

## ABERDEEN CITY COUNCIL

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<b>COMMITTEE</b>	Operational Delivery
<b>DATE</b>	14 March 2019
<b>REPORT TITLE</b>	The Aberdeen City Council (Gray Street and Salisbury Terrace, Aberdeen) (One-Way) Order 201(X) – Stage 3 Public Advertisement
<b>REPORT NUMBER</b>	OPE/19/152
<b>Chief Operating Officer</b>	Rob Polkinghorne
<b>CHIEF OFFICER</b>	Mark Reilly
<b>REPORT AUTHOR</b>	Graeme McKenzie
<b>TERMS OF REFERENCE</b>	3

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### 1. PURPOSE OF REPORT

- 1.1 Following completion of the statutory consultation process, this report considers objections that have been lodged with respect to proposed Traffic Regulation Order titled “The Aberdeen City Council (Gray Street and Salisbury Terrace, Aberdeen) (One-Way) Order 201(X)”.

### 2. RECOMMENDATION

It is recommended this Committee: -

- 2.1 Notes the objections received as a result of the statutory consultation in relation to the “The Aberdeen City Council (Gray Street and Salisbury Terrace, Aberdeen) (One-Way) Order 201(X)” and considers the contents of the objections.
- 2.2 Instructs officers to take no further action and leave Gray Street and Salisbury Terrace as they are in terms of current accessibility by motor vehicles.

### 3. BACKGROUND

- 3.1 The northern section of Gray Street, between Great Western Road and Broomhill Road, and likewise Salisbury Terrace, have significant on-street parking on both sides of the road. At times these parked vehicles will effectively take the carriageway width available for through traffic down to a single lane on particular lengths. This is particularly prevalent on Gray Street, where at times it will be at near capacity in terms of on-street parking; this leading to the situation where there will be few or no gaps that provide for a vehicle to pull in and allow an opposing vehicle to pass.

- 3.2 As a consequence, complaints have been raised with respect to the occasion where a vehicle is reversed to allow an opposing vehicle to pass. Beyond it being less than ideal to have vehicles reversing, it had been highlighted damage is occurring on occasion, with vehicles clipping wing mirrors, bumping/scraping the side of cars etc. As a result, some residents have suggested a one-way system would be an ideal solution to prevent such incidents.
- 3.3 When considering the circumstance of opposing vehicles meeting on these streets and reversing, pulling in etc., there is no data available to indicate the number of occasions damage may have occurred as a result of such manoeuvres. The types of collision that could, or do occur, on these roads, will generally be at a speed that will result in damage such as dents, scrapes, wing mirror clips etc. to vehicles. In this regard Police Scotland do not routinely record such collisions and instead focus on those that result in personal injury.
- 3.4 Accordingly, while there is no numerical value on the number of collisions that may have occurred, or a record of the number of complaints/concerns that may have been raised by households, there has been on-going concern raised from time-to-time over a period of years; either by way of Councillors that serve this community, or by directly contacting the Traffic Management and Road Safety Team. Indeed, it's of note there was an informal letter circulated to residents of Gray Street, circa 2007/08, on the possibility of a one-way system, however, at that time it was decided to take no further action based on the response.
- 3.5. Based on the on-going concerns, the decision was taken in 2017 to circulate an informal letter / questionnaire (See Appendix 1) that considered the possibility of a one-way system and possible variations, and the option of doing nothing and leaving these roads as they are.
- 3.6 The alternative possibility of introducing passing places, by way of lengths of 'double yellow' lines on certain sections of the road, was not included in the informal consultation; this being on the basis there would be no general support for any measure that would reduce on-street parking capacity.
- 3.7 As would be expected on these predominantly residential streets, the level of on-street parking is greatest outside the hours of the working day, with Gray Street being at very near capacity, while Salisbury Terrace sits in the region of 50 to 55 percent of its potential capacity.
- 3.8 The section that raises most concerns is the length of Gray Street, between its junctions with Great Western Lane and Hammersmith Lane / Gray Street Lane; this length of road is 246 metres in length and if not at capacity outside working hours, will be very near to it. It's of note this length of road also has a gentle curvature at its northern end, the effect of which is to hinder forward visibility for drivers.

- 3.9 For information, between the hours of 9am and 5pm, the level of parking has been recorded to drop to the region of 70% capacity on Gray Street, and respectively 40% on Salisbury Terrace.

