

## ABERDEEN CITY COUNCIL

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<b>COMMITTEE</b>	Operational Delivery
<b>DATE</b>	06 September 2018
<b>REPORT TITLE</b>	Various Small-Scale Traffic Management and Development Associated Proposals (Stage 3 – Public Advert)
<b>REPORT NUMBER</b>	OPE/18/086
<b>Chief Operating Officer</b>	Rob Polkinghorne
<b>CHIEF OFFICER</b>	Mark Reilly
<b>REPORT AUTHOR</b>	James Watt
<b>TERMS OF REFERENCE</b>	3

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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 (TROs).

### 2. RECOMMENDATION(S)

It is recommended that the Committee: -

- 2.1 Acknowledge the 14 objections received as part of the statutory consultation.
- 2.2 In relation to the Aberdeen City Council proposes to make "The Aberdeen City Council (Mannofield Area, Aberdeen) (20mph Speed Limit and Prohibition of Waiting) Order 201(X)" overrule the objections received and approve this order be made as originally envisaged.
- 2.3 In relation to the "The Aberdeen City Council (Mastrick Road (Inset), Aberdeen) (Prohibition of Waiting) Order 201(X)" overrule the objections received and approve this order be made as originally envisaged.
- 2.4 In relation to the "The Aberdeen City Council (Powis Circle/Powis Crescent/Bedford Avenue, Aberdeen) (Prohibition of Waiting) Order 201(X)" overrule the objection received and approve this order be made as originally envisaged.

### **3. BACKGROUND**

This report deals with three proposed TROs which, at the public advertisement stage, have received statutory objections from members of the public.

This report presents the objections received and provides responses to any issues raised. Plans detailing each of the schemes in question are included within the first appendix to this report. Redacted copies of the letters of objection received (Appendix 2) and the public notice for each of the proposed orders (Appendix 3) are also included.

#### **3.1 The Aberdeen City Council (Mannofield Area, Aberdeen) (20mph Speed Limit and Prohibition of Waiting) Order 201(X)**

##### **3.1.1 Proposal**

The proposed TRO encompasses a 20mph speed limit on Wellbrae Terrace, Seafield Gardens, Kenfield Crescent and Craigielea Avenue, as well as sections of prohibition of waiting 'at any time at the junctions between Craigielea Avenue and Countesswells Road, Seafield Gardens and Seafield Road and Wellbrae Terrace and Countesswells Road. However, the three objections received in relation to this order refer only to the proposed section of 'at any time' waiting restrictions at the junction between Wellbrae Terrace and Countesswells Road. In this respect, only this effect of the order will be considered further.

Concerns were raised regarding vehicles parking in close proximity to the junction between Wellbrae Terrace and Countesswells Road, causing for problems for vehicle movements at the junction following the installation of a traffic island in 2016, which has altered the geometry of the road. Vehicles parked in such a manner also cause difficulties for all road users by limiting visibility and obstructing safe pedestrian movements at this junction. Consequently, it was proposed short lengths of prohibition of waiting 'at any time' be introduced in the immediate area of this junction.

##### **3.1.2 Objections**

The three statutory objections received were all from residents of the southern end of Wellbrae Terrace, and mainly referred to the proposed restrictions limiting parking opportunities for these properties, on the east side of Wellbrae Terrace. It was noted that the area can be heavily parked during events at Mannofield Church. Additional points raised included issues for unloading/loading at these properties and allowing passengers to be dropped-off or picked up, as well as the displacement of parking to points further north on Wellbrae Terrace.

##### **3.1.3 Response**

It is proposed to implement 'at any time' waiting restrictions on the east side of Wellbrae Terrace, from its junction with Countesswells Road, northwards for a distance of 18 metres. Officers have calculated this to be the minimum extent

necessary based on the requirement for a large vehicle, such as a fire appliance or delivery lorry, being able to manoeuvre through the junction without overrunning the traffic island, should a similar sized vehicle be parked adjacent to the eastern kerb line. In this respect, officers would not recommend that the proposed length of the restriction be reduced. It should also be noted that the main function of a road is movement and not parking. Unrestricted kerbside parking should therefore not be viewed as a right for motorists but as an additional benefit that is derived from the local geometry of a road. This type of parking should only be accommodated when it is safe to do so and does not negatively impact on the safety or movement of other road users.

Finally, it should be highlighted that the proposed restrictions would have no impact on the ability of drivers to stop for the picking-up/setting-down of passengers or unloading/loading of goods, as exemptions apply when undertaking such activities.

