

ABERDEEN CITY COUNCIL

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COMMITTEE	Communities, Housing and Infrastructure
DATE	01 November 2016
DIRECTOR	Pete Leonard
TITLE OF REPORT	<b>Various small scale traffic management and development associated proposals (Stage 3 – Public Advert)</b>
REPORT NUMBER	CHI/16/243
CHECKLIST COMPLETED	Yes/ <del>No</del>

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1. PURPOSE OF REPORT

This report deals with fifteen traffic orders at the final statutory stage; 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 notices are attached (Appendix 1), from which members will be able to see the exact content of all 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 thirteen traffic orders that did not attract any objections or comments, and that all orders be made and implemented accordingly;
- (ii) In relation to “The Aberdeen city Council (Kingswood Drive, Kingswells, Aberdeen) (Prohibition of Waiting) 201(X)” overrule the objection received and approve this order be made as originally envisaged.
- (iii) In relation to “The Aberdeen City Council (Station Road, Milltimber, Aberdeen) (Prohibition of Waiting) 201(X)” proceed with this order as originally envisaged; while then monitoring the remaining section of Station Road in which the residents have raised concerns.

### 3. FINANCIAL IMPLICATIONS

The financial implications for the full range of schemes are detailed in the table below.

<b>Budget</b>	<b>Implementation costs (£)</b>	<b>Maintenance costs (£)</b>	<b>Comments</b>
<b>Cycle, Walking, Safer Streets (Scot Gov grant-funded)</b>	9025	2875	If budgets are not currently available locations will be placed on a priority list for when future funding becomes available
<b>Developer financed</b>	NIL	440	Maintenance of these works generally falls to the council maintenance budget when they are on-street restrictions
<b>Nestrans / Transport Scotland</b>	NIL	200	Maintenance of these works generally falls to the Council maintenance budget when they are on-street restrictions
<b>Disabled Parking</b>	1000	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 is a risk, if resources are insufficient, that any approved traffic regulation orders 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

This section is separated into subsections corresponding to the fifteen proposed traffic orders under consideration.

**5.1 The Aberdeen City Council (Cairncry Road / Plane Tree Road, Aberdeen) (Prohibition Of Waiting) Order 201(X)**

5.1.1 No statutory objections have been received.

**5.2 The Aberdeen City Council (Cromar Gardens, Kingswells, Aberdeen) (Prohibition of Waiting) Order 201(X)**

5.2.1 No statutory objections have been received.

**5.3 The Aberdeen City Council (Kepplehills Road, Bucksburn, Aberdeen) (Regulatory Part-Time 20 MPH Speed Limit) Order 201(X)**

5.3.1 No statutory objections have been received.

**5.4 The Aberdeen City Council (Kingswood Drive, Kingswells, Aberdeen) (Prohibition of Waiting) Order 201(X)**

5.4.1 Proposal

It is proposed to extend the current 'at any time' waiting restrictions at the junction of Kingswood Drive and Kingswood Avenue which currently serves as junction protection in order to increase visibility to the left when exiting from Kingswood Avenue. For reference, the length of the existing restriction extends 10 metres from the junction, and it is now proposed that this restriction is increased by a length of 5 metres to order to avoid vehicles parking and improve the visibility.

5.4.2 Objection

This proposal was subject to one statutory objection, which came from the Kingswells Community Council; while the most significant points of objection follow, the full text of their objection can be seen within Appendix 2.

“we do not consider the extension of the yellow lines at this location is necessary.....At school pick up / drop off times the visibility at this junction is poor .....and the extension of the yellow lines by 5m would not make a significant improvement.”

“Out with the above times parking is generally light and parking close to the junction can be avoidable.”

“Over the years the village centre has seen the introduction of yellow lines and KCC think the correct balance has been reached. The

introduction of more yellow lines does not resolve problems; it only moves the problem elsewhere.”

