

## ABERDEEN CITY COUNCIL

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COMMITTEE	Communities, Housing and Infrastructure
DATE	29 August 2017
REPORT TITLE	Various small scale traffic management and development associated proposals (Stage 3 - Public Advert)
REPORT NUMBER	CHI/17/196
INTERIM DIRECTOR	Bernadette Marjoram
REPORT AUTHOR	James Watt

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### **1. PURPOSE OF REPORT:-**

Following completion of the statutory consultation process, this report considers objections that have been lodged with respect to proposed Traffic Regulation Orders.

### **2. RECOMMENDATION(S)**

It is recommended this Committee:-

- (a) Acknowledge the 2 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 (Broom Park/Cults Avenue/Kirkbrae Avenue, Aberdeen) (Prohibition of Waiting) Order 201(X)" overrule the objection received and approve this order be made and implemented as originally envisaged.
- (d) In relation to "The Aberdeen City Council (Gort Road, Aberdeen) (Prohibition of Waiting) Order 201(X)" overrule the objection received and approve this order be made and implemented as originally envisaged.

### 3. MAIN ISSUES

This report deals with 13 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.

This section is separated into subsections corresponding to the 3 orders under consideration which received public response or are under consideration following a request from an elected member. The public press notices for the thirteen orders, inclusive of the 2 with public comments, are attached (Appendix 3).

#### 3.1 **The Aberdeen City Council (Broom Park/Cults Avenue/Kirkbrae Avenue, Aberdeen) (Prohibition of Waiting) Order 201(X)**

##### 3.1.1 Proposal

Within the Cults area there has been an initiative for school pupils of both Cults Primary and Academy to walk to and from school, safe routes have been indicated in the area by painted feet on the pavements with the intention for pupils to follow. One of the chosen safe routes to school coming from the east side of Cults is a crossing point on Cults Avenue, between its junctions with Kirkbrae Avenue and Hillview Crescent, this is directly at the point of the bridle path running to the rear (north) of Hillview Crescent. However, it has been highlighted that on numerous occasions vehicles are parked at this crossing point and where the feet are marked which is raising a road safety issue of children being obscured and walking out between parked vehicles.

This section of road is also, when heading north on Cults Avenue, just prior to a bend heading round to the left where the road becomes Kirkbrae Avenue, when vehicles are parked at the aforementioned location forces motorists to negotiate this bend on the opposite side of the road and increasing potential conflicts with oncoming vehicles.

##### 3.1.2 Objection

This proposal was subject to one statutory objection, which came from a resident of Broom Park; while the most significant points of the objection follow, the full text is available in Appendix 2.

*“it seems an overreaction to a minor problem. Walkers occasional park their cars at the top of cults Avenue close to the junction while they access the path from the top of Cults Avenue to the BMX park beside the primary school. During term time parents regularly park in the same area and at the top of Broom Park while waiting for children*

*to come from the school. This usually lasts no more than 20 minutes.”*

### 3.1.2 Response

For the most part, the proposed restrictions cover the guidance within the Highway Code, Rule 243, which says drivers should not park opposite or within 10 metres of a junction or where the kerb has been lowered to help wheelchair and powered mobility vehicles. However, the proposed restrictions have been extended slightly beyond this to keep the crossing point at the access to the bridle path, running to the rear (north) of Hillview Crescent and forming part of the walking route to Cults Primary, clear of parked vehicles. This avoids children crossing here being obscured by parked vehicles and prevents cars travelling northwards on Cults Avenue from having to negotiate the bend, slightly north of this point, on the opposite side of the road. These restrictions are therefore deemed necessary to improve road safety at this location, as well as enhance the pedestrian environment.

Concerns were also raised by the objector regarding the exact extent of the proposals as well as the additional street furniture required to implement the measure. The objector was made aware of the extent of the proposals by email, including being sent a copy of the plans, and provided a rationale for why these restrictions have been promoted. The objector was also assured that the restrictions would be indicated only by the presence of ‘double yellow’ road markings. No further correspondence was received.

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 (Gort Road, Aberdeen) (Prohibition of Waiting) Order 201(X)**

### 3.2.1 Proposal

As part of the construction of the ‘Third Don’ various supplementary measures were also introduced to the existing roads infrastructure at the peripheral areas of the main project. One such measure was to open up the section of Gort Road connecting through to Hayton Road. However, since this route has been opened up there does not appear to be much change to the parking behaviours of motorists at the junction, with vehicles parking directly opposite the junction and too close to the junction, thus impeding visibility to on-coming vehicles in both directions.

Additionally, concerns have been raised regarding vehicles parking on both sides of Gort Road, from its junction with Gordon’s Mills Road, with vehicles often being parked on the footway/pavement thereby obstructing pedestrian passage as well as potentially obstructing other vehicles that utilise this route.

Therefore, following a site meeting with Officers, local Councillor and Housing Officer during which all the aforementioned concerns were witnessed, it is proposed to introduce certain lengths of 'at any time' waiting restrictions in the form of junction protection in the first instance and to keep clear access in the second.

### 3.2.2 Objection

This proposal was subject to comments from Tillydrone Community Council. Clarification was sought on whether or not the comments supplied constituted a statutory objection to the proposed traffic order, however no response was received. In this respect, the comments received have been treated as an objection, to ensure they are fully considered. While the most significant points of the objection follow, the full text is available in Appendix 2.

