

ABERDEEN CITY COUNCIL

COMMITTEE	Communities, Housing and Infrastructure
DATE	24 January 2017
DIRECTOR	Pete Leonard
TITLE OF REPORT	Various small scale traffic management and development associated proposals (Stage 3 – Public Advert)
REPORT NUMBER	CHI/16/ 303
CHECKLIST COMPLETED	Yes/No

1. PURPOSE OF REPORT

This report deals with twenty-four 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 nineteen traffic orders that did not attract any objections or comments, and that all orders be made and implemented accordingly;
- (ii) In relation to the 'The Aberdeen City Council (Kepplehills Drive, Aberdeen) (Prohibition of Waiting) Order 201(X) overrule the objections received and instruct officers to make the order as originally envisaged.
- (iii) In relation to the 'The Aberdeen City Council (Ruthrieston Place, Aberdeen) (Prohibition of Waiting) Order 201(X) proceed with an amended order.
- (iv) In relation to the 'The Aberdeen City Council (Greenbrae Crescent), Aberdeen) (Prohibition of Waiting) Oorder 201(X) overrule the objections received and instruct officers to make the order as originally envisaged.
- (v) In relation to the 'The Aberdeen City Council (Wingate Road, Aberdeen) (Prohibition of Waiting) Order 201(X) overrule the objections received and instruct officers to make the order as originally envisaged.

- (vi) In relation to the 'The Aberdeen City Council (Central Aberdeen) (Motorcycle Parking Bays) (Amendment) Order 201(X) proceed with an amended order.

3. FINANCIAL IMPLICATIONS

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

Budget	Implementation costs (£)	Maintenance costs (£) every 5-10 years
Cycle, Walking, Safer Streets (Scot Gov grant-funded)	5245	3135
Developer financed	-	3310
Education Services	2000	500
Third Don 'Diamond Bridge' Project	50	50
City Centre Masterplan and Delivery Programme	200	150
Nestrans / Transport Scotland	190,000	1000
Disabled Parking	7000	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 five proposed traffic orders that were subject to objection.

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

5.1.1 Proposal

A resident of Kepplehills Drive has made representation to officers from the Traffic Management team relating to vehicles frequently parking opposite a disabled 'Blue Badge' holder parking bay located outside their property. Due to the road width at this location, and because the street is on a bus route, this prevents the disabled parking bay from being utilised as parking on both sides of the street would cause an obstruction to through traffic. Officers therefore propose that 'At any time' waiting restrictions are implemented opposite the Blue Badge holder parking bay to maintain the use of this bay at all times.

5.1.2 Objection

Two objections were received where the main thrust was that of unnecessary expense citing only two occasions where a vehicle was parked opposite the bay; those occasions being an ambulance in attendance and when one of the objectors left their vehicle outside to carry out maintenance to their property (driveway).

5.1.3 Response

The obstruction of the disabled parking bay has significant implications for the resident.

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

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

5.2.1 Proposal

Reports have been received from local residents about vehicles parking at and near the junction of Ruthrieston Place and Ruthrieston Circle. This is causing a visibility issue for drivers. Furthermore the dropped kerbs used for pedestrians crossing the road are being blocked by parked vehicles.

Therefore in order to address this issue it is proposed to introduce 'at any time' waiting restrictions at the junction of Ruthrieston Place / Ruthrieston Circle.

5.2.2 Objection

The objection stated Ruthrieston Place/Circle is a quiet residential area where there have been no collisions and any further restrictions would not benefit the residents.

5.2.3 Response

Officers reviewed the proposed measures to determine where additional parking provision could be supported. Officers recommend a revised layout whereby space to park two vehicles is provided on the southern kerblines of the junction. The remaining restrictions increase visibility for pedestrians and ensure the crossing point remains clear. A plan of the revised layout is available in Appendix 3.

In view of the above, it is recommended that this Committee considers the statutory objection received and instructs officers to implement the revised layout.

5.3 THE ABERDEEN CITY COUNCIL (GREENBRAE CRESCENT, ABERDEEN) (ONE-WAY) ORDER 201(X)

5.3.1 Proposal

The redevelopment of Greenbrae Primary School and nursery will gradually increase the pupil role over the next 5 years.

As a part of the ongoing commitment ensuring the safety and wellbeing of the children travelling to and from Greenbrae School, whilst also considering the needs of residents living close to the school, this proposal for traffic to travel one way (in a southerly direction) on Greenbrae Crescent will help minimise traffic congestion in the area of Greenbrae Crescent/School during school drop-off and pick-up times.

5.3.2 Objection

An objection was received where it was stated that it was a view of many residents that the issues revolved around forcing those residents north of the school to travel past the school which was felt unnecessary and would lead to bad feeling.

