

COMMITTEE	Communities, Housing and Infrastructure
DATE	24 TH May 2017
REPORT TITLE	Various small scale traffic management and development associated proposals (Stage 3- Public Advert)
REPORT NUMBER	CHI/17/079
INTERIM DIRECTOR	Bernadette Marjoram
REPORT AUTHOR	Jack Penman

1. PURPOSE OF REPORT:-

This report deals with seventeen 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 corresponding plans are also included (Appendix 1). The letters of objection are also included (Appendix 2). The public/press notice is attached (Appendix 3), from which members will be able to see the exact content of the proposals.

2. RECOMMENDATIONS

It is recommended this Committee:-

- (a) Acknowledge the fourteen objections received as a result of the statutory consultation.
- (b) Approve the orders that did not attract objections, and that all the orders be made and implemented accordingly.
- (c) In relation to "The Aberdeen City Council (Belmont Road, Aberdeen) (Limited Waiting On-Street Parking Places) Order 201(X)" overrule the objection received and approve this order be made as originally envisaged.
- (d) In relation to "The Aberdeen City Council (Hopecroft Crescent, Hopecroft Road and Hopetoun Grange (Inset Road), Aberdeen) (20 MPH Speed Limit) Order 201(X)" note the objections and approve the implementation of the 20mph speed limit as originally envisaged and do not progress with the implementation of the one way restriction at this time.
- (e) In relation to the "The Aberdeen City Council (Spademill Road and Spademill Lane) (20mph Speed Limit) Order 201(X)" overrule the objections received and approve this order be made as originally envisaged.

3. BACKGROUND/MAIN ISSUES

This section is separated into subsections corresponding to the three orders under consideration which received public response. The public press notices for the seventeen orders inclusive of the three with public comments are attached (Appendix 3), from which members will be able to see the exact content of the proposals.

3.1 The Aberdeen City Council (Belmont Road, Aberdeen) (Limited Waiting On-Street Parking Places) Order 201(X)

3.1.1 Proposal

It is proposed to introduce a time limited parking bay to accommodate two cars on Belmont Road. The parking bay would restrict vehicles to a maximum of stay of 45 minutes, no return within 15 minutes; it would operate Monday – Friday, between the hours of 8am and 6pm, and on a Saturday between 8am and 2pm. It would be located adjacent to busy veterinary practice that serves the local community. There is currently a situation where long-term parking makes it very difficult for visitors to access the veterinary practice. The time-limited parking would therefore create a turnover and aid those visiting the practice.

It is of note, some years ago, the entire northern side of Belmont Road was subject to time-limited parking when the 'Kittybrewster Mart' existed. This restriction was then removed to provide residents with further parking. It is since the removal, that visitors to the Veterinary Practice have experienced difficulties in accessing the practice. This proposal therefore provides a balance between retaining 'long stay' on-street parking (8 car lengths) for residents, while creating a limited turnover of parking (2 car lengths) for visitors to this road, whether they be visiting the Veterinary Practice or likewise briefly visiting a residential property.

3.1.2 Objections

This proposal was subject to one statutory objection, which came from a local resident of Belmont Road; while the most significant points of the objection follow the full text can be seen within Appendix 2.

"Belmont Road is a residential street. There are over 50 residential homes or flats on these street (information obtained from Royal Mail). To introduce a maximum stay in these parking bays would make it difficult for all residents living on either side of the road as there is no suitable place nearby to park"

3.1.3 Response

The proposal is deemed necessary to create parking turnover to allow customers to access the veterinary practice while still maintain adequate levels of resident parking. The timed restrictions will still allow residential parking out with the operating hours of the restriction.

The proposal is particularly helpful for elderly or those with mobility problems visiting the veterinary practice, in addition to those bringing unwell and larger animals.

The objector is perhaps under the impression that the whole street would be subjected to the timed restrictions, where the proposal indicates it is limited to the extent of two parking bays in close proximity to the veterinary practice. The objector was made aware of the extent of the proposals by email, including being sent a copy of the plans. No further correspondence was received.

A standard letter of support for this scheme has been distributed by Ashgrove Veterinary Practice and officers have received many signed copies.

Given the above, it is recommended this Committee overrules the statutory objection

received and instructs officers to implement the proposal as originally envisaged.

3.2 The Aberdeen City Council (Hopecroft Crescent, Hopecroft Road and Hopetoun Grange (Inset Road), Aberdeen) (20 MPH Speed Limit) Order 201(X)

3.2.1 Proposal

It is proposed to introduce two traffic management measures within the Persimmon Homes 'Hopetoun Park' development: -

A mandatory 20mph speed limit would be established on Hopecroft Road, Hopecroft Crescent, Hopecroft Walk and Hopetoun Grange (inset section). These roads all new and have been constructed as a result of the development. In terms of modern design they include areas of shared space and it is appropriate the speed limit is set at 20mph when considering road safety, prioritising vulnerable road users, and the environment for residents.

A westbound 'one-way' restriction would be established on Hopetoun Grange (inset section) with vehicles entering by way of its junction with Hopetoun Grange and exiting onto Hopecroft Road. The layout of this particular road has been designed for 'one-way' operation.

3.2.2 Objections

This proposal was subject to seven statutory objections, which came from local residents of Hopetoun Grange; while the most significant points of the objections follow the full texts of the objections can be seen within Appendix 2.

The responses received are supportive of the introduction of a 20 mph speed limit with the objections relating only to the implementation of a one way on Hopetoun Grange (inset road).

Concerns have been raised that owing to the width of Hopetoun Grange (inset road) there is the potentially problematic scenario of not being able to pass vehicles parked on Hopetoun Grange, which currently can be overcome by being able to take access/egress from both directions.

There will be a greater concentration of vehicles at both the entrance and exit to Hopetoun Grange (inset road) as all traffic will have to use the same entry/exit point.

3.2.3 Response

Officers are sympathetic to residents' concerns and believe that if drivers exercise due diligence when taking access/egress from Hopetoun Grange (inset road) it is possible to complete these maneuvers safely without impacting on road safety and without the need of the one way restriction.

Given the above, Officers recommend this Committee approve the implementation of the 20mph proposal as originally envisaged and do not progress the one way restriction at this time.

3.3 The Aberdeen City Council (Spademill Road and Spademill Lane) (20mph Speed Limit) Order 201(X)

3.3.1 Proposal

It is proposed to impose a mandatory 20mph on Spademill Road and Spademill Lane, which would provide for regulatory 20mph speed limit on each of the roads. The Council is also proposing to introduce traffic calming road humps on each of those roads. Each road hump would be established under the Roads (Scotland) Act 1984 and would be 75 mm or thereby in height.

3.3.2 Objections with Response

Please note the comments below are not indicative of the number of objections received, and have been chosen as they highlight recurring themes throughout the correspondence received.

3.3.2.1 *"The money from the cost of introducing these measures would be so much better spent on maintaining the services in existence"*

Several objectors made reference to the funds for introducing the speed limit being utilised in other means however the proposed traffic calming measures were conditions within the planning consent for developments adjacent to these roads, to mitigate the speed of vehicular traffic generated by the developments. The funds are therefore ring-fenced for the installation of these traffic calming measures. The maintenance budget is prioritised on the road network city-wide.

3.2.2.2 *"I am concerned that introduction of Traffic Calming Road Humps could delay the response of the emergency services."*

The Transport Research Laboratory found that delays to emergency vehicles per traffic calming measure are relatively small (Boulter, Hickman et al. 2001). The journey of the emergency vehicle must be considered in detail, the driver will utilise distributor routes to arrive at the destination concerned, thus the number of traffic calming features to be negotiated will be very small. The overall effect on response times will be negligible.

3.2.2.3 *"Has consideration been given to evidence where in similar applications the introduction of Traffic Calming Road Humps has led to a "false signal" from cars via their light beams as they pass over the humps causing cars to pull out believing that they have been signaled to proceed resulting in an accident"*

The flashing of lights to convey messages is not a practice supported by the Highway Code. Rule 110 and 111 note.