### **3.2 The Aberdeen City Council (Mastrick Road (Inset), Aberdeen) (Prohibition of Waiting) Order 201(X)**

#### **3.2.1 Proposal**

Concerns were raised regarding vehicles parking in close proximity to the junctions between the section of inset road on Mastrick Road, directly west of its junction with North Anderson Drive. Therefore, it was proposed short lengths of prohibition of waiting at any time be introduced in the immediate area of these junctions.

#### **3.2.2 Objections**

10 objections were received in relation to this proposal, all from residents of properties directly adjacent to the Mastrick Road inset road. The 10 letters of objection received were identical in content, apart from the name and address of the respondent, hence only one example of the letters of objection has been included in Appendix 2.

The main concern raised in this letter is the loss of parking to residents of the inset road, due to the proposed waiting restrictions.

#### **3.2.3 Response**

Rule 243 of the Highway code states that drivers should not park opposite or within 10 metres of a junction. This is because parking in such a manner causes problems for vehicle movements at the junction and can cause difficulties for all road users by limiting visibility and obstructing safe pedestrian movements. The proposed restrictions therefore only cover sections of the kerb side which should not be considered appropriate locations to park a vehicle.

### **3.3 The Aberdeen City Council (Powis Circle/Powis Crescent/Bedford Avenue, Aberdeen) (Prohibition of Waiting) Order 201(X)**

#### **3.3.1 Proposal**

Officers observed that there is significant level of parking within the Powis area that has been displaced from the Old Aberdeen Controlled Parking Zone (Zone RR), with a number of students from the University of Aberdeen utilising the on-street parking in this area. Residents have previously raised concerns regarding the often-indiscriminate nature of the parking, with parking occurring within close proximity to junctions and in a manner that may cause obstructions to emergency vehicle access.

Consequently, it was proposed that lengths of prohibition of waiting at any time be introduced on Powis Circle, Powis Crescent and Bedford Avenue to preserve visibility splays at junctions, ensure access for emergency vehicles is maintained and protect safe pedestrian/vehicular movements within this area.

#### **3.3.2 Objection**

1 objection was received in relation to this proposal, the main concern raised in this letter is the loss of kerb side parking available to residents of the area, due to the introduction of waiting restrictions.

#### **3.3.3 Response**

Unrestricted kerbside parking should not be viewed as a right for motorists, but as an additional benefit that is derived from the local geometry of a road. This type of parking should only be accommodated when it is safe to do so and does not negatively impact on the safety or movement of other road users. As noted previously, the proposed waiting restrictions seek to address issues relating to obstructive parking. This includes:

- Vehicles being parked near to junctions and thus obscuring visibility splays.
- Vehicles being parked partially on the footway, or adjacent to dropped kerbs provided to assist pedestrians experiencing mobility issues, and consequently hindering safe pedestrian passage.
- Vehicles being parked in a manner which results in the available carriageway width being significantly reduced, and therefore potentially causing access issues for emergency response vehicles, as well as other large vehicles which may require to take access to the area.

The proposed restrictions have been designed to formalise the parking patterns in this area, to prevent the current obstructive parking which is occurring, and thus improve road safety conditions for all categories of road users, whilst ensuring access for emergency vehicles in the area is maintained. In this respect, the proposed waiting restrictions cover only those sections of kerb side where there is a requirement to prevent the aforementioned obstructive parking practises and therefore the only loss of parking in the area is at locations where parking should be considered inappropriate.

#### 4. FINANCIAL IMPLICATIONS

4.1 These proposals will be funded through the Cycling, Walking and Safer Streets budget.

#### 5. LEGAL IMPLICATIONS

5.1 None.

#### 6. MANAGEMENT OF RISK

	Risk	Low (L), Medium (M), High (H)	Mitigation
<b>Financial</b>	N/A		
<b>Legal</b>	Insufficient resources could require the TRO to have to re-enter the legislative process if it is unable to be implemented within the statutory period of 2 years from consultation.	L	Reviewing the priority of the project in respect of funding in order to ensure that the consultation process does not need to be restarted.
<b>Employee</b>	N/A		
<b>Customer</b>	Road safety levels and traffic management could be compromised if measures are not progressed, leading to continued public concern.	L	Officers propose measures that are deemed reasonable and appropriate to address the Road Safety and Traffic Management issues to reduce incidents of public objections.
<b>Environment</b>	N/A		
<b>Technology</b>	N/A		
<b>Reputational</b>	Proposals can be contentious and attract negative feedback.	L	Concerned parties would be provided thorough rationale as to the requirement for the proposal.