There was also other concern that the school buses would thus require children to cross the road, whereas at the moment by accessing as they do they can park outside the gates and the children can access directly to the school without doing this.

It was suggested as an alternative option the southern junction be made a point of no entry except for buses, thereby providing a degree of flexibility for residents when exiting the road and allow buses to enter the road in such a position that allows passengers to board/alight directly from the school side.

5.3.3 Response

An informal consultation was carried out with residents which identified 35 of the 40 responses to be in favour of the introduction of a one way system to address road safety concerns.

The decision to operate the one way from north to south was to assist residents during wintery conditions when slippery conditions may make travelling uphill difficult.

It was noted that buses are not used as daily school transport and are used by the school for occasional outings. In this circumstance travel would generally be outside of school dropping/ pick up times when traffic volumes are highest.

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

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

5.4.1 Proposal

As part of the 'Diamond Bridge' project a dedicated cycle facility was introduced along the extent of the new route. On the Tillydrone Avenue length of the route, the cycle facility crosses the junction with Wingate Road by way of an inset raised table that has 'give way' markings on either side for vehicles travelling on Wingate Road. Unfortunately since the opening of the new route it has been observed that vehicles are being parked both on the raised table and on the 'give way' marking on the west side of the table. This obstructs the crossing for cyclists and also obscures the 'give way' marking for eastbound drivers on Wingate Road. In order to remedy this situation a temporary traffic order has been promoted to extend the 'double yellow' lines already present at the junction and Committee approval is therefore sought for the promotion of a permanent traffic order.

5.4.2 Objection

Two objections were received criticizing the decision because they considered cyclists will not use the facility as it is too far from the desire line to cross the junction. As a result they concluded this crossing facility did not warrant the removal of vital parking.

5.4.3 Response

This crossing is removing one parking space and is part of the formalised new cycle route from the A90 Parkway to St Machar Drive and beyond. It's position on Wingate Road is such that it is close to the desire line for cyclists but also gives enough room for vehicles to enter Wingate Road and 'give way' when there are people using the crossing.

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 (CENTRAL ABERDEEN) (MOTORCYCLE PARKING BAYS) (AMENDMENT) (ORDER 201(X))

5.5.1 Proposal

The Aberdeen City Centre Masterplan and Delivery Programme (CCMP) was unanimously approved by Council on 24 June 2015. The Masterplan outlines a 20-25 year development strategy for the city centre. The public realm space situated on Schoolhill outside Aberdeen Art Gallery forms part of the vision for the 'Heart of the City' intervention area within the masterplan. The vision being, 'The heart of the city centre will be reinvigorated with internal and external spaces that knit together the medieval and Georgian city'.

Intervention in this space will have the following benefits for the city centre: an improved arrival point for the £30m refurbishment of Aberdeen Art Gallery, improved perception amongst investors, greater footfall leading to an increase in business sales, increased investor confidence and increased visitor numbers and spend.

The resulting change to parking arrangements necessitates the movement of the existing motorcycle parking from the Schoolhill quadrangle to an area in the lay-by outside the Academy.

5.5.2 Objection

An objection was received requesting the proposed bay be moved along to the opposite end of the layby and reduced in size to 5 metres which is more proportional to that shown on the plans.

This is to facilitate emergency service provision, discourage powered two wheelers (motorcycle and small engine scooter users) congregating inside the Academy and to make it easier to use 'Access Vehicles' in the lay-by when carrying out maintenance operations on the building.

5.5.3 Response

Following discussion with the objector a revised proposal has been prepared locating the motorcycle bay to the opposite end of the bay and reducing its size to 5 metres.

In view of the above, it is recommended that this Committee considers the statutory objection received and instructs officers to implement the revised layout.

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/s59807/CHI-16-142%20Various%20Small%20Scale%20Traffic%20Management%20Development%20Associated%20Proposals%20Stage%201.pdf>

9. REPORT AUTHOR DETAILS

Iain Fitzpatrick
Technical Officer
Email: ifitzpatrick@aberdeencity.gov.uk
Tel. 01224 (52)3945

APPENDIX 1 – PRESS NOTICES

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (NORTH ANDERSON DRIVE (INSET ROAD) /MIDDLEFIELD TERRACE/MIDDLEFIELD PLACE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (North Anderson Drive (Inset Road)/Middlefield Terrace/Middlefield 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 North Anderson Drive, Middlefield Terrace and Middlefield Place, 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

North Anderson Drive (Inset Road)

Both sides, from its junction with Middlefield Place, northwards for a distance of 10 metres.

Both sides, from its junction with Middlefield Place, southwards for a distance of 10 metres.

Middlefield Place

Both sides, from its junction with North Deeside Road (Inset Road) eastwards for a distance of 10 metres.