*“we are greatly concerned about the access to the newly opened road which now connects Gort Road with Hayton Road. We have reiterated many times that we feel this road is a danger for all drivers. Many drivers seem to just speed along, when in fact, there is a most definite need to check for vehicles when either exiting this road or entering it. Near misses at this junction are a regular occurrence. The road signs need to be looked at again, perhaps the whole junction should be revised.*

*The new restrictions will cause an issue with many residents, who sometimes have to park on a completely different road due to the lack of parking spaces in the area. I completely understand that there is issues with cars parking irresponsibly, however I am sure there must be other options than to take away yet more of the very much needed parking spaces.”*

### 3.2.3 Response

The proposed extensions to the existing restrictions are intended to address some of these concerns by improving road safety at this location, by preventing parking directly opposite the junction and too close to the junction, thus impeding visibility to on-coming vehicles in both directions.

Similarly, the proposed extension to the restrictions on Gort Road at its junction with Gordon's Mills Road are to prevent vehicles being parked on the footway/pavement and obstructing pedestrian passage as well as potentially obstructing other vehicles, as the road is not wide enough at this point for vehicles to be parked on both sides without mounting the footway, thus improving pedestrian safety.

Tillydrone Community Council also raised queries in relation to the statutory consultation process. Officers highlighted that Tillydrone Community Council were first asked for comment/objection to this proposal on 8 March 2017, as part of the initial statutory consultation phase of these proposals, albeit no comments were received at this time. This statutory public consultation is

therefore the second opportunity provided for comment on these particular proposals.

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

### **3.3 The Aberdeen City Council (Grampian Place /North Grampian Circle/Oscar Road, Aberdeen) (Prohibition of Waiting) Order 201(X)**

#### **3.3.1 Proposal**

Concerns have been raised by Big Noise Torry regarding vehicles are often being parked on the northern footway/pavement of Grampian Place, between its junctions with Oscar Road and North Grampian Circle, thereby obstructing pedestrian passage. This is of particular concern as this forms part of a walking route for the nursery, P1 and P2 children from Walker Road Primary School attending after-school activities at Torry Academy. Also, if a vehicle is partly parked on the northern footway, and there are vehicles parked on the south side of the road, there is potential to obstruct the bus service that utilises this route.

It is therefore proposed a prohibition of waiting at any time should be introduced on this length (northern side) of Grampian Place, as well at its junctions with Oscar Road and North Grampian Circle to ensure any displaced parking does not occur in areas that will limit visibility and obstruct safe pedestrian/vehicular movements at these junctions.

At its meeting on Tuesday 24 January, the committee resolved to instruct officers to carry out an informal consultation with the residents of Grampian Place on the possible introduction of single or double yellow lines in association with the initial statutory process and report back to this committee prior to the commencement of the formal public consultation. These results were reported to this committee at its meeting on 24 May 2017, in the report titled *Various small scale traffic management and development associated proposals (Initial Statutory consultation)*.

#### **3.3.2 Objection**

This proposal was not subject to any statutory objections; however following the pre-agenda meeting for this Committee it was requested by Councillor Yvonne Allan that the results of the informal consultation were again highlighted for consideration.

Officers received seven responses to this informal consultation exercise – four in favour of introducing waiting restrictions (two in favour of ‘at any time’ restrictions and two in favour of timed waiting restrictions) and three from residents who did not believe there was a need to introduce waiting

restrictions on the north side of Grampian Place. An additional late response was received in favour of 'at any time' waiting restrictions. Those responses which included comments in support of introducing waiting restrictions noted the reduction in width of the footway that is caused by indiscriminate footway parking and the difficulties this creates for pedestrian access.

With regards to responses received which included comments opposing the introduction of waiting restrictions on Grampian Place issues raised included:

- No observed access issues for pedestrians/children on school walking route and notes that the school children are chaperoned when making this journey.
- Cost of implementation is unjustified.
- Consideration should be made to implementing waiting restrictions on the opposite side of the carriageway to the proposal.
- Residents would risk receiving a Penalty Charge Notice (PCNs) if parked on a single yellow line restriction overnight and were unable to move their car in the morning due to illness
- Residents on the north side of the street would not be able to wash/clean their vehicles.
- Aberdeen City Council should consider converting the grass area to the rear of the properties on the north side of Grampian Place into off-street car parking
- School walking route should cross to the other side of the road to avoid pavement parking

### 3.3.3 Response

Officers would note that concerns regarding obstructive footway parking in terms of pedestrian safety were originally raised following an injury sustained by a child pedestrian when attempting to avoid a car parked on the footway.

With regards to implementation costs, Officers estimate initial implementation costs of £600, with estimated maintenance costs of £600 every 5 years thereafter. The damage to the footway caused by continued footway parking would be significantly more costly to repair.

Officers would also note a number of options were considered when investigating potential solutions to this issue. Implementing waiting restrictions on the south side of Grampian Place, and thus displacing all parking to the north side of the carriageway, would create difficulty for buses accessing the stop located here, as well as for refuse vehicle making collections from the communal bins located on this side of the street. This would mean additional restrictions could be required to preserve access for these vehicles.