#### Result of the informal questionnaire

- 3.10 In the questionnaire there were three options regarding restrictions that could manage traffic; respectively a full one-way restriction on both roads, limited lengths of one way, or 'no entry' at a single junction on each road.
- 3.11 Breaking the results down, there was a response received from approximately 55% of the residents on Gray Street (or with properties directly adjacent to). Of those that responded, 80.4% were in favour of a measure being introduced, while 19.6% were against.
- 3.12 For Salisbury Terrace (including Salisbury Place and Salisbury Court) there was an approximate 32% response, with 60.6% of those that responded favouring the introduction of a measure, while 39.4% were against.
- 3.13 In terms of preference as to the type of restriction, the full one-way option was slightly ahead of the other options. While as to direction, 48.2% favoured a Gray Street northbound / Salisbury Terrace southbound option, while 36.5% favoured the opposite arrangement, and 15.3% have no preference. Delving further by street, there was a distinct preference to be southbound on Salisbury Terrace, while Gray Street has just a few more households in favour of northbound.
- 3.14 Given the general support for measures to be introduced from those residents that responded to the survey, the formal statutory consultation process that could lead to a one-way system was carried out.

#### One-way streets – Advantages / Disadvantages

- 3.15 The advantages to a one-way street are they can maximise on-street parking capacity and allow traffic to move more freely and without conflict.
- 3.16 There are, however, several negative outcomes which must be weighed against the advantages: -
- Traffic will be redistributed, and this could have a negative impact on surrounding streets. In particular, the impact on Hammersmith Road would be a concern; this road, between its junctions with Norfolk Road and Great Western Road, is similar to Gray Street, with some Hammersmith Road residents already voicing concern there's currently a degree of through traffic and any redistribution will be to the detriment of the street environment and road safety.

A further point of concern would be a possible redistribution of traffic onto the adjacent lanes that link these roads. While it can be hoped most drivers would choose to stay on the main thoroughfares, there will

be a tendency by drivers to seek the shortest route possible and the adjacent lanes could be subject to increased traffic flow.

For information, Table 1 below highlights the average vehicles per hour typically using these roads on a workday between the hours of 7am and 7pm.

**Table 1. Average Working Day Vehicles per Hour (VPH) on Gray Street, Salisbury Terrace and Hammersmith Road (Data collected between 26 September and 1 October 2018)**

	Gray Street			Salisbury Terrace			Hammersmith Road		
	Southbound VPH	Northbound VPH	Total VPH	Southbound VPH	Northbound VPH	Total VPH	Southbound VPH	Northbound VPH	Total VPH
<b>7am to 7pm</b>	32	40	72	20	25	45	30	41	71
<b>8am Peak Hour</b>	35	69	104	19	48	67	34	81	115
<b>5pm Peak Hour</b>	70	53	123	34	30	64	54	51	105

*The average VPH on all these roads reduces significantly from 7pm onwards, whereby between midnight and 5am there are, at most, a few vehicles recorded per hour.*

- Some residents will consider a one-way system to be inconvenient due to the possible circuitous route when taking access/egress to their premises. Some will also express concern over using more fuel and the impact on emitting more exhaust gases. In this regard, any extra distance travelled as result of this proposal will be relatively modest, albeit still a genuine concern.

It should be highlighted that for many residents it will often be the case they already enter by one junction and leave by the other (Great Western Road / Broomhill Road), this is based on the fact that on certain lengths of these roads it will not be possible to get turned due to the parking bringing about a single lane running width. Accordingly, for many residents it could be argued these roads will already be limiting access/egress and therefore a circuitous route is already being taken.

- There can be concerns that emergency vehicles will take longer to reach their destination. In the case of Gray Street and Salisbury Terrace, however, the potential extra distance travelled is modest and the emergency services when consulted on this proposal have not raised any concerns.
- With opposing traffic flow removed, a one-way system has the potential to increase vehicular speeds as drivers will no longer have the expectation they can be confronted by an oncoming vehicle. In this regard, it's considered the traffic calming road humps on Gray Street and Salisbury Terrace, would hold vehicle speeds within the mandatory 20mph speed limit that applies to these roads. For information, survey data indicates the average 85<sup>th</sup> percentile speed on Gray Street is in the region of 18mph, while on Salisbury Terrace it is in the region of 16mph.



- A one-way system can possibly attract more through traffic on the basis drivers will know they face unimpeded travel. This possible consequence is difficult to predict, as it may be there would only be a redistribution of vehicles already using these roads. Also, with these roads having existing traffic calming road humps, it's expected these would also act as deterrent against drivers seeking avoid congested distributor roads.
- Businesses, shops etc. that are established adjacent to one-way roads can also express concern a restriction of this type will be detrimental to their on-going trading, with it highlighted passing customers may just go elsewhere when faced with a circuitous route to gain access. This is difficult to ascertain; the counter opinion would be that a potential customer facing a very minor diversionary route as the result of a one-way system would be very unlikely to go elsewhere when the concerned business is still accessible. Indeed, it could be said that it would just be as arduous to divert to a competitor business located elsewhere in the city. Nonetheless, this concern is appreciated and will be considered in more detail below.