#### 5.4.3 Response

That of which has been proposed is deemed necessary in order to increase the visibility at the junction of Kingswood Drive / Avenue and keep this clear of potential parked vehicles. As mentioned within the above objection, it is stated that a majority of the time the parking is generally light and therefore in extending the current restrictions and effectively removing one on-street parking space would not have a detrimental effect of parking within the area. We are aware that the predominant issues in the area are caused by parents parking during pick up / drop off at the nearby school, but at such times motorists are less likely to consider waiting on this section of road should double yellow lines be in place, given the current restrictions being adhered to, and will then not obscure visibility at the junction of Kingswood Drive / Kingswood Avenue.

We have also received a note of support for this proposal from a resident within the area.

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

#### **5.5 The Aberdeen City Council (Morningfield Mews / Morningfield Road, Aberdeen) (Prohibition of Waiting) Order 201(X)**

5.5.1 No statutory objections have been received.

#### **5.6 The Aberdeen City Council (Palmerston Road / Poynerook Road / Stell Road / Russell Road / Old Ford Road, Aberdeen) (Prohibition of Waiting on Footway) Order 201(X)**

5.6.1 No statutory objections have been received.

#### **5.7 The Aberdeen City Council (Pitstruan Place, Aberdeen) (Prohibition of Waiting) Order 201(X)**

5.7.1 No statutory objections have been received.

#### **5.8 The Aberdeen City Council (Station Road, Milltimber, Aberdeen) (Prohibition of Waiting) Order 201(X)**

5.8.1 Proposal

Due to the construction of the Aberdeen Western Peripheral Route (AWPR) there are to be changes to the Deeside Way cycle track at Milltimber, the current cycle track which follows the old Deeside railway line requires cyclists/pedestrians to cross Milltimber Brae but they will now require to be re-routed onto Station Road and cross at a point further north which in future will also consist of an overbridge as part of the aforementioned construction.

In order to remove the potential parking of vehicles on Station Road, which causes difficulty for access given the narrowness of the road, it is proposed to introduce 'at any time' waiting restrictions on both sides of the road.

#### 5.8.2 Comments

This proposal is not subject to any statutory objections per say with the residents and Councillor for the area being in favour of the proposed restrictions on Station Road, Milltimber but wish to see this further extended to cover the area at the bottom, directly at the access onto the Deeside Way.

"I note the double yellow lines do not extend the full length of the road on the south side. As a result this would continue to allow unregulated parking in the last few yards of the road continuing to attract vehicles along the lane."

#### 5.8.3 Response

At this stage of the legal process we are unable to extend that of which is proposed and advertised, were we to include the section requested by the residents within the same traffic regulation order (TRO) this would require us to re-start the entire legal process. This area at the east end of Station Road is not a large area for parking but has served as a popular place to access the Deeside Line for a number of years and has not been an issue previously and would hope this would not change.

Therefore officers wish to progress and implement that of which is currently proposed (see plan; Appendix 3) and then monitor the remaining section and should parking at the east end of Station Road become an issue we would have to consider the removal of parking entirely.

### **5.9 The Aberdeen City Council (Wellington Road, Aberdeen) (Prohibition of U-Turns) Order 201(X)**

5.9.1 No statutory objections have been received.

**5.10 The Aberdeen City Council (B999 between A90 Ellon Road and Denmore Road, Aberdeen) (Redetermination of Means of Exercise of Public Right of Passage) Order 201(X)**

5.10.1 No statutory objections have been received.

**5.11 The Aberdeen City Council (Salisbury Terrace, Aberdeen) (Prohibition of Waiting) Order 201(X)**

5.11.1 No statutory objections have been received.

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

5.12.1 No statutory objections have been received.

**5.13 The Aberdeen City Council (Kirkton Drive, Dyce, Aberdeen) (Limited Waiting On-Street Parking Places) Order 201(X)**

5.13.1 No statutory objections have been received.

**5.14 The Aberdeen City Council (Dyce Drive, Aberdeen) (Prohibition of Waiting) Order 201(X)**

5.14.1 No statutory objections have been received.

**5.15 The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen City) (Regulatory Parking Places) (Ref.4/16) Order 201(X)**