South side, from its junction with Middlefield Terrace, westwards for a distance of 10 metres.

South side, from its junction with Middlefield Terrace, eastwards for a distance of 10 metres.

Middlefield Terrace

Both sides, from its junction with Middlefield Place, southwards for a distance of 10 metres.

THE ABERDEEN CITY COUNCIL (U049C INVERURIE ROAD, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (U049C Inverurie Road, Aberdeen) 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 the U049C Inverurie Road, Aberdeen, as defined in the schedule below. For reference this section of Inverurie Road currently serves Bucksburn Manor Public House/Restaurant, McDonalds Restaurant/Take-Away, Lidl Store and Travelodge Hotel (Bucksburn). 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

U049C Inverurie Road

South side, from a point 130 metres or thereby west, then south-westwards of its junction with the A947 Stoneywood Road, westwards for a distance of 25 metres or thereby.

South side, from a point 270 metres or thereby west, then south-westwards, then westwards of its junction with the A947, westwards for a distance of 25 metres.

**THE ABERDEEN CITY COUNCIL (FORBESFIELD ROAD / FORBESFIELD LANE, ABERDEEN)
(PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make “The Aberdeen City Council (Forbesfield Road/ Forbesfield Lane) 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 Forbesfield Road and Forbesfield Lane 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

Forbesfield Road

West side, from its junction with Forbesfield Lane, northwards for a distance of 10m.

West side, from its junction with Forbesfield Lane, southwards for a distance of 10m.

Forbesfield Lane

Both sides, from its junction with Forbesfield Road, westwards for a distance of 10m.

**THE ABERDEEN CITY COUNCIL (BELMONT GARDENS, ABERDEEN) (PROHIBITION OF
WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make “The Aberdeen City Council (Belmont Gardens) 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 Belmont Gardens Aberdeen, as defined in the schedule below (Please note the length specified includes a 10m section already existing on this road). 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

Belmont Gardens

East side, from its junction with Ashgrove Road, south-eastwards for a distance of 18m.

**THE ABERDEEN CITY COUNCIL (ROSEMOUNT, ABERDEEN) (ON-STREET PARKING PLACES
AND WAITING RESTRICTIONS) (ZONE M) (EXTENSION) (AMENDMENT) ORDER 201(X)**

Aberdeen City Council proposes to make “The Aberdeen City Council (Rosemount, Aberdeen) (On-Street Parking Places and Waiting Restrictions) (Zone M) (Extension) (Amendment) Order 201(X)” in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to modify the days on which certain lengths of ‘pay & display’ parking places operate on Cornhill Road Aberdeen; currently they are in operation between the hours of 8.00am and 6.00pm, Monday to Saturday, whereas it is now proposed they should only operate during Monday to Friday. The specific lengths of those parking places concerned are specified in the schedule below.

Schedule

Cornhill Road

West side, from a point 97 metres north of its junction with Westburn Road, northwards for a distance of 128 metres.

South side, from a point 247 metres north, then west of its junction with Westburn Road, westwards for a distance of 24 metres.

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

Aberdeen City Council proposes to make “The Aberdeen City Council (Kepplehills Drive) 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 Kepplehills 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.

Schedule

Kepplehills Drive

South side, from a point 35 metres or thereby south-west of its junction with Cloverfield Place, south-westwards for a distance 20 metres or thereby.

THE ABERDEEN CITY COUNCIL (UPPER MASTRICK WAY / UGIE PLACE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (Upper Mastrick Way / Ugie Place, Aberdeen) 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 Upper Mastrick Way and Ugie Place 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

Upper Mastrick Way

West side, from its junction with Ugie Place, northwards for a distance of 10m.

West side, from its junction with Ugie Place, southwards for a distance of 10m.

Ugie Place

Both sides, from its junction with Upper Mastrick way, westwards for a distance of 10m.

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

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

Provost Graham Avenue

East side, from its western junction with Queen’s Road, southwards and then eastwards for an overall distance of 83 metres or thereby.

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

Aberdeen City Council proposes to make “The Aberdeen City Council (Ruthrieston 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 Ruthrieston Place, 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

Ruthrieston Place.

Both sides, from its junction with Ruthrieston Circle, eastwards for a distance of 25 metres or thereby.

THE ABERDEEN CITY COUNCIL (CROWN STREET / SPRINGBANK TERRACE / WELLINGTON PLACE, ABERDEEN) (PROHIBITION OF LOADING) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (Crown Street / Springbank Terrace / Wellington Place, Aberdeen) (Prohibition of Loading) 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 prohibition of loading during the periods 7.30am to 9.30am and 4.30pm to 7.30pm on any day on certain lengths of Crown Street, Springbank Terrace and Wellington Place, Aberdeen, as defined in the schedule below.