## 7. OUTCOMES

Local Outcome Improvement Plan Themes	
	<b>Impact of Report</b>
<b>Prosperous Place</b>	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.

## 8. IMPACT ASSESSMENTS

Assessment	Outcome
<b>Equality &amp; Human Rights Impact Assessment</b>	Full EHRIA not required
<b>Privacy Impact Assessment</b>	Not required
<b>Duty of Due Regard / Fairer Scotland Duty</b>	Not Applicable

## 9. BACKGROUND PAPERS

*Various Small Scale Traffic Management Proposals - Stage 1 - CHI/17/300*

Communities, Housing and Infrastructure Committee  
Tuesday, 16th January, 2018 2.00 pm

<https://committees.aberdeencity.gov.uk/documents/s78064/CHI.17.300%20Various%20Small%20Scale%20Traffic%20Management%20Development%20Associated%20Proposals%20Stage%201.pdf>

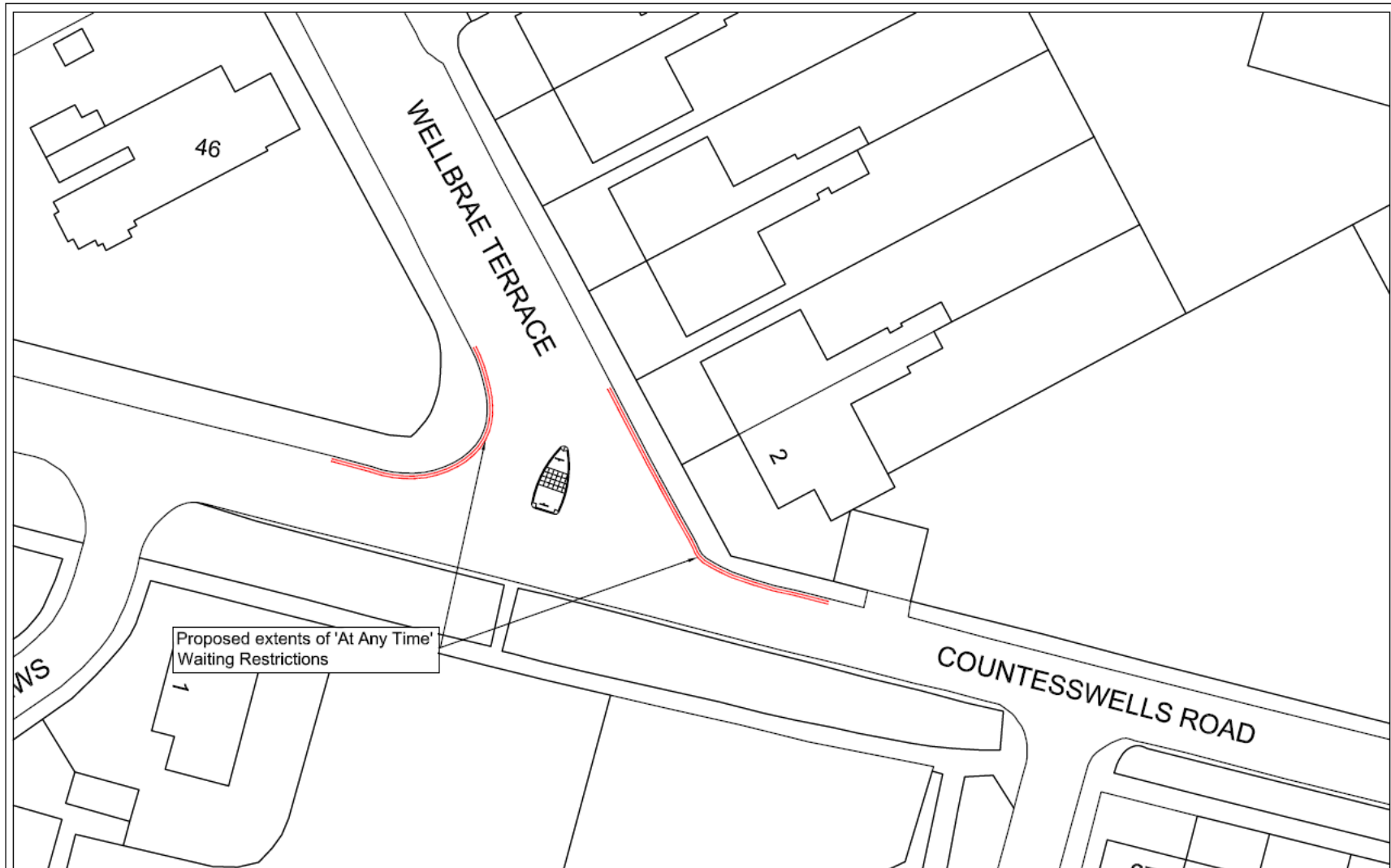
## 10. APPENDICES

Appendix 1 - Proposal Plans  
Appendix 2 - Redacted Objections  
Appendix 3 - Public Notices