With regards to the issue of cleaning vehicles, whilst this may inconvenience private vehicle owners, there are other options available in terms of car servicing facilities and the needs of pedestrians should not be compromised for the convenience of private vehicle users.

With respect to the conversion of the greenspace/garden area to the rear of properties on the north side of Grampian Place, this is out with the remit of the Traffic Management team and should be pursued by residents with the area Housing Officer, albeit officers would note there is parking capacity available on adjacent streets to accommodate vehicles displaced by the removal of footway parking on Grampian Place.

With regards to the suggestion that the school walking route should be changed instead of implementing any waiting restrictions, officers would contend that the introduction of two additional carriageway crossings, and thus two additional vehicle/pedestrian conflict points to the school walking route, would be less than ideal in terms of road safety for child pedestrians. This would also not help with the damage being caused to the footway pavement by the current level of footway parking.

Given the above, and the absence of any formal objection to the proposal, it is recommended this Committee instructs officers to implement the proposal as originally envisaged.

#### 4. FINANCIAL IMPLICATIONS

The proposals contain 10 traffic orders which will be funded through the Cycling, Walking and Safer Streets Budget.

The proposals contain 2 traffic orders detailed which will be funded by developers.

The proposals also 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.

<b>Budget</b>	<b>Implementation costs (£)</b>	<b>Maintenance costs (£) every 5/10 years</b>	<b>Comments</b>
<b>Cycle, Walking, Safer Streets (Scot Gov grant-funded)</b>	6200	5350	If budgets are not currently available locations will be placed on a priority list for when future funding becomes available

<b>Nestrans /Sustrans</b>	nil	100	Maintenance of these works generally falls to the council maintenance budget when they are on-street restrictions
<b>Developer financed</b>	nil	2000	Maintenance of these works generally falls to the council maintenance budget when they are on-street restrictions
<b>Disabled Parking</b>	10,000	Some of these spaces will require to be relined approximately every 5 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

### 6.1 Financial

N/A

### 6.2 Employee

N/A

### 6.3 Customer / Citizen

Road safety (RS) levels and traffic management (TM) could be compromised if measures are not progressed, leading to continued public concern.

Potential Impact: Medium



Likelihood of occurrence: Low

Mitigation: Officers propose measures that are deemed reasonable and appropriate to address the RS and TM to reduce incidents of public objections.

Risk Level: Medium

#### 6.4 **Environmental**

N/A

#### 6.5 **Technological**

N/A

#### 6.6 **Legal**

N/A

#### 6.7 **Reputational**

Proposals can be contentious and attract negative feedback.

Potential Impact: Low

Likelihood of occurrence: Low

Mitigation: Concerned parties would be provided thorough rationale as to the requirement for the proposal.

Risk Level: Low

### 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.

An Equality and Human Rights Impact Assessment (EHRIA), has been completed to assess 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 (Stage 1 New Works) - CHI/16/301

<https://committees.aberdeency.gov.uk/documents/s65534/Various%20Small%20Scale%20Traffic%20Mangement%20Development%20Associated%20Proposals%20Stage%201%20CHI.16.301.pdf>

Various Small Scale Traffic Management Stage 2 - CHI/17/081

<https://committees.aberdeency.gov.uk/documents/s69057/CHI.17.081%20Various%20Small%20Scale%20Traffic%20Management%20Stage%202.pdf>