Schedule

Crown Street

Both sides, from its junction with Springbank Terrace, northwards for a distance of 35m.

Both sides, from its junction with Springbank Terrace, southwards for a distance of 35m.

Springbank Terrace

Both sides, from its junction with Crown Street, westwards for a distance of 30m.

Wellington Place

North side, from its junction with Crown Street, eastwards for a distance of 16m.

South side, from its junction with Crown Street, eastwards for a distance of 39m.

THE ABERDEEN CITY COUNCIL (CAIESDYKES ROAD / SLESSOR DRIVE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (Caiesdykes Road / Slessor Drive) (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 Caiesdykes Road and Slessor 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.

Schedule

Caiesdykes Road

South side, from its junction with Slessor Drive, westwards for a distance of 10m.

South side, from its junction with Slessor Drive, eastwards for a distance of 10m.

Slessor Drive.

Both sides, from its junction with Caiesdykes Road, southwards for a distance of 10m.

THE ABERDEEN CITY COUNCIL (CAIESDYKES ROAD / CAIRNGORM DRIVE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Caiesdykes Road / Cairngorm Drive) (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 Caiesdykes Road and Cairngorm 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.

Schedule

Caiesdykes Road

Both sides, from its junction with Cairngorm Drive, southwards for a distance of 10m.

Cairngorm Drive

South side, from its junction with Caiesdykes Road, westwards for a distance of 10m.

South side, from its junction with Caiesdykes Road, eastwards for a distance of 10m.

THE ABERDEEN CITY COUNCIL (NORTH DEESIDE ROAD, PETERCULTER, ABERDEEN) (TIME LIMITED WAITING) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (North Deeside Road, Peterculter, Aberdeen) (Time Limited 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 limit on waiting in the lay-by on the south side of the North Deeside Road, Peterculter, adjacent to Peterculter Library and Peterculter Pharmacy. In this lay-by, on any day, except Sundays, between the hours of 8.00am and 6.00pm, vehicles will be limited to a maximum stay of 45 minutes, with no return within 1 hour.

THE ABERDEEN CITY COUNCIL (GREYHOPE ROAD, ABERDEEN) (30 MPH SPEED LIMIT) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Greyhope Road, Aberdeen) (30 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 mandatory 30mph speed limit on the length of Greyhope Road, Aberdeen, that is currently subject to the National Speed Limit.

THE ABERDEEN CITY COUNCIL (ALBYN LANE / ALFORD LANE) (LOADING AREA) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Albyn Lane / Alford Lane) (Loading Area) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to designate certain lengths of Albyn Lane and Alford Lane, Aberdeen, as areas where vehicles will only be able to wait for the purpose of loading. The lengths of road concerned are specified in the schedule below.

Schedule

Alford Lane

From a point 17 metres or thereby south of its junction with Alford Place, southwards for a distance of 56 metres or thereby.

Albyn Lane

From its junction with Alford Lane, south-westwards for a distance of 37 metres or thereby.

**THE ABERDEEN CITY COUNCIL (EAST MAIN AVENUE / MASTRICK DRIVE / NEW PARK ROAD)
(PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (East Main Avenue / Mastrick Drive / New Park Road) (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 East Main Avenue, Mastrick Drive and New Park 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

East Main Avenue

Both sides, from its junction with Mastrick Drive, northwards for a distance of 10m.

Mastrick Drive

North side, from its junction with New Park Road, westwards for a distance of 10m.

North side, from its junction with New Park Road, eastwards for a distance of 10m.

North side, from its junction with East Main Avenue, westwards for a distance of 10m.

North side, from its junction with East Main Avenue, eastwards for a distance of 10m.

New Park Road

Both sides, from its junction with Mastrick Drive, northwards for a distance of 10m.

**THE ABERDEEN CITY COUNCIL (ST ANDREW STREET, ABERDEEN) (LOADING BAY) ORDER
201(X)**

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to designate an existing lay-by on St Andrew Street, Aberdeen, as an area for the exclusive use by vehicles that are loading. The length of St Andrew Street concerned is specified in the schedule below.

Schedule

St Andrew Street

North side, from a point 30m east of its junction with Charlotte Street, eastwards for a distance of 24m.

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 30 November and 21 December 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 wishing to visit 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. Alternatively, anyone unable to visit Marischal College can telephone 01224 523945 to discuss the proposals with one of the roads 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 30 November to 21 December 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.

Traffic Management Team, Business Hub 11, Second Floor West, Marischal College, Broad Street, Aberdeen, AB10 1AB

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

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

Aberdeen City Council proposes to make "The Aberdeen City Council (Mastrick 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 certain length of prohibition of waiting at any time on Mastrick 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.