## 11. REPORT AUTHOR CONTACT DETAILS

**Name:** James Watt  
**Title:** Technical Officer  
**E-mail Address:** jamewatt@aberdeencity.gov.uk  
**Tel:** 01224 522319

## APPENDIX 1 – Proposal Plans



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COMMUNITIES, HOUSING & INFRASTRUCTURE  
 Traffic Management and Road Safety Team  
 Business Hub 11, Marischal College, Aberdeen, AB10 1BA  
 Telephone: (01224) 538053

Project

Small Scale Traffic Management

Title

'At Any Time' Junction protection  
 Wellbrae Terrace/Countesswells Road

Scale

NTS

Approved

Designed

JW

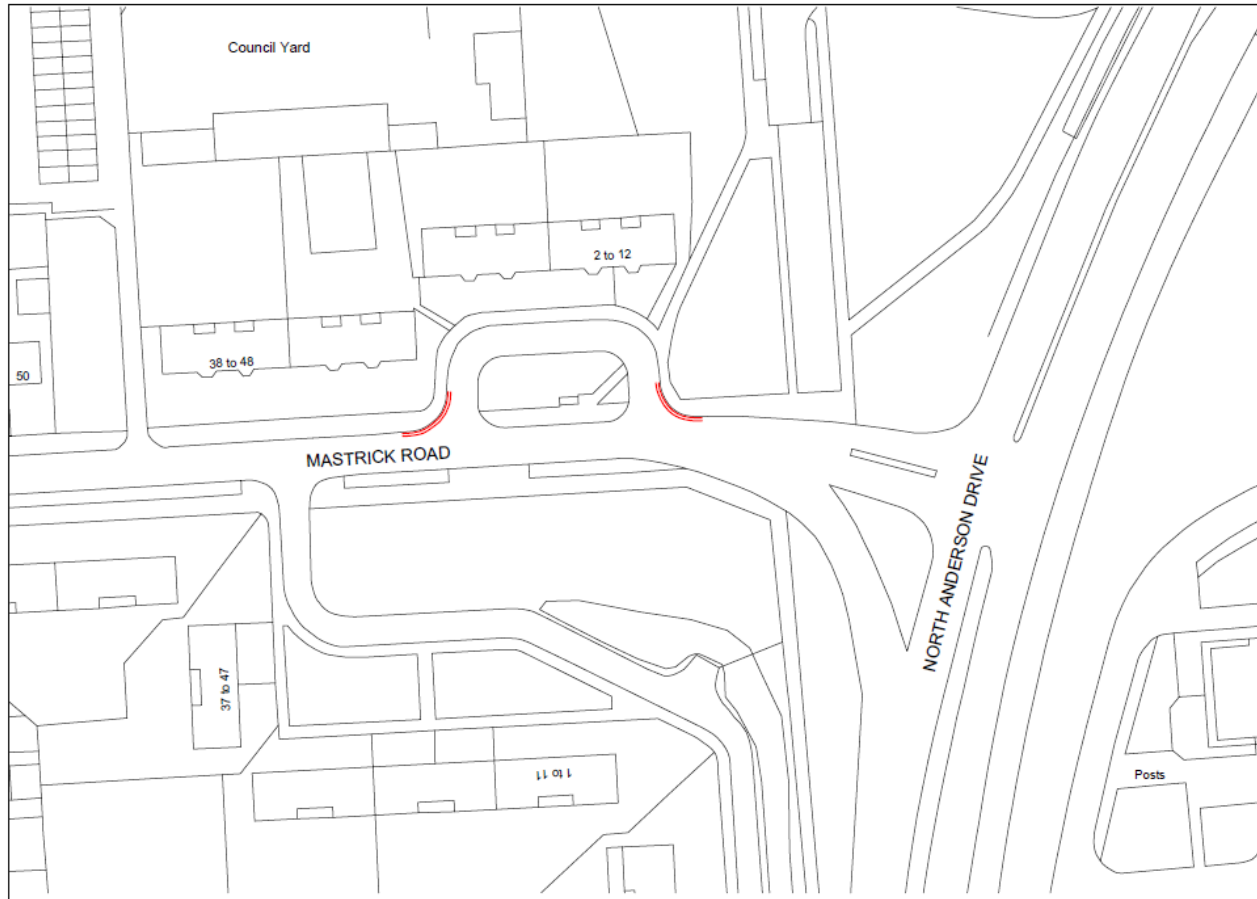
Date

21.11.2017

Drawn

JW

**Wellbrae Terrace / Countesswells Road - Proposed lengths of prohibition of waiting at any time**



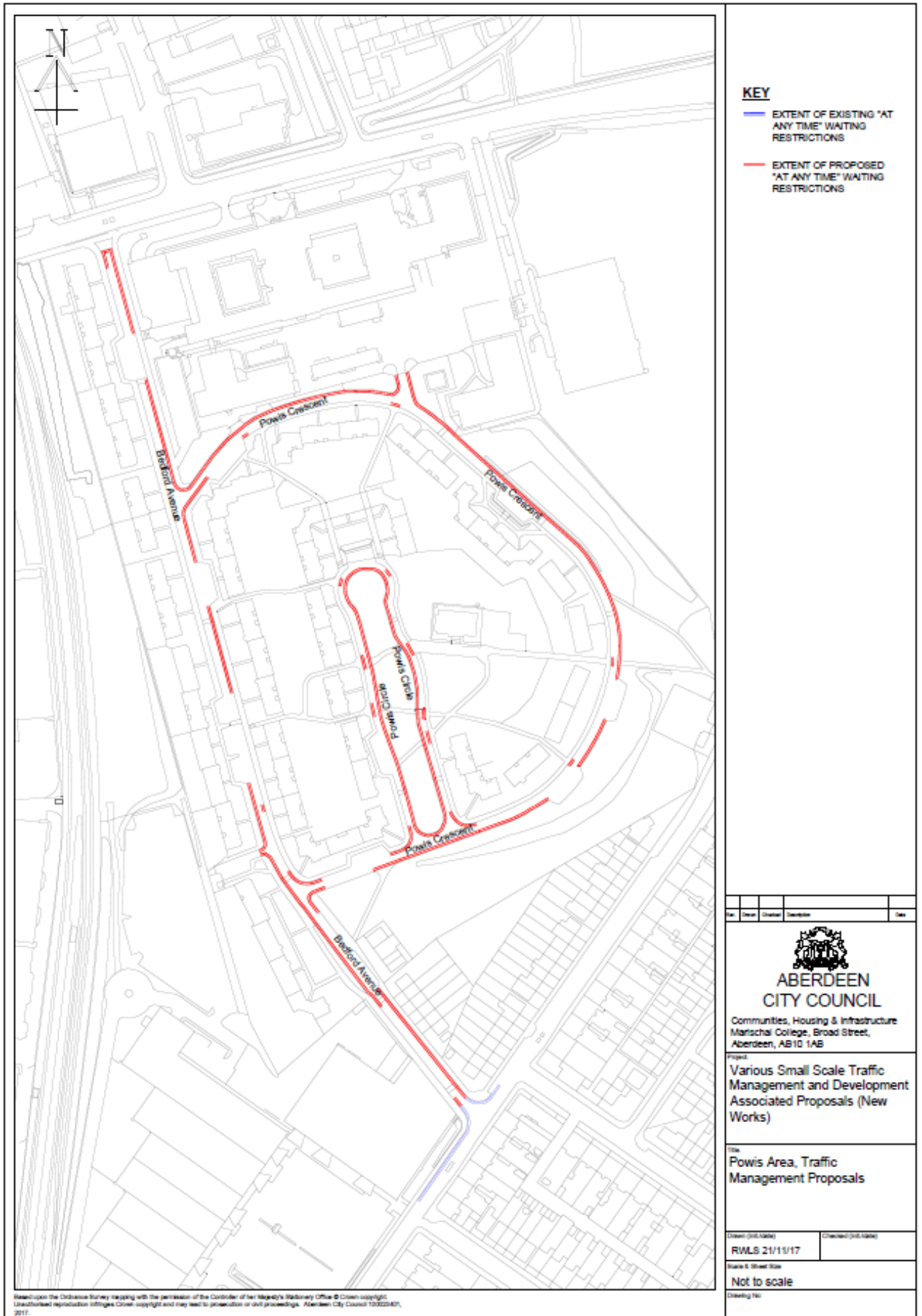
KEY FOR DRAWING

==== Proposed AATs

Communities, Housing and Infrastructure Public Infrastructure and Environment Traffic Management & Roads Safety Team  Business Hub 11, 2nd Floor West, Marischal College Broad Street, Aberdeen AB10 1AB General Enquiries Telephone: 03000 200 292	Client <b>ABERDEEN CITY COUNCIL</b>				Drawing Title <b>MASTRICK INSET ROAD          AATs</b>	
	Project Mastrick Inset Road					
	Drawn <b>ST</b>	Checked	Date 21/11/2017	Scale n/a	Sheet size A4	Issued for <b>Traffic Management</b>
Drawing Number			Sheet No.	Revision 0		

**Mastrick Road (Inset) - Proposed lengths of prohibition of waiting at any time**





**Powis Circle / Powis Crescent / Bedford Avenue - Proposed lengths of prohibition of waiting at any time**

## APPENDIX 2 - Objections

### The Aberdeen City Council (Mannofield Area, Aberdeen) (20mph Speed Limit and Prohibition of Waiting) Order 201(X)

**To:** TrafficManagement  
**Subject:** RE: Parking Restrictions - Wellbrae Terrace

**From:** [REDACTED]  
**Sent:** 07 June 2018 11:17  
**To:** TrafficManagement <TrafficManagement@aberdeencity.gov.uk>  
**Cc:** [REDACTED]  
**Subject:** Parking Restrictions - Wellbrae Terrace

Attn : Traffic Management Dept.