5.15.1 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) – 17 May 2016

<http://committees.aberdeencity.gov.uk/documents/s56659/CHI-16-077%20Various%20Small%20Scale%20Traffic%20Management%20Development%20Associated%20Proposals%20Stage%201.pdf>

## 9. REPORT AUTHOR DETAILS

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## **APPENDIX 1**

### **ABERDEEN CITY COUNCIL**

#### **ROAD TRAFFIC REGULATION ACT 1984**

##### **THE ABERDEEN CITY COUNCIL (CAIRNCRY ROAD / PLANE TREE ROAD, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make “The Aberdeen City Council (Cairncry Road / 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 lengths of prohibition of waiting at any time at the junction of Cairncry 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.

#### **Schedule**

##### **Cairncry Road**

North side from its junction with Plane Tree Road, westwards for a distance of 15 metres.

North side from its junction with Plane Tree Road, eastwards for a distance of 15 metres.

##### **Plane Tree Road**

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

##### **THE ABERDEEN CITY COUNCIL (CROMAR GARDENS , KINGSWELLS, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

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

##### **Cromar Gardens**

West side, from a point 19 metres south of its junction with Kingswells Avenue, southwards for a distance of 15 metres.

##### **THE ABERDEEN CITY COUNCIL (KEPPLEHILLS ROAD, BUCKSBURN, ABERDEEN) (REGULATORY PART-TIME 20 MPH SPEED LIMIT) ORDER 201(X)**

Aberdeen City Council proposes to make “The Aberdeen City Council (Kepplehills Road, Bucksburn, Aberdeen) (Regulatory Part-Time 20 MPH Speed Limit) Order 201(X)” in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a two lengths of part-time 20 MPH speed limits on Kepplehills Road and Inverurie Road, Bucksburn as defined in the schedule below, but only at the school related times signified on any day by the relevant regulatory signing established.

#### **Schedule**

##### **Inverurie Road**

From a point 25 metres south of its junction with the A96 (Inverurie Road) south then eastwards for a distance of 260 metres.

**Kepplehills Road**

From its junction with Inverurie Road southwards for a distance of 90 metres.

From a point 5 metres east of its junction with Newhills Avenue, eastwards for a distance of 685 metres.

**THE ABERDEEN CITY COUNCIL (KINGSWOOD DRIVE, KINGSWELLS, ABERDEEN)  
(PROHIBITION OF WAITING) ORDER 201(X).**

Aberdeen City Council proposes to make “The Aberdeen City Council (Kingswood Drive, Kingswells, 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 Kingswood Drive, 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**

**Kingswood Drive**

East side from its junction with Kingswells Avenue, southwards for a distance of 20 metres.

**THE ABERDEEN CITY COUNCIL (MORNINGFILED MEWS / MORNINGFIELD ROAD,  
ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X).**

Aberdeen City Council proposes to make “The Aberdeen City Council (Morningfield Mews / Morningfield 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 Morningfield Mews and Morningfield Road, Aberdeen, 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.

**Schedule**

**Morningfield Mews**

Both sides from its junction with Morningfield Road, northwards for a distance of 12 metres.

**Morningfield Road**

North side from its junction with Morningfield Mews, westwards for a distance of 10 metres.

North side from its junction with Morningfield Mews, eastwards for a distance of 10 metres.

**THE ABERDEEN CITY COUNCIL (PALMERSTON ROAD / POYNERNOOK ROAD / STELL  
ROAD / RUSSELL ROAD / OLD FORD ROAD / PALMERSTON PLACE, ABERDEEN)  
(PROHIBITION OF WAITING ON FOOTWAY) ORDER 201(X).**

Aberdeen City Council proposes to make “The Aberdeen City Council (Palmerston Road / Poynerbrook Road / Stell Road / Russell Road / Old Ford Road / PALMERSTON PLACE, Aberdeen) (Prohibition of Waiting on Footway) Order 201(X)” in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose prohibition of waiting on footway for its entirety on the streets defined in the schedule below.