Schedule

Mastrick Drive

South side, from a point 10 metres or thereby west of its junction with New Park Road, westwards for a distance of 36 metres or thereby.

THE ABERDEEN CITY COUNCIL (STONEYWOOD SCHOOL AREA, ABERDEEN) (20 MPH SPEED LIMITS) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Stoneywood School Area, Aberdeen) (20 MPH Speed Limits) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a mandatory 20 speed limit on those lengths of road specified in the schedule below.

Schedule

Bankhead Avenue, Bankhead Road, Burndale Road, Crossgates, Ellerslie Road, Greenburn Drive, Greenburn Drive (section serving property nos.2 to 42), Greenburn Road (section between its junctions with Bankhead Road and Greenburn Drive), Greenburn Terrace, Millhill Brae, Station Road, Stoneyton Terrace, Stoneywood Road (between its junctions with Greenburn Drive and the A947 Stoneywood Road), and the un-named road serving Bankhead Industrial Estate.

THE ABERDEEN CITY COUNCIL (GREENBRAE CRESCENT, ABERDEEN) (ONE-WAY) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Greenbrae Crescent, Aberdeen) (One-Way) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose an anti-clockwise one-way system on Greenbrae Crescent; that is to say vehicles will only be able to enter this road by way of its northern junction with Greenbrae Drive, thereafter travelling in a southerly then easterly direction and exiting this road by way of its southern junction with Greenbrae Drive.

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

Aberdeen City Council proposes to make "The Aberdeen City Council (Wingate 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 at any time on

Wingate 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

Wingate Road

North side, from its junction with Tillydrone Avenue, westwards for a distance of 27m.

THE ABERDEEN CITY COUNCIL (CENTRAL ABERDEEN) (MOTORCYCLE PARKING BAYS) (AMENDMENT) (ORDER 201(X))

Aberdeen City Council proposes to make “The Aberdeen City Council (Central Aberdeen) (Motorcycle Parking Bays) (Amendment) Order 201(X)” in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to relocate the existing motorcycle parking bay situated on the north side of the Schoolhill ‘inset road’ (just east of the access to access to Robert Gordon’s College) to the lay-by on the south side of Schoolhill located between its junctions with Belmont Street and Back Wynd. The aforementioned lay-by currently functions as a bay for the exclusive use of goods vehicles that are loading on any day between the hours of 9.00am and 7.00pm; a 10 metre length of the loading bay function would thereby be revoked to accommodate the proposed motorcycle bay.

THE ABERDEEN CITY COUNCIL (FLOURMILL LANE / NETHERKIRKGATE / ST CATHERINE’S WYND, ABERDEEN) (TRAFFIC MANAGEMENT) (ORDER 201(X))

Aberdeen City Council proposes to make “The Aberdeen City Council (Flourmill Lane / Netherkirkgate / St Catherine’s Wynd, Aberdeen) (Traffic Management) Order 201(X)” in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to establish a range of traffic management measures on Flourmill Lane, Netherkirkgate and St Catherine’s Wynd, Aberdeen, as specified in the schedule below.

Schedule

Flourmill Lane - Motor vehicles will be prohibited on this road, with an exception this shall not apply to motor vehicles legitimately taking access to or serving adjacent premises. There will also be two lay-bys created on this road that function as bays for the exclusive use of Goods Vehicles that are loading. Elsewhere on Flourmill Lane, outwith the areas of the aforementioned Goods Vehicle loading bays, there will be a prohibition of loading.

Flourmill Lane, Netherkirkgate and St Catherine’s Wynd – There will be a “Pedestrian and Cycle Zone” introduced that encompasses St Catherine’s Wynd in its entirety and certain lengths of Flourmill Lane and Netherkirkgate. It will be operational Monday to Saturday (inclusive), between the hours of 7am and 8pm, and on a Sunday between the hours of 10am and 6pm. During its operational hours, motor vehicles will be prohibited from entering the Zone; albeit there will be an exemption for Goods Vehicles that are loading and Disabled Badge holders.

St Catherine’s Wynd – Vehicles exiting this road will only be permitted to turn left on to Union Street.

This order will also restate provisions of previous orders that provide for certain traffic management measures that already exist on these roads e.g. lengths of prohibition of waiting at any time, Goods Vehicle Loading Area etc.

THE ABERDEEN CITY COUNCIL (DISABLED PERSONS’ PARKING PLACES IN ABERDEEN CITY) (REGULATORY PARKING PLACES) (REF. 5/16) ORDER 201(X).

