

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	7 September, 2010
DIRECTOR	Director of Corporate Governance
TITLE OF REPORT	Various Traffic Orders and Traffic Management Schemes - Summer 2010
REPORT NUMBER	CG/10/135, 136, 137, 138, 139, 141, 142, 143, 144

1. PURPOSE OF REPORT

This report considers the objections received after statutory advertisement of the orders/schemes outlined below:-

*The Aberdeen City Council (Various Roads in Aberdeen) (Citywide 1) (Traffic Management) Order 2010 – **two objections***

*The Aberdeen City Council (Various Roads in Aberdeen) (Citywide 2) (Traffic Management) Order 2010 – **no objection***

*The Aberdeen City Council (Various Roads in Aberdeen) (Citywide 3) (Traffic Management) Order 2010 – **two objections***

*The Aberdeen City Council (Various Roads in Aberdeen) (Citywide 4) (Traffic Management) Order 2010 – **three objections***

*20mph speed limit on Hazledene Road, with associated speed cushions – **two objections***

*20mph speed limit on Elphinstone Road and Meston Walk, with associated speed cushions and speed table (also new build out at Meston Walk/Bedford Road) – **no objection but constructive dialogue with Old Aberdeen Community Council is acknowledged in Section 6***

*The Aberdeen City Council (Torry Parking Management) Order 2010 – **one objection***

*20mph speed limit on School Road and Golf Road – **no objections***

*The Aberdeen City Council (Queen's Road between Hazledene Road and Hazlehead Avenue) (Redetermination of the Means of Exercise of Public Right of Passage) Order 2010 – **no objections***

The summer advertisement process has removed a great deal from the outstanding business statement and brings us largely up to date with traffic orders and traffic management schemes. The proposals have been advertised in the usual way and it is obviously pleasing that so many advertisements attracted so few objections. However, those that did come in now have to be treated seriously.

The nine statutory advertisements are attached so that members can see exactly what is entailed in each case.

2. RECOMMENDATION

Except where cured by relaxation or adjustment (or proposed for deferral) as indicated in section 6, that the objections be overruled and the orders/schemes introduced as originally envisaged.

3. FINANCIAL IMPLICATIONS

All these measures are being funded within existing budgets, although these budgets are also under review.

4. SERVICE & COMMUNITY IMPACT

These are standard traffic management measures to protect road safety in general.

5. OTHER IMPLICATIONS

None.

6. REPORT

(1) ***The Aberdeen City Council (Various Roads in Aberdeen) (Citywide 1) (Traffic Management) Order 2010 – two objections***

Mr. Alan Carter is a resident of Powis Circle who feels that the proposed one-way will be of no particular value but will present a great deal of inconvenience for some residents who would have to travel along the entire length of Powis Circle to exit at its eastern junction with Powis Crescent. The roads officials are of the opinion that this objection is well-intentioned, but that there can be no getting away from the fact that Powis Circle is a narrow street with a large volume of parking along its entire length, and that a one-way regulation will reduce vehicular conflict (and indeed increase parking potential for residents). The street is already traffic calmed and therefore Mr. Carter's concern about an increase in vehicular speed should not be an issue in this case. The scheme first emerged after an approach by Councillor Robertson to whom local residents had actually suggested a one-way. Under these circumstances, the recommendation here is that the objection be overruled and the order made as originally advertised.

Keith Runcie and Lesley Fettes, residents of Don Terrace, submitted an objection to intended waiting restrictions at that location (8am – 5pm, Monday – Friday). The restrictions would apply on both sides of a narrow section of the road (between Don Street and Don Gardens) where refuse vehicles find difficulty negotiating parked vehicles. The roads officials carried out observational parking surveys during the week beginning 8 February 2010 (two during the afternoon and one after 7pm in the evening): one vehicle was parked in the problematic section at the time of the afternoon surveys and six at the time of the evening survey. Such low numbers would be unaffected by the new proposals.

