

ABERDEEN CITY COUNCIL

COMMITTEE	Communities, Housing and Infrastructure
DATE	27 October 2015
DIRECTOR	Pete Leonard
TITLE OF REPORT	Various small scale traffic management and development associated proposals (Stage 3 – Public Advert)
REPORT NUMBER	CHI/15/283
CHECKLIST COMPLETED	Yes/ No

1. PURPOSE OF REPORT

This report deals with nine 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/press notice is 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).

**Please note “The Aberdeen City Council (A944 / B9119, Aberdeen) (40mph Speed Limit) Order 201(X)”, and “The Aberdeen City Council (C89C, Aberdeen) (40mph Speed Limit) Order 201(X)”, that were advertised during the same period as the Traffic Orders detailed in this report, will be considered in a separate report to the Communities, Housing and Infrastructure Committee on the 20 January 2016.*

2. RECOMMENDATION(S)

It is recommended this Committee:-

- (i) approve the nine orders that did not attract objections, and that all the orders be made and implemented accordingly;
- (ii) in relation to “The Aberdeen City Council (Usan Ness/Marchmont Street, Aberdeen) (Prohibition of Waiting Order) 201(X)” overrule the objections received and approve this order be made as originally envisaged.

3. FINANCIAL IMPLICATIONS

The proposals contained in the nine traffic orders detailed at 5.1 through to 5.8 will be funded through the Cycling, Walking & Safer Streets Budget. The proposal at 5.9 will be funded by the developer.

Budget	Implementation costs (£)	Maintenance costs (£) after 5 years	Comments
Cycle, Walking, Safer Streets (Scot Gov grant-funded)	£2768.92	£2,418.92 every 5 years	If budgets are not currently available locations will be placed on a priority list for when future funding becomes available
Developer financed	£0	£1,375 every 5 years	Maintenance of these works generally falls to the council maintenance budget when they are on-street restrictions

4. OTHER IMPLICATIONS

There are no other implications worthy of being identified in the abstract here.

5. BACKGROUND/MAIN ISSUES

This section is separated into subsections corresponding to the ten orders under consideration.

5.1 The Aberdeen City Council (Esplanade, Aberdeen) (Prohibition of Waiting – Taxi Stances) (Revocation) Order 201(X)

5.1.1 No statutory objections have been received.

5.2 The Aberdeen City Council (Esplanade, Aberdeen) (Prohibition of Waiting) Order 201(X)

5.2.1 No statutory objections have been received.

5.3 The Aberdeen City Council (Kenfield Crescent, Aberdeen) (Prohibition of Waiting) Order 201(X)

5.3.1 No statutory objections have been received.

5.4 The Aberdeen City Council (Mansefield Road, Aberdeen) (prohibition of waiting) Order 201(X)

5.4.1 No statutory objections have been received.

5.5 The Aberdeen City Council (Migvie Gardens / Kingswells Avenue, Aberdeen) (prohibition of waiting) Order 201(X)

5.5.1 No statutory objections have been received.

5.6 The Aberdeen City Council (Nigg Kirk Road, Aberdeen) (prohibition of waiting Mon-Fri, 8am-6pm) (prohibition of waiting) Order 201(X)

5.6.1 No statutory objections have been received.

5.7 The Aberdeen City Council (Usan Ness/Marchmont Street, Aberdeen) (Prohibition of Waiting Order) 201(X)

Three statutory objections have been received from members of the public (see APPENDIX 2).

5.7.1 Proposal

It is proposed to introduce a section of 'At Any Time' junction protection restrictions to prevent indiscriminate parking at the junction between Usan Ness and Marchmont Street, and assist visibility to motorists and pedestrians. The extent of this proposal is indicated in Appendix 3.

5.7.2 Objection 1

This proposal is subject a statutory objection from Mr Craig Forbes, 4 Usan Ness. While the most significant points of their objection follow, the full text of their objection is within Appendix 2.

"I would like to object to the proposal to place double yellow lines due to the lack of parking for the amount of residents in Usan Ness. We also have building work at the moment with Everwarm taking up valuable spaces. It is already very difficult to find a parking space at the moment without further restrictions."

5.7.3 Objection 2

This proposal is subject a statutory objection from Michelle Masson, 3 Usan Ness, Aberdeen. While the most significant points of their objection follow, the full text of their objection is within Appendix 2.

"As with the rest of Altens, parking is at a premium and although at times cars can be parked close to the junction, I don't think this is so much of a problem to warrant yellow lines. The introduction of yellow lines would only push people to park in more inappropriate places such as up on grass verges, at bends on the road etc. This particular

junction is not any worse than any other junction in Altens so feel it would be unfair to impose restrictions here.”