### **Schedule**

Palmerston Road, Poynerook Road, Stell Road, Russell Road, Old Ford Road, Palmerston Place

### **THE ABERDEEN CITY COUNCIL (PITSTRUAN PLACE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make “The Aberdeen City Council (Pitstruan 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 Pitstruan Place, Aberdeen, 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.

### **Schedule**

#### **Pitstruan Place**

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

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

Aberdeen City Council proposes to make “The Aberdeen City Council (Station Road, Milltimber, 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 Station Road, Milltimber, Aberdeen, 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.

### **Schedule**

#### **Station Road**

Both sides from its junction with Milltimber Brae, eastwards for a distance of 170 metres.

#### **Milltimber Brae**

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

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

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

Aberdeen City Council proposes to make “The Aberdeen City Council (Wellington Road, Aberdeen) (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 impose prohibition of ‘U-turn’ manoeuvres on Wellington Road, Aberdeen, as defined in the schedule below.

## Schedule

### Wellington Road

From the Altens Roundabout southwards for a distance of 1580 metres.

### **THE ABERDEEN CITY COUNCIL (B999 BETWEEN A90 ELLON ROAD AND DENMORE ROAD, ABERDEEN) (REDETERMINATION OF MEANS OF EXERCISE OF PUBLIC RIGHT OF PASSAGE) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (B999 between A90 Ellon Road and Denmore Road, Aberdeen) (Redetermination of Means of Exercise of Public Right of Passage) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to redetermine the means of exercise of the public right of passage over a certain length of the B999, detailed in the schedule below so that these lengths of road become cycle to be used by persons on foot and pedal cycle only.

### B999

That length of footway on the south side of the B999 from its junction with the A90 (Ellon Road) and its junction with Denmore Road.

### **THE ABERDEEN CITY COUNCIL (SALISBURY TERRACE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Salisbury Terrace, 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 Salisbury 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.

## Schedule

### Salisbury Terrace

East side from its junction with Great Western Road. Southwards for a distance of 33 metres.

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

Aberdeen City Council proposes to make "The Aberdeen City Council (Fairley Road, Kingswells, 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 Fairley 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.

## Schedule

### Fairley Road

East side from a point 72 south of its junction with Edmond Gardens, southwards for a distance of 35 metres.

West side from a point 93 metres south of its junction with Edmond Gardens, southwards for a distance of 5 metres.

**THE ABERDEEN CITY COUNCIL (KIRKTON DRIVE, DYCE, ABERDEEN) (LIMITED WAITING ON-STREET PARKING PLACES) ORDER 201(X)**

Aberdeen City Council proposes to make “The Aberdeen City Council (Kirkton Drive, Dyce, Aberdeen) (Limited Waiting On-Street Parking Places) Order 201(X)” in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to introduce a certain length of parking bay on Kirkton Drive, Aberdeen, which will limit the period of waiting to 20 minutes. The extent of the aforementioned is defined in the schedule below.

**Kirkton Drive**

West side from a point 250 metres south of its junction with the section of Kirkton Drive running from east to west, southwards for a distance of 18 metres.

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

Aberdeen City Council propose to make the “The Aberdeen City Council (Dyce 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 introduce a certain lengths of prohibition of waiting on Dyce Drive as a reduction to the previously proposed ‘Urban Clearway’ on the same stretch of 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**

**Dyce Drive**

Both sides from its junction with the A96, northwards to a point 100 metres north of its junction with Howe Moss Avenue.

**THE ABERDEEN CITY COUNCIL (DISABLED PERSONS’ PARKING PLACES IN ABERDEEN CITY) (REGULATORY PARKING PLACES) (REF. 4/16) ORDER 201(X).**

Aberdeen City Council proposes to make “The Aberdeen City Council (Disabled Persons’ Parking Places in Aberdeen City) (Regulatory Parking Places) (Ref. 4/16) 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 in question.

**SCHEDULE**

49 Donview House, 33b School Road, 32a Cattofield Place, 17 Ruthrie Terrace, 8 Craigton Park (Craigton Road), 124 Auchinyell Road, 170c Clifton Road, 16 Grampian Place, 128 Willowpark Crescent, 26 Portree Avenue, Queens Street (City Centre) x3.