Also, the Waste Collection Team has indicated that refuse vehicles do not ordinarily enter this area until after 8am, and so the current proposal is restricted to 8am – 5pm on weekdays, thereby maintaining existing residential parking potential during evening hours, when demand is highest. Otherwise, alternative on-street parking is available in

Don Street and Don Gardens. Taken together, these points suggest minimal difficulties for residents, and it is recommended that the objection in this case should also be overruled, and the order made as originally envisaged.

(2) ***The Aberdeen City Council (Various Roads in Aberdeen) (Citywide 3) (Traffic Management) Order 2010 – two objections***

Dr. S.J. Cuddy of 378 North Deeside Road has written to the Head of Legal and Democratic Services to say that he believes it is an excellent idea to reserve part of the carriageway for loading and unloading between 7am and 8am (especially as a new nursery will be opening soon at the end of the row of shops) but that he would also like to ensure that the unloading does not start any earlier than 7am. At present, apparently, Tesco deliveries wake up local residents as early as 5am. The problem is one of moderate vehicular noise but unacceptable associated scraping noises (metal crates being dragged over metal interiors of lorries).

The objector does not oppose the traffic order – indeed, he sees it as well-intentioned and hopes it will encourage better practice – but he recognises that creating a loading bay for the one hour period between 7am and 8am will not actually prohibit activity earlier than that.

That is to say, operations at five in the morning do not contravene any planning condition, and so Tesco could theoretically look forward to their privileged hour at 7am but yet also do what they want earlier than that if they so choose.

However Tesco have now written to Legal and Democratic Services to say that they see themselves as committed to being a good neighbour, and that, if the proposed loading bay were to be established as advertised, they would then have guaranteed access at 7am (which they do not have at the moment) and therefore no need to take the precaution of arranging much earlier deliveries because of the fear of inaccessibility later on. Of course this is not a contractual arrangement, but it is a public promise. Breaking it would hardly sit well with “a commitment to being a good neighbour”. Under the circumstances, this public undertaking, in conjunction with the operational weather window provided for by the order, looks reassuring. Clearly, the situation would be kept under close review, but, as things stand, the recommendation would be that the order be made with the loading bay retained.

Mr. Andrew McKenzie, a resident of Fonthill Terrace, objected to alterations in on-street parking provision on Whinhill Road, precipitated by the redevelopment of the property at 20 Whinhill Road. The objection was founded upon the supposed loss of residential parking potential, a perceived reduction in visibility at the Fonthill Terrace junction, and the handing over of kerbside space to Grampian Police for on-street parking of police vehicles outside a police station.

However, parking surveys undertaken by consultants representing the developer in this case indicate ample parking capacity during the day and in the evening, and so the loss of some residential parking bays will have minimal effect. As regards the issue of visibility for traffic exiting Fonthill Terrace, technical analysis has confirmed that there will be no encroaching upon minimum permissible visibility splays at the location.

As regards the positioning of the intended police parking bays, the objector suggests that they be located further south but, as one might expect, Grampian Police see considerable merit in having them as close to the front door of the police station as possible to improve response times and minimise the distance that detainees are required to walk (if being taken under duress from a police vehicle to the station).

Again, it seems sensible to overrule this objection and implement the order as originally advertised.

(3) ***The Aberdeen City Council (Various Roads in Aberdeen) (Citywide 4) (Traffic Management) Order 2010 – three objections***

There are three quite separate objections to different aspects of this order: one relating to Shepherd Place, one relating to the intended prohibition of left turns from Esplanade into Accommodation Road, and one relating to Blackfriars Street/Schoolhill/St. Andrews Street. The recommendation here is to defer consideration of the Citywide 4 order until the November meeting, by which time it will have been possible to meet with the objectors in the first two cases. In the third case, the proposals for Blackfriars Street, Schoolhill and St. Andrews Street would be readvertised altogether as a small-scale order providing exclusively for those provisions (this to take account of concerns on the part of Robert Gordon's College that the recent statutory process ran during the summer, outside term-time).