I would like to object to the parking restrictions which it is proposed to impose at the junction between Wellbrae Terrace and Countesswells Road. It is my understanding that the plan is to prohibit all parking close to the junction with Countesswells Road by marking the road with double yellow lines for a distance of approximately 18 metres from the junction. The houses from number 6 onwards on Wellbrae Terrace have no garages attached and so rely on street parking for the cars associated with each house. The imposition of the double yellow lines prohibition will mean that parking will no longer be possible outside some of the houses on the east side of the junction. Since there is already a cutback area which increases the availability for parking outside number 2 Wellbrae Terrace and which improves safe access to the junction when turning onto Countesswells Road, it would seem unnecessary to extend the double yellow lines prohibition to the point where it prevents parking in this cutback / road expansion area.

The imposition of the parking restrictions on both sides of the road will reduce the number of spaces available for parking for all of the houses on the south end of Wellbrae Terrace. This will cause the available spaces to be more congested and difficult to access. This problem will be exacerbated when any event is being held in the Mannofield Church or Church Hall, where the currently available parking spaces on Countesswells Road and Wellbrae Terrace are often fully utilised. This will cause problems for elderly people attending events at the church or hall.

I understand and accept the need for the double yellow lines close to the junction for safety reasons. However, for the reasons listed above I would request that consideration be given to reducing the length to which parking prohibition is extended into Wellbrae Terrace from Countesswells Road.