The responsibility for making maneuvers safely ultimately rests with the driver of the vehicle. They should therefore not proceed until they have fully assessed the situation and are satisfied it is safe to proceed.

3.2.2.4 *"How many accidents have been reported in the Lane/Road that had the root cause identified as excessive speed?"*

While there are no recorded incidents of accidents occurring on Spademill Lane/Road, the introduction of traffic calming will provide further reassurance that this will remain the same. The reduction of speeds in residential areas can reduce accidents significantly and make injuries much less severe, particularly so when considering vulnerable road users such as pedestrians, cyclists and motorcyclists. This is especially prominent due to the lack of segregation as there is no dedicated footway on Spademill Lane/Road. Furthermore many of the accesses on Spademill Lane/Road have limited or no visibility.

3.2.2.5 *"they cause problems for snow-ploughing, and when not cleared of ice they are an additional hazard to vehicles and pedestrians."*

Owing to the nature of Spademill Lane and Road, they are not classed as high priority for treatment during the winter months. However as demonstrated in other streets in Aberdeen which have speed cushions installed the winter maintenance vehicles can navigate these traffic calming features.

3.2.2.6 *“It is commonly accepted that the nature of traffic calming humps increases CO2 generation. How have the committee satisfied themselves that this is consistent with government policy to reduce such generation of toxic emissions?”*

Any increase in emissions must be considered in the context of the overall journey of a vehicle. Drivers will utilise distributor roads for the vast majority of their journey, and roads with traffic calming features will form a small part of the overall journey. Thus, the extra emissions produced will generally be negligible in the context of the overall journey.

3.2.2.7 *“They cause additional noise (accelerating, braking, gear changing).”*

Research indicates that there is very little change in the traffic noise level when traffic calming is installed on a road. In fact, when considering roads that generally accommodate light vehicles, the traffic noise level actually reduces. On a road with a significant proportion of buses and commercial vehicles noise levels can rise, but the vast majority of vehicles utilising Spademill Lane/Road are light vehicles.

3.2.2.8 *“I own a classic Ferrari with a very low ground clearance which I keep in my garage on Spademill Lane. If I am driving my car about Aberdeen, I have to avoid roads with speed bumps as these damage the underside of my car”*

United Kingdom legislation for vehicle construction does not require a minimum clearance to be provided between the underside of a vehicle and the carriageway surface. It is appreciated that a few sports cars can have un-laden ground clearances as little as 100 to 120mm (Webster, 1996) and, when such cars are fully laden, ground clearances can be approximately 30mm lower. The likelihood of grounding can be minimised by suitable hump design and is one reason why a maximum height of 75mm is recommended for individual road humps that are not raised junctions.

3.2.2.9 *“It is commonly accepted that traffic calming humps can cause damage & increased wear & tear on vehicle components. This will lead to additional cost to motorists & potentially claims against the council”*

Vehicles travelling over road humps at appropriate speeds should not suffer damage, provided the humps conform to the Highways (Road Hump) Regulations. In a study (Kennedy et al., 2004) various types of vehicle were driven over road humps, and despite repeated passes at speeds up to 40mph no damage to the vehicles was observed. It was also seen that the forces generated when traversing road humps were comparable to those likely to be sometimes experienced during normal driving activities, such as driving over a very irregular surface or pothole, or mounting a kerb.

It is recommended on the grounds of road safety and the above mentioned responses this Committee overrules the statutory objections received and instructs officers to implement the proposal as originally envisaged.

4. FINANCIAL IMPLICATIONS

The proposals contain twelve traffic orders which will be funded through the Cycling, Walking and Safer Streets Budget.

The proposals contain four traffic orders detailed which will be funded by developers.

The proposals contain traffic orders which will be fully funded through the Disabled Parking Revenue Budget.

The table below sets out fully the financial implications of implementing the proposals set out in this report.

Budget	Implementation costs (£)	Maintenance costs (£) after 5 years	Comments
Cycle, Walking, Safer Streets (Scot Gov grant-funded)	£7,440.00	£4,540.00 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	N/A	£3,350.00 every 5 years	Maintenance of these works generally falls to the council maintenance budget when they are on-street restrictions
Disabled Parking	£10,650.00	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.	

5. LEGAL 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 the public consultation.

6. MANAGEMENT OF RISK

Risk Category	Potential Impact L/M/H	Likelihood of occurrence L/M/H	Mitigation	Risk level L/M/H
Financial	n/a			
Employee	n/a			
Customer/ Citizen Road safety (RS) levels and traffic management (TM) could be compromised if measures are not progressed, leading to continued public	M	L	Officers propose measures that are deemed reasonable and appropriate to address the RS and TM to reduce incidents of public	M

Risk Category	Potential Impact L/M/H	Likelihood of occurrence L/M/H	Mitigation	Risk level L/M/H
concern.			objections.	
Environmental	n/a			
Technological	n/a			
Legal	n/a			
Reputational Proposals can be contentious and attract negative feedback.	L	L	Concerned parties would be provided thorough rationale as to the requirement for the proposal.	L

7. IMPACT SECTION

Economy

By developing our infrastructure and improving road safety and the management of traffic through the network this will support multi modal access to Aberdeen and benefit commuter, visitor and freight transportation within the city.

People

Approving the parking spaces for people with disabilities will provide a positive impact for their mobility and social inclusion. Disabled persons' parking places play a vital role in enabling disabled people to carry out day-to-day activities that non-disabled people take for granted. Provision of such parking places helps towards enabling disabled people to lead autonomous and independent lives.

The Equality and Human Rights Impact Assessment (EHRIA), has been included to shown this impact.

Place

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

As the recommendation is to approve the proposals, there will be a positive impact on current customer experience in terms of road safety in our communities. Proposals included in this report contribute towards cycling, walking and safer streets (CWSS) supporting active travel including the walkability of neighbourhoods.

Technology

N/A.

8. BACKGROUND PAPERS

Various small scale traffic management and development associated proposals (New works). Communities, Housing & Infrastructure Committee – 1 November 2016

<https://committees.aberdeencity.gov.uk/documents/s62114/Various%20Small%20Scale%20Traffic%20Management%20and%20Development%20Associated%20Proposals%20Stage%201%20CHI.16.241.pdf>