(4) ***20mph speed limit on Hazledene Road, with associated speed cushions – two objections***

There are two objections to this proposal, these being from a local resident (Alison Fraser) and a non-resident (Mr. Eric Murdoch) who uses the road on a regular basis.

An advisory 20mph speed limit is already in place in Hazledene Road but has had little effect on vehicular speeds. The 85 percentile speeds are still in excess of 30mph in both directions, and so the intended traffic calming features would make a significant difference.

Ms. Fraser had made the point that there might no longer be a significant problem here as a result of the recent closure of Dobbies Garden Centre, but roads officials have been in touch with her to explain that the thoroughfare is still used by school children crossing towards Hazlehead Primary School, still bears the burden of significant commuter use during the morning peak, and also attracts traffic from the golf course (exiting Hazlehead Park). The recommendation would be to overrule the objections and go ahead with the proposal.

(5) ***The Aberdeen City Council (Torry Parking Management) Order 2010 – one objection***

The only objection here is from King Foods, 15 Crombie Road, who were concerned that allowing vehicles to park at the kerbside during business hours would have a detrimental impact on loading operations. The roads officials agree and are of a mind to abandon four new parking bays on the south side of that road, and to reduce the proposed loading ban on the north side so that it would extend from Victoria Road for thirteen metres instead of thirty-eight metres. This cures the objection.

(6) ***20mph speed limit on Elphinstone Road and Meston Walk, with associated speed cushions and speed table (also new build out at Meston Walk/Bedford Road)***

There is no objection on file but there has been constructive dialogue with Old Aberdeen Community Council who are generally supportive of the proposal but feel the extended speed table could prove to be an undesirable feature for buses. As requested, the roads officials have checked that the arrangements are acceptable to First Bus, and the company has confirmed that they are indeed happy with the proposal and have no intention of cancelling the No. 20 route.

The Community Council has also noted that the number of speed cushions in Meston Walk has been reduced, but continue to feel that the eastmost cushion will serve no purpose because of its proximity to the Elphinstone and College Bounds junctions. However, this cushion is unavoidable in terms of the statutory specifications.

7. AUTHORISED SIGNATURE

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9. BACKGROUND PAPERS

No background papers were used as a point of departure for writing this report (other than the original letters of objection themselves).

COMMSERV\COMMITTEES\Enterprise, Planning and Infrastructure\2010\070910\ CG/10/135, etc.
Various Traffic Orders and Traffic Management Schemes

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL (VARIOUS ROADS IN ABERDEEN) (CITYWIDE 1)
(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 is to establish a range 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 14 July and 11 August, 2010, inclusively in the offices of the Road Safety and Traffic Management Team. Please call at the ground floor of St Nicholas House, Broad Street, Aberdeen.

It is recommended that anyone visiting St Nicholas House to view the documents should call Aberdeen 523471 to 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 St Nicholas House can telephone the above number to speak to one of the roads officials.

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 14 July until 11 August, 2010, inclusively. Any objection should state (1) the name and address of the objector, (2) the matters to which it relates, and (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, may 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.

Jane MacEachran
Head of Legal and Democratic Services
Aberdeen City Council
Town House
ABERDEEN

SCHEDULE

Glenhome Terrace, Greenburn Drive, Church Street (Woodside), Brierfield Road, Brierfield Terrace, access roads serving Cairncry Court, Rosehill Court, Cornhill Court and Stockethill Court, Willowpark Crescent, the lane west of Greenfern Place linking Greenfern Road to Arnage Drive, Sheddocksley Road, Sheddocksley Drive, Arran Avenue and Rona Place - there will be prohibitions of waiting at any time on *certain lengths* of each of these roads.

Don Terrace and Willowpark Crescent - there will be a prohibition of waiting between 8.00am and 5.00pm on weekdays on *certain lengths* of each of these roads.

Grove Crescent - there will be a prohibition of waiting between 10.00am and 4.00pm on weekdays on part of this road.

Whitemyres Avenue - a length of prohibition of waiting at any time will be revoked at this location.