### Objections

- 3.17 The following paragraphs will consider some of the content from objections that have been received as a result of the statutory consultation. While many of the common negative themes have already been covered, the purpose is to expand on detail specifically related to the Gray Street and Salisbury Terrace area. The full contents of the objections received are available to view in Appendix 3.
- 3.18 As already mentioned, businesses, shops etc. can have concern a one-way system will prove detrimental to their on-going trading. In the case of this proposal "The Mariner Hotel Ltd" has indicated the proposal would cause significant disruption in terms of customers ease of access and that for firms that service the hotel with deliveries. The result being the hotel's two restaurants would lose passing chance business and likewise pre-booked accommodation and function business.
- 3.19 The difficult trading conditions (Oil and Gas downturn, increased competition, plunging room rates etc.) the hotel is currently subject to are highlighted and the worry is the change brought by a one-way system would be enough to further hinder the hotels operations and occupancy rate, thereby putting the business at risk; with the Hotel's representative stating "...implementation of this proposal as it stands would result in a loss of trade which would in all probability lead to the closure of the hotel".
- 3.20 It is difficult to ascertain whether a one-way system will have a negative effect on businesses. They can certainly reduce the visibility of a business when it's located on the main thoroughfare of a one-way street, however in the case of the Mariner Hotel it's positioned at the junction of Great Western Road and Gray Street, and therefore its frontage remains visible to passing traffic on

Great Western Road. The question is therefore whether a circuitous route to gain access to the hotel's car park located off Gray Street would be enough to deter potential customers.

- 3.21 As indicated earlier, it would seem reasonable to presume that a potential customer facing a very minor diversionary route as the result of a one-way system would be unlikely to go elsewhere when the concerned business is still accessible. Indeed, it could be said that it would just be as arduous to divert to a competitor business located elsewhere in the city.
- 3.22 The issue from the Traffic Management Team's perspective is there is no real evidence from previous schemes we can fall back on to suggest the likely outcome. Likewise, other examples, nationally and internationally, have centred on thoroughfares that are predominantly bordered by businesses and shops; so, by way of a recent example, Bath and North East Somerset Council introduced a trial one-way in Keynsham High Street in 2017, with a survey of businesses taking place following its introduction. The results were 39% of businesses recorded a fall in comparable average monthly takings, while 11% reported growth; this was against a backdrop of growth of 1.6% in the national retail economy to the year January 2018. Furthermore, just 4% of businesses reported an increase in comparable average monthly footfall into their premises since the One-Way trial was introduced, while 44% saw a decline in footfall (It was highlighted, however, this should be considered in the context of declining national and regional footfall). Ultimately of 101 business survey responses, 5.9% felt that the One-Way trial had had a positive effect on business takings, 51.5% were neutral and 42.6% of business considered the One-Way trial had had a negative effect on business takings.
- 3.23 As indicated, the Keynsham High Street example is widely different to the Gray Street / Salisbury Terrace scenario; it involves a spectrum of retail/business types providing various products/services centred on a busy thoroughfare. It's also of note, that Bath and North East Somerset Council appear to be continuing with the one-way system and making it a permanent feature; this being based on the positive effect it has had in improving the general environment, air quality and pedestrian safety.
- 3.24 The difficulty with regard to the Mariner Hotel is no absolute assurance can be provided that a one-way system will not have a negative effect on its operations. As can be appreciated, this is a deep concern for both the hotel and the local community; with this business employing 40 people and being long established, it would be a huge loss if a new factor was introduced in tough operating conditions, that was enough to make the hotel's operation unviable. It's of further note this view is reiterated in the objection received from the Aberdeen City and Shire Hotels Association in support of the Mariner Hotel.
- 3.25 It's suggested in some objections the one-way lengths could be limited to the sections of these roads located between the lanes of Great Western Lane and Gray Street Lane. This notion, however, is impractical as ultimately the point of no entry must be formed with either a Great Western Road or Broomhill

Road junction. Using the Mariner Hotel car park access as an example for maintaining two way access, if the section of Gray Street remained open between its junction with Great Western Road and Lane, drivers turning onto Gray Street with the expectation of a through route would be confronted by a 'no entry' and would either have to use Great Western Lane as a diversion or do an about turn; neither of those scenarios would find favour in terms of conducive traffic management. Furthermore, that situation would be particularly unrealistic when considering any large vehicles e.g. delivery vehicles, removals vans, refuse collections etc. that turned onto the road.