## **9. APPENDICES**

**Appendix 1** – Location plans for proposals which have received objections or are under consideration

**Appendix 2** - Objections received

**Appendix 3** - Public press notices

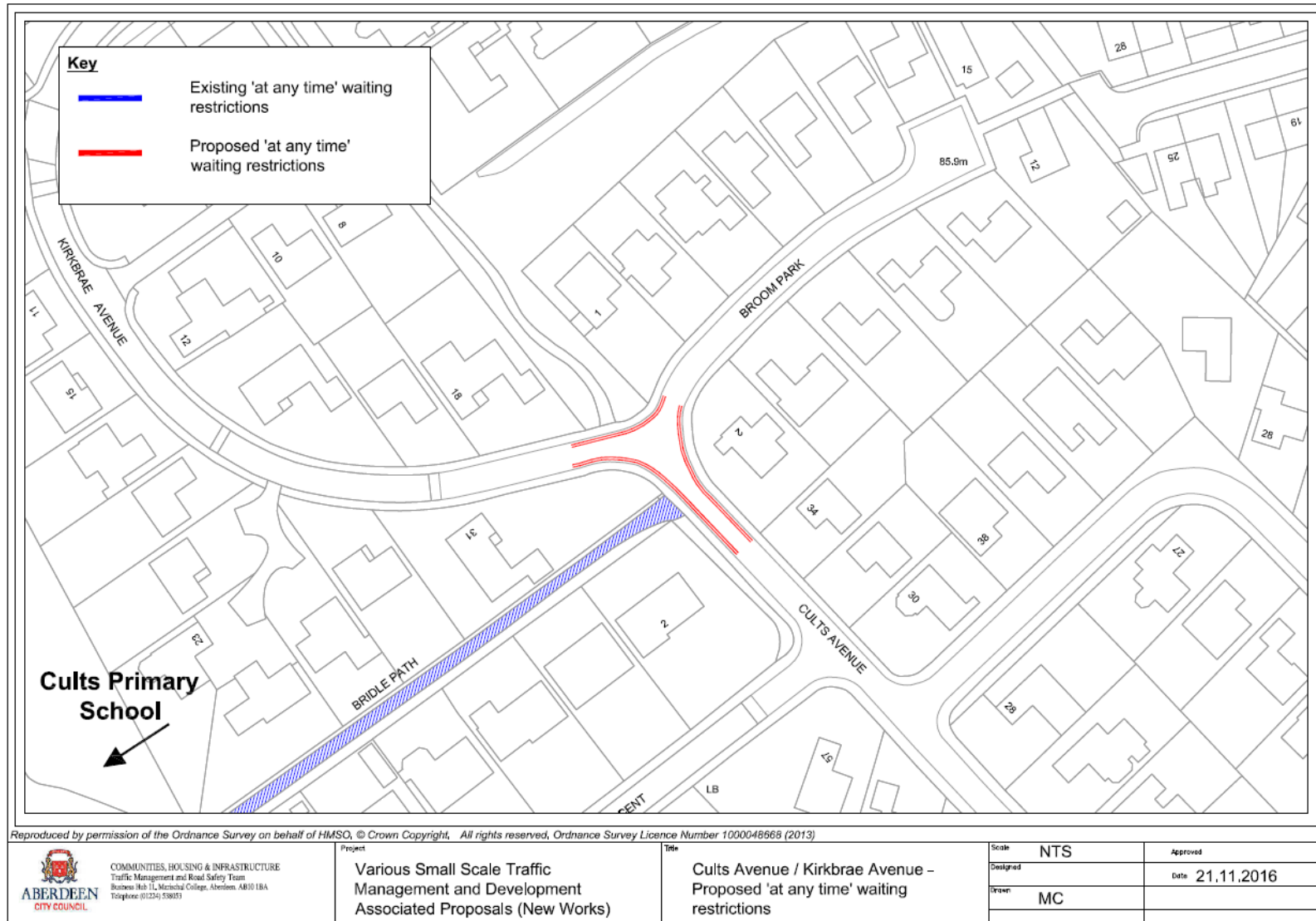
## **10. REPORT AUTHOR DETAILS**

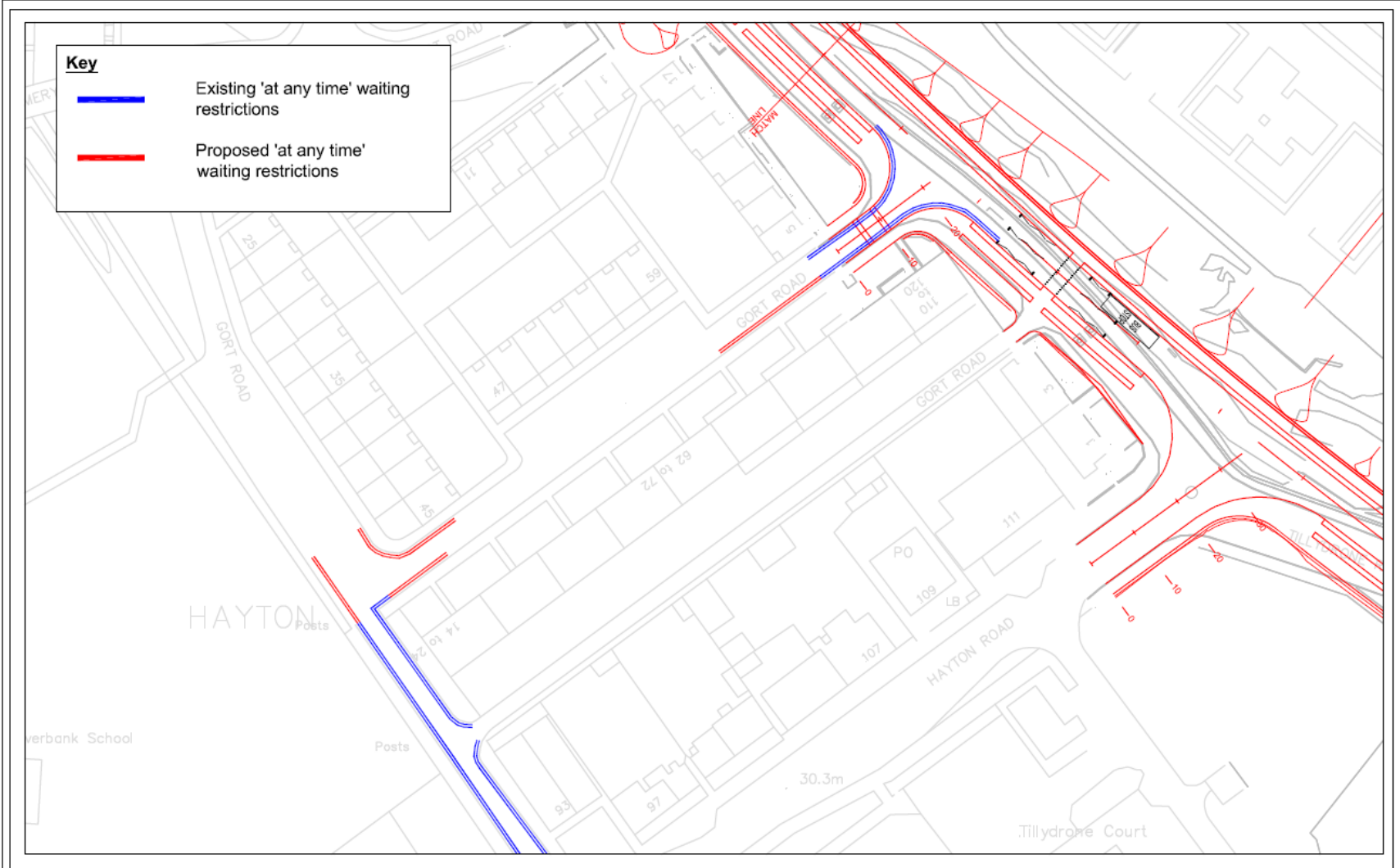
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## **HEAD OF SERVICE DETAILS**