Aberdeen City Council proposes to make “The Aberdeen City Council (Disabled Persons’ Parking Places in Aberdeen City) (Regulatory Parking Places) (Ref. 5/16) 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

Baxter Court; Bonnyview Drive; Brucklay Court; Cadenhead Road; Constitution Lane; Dugald Baird Square; Foresters Avenue; Garthdee Road; Heatherwick Road; Hilton Drive; King's Cross Avenue; Park Place; Laws Drive; Lerwick Road; Liddell Place; Mortimer Drive; North Anderson Drive; North Deeside Road, Cults; Overhill Gardens; Park Place; Pittodrie Place; Portree Avenue; Provost Rust Drive; School Avenue; Springhill Road; Sunnybank Road; Swannay Square; and Tollochill Drive

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 1 December and 22 December 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 wishing to visit 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. Alternatively, anyone unable to visit Marischal College can telephone 01224 523945 to discuss the proposals with one of the roads 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 1 December to 22 December 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.

Traffic Management Team, Business Hub 11, Second Floor West, Marischal College, Broad Street, Aberdeen, AB10 1AB

APPENDIX 2 – OBJECTIONS RECEIVED

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

From:

Sent: 21 December 2016 16:38

To: Vycki Ritson

Subject: proposed double yellow lines

I am writing to object against the proposed double yellow lines on Kepplehills Drive, Bucksburn, Aberdeen

The request has come from the gentleman whom is a blue badge holder

The only time there has been an issue with him managing to park in his disabled space is when an ambulance was tending to the resident of No 45 Kepplehills Drive

Please look at google maps on the amount of driveways and the amount of cars that are able to park on each driveway

No 12 - 3 cars, No 10 - 2 cars, No 8 - none, No 6 - 4 cars, No 4 - 4 cars, No 2 - 3 cars + garage across road No 51 - none, No 49 - 3 cars, No 47 - 2 cars + garage, No 45 - none but single occupant aged 91, No 423 - 4 cars + garage

As you can see no one parks on the opposite side of the road adjacent to the disabled space so I do not feel it necessary to waste money on double yellow lines, if this person has a problem with parking he can turn the kerb and have a driveway in his (council owned) house but at his own cost

Caroline Smith
Kepplehills Drive
Bucksburn

From:

Sent: 21 December 2016 12:45

To: Vycki Ritson

Subject: yellow lines

I am writing to object against the proposed double yellow lines on Kepplehills Drive, Bucksburn, Aberdeen

The request has come from the gentleman whom is a blue badge holder

The only time there has been an issue with him managing to park in his disabled space is when an ambulance was tending to the resident of No 45 Kepplehills Drive

He is not disabled in a way that he cannot walk a few yards in extreme circumstances like this and feel it would be a waste of money and unsightly to have double yellow lines outside my property

He only got a disabled space as I left my car outside his house once whilst painting my drive way and he was not happy about this and took photos of my vehicle to send to the council

As a tax payer I do not want any more of my taxes wasted on trivial things like this

Also during this period the sign was turned round on the lamp post it was attached to by the blue badge holder to stop people noticing it

Keith Smith
47 Kepplehills Drive
Bucksburn
Aberdeen
AB21 9PS

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

From:

Sent: 18 December 2016 19:14

To: TrafficManagement

Subject: Fw: Prohibition of Parking order Ruthrieston Place

My husband and I are homeowners and residents of Ruthrieston Place and wish to strongly object to the proposed prohibition of parking order Ruthrieston Place.

Ruthrieston Place is a quiet residential street which would not benefit from further parking restrictions.

There has never been an accident at the junction with Ruthrieston Circle so more parking restrictions would not benefit residents, road users or pedestrians. Traffic wardens would be the only beneficiaries.

Putting double yellow lines 25m down Ruthrieston Place is both excessive considering the length of Ruthrieston Place and also unnecessary.

I trust you will take my feelings and those of my husband into consideration

Sharron Worrell and Vernon Worrell

4 Ruthrieston Place

Aberdeen

AB10 7LW

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

From:
Sent: 13 December 2016 18:43
To: TrafficManagement
Subject: Objection to removal of parking spaces.

I am writing to you about the proposed removal of further parking spaces in front of the flats in Wingate Road.

Already there has been half the street parking removed outside of a cycle crossing that no one uses it's too far away from there cycle roots.

This is causing major problems with parking already and a loss of more space would only increase the problems.

Why hasn't there been a study into the use of this crossing before any more to make residents problems any worse?

We are already paying to park our cars in the contorted parking areas during the day as well as our road taxes.

If removal is to go ahead the why not build more car parks around the side of the building to accommodate residents parking? The controlled parking area has happened since I moved in and no one wanted but it was forced on us this feels like more of the same for nothing in return!

If you have any questions or need feed back please feel free to contact me on xx.

Regards
Mr William Forrest
22 Wingate Road
Aberdeen

From: Iain Fitzpatrick
Sent: 05 January 2017 12:07
To: Roberta Hillis
Subject: Wingate Road.