Howes Road, Woodend Crescent and Queen's Road - on each of these roads, regulatory School Keep Clear markings (Monday - Friday, 8.00am to 5.00pm) will be established.

Lane west of Greenfern Place linking Greenfern Road with Arnage Drive - parking bays for the exclusive use of blue badge holders will be established on *certain lengths* of this lane.

Powis Circle - a one-way regulation is proposed, permitting travel in a clockwise direction only.

Access road to Fairley Road at T-junction with Kingswells - Newhills Road - at this location, vehicles exiting the access road will not be permitted to turn right.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (VARIOUS ROADS IN ABERDEEN) (CITYWIDE 2)
(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.

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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 14 July and 11 August, 2010, inclusively in the offices of the Road Safety and Traffic Management Team. Please call at the ground floor of St Nicholas House, Broad Street, Aberdeen.

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SCHEDULE

Access road serving 16-38 Powis Place and Froghall Community Centre, Westburn Road, Urquhart Place, Upperkirkgate, Flourmill Lane, Broad Street, Guild Street, access road to Aberdeen railway station car park - there will be prohibitions of waiting at any time on *certain lengths* of each of these roads.

Upperkirkgate - there will be a prohibition of waiting between 8.00am and 6.00pm every day on part of this road.

Watson Lane and Windmill Brae - there will be a prohibition of waiting between 8.00am and 6.00pm on every day except Sundays on part of this road.

New Pier Road - there will be a prohibition of waiting between 8.00am and 5.00pm on weekdays on part of this road.

Albyn Terrace - a length of prohibition of waiting at any time will be revoked at this location.

Access Road serving 16 - 38 Powis Place and Froghall Community Centre and also Westburn Road - exclusively residential parking will be created on parts of these roads (Monday - Saturday, 8.00am - 6.00pm, in line with existing zone rules).

Holland Place and Loanhead Terrace - new sections of pay and display parking (Monday - Saturday, 8.00am - 6.00pm) will be established on each of these roads.

Windmill Brae - rearrangement of parking bays to reserve two for police use and extend pay and display availability, with an overall loss of one public car parking space.

Canal Road (between Fraser Place and Elmbank Terrace) - width restriction prohibiting use by vehicles exceeding 2.1 metres in width.

Harriet Street - introduction of exemption for refuse collection vehicles in respect of existing weight restriction prohibiting use by vehicles exceeding a maximum gross weight of 7.5 tonnes.

Schoolhill - there will be a prohibition of loading **except for goods vehicles** (Monday - Friday, 3.00pm - 4.00pm) on part of Schoolhill.

Huntly Street - there will be a prohibition of loading (Monday - Saturday, 8.00am - 9.30am, 12.30pm - 2.30pm, 4.30pm - 6.00pm) on part of this street.

Market Street - there will be a prohibition of u-turns at the junction of Market Street with the access road to Aberdeen bus station.

Adelphi Lane - there will be a prohibition of traversing the lane between Market Street and the Adelphi (Monday - Friday, 7.00pm - 8.00am and Saturday/Sunday, 7.00pm - 9.30am).

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (VARIOUS ROADS IN ABERDEEN) (CITYWIDE 3)
(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 is to establish a range 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 14 July and 11 August, 2010, inclusively in the offices of the Road Safety and Traffic Management Team. Please call at the ground floor of St Nicholas House, Broad Street, Aberdeen.

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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 14 July until 11 August, 2010, inclusively. Any objection should state (1) the name and address of the objector, (2) the matters to which it relates, and (3) the grounds on which it is being made.

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SCHEDULE

Fonthill Road, Whinhill Road, Auchinyell Gardens, Park Brae, Deevie Road South, Quarry Road, Cairnlee Crescent North, Sunert Road, Beaconhill Road, Malcolm Road (Peterculter), Crombie Circle, Riverside Drive, Cairnvale Terrace, Craigshaw Road, Grampian Road, Glenbervie Road - there will be prohibitions of waiting at any time on *certain lengths* of each of these roads.