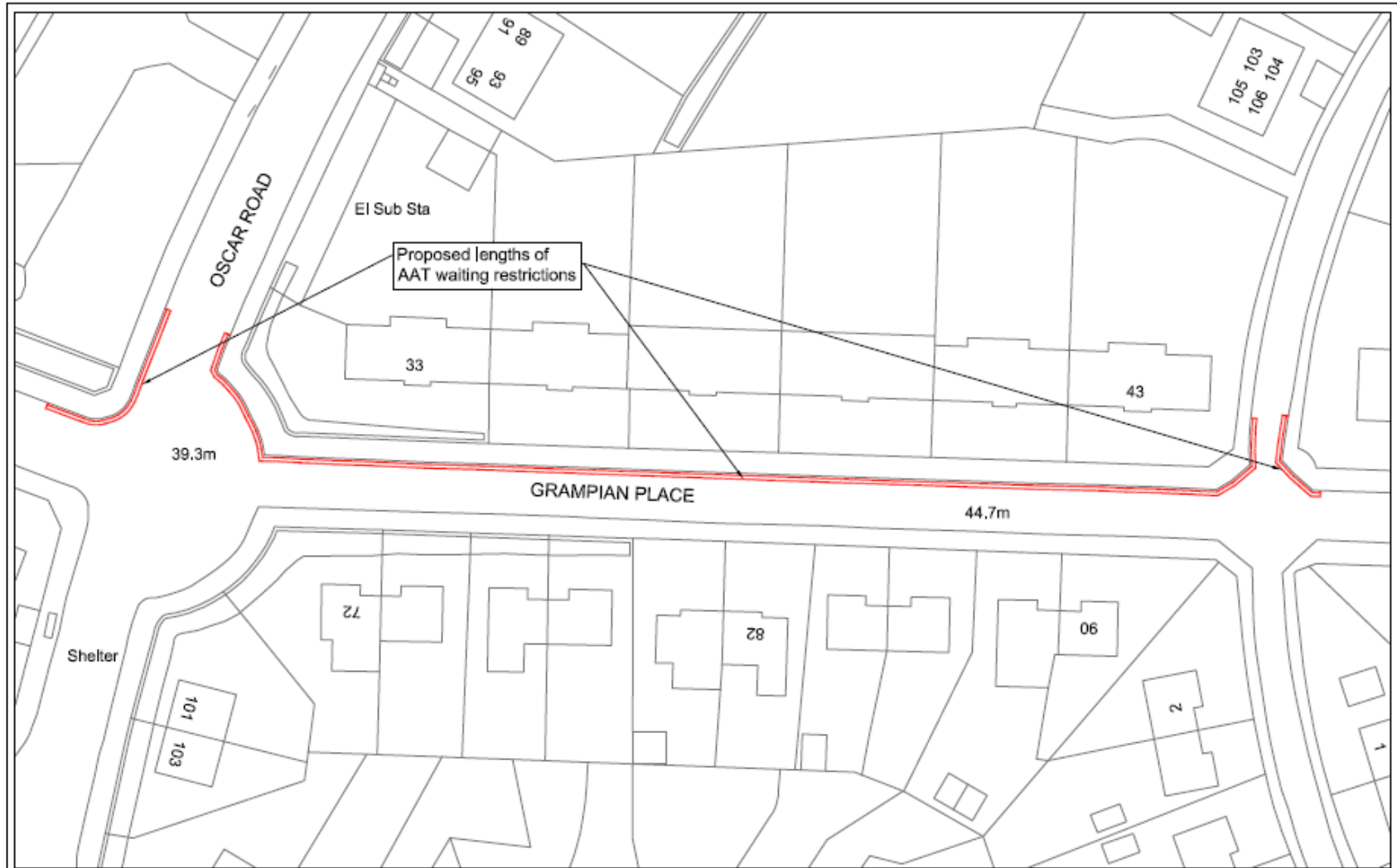
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(01224) 523096