5.7.4 Objection 3

This proposal is subject a statutory objection from Marian Stewart, 38 Usan Ness. While the most significant points of their objection follow, the full text of their objection is within Appendix 2.

“I would like to object to the proposed parking restrictions on my street, Usan Ness. Although I agree that parking on the corner is at times a problem, I think that to stop people parking for 10 metres in each direction from the corner, is a bit excessive in such a small street with a lot of householders that need to park somewhere.

5.7.5 Response to statutory objections

The extent of the proposal is appropriate and will keep the junction clear of parked vehicles and ensure access/egress visibility is maintained. The demand for parking in this area is appreciated, but it shouldn't hinder visibility on the access/egress to Usan Road. Such parking is often for convenience, and there will be parking in the area but not as close as the driver would prefer.

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

5.8 The Aberdeen City Council (Craigton Road, Aberdeen) (prohibition of Waiting Mon-Sat 8am-6pm) Order 201(X)

5.8.1 No statutory objections have been received.

5.9 The Aberdeen City Council (Brimmond School Area, Aberdeen) (Prohibition of Waiting) Order 201(X)

5.9.1 No statutory objections have been received.

6. IMPACT

Improving Customer Experience – As the recommendation is to approve the proposals, there will be a positive impact on current customer experience.

Improving Staff Experience – Not applicable.

Improving our use of Resources – Not applicable.

Corporate - 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”. With respect 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.”

Public – This report will be of interest to the residents/proprietors/businesses within the proposal areas.

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, 19 May 2015](#)

9. REPORT AUTHOR DETAILS

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APPENDIX 1

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (ESPLANADE, ABERDEEN) (PROHIBITION OF WAITING – TAXI STANCES) (REVOCATION) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (Esplanade, Aberdeen) (Prohibition of Waiting – Taxi Stances) Order 201(X)” in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to revoke a length of prohibition of waiting at any time – taxi stance on the Esplanade, Aberdeen, as defined in the schedule below. That is to say eight of the ten existing parking bays that are currently reserved for taxis will revert to unrestricted on-street parking for any vehicle.

Schedule

East side, from a point 60 metres or thereby south of its junction with the Beach Boulevard, southwards for a distance of 50 metres or thereby.

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

Aberdeen City Council proposes to make “The Aberdeen City Council (Esplanade, 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 the Esplanade, 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.

Schedule

East side, from a point 263 metres or thereby south of its junction with the Beach Boulevard, southwards for a distance of 7 metres or thereby.

THE ABERDEEN CITY COUNCIL (KENFIELD CRESCENT / COUNTESSWELLS ROAD, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (Kenfield Crescent / Countesswells 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 Kenfield Crescent and Countesswells Road, 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.

Schedule

Kenfield Crescent

Both sides, from its junction with Countesswells Road, southwards for a distance of 10 metres.

Countesswells Road

South side, from its junction with Kenfield Crescent, eastwards for a distance of 10 metres;
South side, from its junction with Kenfield Crescent, westwards for a distance of 10 metres.

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

Aberdeen City Council proposes to make “The Aberdeen City Council (Mansefield 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 Mansefield Road 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.

Schedule

Mansfield Road

West side, from a point 30 metres or thereby north of its junction with Victoria Road, northwards for a distance of 5 metres or thereby.

West side, from a point 41 metres or thereby north of its junction with Victoria Road, northwards for a distance of 5 metres or thereby.

East side, from a point 30 metres or thereby north of its junction with Victoria Road, northwards for a distance of 16 metres or thereby.

THE ABERDEEN CITY COUNCIL (MIGVIE GARDENS / KINGSWELLS AVENUE, KINGSWELLS, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (Migvie Gardens / Kingswells Avenue, Kingwells, 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 Migvie Gardens and Kingswell Avenue, Kingswells, Aberdeen, as stated 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.

Schedule

Migvie Gardens

Both sides, from its junction with Kingswells Avenue, north-westwards for a distance of 12 metres or thereby.

Kingswells Avenue

West side, from its junction with Migvie Gardens, south-westwards for a distance of 10 metres or thereby.

West side, from its junction with Migvie Gardens, north-eastwards for a distance of 10 metres or thereby.

East side, from a point 10 metres or thereby south-west of its junction with Migvie Gardens, north-eastwards for a distance of 26 metres or thereby.

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

Aberdeen City Council proposes to make “The Aberdeen City Council (Nigg Kirk 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 on Nigg Kirk Road as defined in the schedules 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.