9. APPENDICES

Appendix 1 - Attached plans for proposals which have received objections

Appendix 2 – Objections received

Appendix 3 –Public press notices

10. REPORT AUTHOR DETAILS

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HEAD OF SERVICE DETAILS

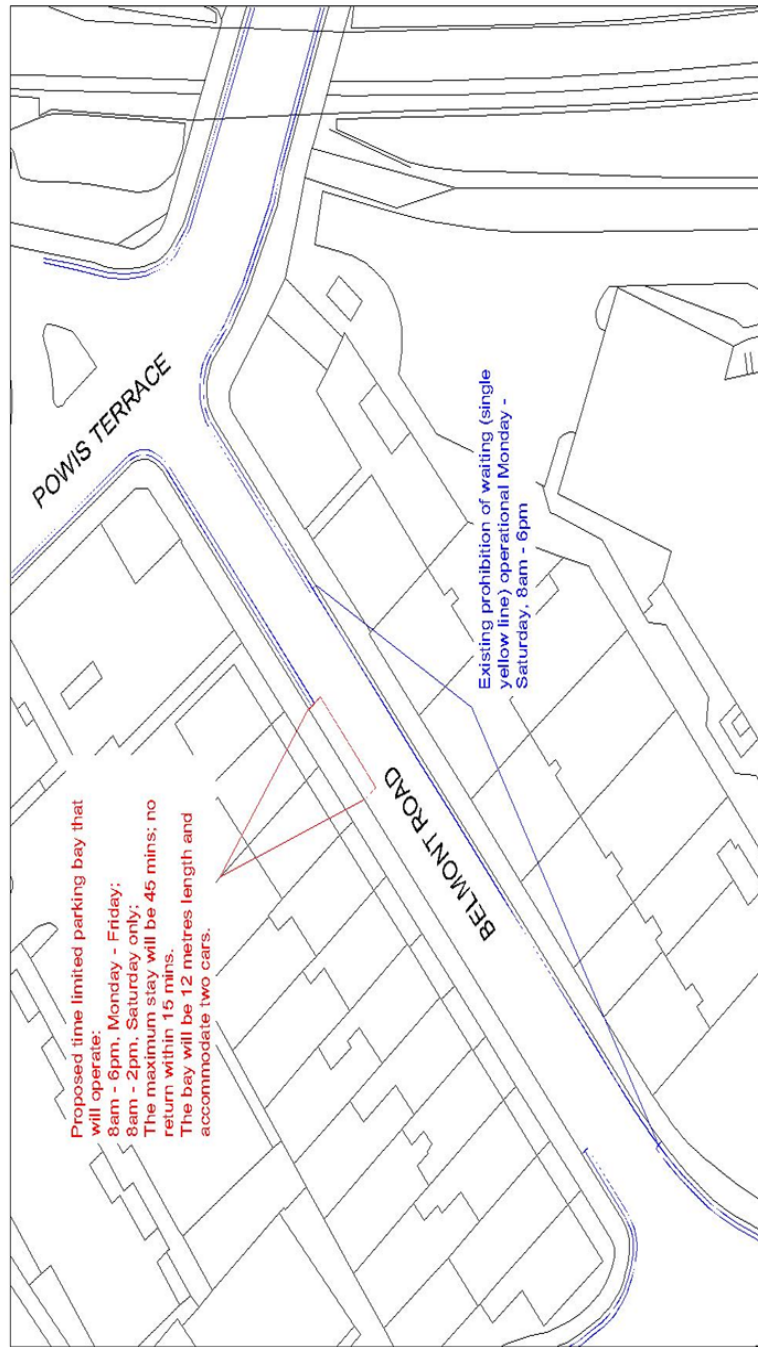
Mark Reilly

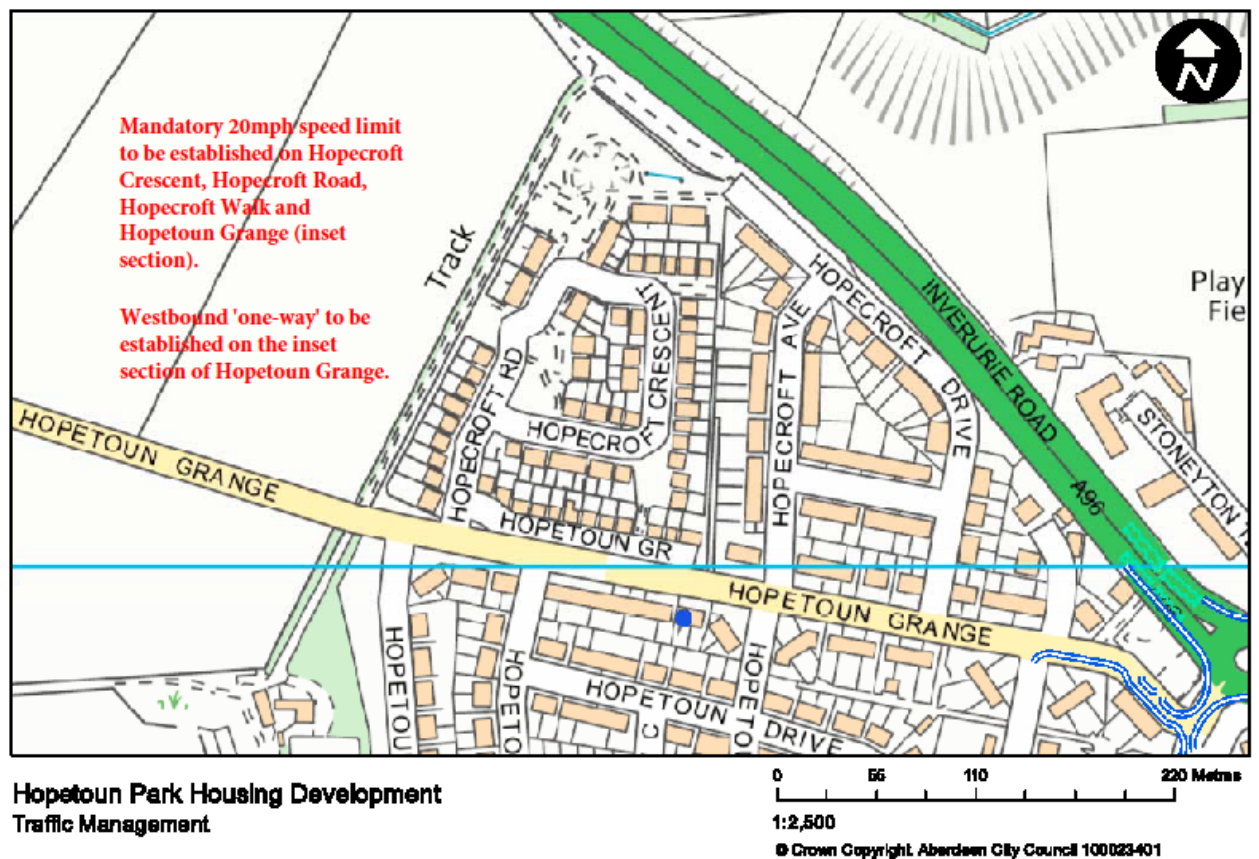
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(01224) 523096

Belmont Road - Proposed time limited parking bay







Appendix 2

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

From:

Sent: 20 March 2017 16:51

To: TrafficManagement

Subject: Street Parking on Belmont Road

To whom this may concern,

I understand that the council is intending to introduce a maximum stay of 45minutes, with no return within 15minutes. I wish to object the profusely on the following grounds.

Belmont Road is a residential street. There are over 50 residential homes or flats on these street (information obtained from Royal Mail). To introduce a maximum stay in these parking bays would make it difficult for all residents living on either side of the road as there is no suitable place nearby to park. There is private parking for those living on the flats on section of Ashgrove Road running parallel to Belmont Road. The parking at Berryden Retail Park as a maximum stay of 3 hours, which again is unsuitable for the residents of Belmont Road who seldomly drive. The same time frame and fine also occur at the Kittybrewster Retail Park. As a student, I do not need a car to go to University, however it is more practical to use it for extracurricular activities such a part time job. There is no suitable place to park the car within reasonable distance from Belmont Road. Do you have any suggestions as to where residents of Belmont Road could park their car?

The neighbours next door on Belmont Road are elderly couple, one of whom is disabled. They have a Blue Badge and parking space outside their home. This parking space is not designated to the couple specifically, and I would appreciate if you could explain what you expect this elderly couple to do if a blue badge owner is in the space outside their house when they return from an outing in their car. With a physical disability, it would be difficult for them to walk long distances if you expect residential car owners to park further afield.

I do not believe that there is a suitable way of ensuring no car is parked for longer than 45minutes. How do you intend to check that each car is parked for an appropriate length of time? Currently, there has been a car parked on a double yellow line on Belmont Road for over 6 months, and nothing has happened, regardless of the number of tickets it has received. Belmont Road cannot be monitored for 45minutes worth of parking if the council cannot even remove an illegally parked car after 6 months.

I do not believe it is suitable to introduce a maximum stay for cars on Belmont Road for all the above reasons.

I would appreciate as much information as possible to be passed on to myself, and all other residents of Belmont Road as to where you expect our cars to be parked for an unlimited time period and for free.

Yours Faithfully,

Eilidh Ferguson

■ Belmont Road

Aberdeen

From:

Sent: 20 March 2017 18:08

To: TrafficManagement

Subject: Objection to proposed amendments on Hopetoun Grange, Bucksburn, Aberdeen

Good afternoon

I refer to the notice that has been posted on Hopetoun Grange and the surrounding area proposing a 20 mph speed limit and one way system.