# Appendix 1 – Location plans for proposals which have received objections






 <p>COMMUNITIES, HOUSING &amp; INFRASTRUCTURE Traffic Management and Road Safety Team Business Hub 11, Marischal College, Aberdeen, AB10 1BA Telephone (01224) 538053</p>	<p>Project <b>Various Small Scale Traffic Management and Development Associated Proposals (New Works)</b></p>	<p>Title <b>Gort Road, Tillydrone - Proposed 'at any time' waiting restrictions</b></p>	<p>Scale <b>NTS</b> Designed <b>MC</b></p>	<p>Approved Date <b>21.11.2016</b></p>
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 <p>COMMUNITIES, HOUSING &amp; INFRASTRUCTURE Traffic Management and Road Safety Team 2, South Hill 11, Marlabell College, Aberdeen, AB10 1BA Telephone: 01224 59805</p>	<p><b>Project</b></p> <p>Small Scale Traffic Management</p>	<p><b>Title</b></p> <p>Proposed 'At Any Time' waiting restrictions - Grampian Place, Torry</p>	<p><b>Scale</b></p>	<p><b>Approved</b></p>
			<p><b>Designed</b></p> <p>JW</p>	<p><b>Date</b></p> <p>03.10.2016</p>
			<p><b>Drawn</b></p> <p>JW</p>	

## Appendix 2 - Objections received

### THE ABERDEEN CITY COUNCIL (BROOM PARK/CULTS AVENUE/KIRKBRAE AVENUE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

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**From:** [REDACTED]  
**Sent:** 09 August 2017 10:54  
**To:** TrafficManagement  
**Subject:** Prohibition of Waiting Order 201(X)

I see that a Prohibition of Waiting Order 201(X) has been put up at the junction of Broom park, Cults Avenue and Kirkbrae Avenue.

I object to this being put in place as it seems an overreaction to a minor problem. Walkers occasional park their cars at the top of cults Avenue close to the junction while they access the path from the top of Cults Avenue to the BMX park beside the primary school. During term time parents regularly park in the same area and at the top of Broom Park while waiting for children to come from the school. This usually lasts no more than 20 minutes.

I would like to know what measures such as police warnings regarding dangerous parking or prosecutions have occurred to reduce illegal parking occurrences before parking restrictions were considered?

I feel that the addition of more street furniture would also detract from the area.

I am also concerned that parking restrictions will remove a safe street parking space at my house given that the double yellow lines will extend from 16 meters from the junction. I hope that this "junction" starts where the faded white line at the end of Broom Park meets the pavement at the junction. Please confirm.

I will be away on holiday from 10th to the 27th August but reachable by email or mobile phone.

Please confirm receipt of this email.

Regards  
David Stewart and Diane Linda Stewart

[REDACTED]

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

**From:** [REDACTED]  
**Sent:** 10 August 2017 00:47  
**To:** TrafficManagement  
**Subject:** Gort Road - Statutory Consultation

*I am writing to you today as Secretary of Tillydrone Community Council. Firstly we would like to raise some questions in regards to the consultation. Firstly we see that a housing officer/officers and Councillors attended an onsite meeting regarding the layout and issues that have been raised by residents & community council with Gort Road. I would question why no one from the community was asked to attend in order to assist, as we had requested that we be kept in the loop, so to speak. It would've been beneficial for both the community and council for this to have taken place. I would also question why we were not informed sooner that the consultation would be taking place at the time given. We had already broke up for our summer break which meant this could not be raised and discussed at one of our monthly meetings.*

*In regards to the proposed changes I see that from viewing the Gort Road map in the document that where Gort Road bends at the corner (between no's 25 & 23) is eclipsed by a graph detailing the restriction times intended. However this area is very significant. At this point of the bend on the road, cars are continually parking at the access point for emergency vehicles for the high rise flats. Indeed some cars have, on occasion, been left overnight on jacks or small ramps when their owners have been working on them. Cars park at both sides of the entrance, making it impossible for access to take place should an emergency arise. Residents on Gort Road already have problems trying to locate a parking space close to home as many of the residents from the high rises park on this road and also many parents collecting their children use the road as a drop off/pick up point for their children. The road has become much more busier since the opening of the Diamond Bridge. We would also like to state, for the record, that we feel it is not only a 'what if', but a matter of time before an accident takes place due to the increased traffic, many of which are travelling at speed. This, along with young children now accessing the primary school from Gort Road is very concerning for the residents in Tillydrone. Regarding car accidents we are greatly concerned about the access to the newly opened road which now connects Gort Road with Hayton Road. We have reiterated many times that we feel this road is a danger for all drivers. Many drivers seem to just speed along, when in fact, there is a most definite need to check for vehicles when either exiting this road or entering it. Near misses at this junction are a regular occurrence. The road signs need to be looked at again, perhaps the whole junction should be revised.*

*The new restrictions will cause an issue with many residents, who sometimes have to park on a completely different road due to the lack of parking spaces in the area. I completely understand that there is issues with cars parking irresponsibly, however I am sure there must be other options than to take away yet more of the very much needed parking spaces.*

*Kind Regards*

*Lynn*

*Lynn Cunningham  
Secretary  
Tillydrone Community Council*



**ABERDEEN CITY COUNCIL**

**ROAD TRAFFIC REGULATION ACT 1984**

**THE ABERDEEN CITY COUNCIL (BROOM PARK/CULTS AVENUE/KIRKBRAE AVENUE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Broom Park/Cults Avenue/Kirkbrae 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 Broom Park, Cults Avenue and Kirkbrae 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**

**Broom Park**

Both sides, from its junction with Kirkbrae Avenue, north eastwards for a distance of 16 metres.