Broomhill Road - there will be a prohibition of waiting between 8.00am and 4.00pm on weekdays on part of this road.

Holburn Street and Ruthrieston Place - on each of these roads there will be a section of parking with a maximum stay of 15 minutes (no return within an hour) from 9.00am until 5.00pm on every day except Sundays.

Whinhill Road - replacement of section of pay and display parking to create two reserved bays for police use.

Inchgarth Road - reduction of existing regulatory 40mph speed limit to regulatory 30mph limit.

Wellington Road (between Langdykes Road and route A90) - reduction of regulatory speed limit to 40mph.

North Deeside Road (Cults) - reservation of part of the carriageway for loading and unloading by goods vehicles only, Monday - Saturday, 7.00am - 8.00am.

Wellington Road (south of its junction with Balnagask Road) - closure of central reservation (northbound vehicles on Wellington Road will be prohibited from turning right into the Girdleness trading estate, while vehicles exiting the latter will be prohibited from turning right into Wellington Road.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (VARIOUS ROADS IN ABERDEEN) (CITYWIDE 4)
(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 is to establish a range 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 14 July and 11 August, 2010, inclusively in the offices of the Road Safety and Traffic Management Team. Please call at the ground floor of St Nicholas House, Broad Street, Aberdeen.

It is recommended that anyone visiting St Nicholas House to view the documents should call Aberdeen 523471 to 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 St Nicholas House can telephone the above number to speak to one of the roads officials.

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 14 July until 11 August, 2010, inclusively. Any objection should state (1) the name and address of the objector, (2) the matters to which it relates, and (3) the grounds on which it is being made.

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SCHEDULE

Dee Street, Shepherd Place and Hetherwick Road - there will be prohibitions of waiting at any time on *certain lengths* of each of these roads.

Palmerston Road – there will be a prohibition of waiting at any time *except for taxis* from 8.00am to 6.00pm on any day except Sundays on part of this road, and also, on a separate part, a prohibition of waiting by any vehicle between 8.00am and 6.00pm on any day except Sundays.

Dee Street – rearrangement of waiting restrictions and pay and display to increase car parking potential by one standard space during the new 8.00am – 8.00pm operational hours, and by two standard spaces outwith operational hours.

Esplanade – northbound vehicles will be prohibited from turning left into Accommodation Road.

Guild Street – westbound vehicles will be prohibited from turning right into Stirling Street.

Exchange Street – vehicles exiting Exchange Street will be prohibited from turning right into Guild Street.

Blackfriars Street, Schoolhill and St. Andrews Street – there will be a prohibition of loading and unloading (Monday – Friday, 8.00am – 5.00pm) on *certain lengths* of each of these roads.

Hareness Circle – one way regulation permitting vehicular movement in a clockwise direction only.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

20 MPH SPEED LIMIT ON HAZLEDENE ROAD, WITH ASSOCIATED SPEED CUSHIONS

Aberdeen City Council proposes to make The Aberdeen City Council (Hazledene Road) (20 mph Speed Limit) Order 2010, which would provide for a regulatory 20mph speed limit on Hazledene Road from its junction with Queens Road to a point 40 metres southwest of Craigiebuckler Avenue. There would be a connected stretch of regulatory 20mph on Craigiebuckler Avenue too, from Hazledene Road south-eastwards for 15 metres.

The Council is also proposing to introduce associated speed cushions on Hazledene Road.

Each speed cushion would be established under the Roads (Scotland) Act, 1984 and would be 1.6 metres wide and 75mm high (+/- 10mm).

The exact positionings of these can be clarified by telephoning Mr. Neil Strachan in the offices of the Road Safety and Traffic Management Team at Aberdeen 523442, or by calling at St. Nicholas House (for details of this see below). All parties in the affected streets will receive the exact specifications by letterbox drop.

Full details of the proposals are to be found in the draft order and in the schedules of speed cushion positionings 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 14 July and 11 August, 2010, inclusively, in the offices of the Road Safety and Traffic Management Team. Please call at the ground floor of St Nicholas House, Broad Street, Aberdeen.