- 3.26 An alternative option could be to consider reversing the directions of the current proposal (make Gray Street southbound and Salisbury Terrace northbound). This option would perhaps mitigate some of the concern over the hotel's operation, with vehicles still having direct access from Great Western Road for entry. The negative aspect of this option, beyond those already highlighted in terms of a one-way systems, would be the increase in vehicles exiting at the Gray Street / Broomhill Road where a crossroads junction is in operation.
- 3.27 The proprietor of Salisbury Garage, which is located at the junction of Salisbury Terrace / Gray Street Lane, has also submitted an objection, stating concerns over customers finding the business and the inconvenience of losing direct access from Broomhill Road. With this type of business, it would be argued the customers involved will be aware of its existence and a change in terms of vehicular access would have no effect. Nonetheless, as with the Mariner Hotel, there is no evidence that can be provided that would provide a guarantee a one-way system will not have a potential negative effect.
- 3.28 Another point of concern from objectors, is the displacement of traffic from the hotel, as currently it's envisaged most vehicles entering and exiting the hotel premises will do so by Great Western Road. Whereas, if the one-way proposal was implemented, there would now be vehicles travelling the length of Gray Street, or alternatively using Great Western Lane as a cut through to Salisbury Terrace. The objectors were worried by both the additional volume, and the likelihood a proportion of these vehicles will be of the large goods type that are servicing the hotel.
- 3.29 The displacement of traffic will be an inevitable consequence of a one-way system. The car park at the Mariner Hotel has capacity for approximately 40 vehicles and it's appreciated there will be concern over these additional vehicle trips it would generate along the length of Gray Street, inclusive of those associated with deliveries. A criticism levelled at the Traffic Management Team is no detailed surveys have been carried out to assess the vehicle movements from/to the car park. In response, the hotel and associated car park are modest in size; therefore, movements from/to are generally going to be spaced out during the day and the additional burden on Gray Street would not be significant in terms of the road network.
- 3.30 The Aberdeen Cycle Forum has submitted an objection on the basis they consider the one-way system does not benefit cyclists or pedestrians. The concerns being focused on many of the disadvantages of one-way systems

already highlighted. While they would generally welcome the inclusion of an exemption for cyclists if a one-way were to be established, they consider it a poor compromise as it would be implemented by sign-plates alone, as opposed to being in combination with dedicated cycle lane provision. They also express worry drivers would be less inclined to expect oncoming cyclists.

- 3.31 In response, it should now be the default position, whenever installing one-way systems, that an exemption for cyclists should be provided where possible. This ensures the road network remains as permeable as possible for cyclists, thereby supporting sustainable transport. The signs installed would clearly highlight cyclists have the right to travel in the opposite direction. In effect the situation would be no different to that currently when taking into account a cycle passing a motor vehicle in the opposite direction, both the rider and the driver are going to have to exercise care due to the limited carriageway width. Nonetheless, there is the familiarity issue, where currently there is only two existing one-way contraflows in the city that use sign-plates without lanes (Allenvale Road and Leslie Terrace), and thereby the concern may be some drivers fail to appreciate the sign-plate. Nonetheless, it must be stressed the direction provided by the regulatory sign is self-evident.
- 3.32 The Aberdeen Cycle Forum also highlight the proposal appears to be contrary to 'Aberdeen Active Travel Action Plan 2017 – 2021' whereby the one-way system could be viewed as being to the benefit of motor vehicle traffic by maximising road capacity for both on-street parking and the flow of traffic. In response, the proposal was instigated with a view to reducing conflict, nonetheless, it's a reasonable point to consider in terms of whether a local authority's attempts to maximise on-street parking could be to the detriment of the general road network and encouraging sustainable forms of transport.
- 3.33 Ashley and Broomhill Community Council express concern about the extent of the informal consultation in terms of letters that were distributed to properties in the area of Gray Street and Salisbury Terrace. The Community Council therefore suggest the consultation process may be flawed as some property owners may have missed the opportunity to submit comments and/or objection.
- 3.34 In response, those properties in the core area of Salisbury Terrace and Gray Street would have received letters on three occasions during the informal and formal process, this was inclusive of adjacent properties on Broomhill Road, Great Western Road, Salisbury Court and Salisbury Place. The letter drop is beyond the statutory requirement for the usual press notice and street notices associated with a proposed Traffic Order. Accordingly, officers are of the opinion this proposal would have been well advertised in the area. Also, should there have been any persons that missed the opportunity to object, it would be fair to say the negative factors associated with this proposal have been comprehensively covered and that any additional objections would've been repeating the same core themes. For information, letter distributions are not standard practice when promoting traffic management measures and they can present difficulties in terms of defining where the scope of a distribution will end. This in turn leading to complaint from persons/organisation that consider they've been excluded from the process.