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, 2016, 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 522316 to speak to one of the officials.

Anyone wishing to object to any of the above orders should send details of the grounds for objection, including their name and address, in writing to the undersigned or to [trafficmanagement@aberdeencity.gov.uk](mailto:trafficmanagement@aberdeencity.gov.uk) during the statutory objection period which also runs from 16 September to 7 October 2016, 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**

**From:** [REDACTED]

**Sent:** 07 October 2016 08:36

**To:** TrafficManagement

**Subject:** Comment on Prohibition of waiting on Kingswood Drive, Kingswells

Hi,

Kingswells Community Council do not consider that the proposed extension to yellow lines at Kingswood Drive, Kingswells will be effective in increasing safety as sight lines will still be restricted by parked cars. If the intention is to increase safety then alternative solutions should be investigated. One possibility is moving the parking area on Kingswood Drive into a new lay-by.

We have been contacted by a number of residents who have requested yellow lines in Bethlin Mews and Kingswood Mews. They refer to the yellow lines proposed for Cromar Gardens, and consider if these lines are justifiable then additional yellow lines in the above streets are also required.

We include our original submission for completeness.

Kingswells Community Council have considered this matter at length at various meetings and on balance we do not consider the extension of the yellow lines at this location is necessary.

As stated in the council papers there has been a long standing issue with lack of parking provision in the village centre. At school pick up / drop off times the visibility at this junction is poor and additional care is required. The sight line at the junction looking left is totally obscured by parked cars, and the extension of the yellow lines by 5m would not make a significant improvement. Drivers would still have to take care around the junction and the parked cars. Significant improvement would require the removal of most of the parking provision.

Out with the above times parking is generally light and parking close to the junction is avoidable.

Historically, KCC is not aware of any accidents at this junction which suggests that when road users take due care and attention there is not a safety issue.

Over the years the village centre has seen the introduction of yellow lines and KCC think the correct balance has been reached. The introduction of more yellow lines does not resolve problems, it only moves the problem somewhere else.

If the cumulative effect of traffic orders at Cromar Gardens and Kingswood Drive is considered the loss of parking at school pick up / drop off times would be unacceptable.

Kingswells Community Council request that the yellow lines on Kingswood Drive are not extended.

Ian Cox  
Secretary  
Kingswells Community Council

The Mearns  
Station Road  
Milltimber  
Aberdeen  
AB13 0DP

26  
~~24~~<sup>th</sup> September 2016

Traffic Management Team  
Aberdeen City Council  
Town House  
Aberdeen  
AB10 1AQ

Dear Sir

**The Aberdeen City Council (Station Road, Milltimber, Aberdeen) (Prohibition of Waiting) Order 201X**

I am grateful for the opportunity to make comment on the above order.

The recent diversion of Deeside Way users along Station Road has produced a hazardous mixing of non-motorised users and motor vehicles along a narrow lane not fit for this purpose.

I therefore welcome Aberdeen City Council's efforts to reduce vehicular usage & obstruction of Station Road, including the above Order to impose lengths of '*prohibition of waiting at any time*' on Station Road.

In addition, I strongly recommend your team considers extending these lengths to include both sides of the entire road (as shown by the two green lines on the attached map). Non-residents often park inconsiderately on the loose gravel area at east end of Station Road (stippling on the map). Double parking sometimes occurs in this area, with the potential to block access for refuse & emergency vehicles (see attached photograph). Vehicles can also obstruct the Aberdeen City Council 'maintenance access' to the Deeside Way (asterisk on the map).