It should also be noted that the method of communicating the above proposed changes to the residents affected has been entirely unsatisfactory. No direct communication has been received from Aberdeen City Council to the residents affected by the proposed changes. The only notification has been a small public notice attached to a lamppost on the opposite side of the road from the houses affected. A poor example of open communication and dialogue.

Regards,

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Objector's name : [REDACTED]  
Objector's Address [REDACTED] Aberdeen AB15 7XY.

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**From:** [REDACTED]  
**Sent:** 19 June 2018 21:06  
**To:** TrafficManagement <TrafficManagement@aberdeencity.gov.uk>  
**Subject:** Mannofield 20mph speed limit and Prohibition of waiting measures 201X

Objection to change of Road markings - Wellbrae Terrace

While we applaud the change to the speed restriction we have concerns about the extent of the yellow line markings at the corner of Wellbrae Terrace/Countesswells Road East side.

Numbers 4 to 12 have no driveway and must park on the street. Currently, residents are able to park outside their houses; we can park beyond the curve of the pavement (as in attached photo).



If parking is restricted as proposed, we will not be able to park on our side of the street and the reduced space will make it difficult for all the residents cars to fit on the east and west side kerbs; there are also cars parked by visitors to the local cafe (Mannofield church). We anticipate having to park much further up Wellbrae Terrace; this will make the unloading of elderly passengers, grandchildren and heavy goods very difficult.