Firstly, I wholeheartedly AGREE with formalising a 20 mph speed limit, as per the street signage which is already erected.

However, I strongly OBJECT to a one way system on the Hopetoun Grange inset.

There are many implications to imposing a one way system on the Hopetoun Grange inset, which will also impact on the wider area.

The inset is FAR TOO NARROW. This is an issue that has been raised with Persimmon Homes, to no avail. At present, if a car is already parked on the inset it can be impossible to get out of your driveway. The turning circle is far too tight to carry out the manoeuvre in some directions if there are cars parked. As the gardens are so narrow, it is impossible to leave a reasonable distance between where the car is parked and the driveway at the next house. At the moment, you have the option of turning both left and right, so can take action to avoid a car blocking you in, however a one way system will eliminate this, resulting in people being unable to get out of their driveways. This will result in:

- people getting stuck in their driveways unnecessarily with no way of getting out

- drivers returning home being unable to manoeuvre into their driveways as the turning area will make this impossible - in turn this means we will be forced to unnecessarily park our cars elsewhere, presumably on the main stretch of road on Hopetoun Grange. This then causes a security issue as cars will be uninsured if not parked in the driveway, in addition to the inconvenience of the drivers, and also houses that we have to end up parking in front of. This also causes a safety issue for road users on Hopetoun Grange - pedestrians, cyclists and other vehicles as it makes the road more difficult to see oncoming traffic due to an increase in parked cars.

With the turning circle/area being so tight due to the narrow street, many of the home owners on Hopetoun Grange choose a certain way to get into their own driveway, otherwise it can mean you are more likely to accidentally drive over your neighbours grass! This will end up in unnecessary disputes. Not only that, but the majority of cars park on their driveway with the front of the car pointing out. This is because it is widely known that reversing into a static space (such as a driveway) is significantly safer than reversing into a dynamic space (such as the inset road) as there can be oncoming traffic, as well as pedestrians, children and animals moving freely. Every house in the vicinity has children or animals that could be at risk of cars reversing out of their driveways if we are forced to park head on into the driveways. Lighting at the front of our houses is not sufficient to light up the inset road while reversing out of our driveways, therefore increasing the risk.

If a one way system is imposed then visitor parking outside our homes will be impossible. If drivers cannot park with enough space to allow a decent manoeuvre space for the neighbouring property - which is the case in most of the properties as the gardens are particularly narrow - then visitors will be forced to park elsewhere. Most notably on the main stretch of Hopetoun Grange. To park between the dropped kerbs at the driveways doesn't allow enough space, therefore you cannot suggest that drivers park 'further forward'. This in turn will mean:

- parking in front of other peoples' homes on Hopetoun Grange causing inconvenience to the resident of that property
- the driver of the vehicle being inconvenienced as well as having security issues
- reduced safety as other drivers, pedestrians, cyclist and animals will have more obstacles blocking their view

The only solution is, if a one way system is imposed then ALL PARKING on the Hopetoun Grange inset should be prohibited in order to allow cars to get in and out of their driveways reasonably and safely. This should be a mandatory consideration if you impose the one way system as the one way system will cause chaos and potentially difficult situations with all residents in the street.

Further to the points above, all vehicles will be forced to use the same exit point, which will cause issues, particularly at peak times. Traffic appears at that junction at incredible speeds at times (from where they have come from Forrit Brae), and because of the trees and curve in the road it is impossible to have any advance warning of them in your sight lines. For this reason, I personally prefer having the option to exit from the east exit as I have a longer sight light to ascertain when it is safe to pull out. In addition to this, at present there are cars who

park on that junction, further adding to the problem. I understand that they are parking outside their own properties, but if more cars are to be pulling out of that junction then it needs to be safer for us to do so. You would need to address this too. Then if parking is prohibited on the inset road, there will also be more cars parking on the main stretch of Hopetoun Grange which will add further risk to the area as parked cars will block the view even more!

The saying "if it isn't broken, don't fix it" is particularly apt in this case. I feel like the implementation of the one way system would be detrimental to the area. Not only that, but if you implement a one way system, then you cannot do that in isolation - you MUST explore the rationale for a parking ban on the Hopetoun Grange inset, and also take into account the implications that this will have on the wider Hopetoun Grange residents, particularly those who have nothing to do with the inset and I understand already have grievance at the development being erected in what had previously been green space.

I implore you to see this from our point of view. We don't object to reasonable and sensible requests such as the 20 mph speed limit. However, the practicalities of imposing the one way system has a huge potential impact. To be honest, it's hard enough at the best of times to get in and out of our driveway when our neighbours have visitors etc or anything else is happening on the street, but having the option of going one of two ways at least provides a solution. I don't think you realise how narrow the street is and how difficult it can be to manoeuvre at the best of times!

I know that I am not the only home owner in the area to share this viewpoint and trust that you will receive similar objections from them too.

I trust you will consider my objection and agree the most appropriate outcome.

Yours faithfully

Ria Brown

From: Marcus Brown
Sent: 21 March 2017 13:30
To: TrafficManagement

Subject: Objection to proposed amendments on Hopetoun Grange, Bucksburn, Aberdeen

Good afternoon

I refer to the notice that has been posted on Hopetoun Grange and the surrounding area proposing a one way system and 20 mph speed limit.

I agree with putting in a speed limit of 20 mph and the signage for this limit has been in place for quite some time now; however I strongly object to the one way system that will be put in place.

I realise that the speed limit and one way system would have been part of the initial planning agreement between Persimmon homes and Aberdeen council; but hopefully this can be reviewed now that the development is inhabited and a more accurate sense of the impact this measure would have on the development can be fully witnessed.

There are many implications to imposing a one way system on the Hopetoun Grange inset, which will also impact on the wider area.

- Currently the inset is extremely narrow which does not give much room for manoeuvring; making the inset one way would only cause more issues.
- Drivers returning home being unable to manoeuvre into their driveways as the turning area will make this impossible - in turn this means we will be forced to unnecessarily park our cars elsewhere, presumably on the main stretch of road on Hopetoun Grange. This then causes a security issue as cars will be uninsured if not parked in the driveway, in addition to the inconvenience of the drivers, and also houses that we have to end up parking in front of. This also causes a safety issue for road users on Hopetoun Grange - pedestrians, cyclists and other vehicles as it makes the road more difficult to see oncoming traffic due to an increase in parked cars.
- With the turning circle/area being so tight due to the narrow street, many of the home owners on Hopetoun Grange choose a certain way to get into their own driveway, otherwise it can mean you are more likely to accidentally drive over your neighbours

grass! This will end up in unnecessary disputes. Not only that, but the majority of cars park on their driveway with the front of the car pointing out. This is because it is widely known that reversing into a static space (such as a driveway) is significantly safer than reversing into a dynamic space (such as the inset road) as there can be oncoming traffic, as well as pedestrians, children and animals moving freely. Every house in the vicinity has children or animals that could be at risk of cars reversing out of their driveways if we are forced to park head on into the driveways. Lighting at the front of our houses is not sufficient to light up the inset road while reversing out of our driveways, therefore increasing the risk.

- If a one way system is imposed then visitor parking outside homes will be impossible. If drivers cannot park with enough space to allow a decent manoeuvre space for the neighbouring property - which is the case in most of the properties as the gardens are particularly narrow - then visitors will be forced to park elsewhere. Most notably on the main stretch of Hopetoun Grange. To park between the dropped kerbs at the driveways doesn't allow enough space, therefore you cannot suggest that drivers park 'further forward'. This in turn will mean:

- parking in front of other peoples' homes on Hopetoun Grange causing inconvenience to the resident of that property

- the driver of the vehicle being inconvenienced as well as having security issues

- reduced safety as other drivers, pedestrians, cyclist and animals will have more obstacles blocking their view

The only solution is, if a one way system is imposed, would be to prohibit all parking on the inset in order to allow cars to get in and out of their driveways reasonably and safely. This should be a mandatory consideration if you impose the one way system as the one way system will cause chaos and potentially difficult situations with all residents in the street.