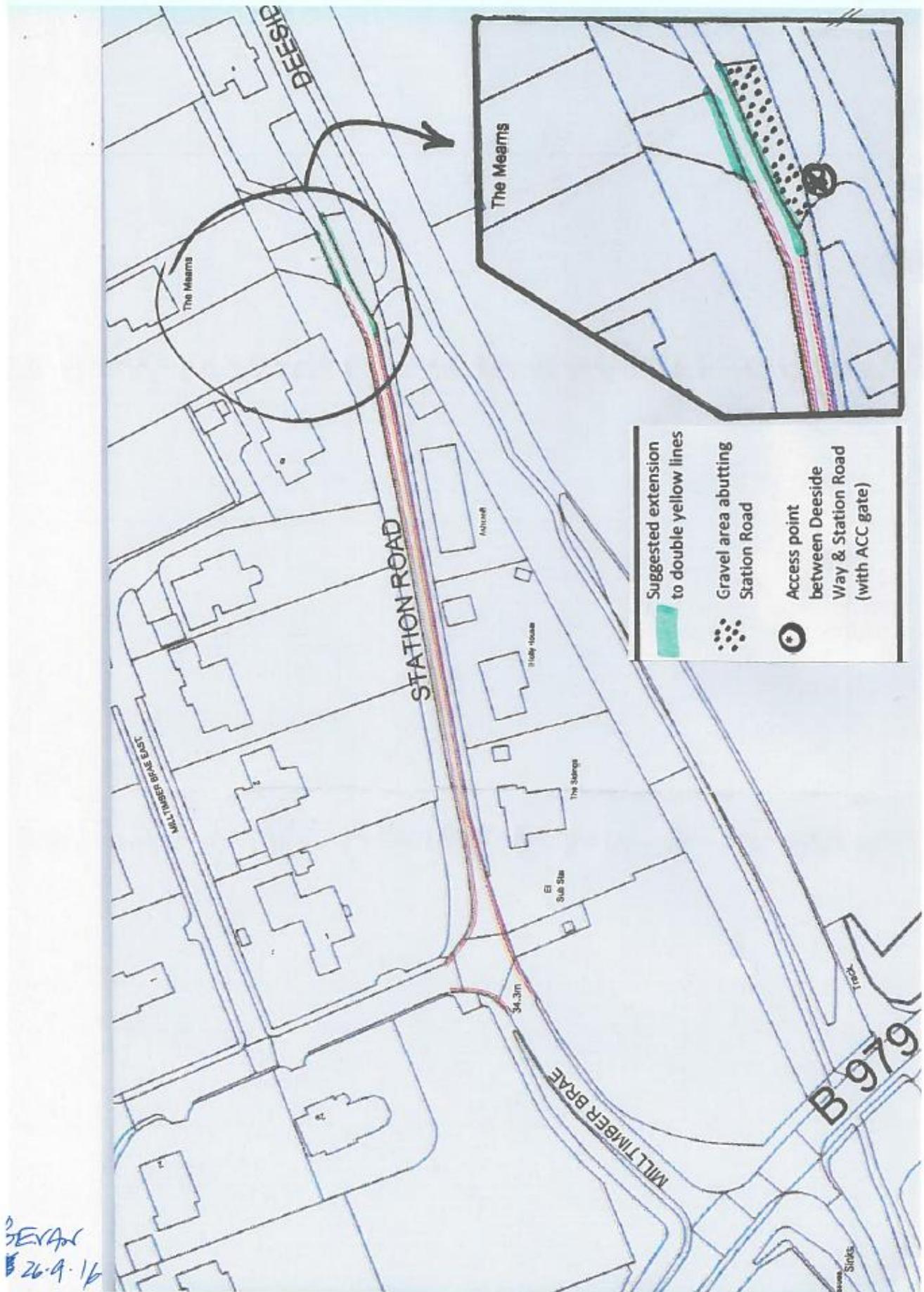
If this modification is accepted it would produce a considerable reduction in the usage & obstruction of Station Road by motor vehicles, with significant improvements in public safety. People travelling by car to use the Deeside Way could park safely on Milltimber Brae (with excellent access to the Milltimber Brae Overbridge, currently under construction as part of the AWPR project), or use other parking areas along the Deeside Way.

Thank you for considering these comments - I look forward to your decision.