Morning Ms Hills,

Thank-you for your email.

As part of the objection period I recall you were objecting to the removal of car park spaces to help install a cyclist crossing route.

My recollection of your objection was based on this crossing being too far for cyclists to deviate and you would like the crossing nearer the junction whilst retaining the existing parking.

Thank-you.
Iain

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

From: Roberta Hillis
Sent: 18 December 2016 15:09
To: TrafficManagement
Subject: Wingate Road prohibition of waiting 201 (X)

Sent from my iPad

I believe this is where an objection can be logged.

I live at 6 Wingate Road and would like to lodge an objection

Please advise

Roberta Hillis 01224962641

THE ABERDEEN CITY COUNCIL (GREENBRAE CRESCENT, ABERDEEN) (ONE-WAY) ORDER 201(X)

From: George Hutcheson

Sent: 27 December 2016 22:12

To: Iain Fitzpatrick

Subject: Re: Objection to One Way - Greenbrae Crescent.

Dear Sir , we would like to raise an objection to the proposed introduction of an anticlockwise one - way system on Greenbrae Crescent.

If implemented it would have the following consequences:-

1. The 30 - plus households situated north of the school (several of which are two car households) would be forced to drive past the school including the times when this area is congested with cars dropping off children. At present all these households have the option of exiting Greenbrae Crescent by the north exit, avoiding passing the school at all.

2. When coaches arrive for outings, field trips, swimming etc the children will be forced to cross the road before boarding, and again on their return to school. At present the coaches are able to park with the doors immediately outside the school, avoiding the risks involved with children crossing roads.

Because of the increased elevation of the driver of a coach, they do not have the same restricted visibility as car drivers, particularly for vehicles approaching from the right up Greenbrae Drive, while exiting the north end of Greenbrae Crescent.

3. When a large number of people are forced to make a change in their daily behaviour which affects them 24/7 to tackle a perceived problem which occurs only twice each weekday for around 20 minutes, there is potential for creating a lot of bad feeling.

Our suggestion, if a change is deemed necessary, would be to put "NO ENTRY EXCEPT FOR BUSES" signs at the south end of Greenbrae Crescent. With no other changes made, this would avoid the three issues mentioned above while ensuring that cars dropping off children would all be facing in the same direction.

I have now called on many of the residents of Greenbrae Walk and Crescent, most of whom I haven't spoken to before, and met with only agreement to the above points. If it would strengthen this proposal I could get names and addresses of those who expressed a willingness to lend their agreement to these points.

Thank you for your openness to consider our objections at this late stage.

Yours

George and Carole Hutcheson

3 Greenbrae Crescent
Bridge of Don

AB23 8LH

THE ABERDEEN CITY COUNCIL (CENTRAL ABERDEEN) (MOTORCYCLE PARKING BAYS) (AMENDMENT) (ORDER 201(X))

Sent: 20 December 2016 11:55

To: Ross Stevenson

Cc:

Subject: RE: Proposed relocation of Motorcycle Parking Bays - Schoolhill

Hi Ross

Thank you for coming to see us today, it was very useful as while we fully support the need to make improvements throughout the city and understand the need to relocate the motor bike parking, we have the following points to make in relation to the proposed change:

Emergency Vehicles

Fire tenders park in the lay-bye at the end nearest to the centre front door; access would be obstructed by a motor bike parking area. When attending ambulances also park there.

Can it be relocated to the other end?

Wheelie bin

I now understand why it is there, for the domestic accommodation above the shops in the next block. If possible, can it be relocated to the other end, it's not the best looking sense of arrival for our centre and does restrict access for emergency vehicles?

Maintenance

The north elevation of The Academy on Schoolhill, above first floor, is accessible only via a cherry picker. Due to the height of the building, for repair work and general maintenance, we need to hire a large vehicle. The vehicle footprint and outriggers to reach the full frontage of the building will be restricted by a motor bike parking area. We do not wish to object to the proposed parking area, but ask for consideration that we will periodically require access to our own building and request that we can temporarily restrict access to it on those days at no additional charge to the permit.

Size of Parking Area

The planning notice is for a 10m area, almost half of the lay-bye. Can I suggest 5m is more appropriate, having paced it out the drawing supplied suggests a 5m area?