Further to the points above, all vehicles will be forced to use the same exit point, which will cause issues, particularly at peak times. Traffic appears at that junction at incredible speeds at times (from where they have come from Forrit Brae), and because of the trees and curve in the road it is impossible to have any advance warning of them in your sight lines. For this reason, I personally prefer having the option to exit from the east exit as I have a longer sight light to ascertain when it is safe to pull out. In addition to this, at present there are cars who park on that junction, further adding to the problem. I understand that they are parking outside their own properties, but if more cars are to be pulling out of that junction then it needs to be safer for us to do so. You would need to address this too. Then if parking is prohibited on the inset road, there will also be more cars parking on the main stretch of Hopetoun Grange which will add further risk to the area as parked cars will block the view even more!

It's hard enough at the best of times to get in and out of our driveway when our neighbours have visitors etc. or anything else is happening on the street, but having the option of going one of two ways at least provides a solution. As mentioned previously; the inset is very narrow and it can be very difficult to manoeuvre at the best of times and it will only be made worse by making the inset one way.

I trust you will consider my objection and agree the most appropriate outcome.

Yours faithfully

Marcus Brown

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

From:

Sent: 25 March 2017 11:04

To: TrafficManagement

Subject: Hopetoun Grange Inset Road one way system objection

Dear Sir/Madam,

I am writing to you in the hope that my concerns over your proposal to make the inset road of Hopetoun Grange in Bucksburn a one way system are heard.

As you will be aware, the proposed junction that you want to make the start of the one way system is too tight to manouvre into most of the time. If my neighbours who are at this end of the inset road have visitors, then it is difficult to make this entry cleanly without a wheel clipping a kerb. Coming out the street this way whilst cars are parked is not an issue however. Also, there is no way a long wheel based emergency vehicle is going to fit into the street using this entry point.

I also have a concern about trying to turn into this junction whilst traveling from Forrit Brae to the inset road. This would mean doing 180 degree turn, whilst trying not to drive onto the property adjacent to the junction. Impossible again if there is a car in the drive or a car parked outside. For people with local knowledge, rather than trying this manoeuvre we would have to turn right into Hopetoun Road and turn left onto of Hopetoun Green so we have a more sane approach to the junction. Obviously, anyone travelling in this direction following a sat nav to one of our properties are in trouble.

There is also the width of this inset road to consider. If my wife and I are reversed parked in our drive and one of our neighbours have visitors parked outside their property, getting past the parked car can be impossible due to the narrow road. With the option to go either way this isn't a problem. Our property is also on a slight turn on the road too. This coupled with the decision to drive straight in or reverse park into our drive are all considerations as to which end of the street we approach from.

As a parent who lives at the west end of the road, I am also worried about pushing all the traffic to the junction where my children need to walk on the road to get to the pavement that leads to the play park round the corner.

We are all new neighbours on the inset road and get along very well. I also have concerns that the one way system is going to cause frustration and build tensions that are not present at the moment. I have tried and failed to understand what is going to be acheived by imposing a one way system as i can only see it making driving on the street more challenging than it is at the moment.

Again I hope for safety and the good neighbourhood spirit we enjoy in the street, that someone will reassess the merits of this decision. Perhaps at least visit us and see for themselves our concerns.

Kind regards

Steve Morrison

■ Hopetoun Grange,

Bucksburn,

Aberdeen

AB21 9RD

From:

Sent: 28 March 2017 14:45

To: TrafficManagement

Subject: Proposed traffic measures in Hopetoun grange one way system.

Importance: High

Good afternoon

I would like to lodge an objection for the proposed one way for Hopetoun Grange inset road. I do not see point in implanting a one way system on the inset road. I do agree with the 20 MPH limit and I would also support that being extended to the main Hopetoun grange road as with the construction traffic that is using it as a main rat run at the moment I have noticed a lot of AWPR workers speeding up there from the shops and passing the houses at high speed.

Also as there have been multiple incidents of children being knocked down on Kepplehills Road with the last incident happening last week I would like to implore Aberdeen city council to take action on traffic calming measures on this road. This is also being used as a rat run and the speed that some articulated vehicles are doing up there when there is a 20MPH limit already in place when the school is starting and finishing is not being adhered to.

Regards

Mr A MacKinnon

■ Hopetoun Grange

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

From:

Sent: 01 April 2017 09:42

To: TrafficManagement

Subject: Proposed speed restriction and One Way Restriction

I am writing to note my views as a resident of Hopetoun Grange (inset road) regarding the suggested one way system and speed limit implementation.

I personally feel that the 20mph speed limit is a fantastic way to help improve a safer area for everyone in the development and would even welcome a 10mph reduction.

However I do not see any benefits to enforcing a one way system. Since moving in to our property on December 2014, we have had no accident or incidents on our road, this is partly due to being able to manoeuvre either direction out of driveways. We have been restricted in both directions by delivery vehicles, visitors parking and also by the weather conditions. As the road is quite narrow if a neighbour has a visitor parked on the street in front of their home, it can heavily restrict the turning circle required to travel one-way out of any driveway.

With snowy/icy conditions, it will likely lead to a loss of control of a vehicle either on entry or exit from the east side entry/exit point. Due to the slight turn with incline, this area is treacherous if not gritted effectively. We have come to avoid this area in such conditions when driving. I would not wish to damage my neighbours property, vehicles or (heaven forbid) children due to a one way restriction which could be avoided, not to mention the damage to our own vehicle and any passengers.

We have a young son, we are always willing to adapt to changes which will improve safety in our area, but I do believe that a one-way system will be a detrimental act.

If you wish to discuss this further with me, please do not hesitate in contacting me on 07866 363698 or by return email.

Kind regards

Nicola Mason

■ Hopetoun Grange

From:

Sent: 05 April 2017 08:30

To: TrafficManagement

Subject: Objection to proposed amendments on Hopetoun Grange Bucksburn

Good Morning,

I would like to object to the proposed amendments on Hopetoun Grange, Bucksburn for the following reasons:

- As the house directly across from that entrance we are definitely going to be affected
- Heavier volume right outside the front of our house with potentially 12 houses (with 2 cars each) entering directly across from our house
- Difficulty in getting our cars out when someone parks too close to our kerb (already in discussions with Aberdeen City Council regarding extension of dropped crossing which is at my cost)
- The additional risk to guest cars parking outside our property when inset neighbours have to swing round in order to get up the road towards Forrit Brae
- The additional congestion that will be caused not only as a result of having one exit only for 12 houses, but also the congestion to Hopetoun Grange main road due to stopping and starting to pass parked cars that wouldn't be there if the road remained both ways
- The additional damage risk to cars parked on the street during AWPR works, as heavy mechanical handling and construction equipment travel up and down Hopetoun Grange frequently
- The risk of having people parking on both sides of the road if this is accepted, causing mayhem for people trying to pass
- Residents of Hopetoun Grange having to look out at an abundance of cars on the street
- Visitors of people who live on Hopetoun Grange not being able to park directly outside, due to visitors of inset parking across the road.

I would also like to add that this was only communicated to me by a letter through the door by another objecting neighbour. Had I not been informed this way I would not of known that this was in proposal stages. This is disappointing as I am directly affected living immediately opposite the concerning road.

I look forward to hearing your response.

Regards

Chris Stewart

■ Hopetoun Grange

Bucksburn

Aberdeen

AB21 9RD

From:

Sent: 05 April 2017 15:03

To: TrafficManagement;

Subject: Objection to proposed amendments on Hopetoun Grange, Bucksburn

Good afternoon,

I am emailing you regarding the proposed amendments to create a one-way system in the inset road of Hopetoun Grange, Bucksburn.