Yours sincerely

John S. Bevan

RECEIVED  
20 SEP 2016



East End of Station Road  
Milltimber. AB130DP

Station House.



Drive & entrance to :-  
The Meams  
(my home)

width of  
Station Road  
(east end).

gate  
to  
Deeside  
way

Shadow  
of gate to  
Deeside way

The Mearns  
Station Road  
Milltimber  
Aberdeen  
AB130DP

26<sup>TH</sup> September 2016

Traffic Management  
Aberdeen City Council  
Town House  
Aberdeen  
AB101AQ  
Dear Sir

**The Aberdeen City Council (Station Road, Milltimber, Aberdeen) (Prohibition of Waiting) Order 201X**

Thank you for the opportunity to comment on the above order.

We have been home owners in Station Road since 1992. Our home is situated at the east end of the Station Road almost opposite the entrance to the Deeside Way. This entrance is used by walkers of all abilities (adults and children), cyclists, horse riders and Council vehicles servicing the Deeside Way. As you are aware Station Road is a single tract road with no pavement and so far the surface of this privately owned road has been maintained by the 5 frontages on the road.

With the recent closure of a section of the Deeside Way all non-vehicular traffic using the Deeside Way has been re-routed along this single track road. This has resulted in an increase in pedestrians, cyclists and motor vehicles and therefore an increased risk to all those using the road. With this in mind I welcome the Councils proposal to impose lengths of "*prohibition of waiting at any time*" on Station Road. However on inspecting the map of the Councils plans I note the double yellow lines do not extend the full length of the road on the south side. As a result this would continue to allow unregulated parking in the last few yards of the road continuing to attract vehicles along the lane.

I enclose a photograph to highlight the narrow road and the present parking problems which all add to the safety issues for Deeside Way users and access for residents. I also attach a copy of the plan with the highlighted area for consideration.

I therefore welcome the Councils concern for the public safety by highlighting this Proposal but suggest increasing the length of the double yellow lines to the end of

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the road which there is no doubt will greatly reduce risk to the increased number of Deeside Way users now diverted along Station Road.

Once the new bridge is open at the west end of Station Road and the old section of Milltimber Brae access to North Deeside Road is again blocked safer parking could again be available in Milltimber Brae.

Thank you for the opportunity to comment on the plans, having put this Proposal in place I hope Aberdeen City Council will welcome the suggestion of a very small change / addition which I believe will greatly increase public safety in Station Road.

Yours sincerely

Sheena Bevan (Mrs)

6, Station Road.  
Millmow  
Aberdeen  
AB13 9PP.

Traffic Management team.  
Aberdeen City Council  
Town House  
Aberdeen  
AB10 1AQ.

Dear Sir,

I appreciate the Council's decision to put yellow lines along my road. At present many cars use the road.

The enclosed map shows that the yellow lines only go as far as the end of my property but it is the last short distance that gets the most congestion blocking entrance to the means and the Station House. Perhaps you would reconsider this as the entrance to the Deeside railway can also be blocked.

I hope you will consider this.  
Yours sincerely

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**From:** Doreen Allardyce **On Behalf Of** Marie Boulton  
**Sent:** 07 October 2016 12:54  
**To:** Graeme McKenzie  
**Cc:** Michael Cowie; Doug Ritchie; Marie Boulton  
**Subject:** URGENT: Station Road, Milltimber - Proposed 'At Any Time' Waiting Restrictions

Hi Graeme

I believe the consultation is to close soon on the proposed parking restrictions on Station Road, Milltimber. Having visited there recently to examine the proposals it became very evident to me that leaving the part without double yellow lines (as I have circled and highlighted on the attached map) there is a very real possibility of residents driveways and the entrances on to the Deeside Way becoming blocked. By setting down double yellow lines across the whole area this would deter parking across the newly established access points on Station Road which has now also become the access for Emergency Vehicles due to the AWPR severing of the Deeside Way from the B979. Drivers who need to take a car will be required to park on the old Milltimber Brae which won't cause any obstruction due to it being closed off once again in the near future.

With Kind Regards  
Marie

**Appendix 3**