**Cults Avenue**

Both sides, from a point 25 metres north of its junction with Hillview Crescent, northwards to its junction with Kirkbrae Avenue.

**Kirkbrae Avenue**

North side, from a point 20 metres east of the gable end of property no. 16 Kirkbrae Avenue, eastwards to its junction with Broom Park.

East side from its junction with Broom Park, southwards to its junction with Cults Avenue.

South side, from a point 17 metres east of the gable end of property no. 31 Kirkbrae Avenue, south-eastwards to its junction with Cults Avenue.

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

Aberdeen City Council proposes to make "The Aberdeen City Council (Gort 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 Gort 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**

**Gort Road**

South-west side, from its junction with Hayton Road, north-westwards for a distance of 84 metres.

South-east side, from its northern junction with Gordon's Mills Road, south-westwards for a distance of 56 metres.

South-east side, from a point 115 metres south-west of its northern junction with Gordon's Mills Road, south-westwards for a distance of 16 metres.

North-west side, from a point 108 metres south-west of its northern junction with Gordon's Mills Road, south westwards, then north westwards, for an overall distance of 23 metres.

### **THE ABERDEEN CITY COUNCIL (GRAMPIAN PLACE /NORTH GRAMPIAN CIRCLE/OSCAR ROAD, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Grampian Place/North Grampian Circle/Oscar 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 Grampian Place, North Grampian Circle and Oscar 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**

##### **Grampian Place**

North side, between its junction with Oscar Road and its junction with North Grampian Circle.

North side, from its junction with Oscar Road, westwards for a distance of 10 metres.

##### **North Grampian Circle**

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

##### **Oscar Road**

East side, from its junction with Grampian Place, northwards for a distance of 16 metres.

West side, from its junction with Grampian Place, northwards for a distance of 17 metres.

### **THE ABERDEEN CITY COUNCIL (UNNAMED ACCESS ROAD SERVING BRIMMOND COURT, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Unnamed Access Road serving Brimmond Court, 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 Unnamed Access Road serving Brimmond Court, 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**

### **Unnamed Access Road Serving Brimmond Court, Aberdeen**

South-east side, from its junction with Balnagask Circle, north-eastwards for a distance of 16 metres.

North-west side, from its junction with Balnagask Circle, north-eastwards, then northwards, then eastwards, then southwards for an overall distance of 42 metres.

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

Aberdeen City Council proposes to make "The Aberdeen City Council (Froghall Terrace, Aberdeen) (Prohibition of Waiting) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose certain lengths of prohibition of waiting at any time on Froghall Terrace, Aberdeen, as defined in the schedule below. Exemptions will apply as usual to the picking up or setting down of passengers, loading or unloading, blue badge holders not causing an obstruction, funeral vehicles, and vehicles parked with the consent of the Council in direct association with authorised roadworks or building works.

#### **Schedule**

#### **Froghall Terrace**

North-west side, from a point 42 metres east of its junction with Jute Street, eastwards for a distance of 84 metres.

### **THE ABERDEEN CITY COUNCIL (ST NINIAN'S PLACE AREA, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (St Ninian's Place Area, 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 **King Street, St Ninian's Place, the Unnamed Access Road serving Balgownie Court, the Unnamed Access Road serving Lord Hay's Court, and the Unnamed Access Road serving property post code AB24 1YA (Timber Kinder Garden Nursery), Aberdeen**. 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.

### **THE ABERDEEN CITY COUNCIL (DYCE DRIVE, ABERDEEN) (40MPH SPEED LIMIT) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Dyce Drive, Aberdeen) (40mph 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 40 MPH speed limit on Dyce Drive from its junction with the unclassified 53C Chapel of Stoneywood-Newton-Kirkhill Road to a point 300 metres north of its junction with the A96 (Inverurie Road).

**THE ABERDEEN CITY COUNCIL (MURTLE DEN CRESCENT, MURTLE DEN WYND, MURTLE DEN GARDENS AND MURTLE DEN DRIVE, ABERDEEN) (20 MPH SPEED LIMIT) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Murtle Den Crescent, Murtle Den Wynd, Murtle Den Gardens and Murtle Den Drive, 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 Murtle Den Crescent, Murtle Den Wynd, Murtle Den Gardens and Murtle Den Drive, Aberdeen.

**THE ABERDEEN CITY COUNCIL (ALLAN PARK AREA, COVE, ABERDEEN) (TRAFFIC MANAGEMENT) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Allan Park Area, Cove, 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 a one-way system on the unnamed access road serving the new residential development, between its junctions with Loirston Road and Falkland Avenue, which would only permit vehicles to travel in an eastbound direction.

It is also proposed to impose *certain lengths* of prohibition of waiting at any time on **Catto Crescent, Coast Road, Falkland Avenue, Loirston Avenue, Loirston Road and Sinclair Place, Aberdeen**. 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.

It is further proposed to revoke the lengths of prohibition of waiting that operated during events/matches at the Allan Park (Cove Rangers) Stadium; albeit some of the lengths of prohibition of waiting at any time in the aforementioned paragraph will apply to lengths of road where the event/match day restriction previously applied.