As the house directly across from the entrance of the proposed one-way system, we are going to be very much affected by these changes and I object to this proposal for the following reasons:

1) There will be a heavier volume of traffic, with 28-50 Hopetoun Grange (inset) residents entering the one-way right across the road from our property. The majority of the residents of these 12 homes have 2 cars each, therefore we could potentially have 24 cars entering into the system multiple times a day right in front of our property.

2) At present, we are already experiencing difficulty in getting our cars in and out of our driveway when someone parks too closely to our kerb. We are already in discussions with Aberdeen City Council regarding an extension of our driveway by dropping the kerb at our cost. By eradicating the option for visitors to park outside the residents of 28-50 Hopetoun Grange (inset), these visitors will be forced to park on the main part of Hopetoun Grange, impacting not only getting our own cars in and out of our driveway, but also affecting our visitor's ability to park outside our house if there is no space to do so on our driveway. Furthermore, there would be additional risk to the vehicles of not only our visitors, but the vehicles of the visitors of 28-50 by parking on the main road. At present, the main risk we foresee is damage to the additional vehicles being parked on the main part of Hopetoun Grange caused by the heavy mechanical handling and construction equipment that frequently come thundering up and down Hopetoun Grange. This has become progressively more frequent as the works at Chapel of Stoneywood develops.

3) At present, Hopetoun Grange remains a busy road, especially during peak times, therefore there will be additional congestion caused by creating only one entrance and exit to 12 homes with potentially 24 cars. Furthermore, additional congestion will also be created by the additional cars parked on the main part of Hopetoun Grange which will cause motorists to stop and start to pass parked cars. This concern is heightened by the increase of parking taking place on both sides of the road if this proposal is accepted.

4) Residents of Hopetoun Grange having to look out on an abundance of cars on the main part of the road.

5) The impact on the wear and tear of the road outside our property due to a heavier increase of traffic caused by being an entrance only.

I would also like to take this opportunity to express my disappointment that this proposal was only brought to our attention due to an anonymous letter posted through our door by a concerned neighbour. As the house directly across the road from the entrance, I would have expected Aberdeen City Council to have been in contact with us as our property lies less than 20m away from the proposed amendments. I appreciate that the property was purchased after the original development, however I feel that Aberdeen City Council should have taken this into consideration and made contact with us to make us aware of the proposal.

I completely agree with the intention to make the road a 20 mph speed limit to be in line with the rest of Hopetoun and for the safety of the residents in our neighbourhood, however I personally cannot see a requirement to create a one-way system.

Regards,

Vicky Chapman

■ Hopetoun Grange,

Bucksburn,

Aberdeen,

AB21 9RD

From:

Sent: 24 March 2017 08:02

To: TrafficManagement

Subject: PublicCons-Spademill Rd/Lane 20mph

Dear Jack Pennan

We agree to calming road bumps on Spademill Lane but Spademill Road is so short there is no need as it is so short and cars make a sharp turn into it and therefor cannot get up any fast speed. Waste of precious money!

James F Donald

Anne Donald

■ Rubislaw Den South

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

From:]

Sent: 27 March 2017 16:06

To: TrafficManagement

Subject: Spademill Lane / Spademill Road. Jack Penman

Dear sir,

I have received your letter concerning the consultation of the proposed speed limit and speed bumps at the above.

I object to speed bumps being installed as it will directly affect me. I own a classic Ferrari with a very low ground clearance which I keep in my garage (■ Queens Road) on Spademill Lane. If I am driving my car about Aberdeen, I have to avoid roads with speed bumps as these damage the underside of my car. From previous experience, this can be expensive to repair.

I have owned the car for more than 10 years now and have no intention of changing it. If speed bumps are installed I will be forced to move it out of its garage prior to the work to be kept somewhere else....

I also know that ■ of ■ rents a garage ■ where he stores an historic racing car. I also know that he has similar problems with that car as he has told me of costly damage suffered as a consequence of speed bumps elsewhere. I will ask him to contact you when I next see him.

Consequently, I am against any sort of speed bump but would be happy for a speed limit to be imposed although I don't believe that there is any real need for either.

Thank you for your consideration.

Mark Buyers

■ Queens Road

From: Jamie Airnes [mailto:jairnes@ithacaenergy.com]

Sent: 30 March 2017 08:23

To: TrafficManagement

Subject: Spademill Lane / Road - Traffic Calming Road Humps

FAO: Jack Penman

Ref: Spademill Lane / Road – Proposed Mandatory 20mph speed limit, with associated Traffic Calming Road Humps

Dear Mr Penman and the Committee,

I'd like to place my objection to the introduction of "traffic calming Humps" and ask that you & the Committee consider alternative means to alleviate any concerns you may have centred around the speed of traffic.

I've owned a property & lived on Bayview Road for some 15 years or so and was surprised at a receiving your letter of 22nd March 2017 and its content referencing the above proposed plans.

The Lane / Road acts as you know primarily as access to office space and residential garages neither of which can be described as densely populated. Resultantly I cannot say I have ever observed nor noticed a high volume of thoroughfare far less "traffic". Owing to the nature of usage it is as you can imagine free & clear much of the day, later in the evening & at weekends.

I do recognise however that some parents of the local school Albyn use the Road & Rubislaw Den South as a convenient "drop off loop" for the school run in conjunction with Forest Road. It's not uncommon to see Queens Road back up with traffic during school run with all manner of hazards but that's a different matter.

Each of the main users of the Lane & Road, the residents of Bayview Rd, Rubislaw Den South & office staff on Queens Road have excellent pedestrian access from their buildings car parks or garages to the footpaths of their respective streets. You see can observe this with school children and with workers as they go about their daily business. The volume of pedestrian usage is quite low to the Spademill Lane / Road save for a few local dog walkers of which I am one.

I am of the opinion that we do not suffer from a high frequency of people driving without care or proper attention or over what can be described as a safe speed. Certainly no more than in any part of city centre and offer that the introduction of Traffic Calming Humps is unnecessary and ask The committee to consider their deployment & alternative means.

I have several questions and concerns about their planned use which include but are not limited to;

- How many accidents have been reported in the Lane/Road that had the root cause identified as excessive speed?
- It is commonly accepted that the nature of traffic calming humps increases CO2 generation. How have the committee satisfied themselves that this is consistent with government policy to reduce such generation of toxic emissions?
- It is commonly accepted that the nature of traffic calming humps increase fuel consumption. This does not seem to be responsible and is penal by nature on motorists. The Speed Up / Brake culture facilitates & promotes very poor driving practices and can generate excessive noise.
- I am concerned that introduction of Traffic Calming Road Humps could delay the response of the emergency services.
- I am concerned that introduction of Traffic Calming Road Humps could in the instance where an ambulance is transporting a patient lead to further damage to health because of the ride out of the road/lane as a direct result of the humps eg A spinal or back injury worsened
- It is commonly reported that Traffic Calming Road Humps require increased road maintenance & cost. This will place an unnecessary burden on the local council & it's tax payers. Separately as a resident I am frustrated at the general condition of these roads and also Rubislaw Den South and Bayview Road and have seen little action to repair their existing defects (Which I have reported without response or action).
- It is commonly accepted that traffic calming humps can cause damage & increased wear & tear on vehicle components. This will lead to additional cost to motorists & potentially claims against the council
- Has consideration been given to evidence where in similar applications the introduction of Traffic Calming Road Humps has led to a "false signal" from cars via their light beams as they pass over the humps causing cars to pull out believing that they have been signalled to proceed resulting in an accident
- Many City's across Europe in Sweden and Denmark and in several London Boroughs are now removing Traffic Calming Road Humps for some of the reasons mentioned and are now employing more progressive controls (shared space approach for example) and have found incident rates to be falling. Has the committee considered such progressive measures fully? Is there a more passive approach that can first be attempted to alleviate concerns the committee may have or those of local residents and workers

- The application of Traffic Calming Road Humps is generally best deployed on flat road surfaces. Spademill Lane can certainly not be described as such. It has many undulations with full camber either side. I am concerned that this may have as a minimum lead to a very uncomfortable journey, increased wear & tear or damage as described above but also act as a complete restriction of access to some vehicles.

