a prohibition of driving at the following junctions (1) The northernmost junction of Gort Road and Gordon’s Mills Road, (2) Meadow Place and Gordon’s Mills Road, and (3) Coningham Road and Tillydrone Avenue. Additionally, it is proposed to revoke an existing prohibition of driving on Gort Road, between its southernmost section of road that connects with Gordon’s Mills Road and the lane to the rear of properties 14-20 Gort Road.

Further measures that are required are (1) one way operation on Meadow Lane in a west to east direction, (2) a ‘bus gate’ on Bedford Road, between its junctions with Meston Walk and Hermitage Avenue, to allow only the passing of buses and cyclists, and (3) traffic calming in the form of speed cushions (road humps) on Wingate Road and Portal Crescent.

Full Details of the proposals are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council’s reason for promoting them, may be examined during normal office hours on weekdays between Monday, 22 June, 2015, and Monday 20 July, 2015, in the offices of the Traffic Management Team at Marischal College, Broad Street, Aberdeen. It is recommended that anyone visiting Marischal College to view the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation of necessary. **The telephone number is (01224) 522316.**

**Anyone wishing to object to the proposed order** should send details of their grounds for objection, along with their name and address, in writing to the undersigned, or by email to [trafficmanagement@aberdeencity.gov.uk](mailto:trafficmanagement@aberdeencity.gov.uk) , **during the statutory objection period which runs from Monday, 22 June, 2015 to Monday, 20 July, 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 email addresses, telephone numbers and signatures removed from this correspondence.

**Head of Legal and Democratic Services, Aberdeen City Council, Bus Hub 10, Level 2 South, Marischal College, Broad Street, Aberdeen AB10 1AB**

#### Schedule

Access Road serving Tillydrone Community Centre; Coningham Terrace; Don Street; Donbank Terrace; Fairview Street; Gordon’s Mills Road; Gordon’s Mills Place; Gort Road; Grandholm Drive; Hayton Road; Laurel Drive; Meadow Lane; Meadow Place; Papermill Drive; St. Machar Drive; Tillydrone Avenue; Tillydrone Road; Tillydrone Terrace.

## Appendix 2

On 10 Jul 2015, at 22:01, Nicholas-Ann Duffus [REDACTED] wrote:

FAO Ross Grant & Brian Downie

Apologies for writing 'direct' but since reading the article in the EE about the bus gate on Bedford road I have been trying to find out where to give my feedback (by 20th July) - without success. As I feel strongly about this subject I am resorting to writing direct to you guys!

Although I am originally a Woodsider I have stayed in Kingswells for 9 years - and on my one day a week off - I go to the Kittybrewster Retail Park for some retail therapy. As Belmont Road/Gt Northern Road/Powis Terrace/Bedford Road is now the **new bottleneck** I skirt round that whole area and opt to travel down St Machar Drive and up Bedford Road towards the Retail Park.

Not only do you want to stop me from approaching the Retail Park from St Machar Drive - you want to send all staff from the Retail Park, the idiots that will be using the McDonald's Drive-In, other retail park customers and all the commercial vehicles up to a narrow bridge and a double set of traffic lights - to protect walkers (that have managed perfectly well up until now). Have you any proposals to close Elmbank - which would suffer increased use or are you just leaving that to its own fate?

You do realise that **you** will be responsible for the loss of jobs as the stores close due to lack of customers. People are not going to go to Kittybrewster to get snarled up in traffic and will go elsewhere. As you know this area needs all the jobs/commerce that it can get but you will kill this Retail Park with your traffic proposals.

As TK Maxx staff/management were not aware of your proposals and were horrified at the possibility of losing custom etc I gave them a copy of Andy McLaren's EE report and I expect they are also trying to find out where to address their complaints. Has anyone actually approached management of any of the units at the Retail Park to explain the changes and obtain their views?

