

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	31 May, 2010
DIRECTOR	Director of Corporate Governance
TITLE OF REPORT	The Aberdeen City Council (Various Roads in Aberdeen) (City-wide) (Traffic Management) Order 2010
REPORT NUMBER	CG/10/094

1. PURPOSE OF REPORT

This report deals with a single objection received after the statutory advertisement of the above traffic order, which provides for a range of traffic management measures in different parts of the city.

Part of the appendix hereto is the statutory notice, from which members will be able to see the full scope of the legislation.

The objection (from Mr. Alastair Stewart of 7 Bingham Crescent) relates only to that road. After discussion with my roads colleagues, the position is summarised in Section 6.

2. RECOMMENDATION

That the objection be overruled and that the order be made and implemented as originally envisaged.

3. FINANCIAL IMPLICATIONS

There are no financial implications here; these are minor works and provision for implementing the order exists in current budgets.

4. SERVICE & COMMUNITY IMPACT

As is discussed in Section 6, the Bingham proposals amount to a minor piece of traffic management that represents good practice vis-à-vis road safety.

5. OTHER IMPLICATIONS

None.

6. REPORT

The remaining double yellow lining at this location has already been reduced compared with an earlier proposal. In particular, the lines have been limited to the extent of the bend immediately east of the existing "School Keep Clear" markings.

Otherwise, though, the opportunity has been taken to add junction restrictions at the Binghill Road/Binghill Crescent junction, merely to reflect Highway Code guidance that no one should park within ten metres of a junction.

The intention is to deal with the worst of the parking issues during school hours. However, parking on the bend is not acceptable at any time since it presents the same hazard (in terms of forward visibility) regardless of time of day.

There may be similar bends on other residential streets in the city that do not have double yellow lines on them, but that is a historical observation. The broad emphasis here should again be on the Highway Code: drivers should exercise due care and not park on bends. It is natural to reflect this guidance in the provisions of a traffic order when attention has been drawn to a particular location.

In this spirit, a restriction applicable only at certain times of day would seem incongruous, begging the question of how its significance could be confined to those times.

For the convenience of elected members in seeing what is entailed here, plans have been attached as part of the appendix, along with the statutory advertisement.

7. AUTHORISED SIGNATURE

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8. REPORT AUTHOR DETAILS

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9. BACKGROUND PAPERS

No background papers were used as a point of departure for writing this report (other than the statutory objection itself)

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEEN CITY COUNCIL (VARIOUS ROADS IN ABERDEEN) (CITYWIDE) (TRAFFIC MANAGEMENT) ORDER 2010

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Traffic Regulation Act 1984.

The effect of the order will be to establish a number of traffic management measures in different parts of the city, at the locations shown in the schedule below (where the nature of the measures in each case is also indicated).

Full details of the proposals are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 23 December 2009 and 27 January 2010, inclusively, in the offices of the Traffic Operations Team on the second floor of St Nicholas House, Broad Street, Aberdeen. This period has been extended in acknowledgement of the Christmas and New Year holiday period.

It is recommended that anyone visiting St Nicholas House to view 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. The telephone number is (01224) 523471.

Anyone wishing to object to the proposed order should send details of the grounds for objection in writing to the undersigned during the statutory objection period which also runs from 23 December 2009 until 27 January 2010, inclusively. Any objection should state (1) the name and address of the objector, (2) the matters to which it relates, (3) the grounds on which it is being made.

Any person who submits an objection should note that the Committee agendas are public documents, available in libraries and also distributed to the press. Objectors' names and addresses, perhaps with summaries of their observations will be able to be found in these agendas. Also, although the original letters of objection will not ordinarily be copied as part of the agenda, they are available for inspection by Councillors and are essentially in the public domain. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures blanked out.

Roderick MacBeath
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Denmore Place, Sinclair Road, Prospect Terrace, Bingham Crescent, Bingham Road – there will be prohibitions of waiting at any time on *certain lengths* of each of these roads.

Tern Place – a length of prohibition of waiting at any time will be revoked at this location.

St Andrew Street – an existing on-street parking bay is to be converted into a loading bay on part of St Andrew Street.

Hardgate (between Willowbank Road and Fonthill Road) – on this length of road, cyclists will be able to travel in a southerly direction in a contraflow arrangement (the street being one way in the other direction).