Deliveroo

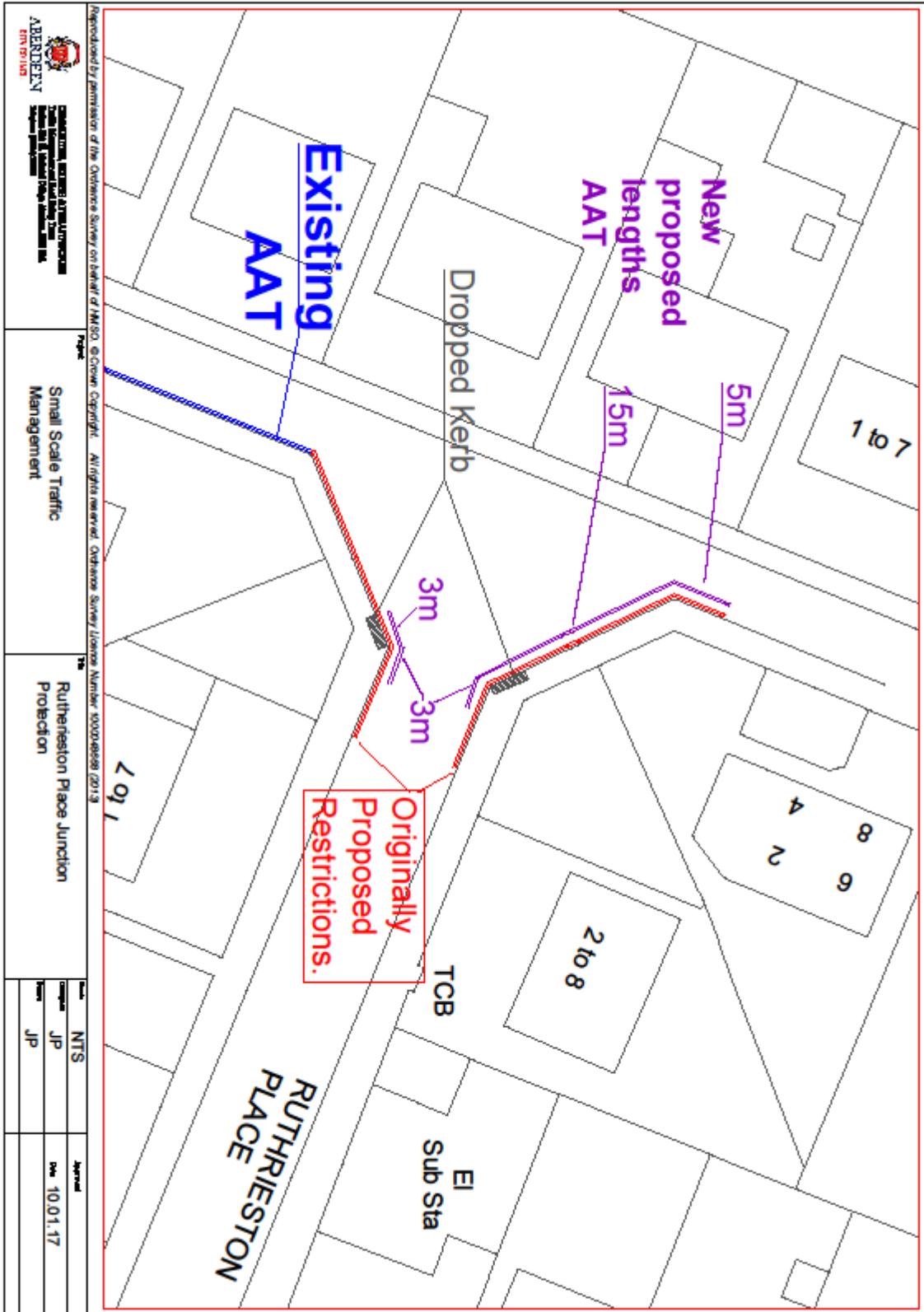
A more practical daily use issue. In the past we have encountered problems with motor bike delivery men who used The Academy as their waiting area. They became a nuisance, sitting in large groups at Costa waiting for calls, both day and evening. We have already heard from one of the company's staff, who used to work for our own company, that they intend to use that space as a hub in the city centre. They do a good job and we do not wish to hinder them, but I speak for all of The Academy tenants by saying that we do not wish to have the 'gathering' problem on our premises again!

The above comments are based on existing working practices and I hope your department will consider them when finalising the proposed change.

Thank you once more for taking the time to meet us.

Kind regards

Yours sincerely
John Macfarlane
Centre Manager



Reproduced by permission of the Ordnance Survey on behalf of HMRSO. © Crown Copyright. All rights reserved. Ordnance Survey Licence Number: 100004688 (2013)

<p>ABERDEEN CITY COUNCIL CITY ENGINEERING AND TRANSPORT SERVICES 1000 RUTHRIESTON PLACE ABERDEEN AB9 8QJ Tel: 01224 200000 www.aberdeen.gov.uk</p>	Project	Small Scale Traffic Management	Site	Ruthrieston Place Junction Protection	Drawn	NTS	Approved
					JP	JP	10.01.17