- 3.35 The Community Council thereafter go on to highlight the negative themes already considered, so the redistribution of traffic to the surrounding streets and lanes, and the potential negative implications for pedestrians using the lanes, particularly schoolchildren going to/from school. The question also arises as why Salisbury Terrace must be included if a one-way is introduced on Gray Street? In response, the consultation considered similar concerns over vehicle conflict on Salisbury Terrace, and ultimately while a one-way could be introduced on Gray Street alone, the issue of traffic redistribution and an exacerbation of occasions vehicle conflict occurs would be a very real issue. Albeit, as highlighted in previous paragraphs, the wider issue of traffic redistribution is a real concern when considering those other neighbouring streets/lanes that were outside the scope of this existing proposal.
- 3.36 The Aberdeen Western Peripheral Route (AWPR) has also been mentioned in terms of its effect on reducing traffic volume on South Anderson Drive; this in turn leading to less congestion, both on the road and at its associated junctions, and thereby encouraging drivers to stay on the main distributor roads; this being opposed to the situation where some drivers will use local residential streets as convenient alternatives to avoid congested roads. While it's reasonable to assume the AWPR will have this welcome benefit, there is not predictive data available at such a local level that would indicate the likely 'real world' outcome on Gray Street and its neighbouring streets. Accordingly, any effect would need to be assessed following the full opening of the AWPR and once traffic distribution and patterns on the road network have settled. In this regard, it would be suggested a period of at least six months would have to pass following the AWPR opening before any new surveys were considered. Also, while a reduced volume of vehicles using Gray Street would certainly lessen instances of conflict, it would not eliminate the issue altogether.
- 3.37 As can be appreciated from the objections received, the introduction of a one-way system can be highly contentious and can have wide ramifications when considering possible negative outcomes. A common theme from objectors is whether the occasion where opposing vehicles may meet really warrants the introduction on a one-way system?
- 3.38 The counter opinion in return would be that action is required when considering the ongoing history of complaint over the occasions damage has occurred, or where near misses have been observed, or where residents say they have witnessed stand-offs where drivers refuse to give way. The difficulty is it's not possible to establish the frequency of these occurrences, however, as previously highlighted there is a history of Gray Street being raised as a topic of concern, with a possible one-way mooted in 2007/08.
- 3.39 Thereafter, it's difficult to simply dismiss the results of the questionnaire, where on Gray Street in particular, there was a strong response in favour of a one-way system or the lesser variations that involve some restriction on points of access. To recap, there was an 80.4% and 60.6% positive response from properties on Gray Street and Salisbury Terrace (including Salisbury Place

and Salisbury Court) respectively; the percentage of households/businesses that responded being 55% and 32% respectively.

- 3.40 It's also of note, that during the informal and statutory consultation, some residents did take the opportunity to highlight their vehicles had been subject to damage. More recently a resident has provided detail over damage caused by a recent collision, stating their vehicle was unusable for a period of two weeks and that repair costs were significant; the circumstance being where a driver was reversing as to allow another vehicle to pass.

### Conclusions and Recommendations

- 3.41 Nonetheless, despite the support that has been expressed for a one-way system, the Traffic Management and Road Safety Team would recommend this possibility does not progress and the roads are left as they are in terms of current accessibility.
- 3.42 It's appreciated there will be a significant proportion of residents that will be disappointed by this recommendation, however, with the likely negative outcomes, it's considered these outweigh the benefit a one-way system could bring to these roads. The main points of concern being: -
- the redistribution of traffic and the potential negative effect on surrounding streets and lanes, bringing the possibility of further interventions that eventually lead to a convoluted network of roads subject to one-way restrictions;
  - the impact on business, whereby there's no absolute guarantee a one-way system could be to their detriment in terms of operation; and
  - the potential precedent it would set in terms of the road network. That is to say there will be existing residential streets in the city similar to Gray Street and Salisbury Terrace, that carry modest amounts of traffic and where at times there will be give and take between drivers using these roads due to on-street parking. In these scenarios, drivers exercising due care and attention should still be able to safely negotiate these types of road.
- 3.43 If the Committee is still inclined to consider a traffic management intervention, consideration could still be given to the possibility of using modest lengths of 'double yellow' lines to create passing places. While it's recognised this would further reduce on-street parking capacity, impinge on convenience, close proximity parking etc. and redistribute vehicles, it would be a modest intervention that could mitigate the occasions conflict occurs between vehicles. It's also been suggested that off-street parking facilities provided by garages located off rear lanes are not being used to their potential, therefore this type of intervention could perhaps encourage their use; the caveat is this is based on opinion stated in objections and there could be good reason a resident don't make use of their garage for off-street parking, with some modern cars simply being too great in size for a garage constructed many years ago.