As a final note, I'd like to say that I am the proud owner of a Classic Sports car. I keep my garage in the garage which is directly behind my home with access from Spademill Lane. I am certainly not alone with a few sports cars old & new kept locally in (Residents of Rubislaw Den South & Bayview Road where we all share access from the Lane) as well as old classic cars & motorbikes. Speaking personally I am sure owing to the design & construction of my car that I will be land locked from my garage & access to the rear of my home with the inclusion of Traffic Calming Road Humps on Spademill Lane as planned with no other potential route for my access.

Sincerely,

Jamie Airnes

■ Bayview Road

Aberdeen

AB15 4EY

From:

Sent: 10 April 2017 11:48

To: TrafficManagement

Subject: Spademill Lane/Road - Speed Limit/Road Humps

Dear Mr Penman,

We refer to your letter of 22 March 2017 outlining the proposals for the above measures in Spademill Lane and Road.

As owner/occupiers of one of the the only two residential properties in Spademill Lane, namely The Gables number 41, we are in full agreement with these measures as in recent years there has been more instances of cars and vans driving down the lane far too quickly.

We therefore are simply writing to you to comment on the detail of the proposals with regard to the precise positioning of the four humps in the lane. The one that would directly affect our access to the house is obviously the second hump down from the Bayview Road end of the Lane. We are anxious to be sure that this hump is not going to be sited right outside our house access and from the siteplan it look as if it will be sited a few metres down the lane from there. There is also the question of the water mains access being right outside our gate which, over the years, we have had a few occasions to need access to.

Any reassurance on the exact positioning of the second hump as it affects our property would be welcome.

Yours sincerely,

Alan & Mary Gardner,

■ Spademill Lane ,

Aberdeen.

Dear Mr Penman,

I am writing to lodge an objection to the proposed traffic calming road humps on Spademill Lane/Road. I do not have an issue with the 20mph speed limit, but I do have an issue with the funds that will require to be spent on installing signage and the road humps. I believe the money could and should be better spent on improving the quality of the road surfaces in the City. In my opinion the traffic usage on Spademill Lane/Road does not justify the need for these road humps.

I do hope the Communities, Housing and Infrastructure Committee will consider the low usage of the roads concerned and vote to reject this proposal.

Yours sincerely

Pamela Bryce

For and on behalf of Knight Property Group Plc

From:

Sent: 19 April 2017 17:30

To: TrafficManagement

Subject: Spademill Lane / Road - Proposed mandatory 20mph speed limit and road humps

FAO Jack Penman,

Thank you for your letter of 22 March explaining the proposal to add speed humps to "calm" traffic on Spademill Lane.

Firstly, I agree with you that there is a problem with a small number of cars using excessive speed in this narrow lane, and a 20mph limit is appropriate. I also agree that simply putting up a sign showing a 20mph limit may not completely solve the problem.

However, as both a motorist and pedestrian, I believe speed humps cause as many problems as they solve. While they may be partially successful in reducing speed, or by discouraging through traffic on residential streets, I don't believe most motorists consider themselves 'calmed' by them, and they do cause the following extra problems:

- (a) they do not make the road safer, as they distract motorists from potential hazards: children, pets, etc.
- (b) they cause additional noise (accelerating, braking, gear changing).
- (c) they cause damage to adjacent road surfaces and cost money to maintain, and this maintenance does not get done, making the road less safe and scruffy.
- (d) they cause problems for snow-ploughing, and when not cleared of ice they are an additional hazard to vehicles and pedestrians.
- (e) they, and the associated road damage, cause damage to vehicles, even if driven at the correct speed.
- (f) they cause vibration, to the extent that nearby buildings can be damaged
- (g) they slow down emergency vehicles which really do need fast access and are driven by highly trained drivers.
- (h) some vehicles cannot navigate them at all.

On balance, then, it is better to find an alternative solution, perhaps deterring through traffic altogether. Much of the problem is caused by mums on the school run, trying to avoid Queens Road, so fixing the problems there might help (eg. banning right turns or queuing near the schools).

A one-way system would solve half the problem. A gate half way along the lane, effectively dividing the lane into two cul-de-sacs, would prevent all through traffic (bin lorries would carry a key for the gate).

I would ask that if these speed bumps go ahead, they are moved as far from residential properties as possible to reduce the effect of noise and vibration. At present, there is one proposed very close to my property at 72a Queens Road and the cottage opposite on Spademill lane.

Many thanks for your consideration of the above.

Regards

Chris Fletcher

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

From:

Sent: 20 April 2017 19:43

To: TrafficManagement

Subject: Spademill Lane/Road proposal

Dear Mr Penman,

As a long term resident of Bayview Road and user of Spademill Lane I would like to comment on the proposed speed restrictions and associated traffic calming humps.

The evidence for the use of 20mph speed limits in built up areas is well documented. Can the council provide any evidence for the need for introducing a 20mph speed limit on Spademill Lane/Road ?

The introduction of a speed limit of 20mph seems quite unnecessary when the majority of traffic usage is from residents and those using car park/office access who adhere to the current speed limit and who are well aware of the multiple garage and garden accesses onto the lane.

I regularly use the Lane when walking and have never at any time felt that vehicles were not exercising suitable caution.

Is it the case that all back lanes around the west end of Aberdeen will be subjected to these measures ?

For the reason I have stated above the introduction of traffic calming humps seems unnecessary.

The money from the cost of introducing these measures would be so much better spent on maintaining the services in existence - namely the road surfaces on Bayview Road and Rubislaw Den South.

Whilst I am suggesting that these measures are unnecessary if there is a consensus that something needs to be done then I would suggest that the introduction of a 20mph speed limit only.

I urge the council to rethink these proposals and use their already inadequate budget to better use in maintaining the current roads in this area.

Yours faithfully

Mrs Sandra McIntosh

■ Bayview Road

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL (BACK HILTON ROAD, ABERDEEN)
(PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make “The Aberdeen City Council (Back Hilton 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 Back Hilton 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

Back Hilton Road (Section serving property nos. 11-19 Back Hilton Road)

South-east side, from its junction with Back Hilton Road, south-westwards for a distance of 19 metres.

North-west side, from its junction with Back Hilton Road, south-westwards for a distance of 27 metres.

**THE ABERDEEN CITY COUNCIL (BELMONT ROAD, ABERDEEN) (LIMITED
WAITING ON-STREET PARKING PLACES) ORDER 201(X)**

Aberdeen City Council proposes to make “The Aberdeen City Council (Belmont Road, 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 Belmont Road, Aberdeen, which will limit the period of waiting to 45 minutes, with no return within 15 minutes. This will be operational 08:00 – 18:00 Monday – Friday and 08:00 -14:00 Saturday only. The extent of the aforementioned is defined in the schedule below.

Schedule

Belmont Road

North Side, from a point 32 metres or thereby south-west of its junction with Powis Terrace, south-westwards for a distance of 12 metres or thereby.

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

Aberdeen City Council proposes to make “The Aberdeen City Council (Bloomfield 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 Bloomfield 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

Bloomfield Road

North side, for its entirety.

**THE ABERDEEN CITY COUNCIL (BRESSAY BRAE, ABERDEEN) (PROHIBITION
OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make “The Aberdeen City Council (Bressay Brae, 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 Bressay Brae, 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

Bressay Brae

West and north sides, from a point 27 metres south of its junction with Fara Close, southwards, then westwards, for an overall distance of 14 metres.

East and north sides, from a point 30 metres south of its junction with Cava Close, southwards, then eastwards, for an overall distance of 22 metres.