If the yellow lining on the East side were to stop at the end of the pavement curve this issue would not arise. There is currently no difficulty with traffic flow when we park as now.

[REDACTED]

[REDACTED] AB15 7XY

Sent from my iPad



[REDACTED]  
Aberdeen

AB15 7XY

19.06.2018

Dear Sirs,

**The Aberdeen City Council (Mannofield Area), Aberdeen) (20MPH Speed Limit and Prohibition of Waiting) Order 201(X)**

We are writing to you in connection with the above referenced subject as long-term residents of Wellbrae Terrace.

Firstly we would like to clarify that we have no objection to the introduction of a compulsory speed limit of 20 mph on Wellbrae Terrace, and indeed would support and welcome this change.

We do however would wish to raise an objection to the introduction of the proposed no parking zones at the Southern end of Wellbrae Terrace i.e. at the junction to Countesswells Road.

Having lived here for over 20 years, we do not see the need for such parking restrictions in this area, as traffic flows both freely and safely in and out of Wellbrae Terrace to and from Countesswells Road.

It should also be noted that the road is significantly wider from the junction up to and including our residence at No.12 Wellbrae Terrace on the Eastern side of the street. This has allowed safe and convenient parking for the residents between No.2 and No. 12 Wellbrae Terrace inclusive outside of their properties.

Should the proposed parking restrictions be imposed then this will severely limit the parking availability and convenience for residents at the Southern end of Wellbrae Terrace.

My wife [REDACTED] unfortunately broke her leg last year, which has significantly reduced her mobility, and having parking available in immediate proximity to our home has been of great benefit. We fear that should the proposed parking restrictions be imposed that this will no longer be the case as residents unable to park outside their own properties will undoubtedly start to park outside those of their neighbours.

We therefore believe that the Council should reconsider the proposed parking restrictions at the Southern end of Wellbrae Terrace at the junction to Countesswells Road.

Should you wish to discuss the above, then please do not hesitate to contact us at the above address.

Yours faithfully,  
[REDACTED]

**The Aberdeen City Council (Mastrick Road (Inset), Aberdeen) (Prohibition of Waiting) Order 201(X)**

Aberdeen,  
AB16 5QB.  
11<sup>th</sup>. June, 2018.

Traffic Management,  
Aberdeen City Council,  
Business Hub 11,  
2<sup>nd</sup>. Floor West,  
Marischal College,  
Aberdeen.

Dear Sir/Madam,

**Re - Prohibition of Waiting (Mastrick Road  
(Inset road serving property Nos. 2-24), Aberdeen)**

I wish to object to the proposals by the Council to prohibit waiting on Mastrick Road (inset road serving properties nos. 2-24)

West side, from its western junction with Mastrick Road northwards for a distance of 7 metres.

East side, from its eastern junction with Mastrick Road northwards for a distance of 7 metres.

The reasons for my objection are:-

1. There is a serious lack of parking spaces within the inset road which can only accommodate 10 cars, and, to prohibit parking at both the West and East ends for a distance of 7 metres means a loss of at least one parking space at each end.
2. There are ~~not~~ no road safety issues, therefore, double yellow lines would simply be a waste of public money.

I, together with my neighbours, approached our Councillor, Jackie Dunbar, some time ago requesting for ground to be made available by the Council to increase the number of parking spaces in our area. We suggested ideas of how this could be achieved, however, our request was rejected. At present, there are occasions when residents have to park some 200 to 300 metres away from their property, which raises vehicle security issues, or park on the pavement which is not desirable. Also, visitors to the properties often have to park some distance away especially in the evenings and at weekends.

The parking problem is made worse because some tenants from Nos. 26-36 Mastrick Road also park in the inset road.

In conclusion, to prohibit waiting on the inset road is counter productive to resolving the parking issues we raised, I, therefore, request the Council abandon this proposal.

Yours sincerely,



RECEIVED

**The Aberdeen City Council (Powis Circle/Powis Crescent/Bedford Avenue,  
Aberdeen) (Prohibition of Waiting) Order 201(X)**



18th June 2018

Traffic Management & Road Safety Operations and Protective Services  
Aberdeen City Council  
Business Hub 11  
Second Floor West  
Marischal College  
Broad Street  
Aberdeen  
AB10 1AB

Dear Sirs,

**Powis Circle / Powis Crescent / Bedford Avenue, Powis – Prohibition of Waiting  
Order 201**

I wish to lodge my objection to the implementation of the above "Prohibition of Waiting Order". Currently there are insufficient parking places to accommodate vehicles belonging to the Residents of Bedford Avenue. Any shift workers returning home late evening/early morning already have difficulty in finding parking close to their home. Any further reduction in available parking spots will only increase the difficulties already experienced. Some provision needs to be made for sufficient Residents Parking before this proposal is implemented. Not everyone is in a position to give up their personal vehicles as Public Transport does not meet the needs of all.