3.44 If the Committee considers a one-way system, or similar variation, should still progress, it would be prudent that an instruction is given for officers to further engage with local members over the scope and directions of the system, and that any system introduced would be by way of an experimental 18 month order where the impact is closely monitored and where feedback from residents and businesses is taken into account.

#### 4. FINANCIAL IMPLICATIONS

4.1 If the current proposal was progressed, or similarly a variation, it would be funded through the Cycling, Walking and Safer Streets capital budget. It would be expected the introduction of a one-way on both roads would cost in the region of £8k to 10k.

#### 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	Review 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, thereby 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 with a thorough rationale as to the requirement for the proposal.
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## 7. OUTCOMES

Local Outcome Improvement Plan Themes	
	Impact of Report
<b>Prosperous Place</b>	This report has links to safe and resilient 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

None

## 10. APPENDICES

APPENDIX 1 – Gray Street / Salisbury Terrace Questionnaire  
APPENDIX 2 – Proposal  
APPENDIX 3 – Public Notice  
APPENDIX 4 – Objections

## 11. REPORT AUTHOR CONTACT DETAILS

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## APPENDIX 1 – Gray Street / Salisbury Terrace Questionnaire

Our Ref. MC/DR/GM  
Your Ref.  
Contact.  
Email:  
Direct Dial:  
Direct Fax:

29 March 2017

To the resident(s)

**Communities, Housing  
and Infrastructure**

Aberdeen City Council  
Business Hub 11  
Second Floor West  
Marischal College  
Broad Street  
Aberdeen AB10 1AB

Tel 01224 522000  
Minicom 01224 522381  
DX 529451, Aberdeen 9  
[www.aberdeencity.gov.uk](http://www.aberdeencity.gov.uk)

Dear Resident

**GRAY STREET / SALISBURY TERRACE – TRAFFIC CONCERNS – SUGGESTION OF INTRODUCING A ONE-WAY SYSTEM**

The Council's Traffic Management Team would appreciate your opinion with regard to the suggestion that a one-way system should be introduced on Gray Street and Salisbury Terrace.

To set the background, the top section of Gray Street, between Great Western Road and Broomhill Road, and likewise Salisbury Terrace, have significant on-street parking on both sides of the road; this effectively takes the width available for through traffic down to a single line. Consequently, a common complaint is with respect to the occasion where a vehicle has to be reversed to allow an opposing vehicle to pass. Beyond it being less than ideal to have vehicles reversing, it had been highlighted occasional damage is occurring, with vehicles clipping wing mirrors, bumping/scraping the side of cars etc. while reversing manoeuvres takes place. As a result, some residents have suggested a one-way system would be an ideal solution to prevent the aforementioned.

The purpose of this letter is to gauge whether residents would generally be supportive of a one-way system. I would stress this is an informal consultation, and if a proposal did progress thereafter, it would be subject to the necessary statutory consultation process, set down by legislation, that allows for the introduction of a Traffic Order. The aforementioned process provides any person, business, organisation etc. with the opportunity to object to a proposal and the Council would thereafter have to consider whether the proposal should be implemented as originally envisaged, modified, or rejected.

Also, if a proposal was passed, the necessary financial resources to allow implementation would have to be allocated; this would be dependent on other city-wide priorities in terms of traffic management and road safety.

When considering restricting access to these roads there are three options. The first would involve making the entire length of each road, between their junctions with Great Western Road and Broomhill Road, one way; for instance Gray Street would perhaps be northbound and Salisbury Terrace thereby southbound.

The other options would be to introduce a limited length of one-way, similar to that which can be observed on Duthie Terrace, or a false one-way street\*, so in each case while entry to the roads from either Great Western Road or Broomhill Road is prohibited, two-way movement is either partially or wholly retained on the main body of the road. The advantage of this system is it retains flexibility for some residents / drivers when exiting the road; the negative factor is it will only lessen the occasions of conflict, as opposed to the case of a full one-way system that would totally resolve the issue.

*\*A false one way street is essentially a junction with a point 'no entry'; that is to say with 'no entry' signs only at the road junction and would give the impression to a driver passing the junction, the road would be subject to a one-way, hence the term "false one way". They are often configured with an access to allow entry for cyclists. (Enclosed is a diagram that indicates a typical false one-way street arrangement)*

For information, previous surveys on these roads indicate traffic volumes are modest. The following table indicates the average vehicles per hour between 8am and 6pm on a working day. The survey data was collected during a period in the month of June 2014.