**THE ABERDEEN CITY COUNCIL (BURNBANK TERRACE AND ROCKALL
PLACE ABERDEEN) (ONE-WAY) ORDER 201(X)**

Aberdeen City Council proposes to make “The Aberdeen City Council (Burnbank Terrace and Rockall Place, 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 a one way system on Burnbank Terrace, so that vehicles will only be permitted to travel in a north easterly direction between Rockall Road and Girdleness Road, and on Rockall Place in a south westerly direction between Rockall Road and Farquhar Road.

THE ABERDEEN CITY COUNCIL (CORNHILL DRIVE / UNNAMED ACCESS ROAD, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (Cornhill Drive / Unnamed Access Road, Aberdeen) (Waiting Restrictions) 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 waiting restrictions on Cornhill 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

Prohibition of waiting at any time

Unnamed Access Road (serving retail premises off the north side of Cornhill Drive. Its junction with Cornhill drive is located opposite property nos. 167 to 181 Cornhill Drive)

West side, from its junction with Cornhill Drive, northwards for a distance of 26 metres or thereby.

East side, from its junction with Cornhill Drive, northwards for a distance of 18 metres or thereby.

Cornhill Drive

North Side, from a point 70 metres or thereby east of its junction with Forresterhill Drive, eastwards for a distance of 10 metres or thereby. North Side, from a point 82 metres or thereby east of its junction with Forresterhill Drive, eastwards for a distance of 10 metres or thereby.

Prohibition of waiting, Monday – Saturday, 08:00 - 18:00

Cornhill Drive

North Side, from a point 13 metres or thereby east of its junction with Forresterhill Drive, eastwards for a distance of 22 metres or thereby.

THE ABERDEEN CITY COUNCIL (CRANFORD ROAD / BROOMHILL ROAD, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (Cranford Road / Broomhill 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 Cranford Road / Broomhill 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

Cranford Road

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

Broomhill Road

North side from its junction with Cranford Road, south-westwards for a distance of 15 metres.

North side from its junction with Cranford Road, north-eastwards for a distance of 15 metres.

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

Aberdeen City Council proposes to make “The Aberdeen City Council (Danestone Circle, 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 Danestone Circle, 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

Danestone Circle

North side, from a point 27 metres west of its junction with Kemp Street, westwards for a distance of 30 metres or thereby.

THE ABERDEEN CITY COUNCIL (GOWANBRAE ROAD AND PROSPECTHILL ROAD, BIELDSIDE, ABERDEEN) (20 MPH SPEED LIMIT) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (Gowanbrae Road and Prospecthill Road, Bieldside, Aberdeen) (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 mandatory 20 MPH speed limit on Gowanbrae Road for its entirety, and on Prospecthill Road, between its junctions with Baillieswells Road and Baillieswells Drive.

THE ABERDEEN CITY COUNCIL (HARVEST WAY AND HARVEST AVENUE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (Harvest Way and Harvest 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 certain lengths of prohibition of waiting at any time on Harvest Avenue and Harvest Way, 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

Harvest Way

Both sides for its entirety.

Harvest Avenue

Both sides for its entirety.

THE ABERDEEN CITY COUNCIL (HOPECROFT CRESCENT, HOPECROFT ROAD AND HOPETOUN GRANGE (INSET ROAD), ABERDEEN) (20 MPH SPEED LIMIT AND ONE-WAY) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (Hopecroft Crescent, Hopecroft Road and Hopetoun Grange (Inset Road), Aberdeen) (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 mandatory 20 MPH speed limit on Hopecroft Crescent, Hopecroft Road and Hopetoun Grange (Inset Road) for their entirety. It is also proposed to introduce a one-way system on the Hopetoun Grange (Inset Road) that would only permit vehicles to travel in a westbound direction. For clarity, the inset road serves property nos. 28 to 50 Hopetoun Grange.

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 certain lengths 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 20 metres east of its junction with Croft Road, eastwards for a distance of 30 metres.

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

Aberdeen City Council proposes to make “The Aberdeen City Council (School Road, Peterculter, 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 School Road, Peterculter, 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

School Road, Peterculter

East side from a point 55 metres north of its junction with North Deeside Road, northwards for a distance of 28 metres.

West side from a point 57 metres north of its junction with North Deeside Road, northwards for a distance of 34 metres.

THE ABERDEEN CITY COUNCIL (DISABLED PERSONS' PARKING PLACES IN ABERDEEN CITY) (REGULATORY PARKING PLACES) (REF. 1/17) ORDER 201(X).

Aberdeen City Council proposes to make “The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen City) (Regulatory Parking Places) (Ref. 1/17) 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 first schedule below and within off-street parking areas listed in the second schedule. 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, except that, where a bracketed numeral appears after a street name, that number will refer to the number of parking places intended for that street.

First Schedule

Ashgrove Gardens South; Auchinyell Road; Balmoral Terrace; Balnagask Road; Bedford Avenue; Bressay Brae; Cairncry Road (2); Cattofield Place; Danestone Cirlce; Danestone Terrace; Devanha Terrace; Eday Road; Eday Square; Farquhar Road; Faulds Gate; Ferrier Crescent; Forest Avenue; Gillahill Place; Grampian Road; Gray Street (2); Greenbrae Crescent; Hallfield Road; Hazlehead Terrace;

Hillocks Way; Hillside Crescent; Hillylands Road; Hilton Avenue; Hilton Drive; Invercauld Gardens; Jute Street; Kincorth Circle; Kincorth Place; Kirkwall Avenue; Logie Avenue; Mansefield Road; Mastrick Drive; Middlefield Place; Nigg Way; North Balnagask Road; Northfield Place; Oscar Road (3); Pitmedden Crescent; Pittodrie Street; Portree Avenue; Provost Hogg Court; Russell Road; Ruthrie Court; School Drive; Seaton Avenue; Skelly Rock; South Grampian Circle (2); Strathburn Street; Tollohill Drive; Western Road (2); Whinpark Place and Willowpark Crescent.

Second Schedule

Bonnyview Drive; Cairncry Road; Lewis Road; Merkland Place; Shetland Walk; Stockethill Court; Whitestripes Path and Whitestripes Place.

20 MPH SPEED LIMIT AND ASSOCIATED TRAFFIC CALMING ROAD HUMPS ON SPADEMILL ROAD AND SPADEMILL LANE, ABERDEEN

Aberdeen City Council proposes to make “The Aberdeen City Council (Spademill Road and Spademill Lane) (20mph 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 20mph speed limit on each of the roads named in the title. The Council is also proposing to introduce traffic calming road humps on each of those roads. Each road hump would be established under the Roads (Scotland) Act 1984 and would be 75 mm or thereby in height.

THE ABERDEEN CITY COUNCIL (UNNAMED PERIMETER ROAD SERVING CULTS SCHOOL, ABERDEEN) (TRAFFIC MANAGEMENT) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (Unnamed Perimeter Road serving Cults School, 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 impose new traffic management restrictions on the unnamed perimeter road serving Cults School; namely, motor vehicles would be prohibited from turning left onto Earlsells Road from the unnamed perimeter road during the periods 8.15am - 9.15am and 3.00pm - 4.00pm on any day, except Saturdays and Sundays. There would also be certain lengths of prohibition of waiting at any time imposed; while the existing parking bay for buses would be extended northwards by a distance of 16 metres or thereby.

THE ABERDEEN CITY COUNCIL (EXPLORATION DRIVE, ABERDEEN) (ON-STREET ELECTRIC VEHICLE PARKING PLACE) ORDER 201X

Aberdeen City Council proposes to make The Aberdeen City Council (Exploration Drive, Aberdeen) (On-Street Electric Vehicle Parking Place) Order 201X” in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to create an electric vehicle parking place on Exploration Drive, to be used for parking at any time only subject to the provisions of the order.

Schedule

Exploration Drive

East side, from a point 140 metres or thereby north of its junction with Claymore Drive, northwards for a distance of 24 metres or thereby.