It is recommended that anyone visiting St Nicholas House to view the documents should use the above number to 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 St. Nicholas House can telephone the above number to speak to one of the roads officials.

Anyone wishing to object to the proposed order, or to the intended establishment of the speed cushions, should send details of the grounds for objection in writing to the undersigned during the statutory objection period which also runs from 14 July until 11 August, 2010, inclusively. Any objection should state (1) the name and address of the objector, (2) the matters to which it relates, and (3) the grounds on which it is being made.

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Aberdeen

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

20 MPH SPEED LIMITS ON ELPHINSTONE ROAD AND MESTON WALK, WITH ASSOCIATED SPEED CUSHIONS AND SPEED TABLE (ALSO NEW BUILD OUT AT MESTON WALK/BEDFORD ROAD)

Aberdeen City Council proposes to make The Aberdeen City Council (Elphinstone Road and Meston Walk) (20 mph Speed Limits) Order 2010, which would provide for regulatory 20mph speed limits on each of the roads named in the title.

The Council is also proposing to introduce associated speed cushions on each road, and also one speed table (on Elphinstone Road).

Finally, a new build-out would be established at the junction of Meston Walk and Bedford Road, to prevent vehicles contravening the existing one-way regulation at that location.

Each speed cushion would be established under the Roads (Scotland) Act, 1984 and would be 1.6 metres wide and 75mm high (+/- 10mm). The speed table would be 100mm high and 35 metres long.

The exact positionings of these can be clarified by telephoning Mr. Neil Strachan in the offices of the Road Safety and Traffic Management Team at Aberdeen 523442, or by calling at St. Nicholas House (for details of this see below). All parties in the affected streets will receive the exact specifications by letterbox drop.

Full details of the proposals are to be found in the draft order and in the schedules of speed cushion/speed table positionings 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 14 July and 11 August, 2010, inclusively, in the offices of the Road Safety and Traffic Management Team. Please call at the ground floor of St Nicholas House, Broad Street, Aberdeen.

It is recommended that anyone visiting St Nicholas House to view the documents should use the above number to 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 St. Nicholas House can telephone the above number to speak to one of the roads officials.

Anyone wishing to object to the proposed order, or to the intended establishment of the speed cushions or the speed table, should send details of the grounds for objection in writing to the undersigned during the statutory objection period which also runs from 14 July until 11 August, 2010, inclusively. Any objection should state (1) the name and address of the objector, (2) the matters to which it relates, and (3) the grounds on which it is being made.

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Aberdeen

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (TORRY PARKING 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 provide for a range of waiting restrictions and parking controls in Torry, all as indicated below.

It should be noted that the overall effect of the new provisions is to *relax* existing regulations, and introduce parking opportunities not available at present.

The provisions of the new order will affect *certain lengths* of the roads listed in the six schedules below. In each case, the *type* of regulation is shown in conjunction with the title of the schedule. Please bear in mind again that the overall impact is one of relaxation, and the creation of new parking opportunities.

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 14 July and 11 August, 2010, inclusively, in the offices of the Road Safety and Traffic Management Team. Please call at the Ground Floor of St Nicholas House, Broad Street, Aberdeen.

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 522641.

The proposals can also be seen on the "Consultations" page of the Council's website.

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 14 July until 11 August, 2010, inclusively. Any objection should state (1) the name and address of the objector, (2) the matters to which it relates, and (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, may 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 email addresses, telephone numbers and signatures blanked out.