Finally do you really think 'people from Kittybrewster and Berryden will use Bedford Road as the main route for getting across the Third Don bridge'. I just cannot see Berryden drivers **choosing** to sit in a bottleneck at Belmont Road just so they can use Bedford Road to get to the bridge. The other Kittybrewster drivers are already using Bedford Road with no problem for the walkers - so why stop them now.

regards  
Nikki

**From:** Mark Towler  
**Sent:** 16 July 2015 17:02  
**To:** TrafficManagement  
**Subject:** Bedford Road Bus Gate Proposal

Dear Sir,

Following the proposal bus gate on Bedford Road, I would be against this proposal for the reasons below:

- Increase traffic being diverted onto Powis Terrace and Great Northern Road which is already badly congested.
  - Delays to buses using those road such as 17, 17A, 17B, 18, X20 and 420
  - Traffic probably will use Hauduagain roundabout which is labelled the worst congested roundabout in Scotland
  - Increased traffic going on St Machar Drive (diverted from using Bedford Road to go on the new bridge) which could increase risk for the school children at St Machar Academy
- 
- Increased traffic going on King Street to travel via Bridge of Don
  - Delays to buses using King Street such as X40, 20, Buse services to Ellon and North

There should be no bus gate on Bedford Road, the traffic should be allowed to travel from Bedford Road to the new bridge to relieve the congested King Street and Hauduagain roundabout

I hope Aberdeen City Council will consider my advice and reject the bus gate proposal.

Yours faithfully

Mark Towler

- London
- Glasgow
- Manchester



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FL/SV9547/24

20 July 2015

Head of Legal and Democratic Services  
Aberdeen City Council  
Bus Hub 10  
Level 2 South  
Marischal College  
Broad Street  
ABERDEEN  
AB10 1AB  
BY E-MAIL [trafficmanagement@aberdeencity.gov.uk](mailto:trafficmanagement@aberdeencity.gov.uk)

Dear Sir / Madam

**ROAD TRAFFIC REGULATION ACT 1984  
THE ABERDEEN CITY COUNCIL (DANESTONE/TILLYDRONE/BEDFORD AREA, ABERDEEN) (TRAFFIC  
MANAGEMENT) ORDER 201(X)**

We act on behalf of Zurich Assurance Limited c/o Threadneedle Property Investments Limited and write with reference to the Council's proposals to make *"The Aberdeen City Council (Danestone/Tillydrone/Bedford Area, Aberdeen) (Traffic Management) Order 201(X)"* in terms of its powers under the Road Traffic Regulation Act 1984.

Our clients own Kittybrewster Retail Park, Bedford Road, Aberdeen, AB24 3LJ and have reviewed details of the proposals as they relate to their interests, in particular in respect of the development of the 'bus gate' on Bedford Road, between its junction with Meston Walk and Hermitage Avenue, to allow only the passing of buses and cyclists.

On behalf of our clients we submit the following representations.

Kittybrewster Retail Park is a largely non-food retail park. Whilst a proportion of retail park customers visit the park using public transport, or indeed by cycling (both of which we note will be maintained by the proposed bus gate), a number of existing tenants trade bulky type goods which rely on access by car users.

Our clients have concerns in relation to the potential impact of the current proposed bus gate on access and egress to the retail park, and the potential associated effects on footfall and investment at the park.

As the Council are aware, Kittybrewster Retail Park continues to be the focus of significant investment. Planning permission was granted on 30 April 2014 in respect of the *"redevelopment of Unit 7 to form Class 11 (assembly and leisure) and Class 3 (restaurant) development with associated works including car park reconfiguration."*

Work is currently being undertaken to implement the gym and restaurant development. Recent survey work undertaken by our clients confirms that customers travel to the retail park from the A96 / Powis Terrace junction, but also from the north east along Bedford Road. Clearly as a result if the implementation of the proposed bus gate the main access to the site by car users will largely be restricted to the Powis Terrace junction, as well as local accesses.

The Council's report to the Enterprise, Strategic Planning and Infrastructure Committee of 4 September 2014 makes no comment to any alternative options having been considered. We would be grateful to receive clarification from the Council as to any alternative measures that may be, or have been, considered for Bedford Road.

Alternative solutions could include the potential to develop a temporary bus gate solution which may serve to manage traffic at certain peaks which could still then allow access to the retail park via Bedford Road north of its junction with Meston Walk. Consideration could also be given to a one way bus gate, or indeed an alternative form of traffic calming that may serve to respond to the issues our clients raise, and also to the Council's aims.

We would suggest that any arrangement to implement the Order as it relates to the bus gate will require to be very closely monitored by the Council over an extended period to assist in mitigating any impacts of the development on both the local and business community.

We trust that the above comments will be given due regard in the process to finalise the orders. We would be pleased to discuss matters further with the Council.

Should you require any further information at this stage, please do not hesitate to contact Fraser Littlejohn of this office direct.

Yours faithfully

**MONTAGU EVANS LLP**

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**From:** Carol Macarthur [REDACTED]  
**Sent:** 14 August 2015 15:20  
**To:** Michael Cowie  
**Subject:** Re: Sunnybank Area - Third Don Crossing Scheme

Here with objection to bus gate.