Yours faithfully



## APPENDIX 3 – Public Notices

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

### THE ABERDEEN CITY COUNCIL (MANNOFIELD AREA, ABERDEEN) (20MPH SPEED LIMIT AND PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Mannofield Area, Aberdeen) (20mph Speed Limit and Prohibition of Waiting) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The first effect of the order will be to impose certain lengths of prohibition of waiting at any time on Countesswells Road, Craigielea Avenue, Seafield Gardens, and Wellbrae 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. The second effect of this order will be to impose a mandatory speed limit of 20mph on the following roads, namely: Wellbrae Terrace, Seafield Gardens, Kenfield Crescent and Craigielea Avenue, Aberdeen.

#### Schedule

##### Countesswells Road

South side, from its junction with Craigielea Avenue, eastwards for a distance of 10 metres.  
South side, from its junction with Craigielea Avenue, westwards for a distance of 10 metres.  
North side, from its junction with Wellbrae Terrace, westwards for a distance of 21 metres.  
North side, from its junction with Wellbrae Terrace, eastwards for a distance of 12 metres.

##### Craigielea Avenue

Both sides, from its junction with Countesswells Road, southwards for a distance of 10 metres.

##### Seafield Gardens

Both sides, from its junction with Seafield Road, southwards for a distance of 10 metres.

##### Seafield Road

South side, from its junction with Seafield Gardens, eastwards for a distance of 10 metres.  
South side, from its junction with Seafield Gardens, westwards for a distance of 10 metres.

##### Wellbrae Terrace

East side, from its junction with Countesswells Road, northwards for a distance of 18 metres.  
West side, from its junction with Countesswells Road, northwards for a distance of 17 metres

Full details of the above proposals are to be found in the draft orders, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 30 May 2018 and 20 June 2018, in the offices of the roads officials in the Operations and Protective Services 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 522305 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 30 May 2018 and 20 June 2018, 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 and Road Safety  
Operations and Protective Services  
Aberdeen City Council  
Business Hub 11, Second Floor West  
Marischal College, Broad Street'  
Aberdeen AB10 1AB





ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**ABERDEEN**  
CITY COUNCIL

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

Aberdeen City Council proposes to make "The Aberdeen City Council (Mastrick Road (Inset), 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 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

**Mastrick Road (Inset road serving property nos. 2-24 Mastrick Road)**

West side, from its western junction with Mastrick Road, northwards for a distance of 7 metres.  
East side, from its eastern junction with Mastrick Road, northwards for a distance of 7 metres.

**Mastrick Road**

North side, from its western junction with Mastrick Road (Inset road serving property nos. 2-24 Mastrick Road), westwards for a distance of 7 metres.

North side, from its eastern junction with Mastrick Road (Inset road serving property nos. 2-24 Mastrick Road), eastwards for a distance of 7 metres.

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Traffic Management and Road Safety  
Operations and Protective Services  
Aberdeen City Council  
Business Hub 11, Second Floor West  
Marischal College, Broad Street  
Aberdeen AB10 1AB

ROB POLKINGHORNE  
CHIEF OPERATING OFFICER







**ABERDEEN**  
CITY COUNCIL

ABERDEEN CITY COUNCIL  
ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL (POWIS CIRCLE/POWIS CRESCENT/BEDFORD AVENUE,  
ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Powis Circle/Powis Crescent/Bedford 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 Powis Circle, Powis Crescent and Bedford Avenue, 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.

Full details of the above proposals are to be found in the draft orders, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 30 May 2018 and 20 June 2018, in the offices of the roads officials in the Operations and Protective Services 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 522305 to speak to one of the officials.

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Traffic Management and Road Safety  
Operations and Protective Services  
Aberdeen City Council  
Business Hub 11, Second Floor West  
Marischal College, Broad Street  
Aberdeen AB10 1AB

ROB POLKINGHORNE  
CHIEF OPERATING OFFICER



Heritage 100% Recycled



Choose products with the FAIRTRADE Mark