Jane MacEachran
Head of Legal and Democratic Services
Aberdeen City Council
Town House
Aberdeen

First Schedule - prohibitions of waiting at any time - Crombie Place, Crombie Road, Grampian Road, Menzies Road, Sinclair Road, South Esplanade East, South Esplanade West, Victoria Road, Walker Lane and Walker Road

Second Schedule - Monday - Saturday 8.00am - 6.00pm - Crombie Road and South Esplanade East

Third Schedule - 45 minute maximum stay parking bays (no return within 15 minutes) - Crombie Road, Grampian Road, Menzies Road, Victoria Road and Walker Road

Fourth Schedule - 2 hour maximum stay parking bays (no return within one hour) - Grampian Road and Sinclair Road

Fifth Schedule - dedicated loading bays – Monday - Saturday 8.00am - 6.00pm - Victoria Road

Sixth Schedule - prohibition of waiting *and loading* - Monday - Friday 7.30am - 9.30am, 12.00noon - 2.30pm and 4.00pm - 6.00pm - Crombie Road, Menzies Road, Sinclair Road, South Esplanade East, South Esplanade West, Victoria Road and Walker Road

The order will also amend The Aberdeen City Council (Off-Street Car Parks) Order 2010 to the extent of establishing 2 hour maximum stay parking (no charge, but no return within 1 hour) in the Crombie Road car park, in respect of all parking bays in the westmost four aisles of that car park.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

20 MPH SPEED LIMITS ON SCHOOL ROAD AND GOLF ROAD

Aberdeen City Council proposes to make The Aberdeen City Council (School Road and Golf Road) (20 mph Speed Limits) Order 2010, which would provide for regulatory 20mph speed limits on each of the roads named in the title.

The limits would apply on School Road from 50m east of King Street eastwards to the junction of School Road with Golf Road *and* on Golf Road from 5m north of Regent Walk northwards to the junction of Golf Road with School Road.

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 14 July and 11 August, 2010, inclusively, in the offices of the Road Safety and Traffic Management Team. Please call at the ground floor of St Nicholas House, Broad Street, Aberdeen.

It is recommended that anyone visiting St Nicholas House to view the documents should telephone Aberdeen 523442 to 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 St. Nicholas House can telephone the above number to speak to one of the roads officials.

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 14 July until 11 August, 2010, inclusively. Any objection should state (1) the name and address of the objector, (2) the matters to which it relates, and (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, may 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 email addresses, telephone numbers and signatures blanked out.

Jane MacEachran
Head of Legal and Democratic Services
Aberdeen City Council
Town House
Aberdeen

ABERDEEN CITY COUNCIL

ROADS (SCOTLAND) ACT 1984

THE ABERDEEN CITY COUNCIL (QUEEN'S ROAD BETWEEN HAZLEDENE ROAD AND HAZLEHEAD AVENUE) (REDETERMINATION OF THE MEANS OF EXERCISE OF PUBLIC RIGHT OF PASSAGE) ORDER 2010

NOTICE IS HEREBY GIVEN THAT Aberdeen City Council proposes to make an order under Section 152(2) of the Roads (Scotland) Act 1984 redetermining the means of exercise of the public right of passage over the length of road described in the Schedule hereto.

The title of the order is The Aberdeen City Council (Queen's Road Between Hazledene Road and Hazlehead Avenue) (Redetermination of the Means of Exercise of Public Right of Passage) Order 2010.

A copy of the proposed order and 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 offices of the Road Safety and Traffic Management Team at St. Nicholas House, Broad Street, Aberdeen. Those documents are available for inspection free of charge from 14 July until 11 August, 2010, inclusively, during normal weekday office hours (telephone 523442).

Any person may, within twenty-eight days from 14 July, 2010, object to the making of the order by notice in writing to the Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen. Objections should state the name and address of the objectors, the matters to which they relate, and the grounds on which they are made.

Dated this Fourteenth day of July, in the year Two Thousand and Ten.

Jane MacEachran
Head of Legal and Democratic Services
Aberdeen City Council
Town House
ABERDEEN

SCHEDULE

That length of the south-west footway of Queen's Road, Aberdeen, between the north-west kerbline of Hazledene Road (notionally extended) and the south-east kerbline of Hazlehead Avenue (notionally extended), for the purpose of permitting any person to ride a pedal cycle on that part of the road, and establishing a cycle track available for shared use by pedestrians and cyclists.