	Average number of motor vehicles per hour on a weekday between 8:00 and 6:00pm	
	Northbound	Southbound
Gray Street	30	25
Salisbury Terrace	29	20

In light of the above information and your local knowledge/experience of these roads, I would be grateful if you could complete the attached questionnaire and return the form by way of the enclosed pre-paid envelope. **The closing date for submitting the questionnaire would be Monday 24 April.**

Again I would highlight this consultation is informal and the Traffic Management Team really wants to establish whether there's general community support for a full one-way system or those similar measures described. Once the responses have been collated, a letter will be distributed to residents indicating the outcome.

I trust the above and attached is comprehensive, nonetheless should you have any questions or wish to discuss this matter directly, you are very welcome to get in touch by contacting me on [REDACTED]; alternatively e-mails can also be sent to [REDACTED]

Yours faithfully

[REDACTED]  
 Technical Officer  
 Traffic Management

**Gray Street (between Broomhill Rd and Gt Western Rd) / Salisbury Terrace**

**Questionnaire with respect to suggestion of introducing one-way or 'false' one-way traffic restrictions**

1. Would you support the introduction of a one-way system or 'false' one-way on Gray Street and Salisbury Terrace that prohibited entry from either Great Western Road or Broomhill Road?

Please circle either yes or no.

Yes	No
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2. Please rank, in order of your preference, the type of traffic management options suggested. (Even if you answered no to the first question, your response to these further questions would still be appreciated.)

<b>Traffic Management Option</b>	<b>Preference</b> (Please enter 1, 2 and 3 to indicate)
Full one way on both these roads between their junctions with Great Western Road and Broomhill Road.	
Limited lengths of one way. For example:  Gray Street – northbound between its junctions with Great Western Lane and Great Western Road  Salisbury Terrace – southbound between its junctions with Gray Street Lane and Broomhill Road	
'False' One-Way Street – 'No entry' prohibition at single junction on each road. For example:  'No entry' points at junction of:  Gray Street with Great Western Road  and  junction of Salisbury Terrace with Broomhill Road.	

3. If one of the options in question 2 was promoted, at which junction on each road would you prefer to see the 'no entry' established?

Please tick relevant box next to option.

<p><u>Arrangement 1</u></p> <p>'No entry' points at junction of Gray Street with Great Western Road and junction of Salisbury Terrace with Broomhill Road.</p> <p>Accordingly, if associated with a full one-way system, direction of travel on Gray Street would be northbound, while on Salisbury Terrace it would be southbound.</p>	
<p><u>Arrangement 2</u></p> <p>'No entry' points at junction of Gray Street with Broomhill Road and junction of Salisbury Terrace with Great Western Road.</p> <p>Accordingly, if associated with a full one-way system, direction of travel on Gray Street would be southbound, while on Salisbury Terrace it would be northbound.</p>	
<p>No preference</p>	

4. Please add any comments you may have over this matter:

5. Please provide your contact details:

Name:
Address:
Post Code:
Tel. No:
E-mail:

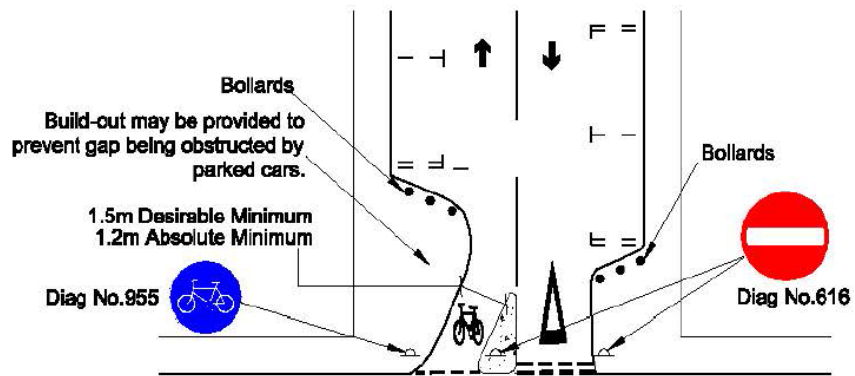
Please return the completed questionnaire by way of the pre-paid postal envelope to:

**Traffic Management  
Communities, Housing and Infrastructure  
Aberdeen City Council  
Business Hub 11  
Second Floor West  
Marischal College  
Broad Street  
Aberdeen AB10 1AB**