First Schedule

(Prohibition of waiting at any time)

Nigg Kirk Road (Loop Section) - East side, from its eastern junction with Nigg Kirk Road, northwards for a distance of 42 metres or thereby; North-east side, from a point 64 metres or thereby north of its eastern junction with Nigg Kirk Road, westwards for a distance of 15 metres; West side, from its eastern junction with Nigg Kirk Road, northwards, then westwards, for an overall distance of 85 metres or thereby.

Nigg Kirk Road - North side, from a point 31 metres or thereby north-east of its western junction with Nigg Kirk Road (Loop Section), north-eastwards for a distance of 13 metres or thereby.

Second Schedule

(Prohibition of waiting, Mon – Fri, 8am – 6pm)

Nigg Kirk Road

South side, from a point 36 metres or thereby south-west of its junction with Wellington Road, south-westwards for a distance of 180 metres or thereby.

THE ABERDEEN CITY COUNCIL (USAN NESS / MARCHMONT STREET, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (Usan Ness / Marchmont Street, 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 on Usan Ness and Marchmont Street, 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.

Schedule

Usan Ness

Both sides, from its junction with Marchmont Street, eastwards for a distance of 10 metres.

Marchmont Street

East side, from its junction with Usan Ness, north-westwards for a distance of 10 metres.

East side, from its junction with Usan Ness, south-eastwards for a distance of 10 metres.

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

Aberdeen City Council proposes to make "The Aberdeen City Council (Craigton Road, Aberdeen) (Prohibition of Waiting) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a certain length of prohibition of waiting on Craigton Road, Aberdeen, operating Monday to Saturday, between the hours of 8am and 6pm, 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.

Schedule

Craigton Road

North side, from a point 26 metres or thereby west of its junction with Springfield Road, westwards for a distance of 45 metres or thereby.

Full details of the above proposals are to be found in the draft orders, 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 16 September and 7 October, 2015, in the offices of the roads officials in the Communities Housing and Infrastructure department, at Marischal College, Broad Street, Aberdeen. It is recommended that anyone visiting Marischal College to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Marischal College can telephone 01224 522307 to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, 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 16 September to 7 October, 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.

**Fraser Bell, Head of Legal and Democratic Services, Aberdeen City Council,
Town House, Aberdeen, AB10 1AQ**

APPENDIX 2

OBJECTION 1 TO USAN NESS

From: Craig Forbes
Sent: 16 September 2015 13:16
To: TrafficManagement
Subject: Usan Ness order201(X)

To Traffic management

I would like to object to the proposal to place double yellow lines due to the lack of parking for the amount of residents in Usan Ness. We also have building work at the moment with Everwarm taking up valuable spaces. It is already very difficult to find a parking space at the moment without further restrictions.

Yours

Craig Forbes
4 Usan Ness
AB12 3NF

OBJECTION 2 to USAN NESS

-----Original Message-----

From: dmasson

Sent: 05 October 2015 23:05

To: Traffic Management

Subject: Proposals for parking restrictions Marchmont Street/Usan Ness

I am writing to object to the proposals to put parking restrictions at the junction of Usan Ness and Marchmont Street.

As with the rest of Altens, parking is at a premium and although at times cars can be parked close to the junction, I don't think this is so much of a problem to warrant yellow lines. The introduction of yellow lines would only push people to park in more inappropriate places such as up on grass verges, at bends on the road etc. This particular junction is not any worse than any other junction in Altens so feel it would be unfair to impose restrictions here.

I don't think it would make the road any safer by introducing these measures. The bigger issue is the speed that some drivers come down the road, especially round the bend. This is more of a safety issue than parking near the junction.

Regards

Michelle Masson

3 Usan Ness

Aberdeen

OBJECTION 3 to USAN NESS

-----Original Message-----

From: Marian Stewart

Sent: 07 October 2015 10:36

To: Vycki Ritson

Subject: Proposed parking restrictions on Usan Ness and Marchmont Street

Sent from my iPad

I would like to object to the proposed parking restrictions on my street, Usan Ness. Although I agree that parking on the corner is at times a problem, I think that to stop people parking for 10 metres in each direction from the corner, is a bit excessive in such a small street with a lot of householders that need to park somewhere. I would have no objection to double yellow lines on the corner with perhaps a metre or two either side. I would be obliged if you could pass this on to the relevant person, if I'm wrong in sending this to you. Thanks.

Mrs Marian Stewart
38 Usan Ness

APPENDIX 3

USAN NESS / MARCHMONT STREET PROPOSAL