1 if this goes ahead residents will have no free will as to the roads used. The already, Busy junction at the shopping centre will be even busier with increased journey times; increased cost of fuel and adding to queues if traffic especially as there is now a macdonalds being built in the centre.

2. I have suggested opening up the junction with st machar drive and Bedford ave; moving the pedestrian crossing up yo this new junction - ensuring there is still only one pedestrian crossing on the road. The junction at Bedford road /Bedford ave could be blocked off eliminating the scheme being used as a rat run and stopping university students parking in the roads which should be for residents. Also children would be safer if there was only one entrance to the scheme.

3. I do feel the minority should not be overlooked to justify a third don crossing. I think my proposal is a middle of the road approach which would allow those in the scheme better vehicle access.

Best wishes Carol Macsrthur (home owner)  
Sent from my iPhone

**From:** Dawn Mahoney [REDACTED]  
**Sent:** 20 July 2015 17:55  
**To:** TrafficManagement  
**Subject:** Danestone/Tillydrone/Bedford area - Traffic Management

Dear Sir/Madam

I write as a concerned parent and also on behalf of St Machar Academy Parent Council to voice our concerns regarding the above scheme.

Following two recent road traffic accidents affecting pupils from our school, and a marked increase in traffic surrounding our school, we would ask that any plans to convert Bedford Road to a bus gate be delayed until the completion of works to the Berryden Gate have taken place; and at the very least not before traffic monitoring of the area scheduled for 6 months and 12 months after the opening of the new bridge has taken place.

We do not feel that the safety of the school's staff and pupils is being considered at all, given the impact that the increased flow of traffic will inevitably have on our school. I was also dismayed to learn that there are no plans to improve road safety signs around our school and would advise that we also intend to pursue this matter over the next few months.

Best regards

Dawn Mahoney (Mrs)  
76 Cairncry Road  
ABERDEEN  
AB16 5LE

Tel: [REDACTED]  
Mob: [REDACTED]

### **Appendix 3**

From: brian downie <[REDACTED]>  
Date: 16/07/2015 18:30 (GMT+00:00)  
To: "[REDACTED]" >  
Cc:  
Subject: Re: Fwd: Re: Fwd: Traffic Order 201 (X) - Third Don Crossing

*Dear Sir/Madam,*

*Objection to proposed Traffic Order 201 (X) - Third Don Crossing*

*1. Bus Gate on Bedford Road - This was included in the original Third Don Crossing plans which were passed after the tribunal which was held on 14th May 2014. I feel the Bus Gate is a necessary inclusion for the TDC plans & therefore should be implemented by February 2016 with the completion of TDC.*

*2. Speed Cameras - I request that speed cameras are situated in on various roads to alleviate dangerous driving & speeding vehicles in our local area. In particular we would like to see speed cameras located on Hayton Road, Tillydrone Road & Tillydrone Avenue.*

*3. Gort Road - I request the road remains closed between Gort Road & Hayton Road. We request a one way system be put in place to avoid 'rat-running' in the area.*

*4. Weight Restrictions - I request essential weight restrictions are put in place on the Third Don Crossing bridge & also the bridge at the top of Donbank Terrace connecting to Don Street (railway bridge).*

*5. I would also request the route locations of double yellow lines.*

*6. I agree with the speed bumps in Portal Crescent / Wingate Road*

*Yours faithfully*

*Brian Downie  
9 Portal Terrace  
Tillydrone  
AB24 2SW*

## Appendix 4

**From:** Bruce Lennon [REDACTED]  
**Sent:** 24 June 2015 18:59  
**To:** Michael Cowie  
**Subject:** Road Humps.

Dear Sir.

I wish to strongly protest the addition of further speed cushions on the Tillydrone estate.

To suggest that speed bumps are traffic calming measures is utterly preposterous, if anything, they frustrate motorists and encourage them to adopt a more aggressive driving style, how do you not know this?

I know my objection and that of thousands of others will make absolutely no difference as I am sure the decision has already been made; but I felt that I could not remain silent, as I did with the new Don crossing. The road works on Tillydrone are causing absolute misery for the residents; the noise, filth and lack of parking spaces make living in the area absolutely dreadful. The construction of the bypass will not relieve congestion, it will; as with all other road expansion projects, cause an increase in vehicular traffic.

I request that in the future you show some consideration for the residents and motorists of Aberdeen and not waste the tax payers money on pointless endeavours.

Yours sincerely,

B. Lennon.