Finally, it is also proposed to introduce impose a mandatory 20 MPH speed limit on the lengths of road specified in the schedule below.

**Schedule**

**Loirston Road**

From a point 10 metres south of its junction with Catto Crescent, to a point 37 metres north of its junction with Sinclair Place.

**Unnamed access road, between its junctions with Loirston Road and Falkland Avenue**

For its entirety.

**THE ABERDEEN CITY COUNCIL (PROVOST WATT DRIVE, ABERDEEN) (PROHIBITION OF U-TURNS) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Provost Watt Drive, Aberdeen) (Prohibition of U-Turns) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a prohibition of 'U-Turn' manoeuvres at the gaps in the central reservation on Provost Watt Drive, Aberdeen, between a point 35 metres south of its junction with Cairngorm Crescent and its junction with Great Southern Road.

## **THE ABERDEEN CITY COUNCIL (BUS LANES IN ABERDEEN) (AMENDMENT) ORDER 2017**

Aberdeen City Council proposes to make “The Aberdeen City Council (Bus Lanes in Aberdeen) (Amendment) Order 201(X)” in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to revise the current bus lane timings on the length of Ellon Road, Aberdeen, defined in the schedule below, so as to operate from 6.30am until 9.30am, and 4pm until 6pm, on any day except a Sunday.

### **Schedule**

#### **Ellon Road (Southbound)**

From a point 36 metres south of its junction with Parkway East to a point 99 metres south of its junction with King Robert's Way.

## **THE ABERDEEN CITY COUNCIL (DISABLED PERSONS' PARKING PLACES IN ABERDEEN CITY) (REGULATORY PARKING PLACES) (REF. 2/17) ORDER 201(X).**

Aberdeen City Council proposes to make “The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen City) (Regulatory Parking Places) (Ref. 2/17) 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**

Greenburn Drive; Balnagask Place; Mount Street; Gardner Crescent; Menzies Road; Greenfern Avenue; Usan Ness; Earlsparck Drive; Springhill Road; Back Hilton Road; Bressay Brae; Kincorth Crescent; Greenbrae Walk; Craigmaraonn Gardens; Cromwell Road; Springhill Road; Union Grove; Laws Road; Gaitside Drive; Cummings Park Drive; Summerhill Crescent; Hilton Avenue; Dalmaik Crescent; Anderson Avenue; Covenanters Row; Abbey Square; Polo Gardens; Bonnyview Drive

### **Second Schedule**

Fountain Grange; Off-Street Car Par serving His Majesty's Theatre (Lower Denburn) (2); Lemon Street (2); Greig Court (5)

**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 between 10.00am and 4.00pm on weekdays between 13 July to 10 August, 2017, in the offices of the roads officials in the Communities Housing and Infrastructure department, at Marischal College, Broad Street, Aberdeen. It is recommended that anyone visiting Marischal College to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Marischal College can telephone 01224 522319 to speak to one of the officials.**

Anyone wishing to object to any of the above orders should send details of the grounds for objection, including their name and address, in writing to the undersigned or to [trafficmanagement@aberdeencity.gov.uk](mailto:trafficmanagement@aberdeencity.gov.uk) during the statutory objection period which also runs from 13 July to 10 August, 2017, 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  
Business Hub 11  
Second Floor West  
Marischal College  
Broad Street  
Aberdeen  
AB10 1AB**

ABERDEEN CITY COUNCIL

**ROADS SCOTLAND ACT 1984**

NOTICE IS HERBY GIVEN THAT the Aberdeen City Council propose to make an order under section 1(1) and 152(2) of the Road Scotland Act 1984 redetermining the means of exercise of the public right of passage over the road described in the Schedule hereto.

The title of the order is "The Aberdeen City Council (Dyce Drive, Aberdeen) (Redetermination of Means of Exercise of Public Right of Passage) Order 201(X)".

A copy of the proposed order and of the accompanying plan showing the road over which the means of exercise of the public right of passage is to be redetermined, together with a statement of the reasons for making the order have been deposited at the office of Traffic Management, Aberdeen City Council, Marischal College, Broad Street, Aberdeen, AB10 1AB. These documents are available for inspection free of charge from 11/07/17 until 08/08/17, between 10.00am and 4.00pm on weekdays. Anyone unable to visit Marischal College can telephone 01224 522319 to speak to one of the officials.

ANY PERSON may, within 28 days from Wednesday 12 July 2017, object to the making of the order by notice in writing to Traffic Management, Aberdeen City Council, Business Hub 11, 2<sup>nd</sup> Floor West, Marischal College, Aberdeen, AB10 1AB, or alternatively by e-mail to [TrafficManagement@aberdeencity.gov.uk](mailto:TrafficManagement@aberdeencity.gov.uk). Objections should state the name and address of the objector, the matters to which they relate and the grounds on which they are made.

11 July 2017

Fraser Bell  
Head of Legal & Democratic Services  
Aberdeen City Council  
Town House  
Aberdeen  
AB10 1AQ

## **SCHEDULE**

### **Roads over which means of exercise of public right of passage is to be redetermined from footway to shared cycle track/footway**

That length of footway on the west side of Dyce Drive, Aberdeen, between its junction with Woodlands Road and a point 37 metres south of its junction with Kirkhill Road.