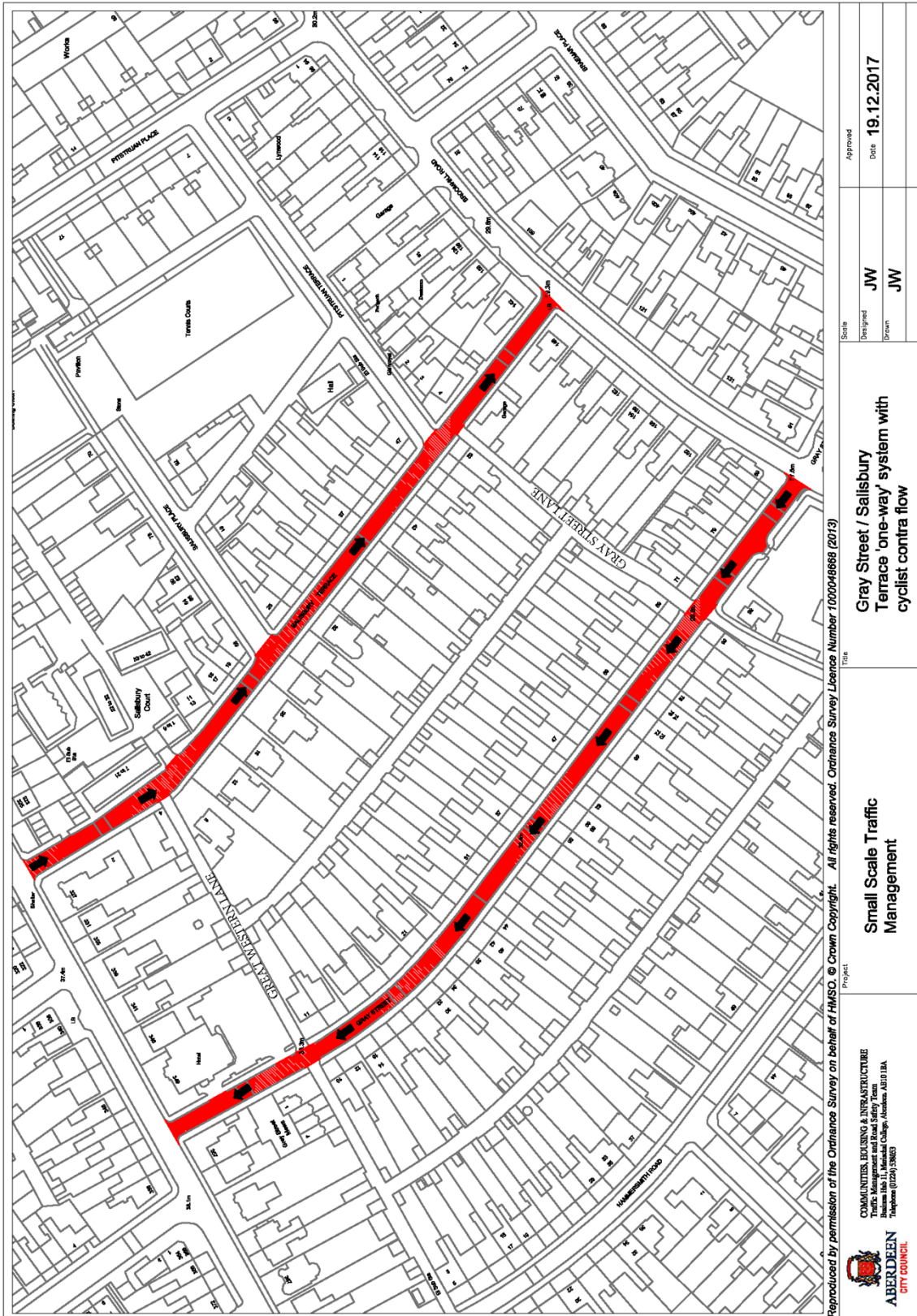
The information provided by you upon this Form is recorded manually and on computer, stored securely and processed for the purpose of determining public opinion in relation to possible traffic management options on Gray Street and Salisbury Terrace, Aberdeen.

Aberdeen City Council (ACC) will process your personal information (in this case your name and address) fairly and lawfully and in accordance with the principles of the Data Protection Act 1998. In order to comply with legal obligations, including the Freedom of Information (Scotland) Act 2002, ACC may require to make copies of this form available to the public. In that event your name, address, Tel. No. and E-mail address will be removed prior to disclosure of the form.

**Figure 4.2: False one-way street**



# APPENDIX 2 – Proposal



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**COMMUNITIES HOUSING & INFRASTRUCTURE**  
 Traffic Management and Road Safety Team  
 Business Hub 1, Marischal College, Aberdeen, AB10 1BA  
 Telephone (01224) 536023

**Small Scale Traffic Management**

**Gray Street / Salisbury Terrace 'one-way' system with cyclist contra flow**

Scale	Approved
Designed	Date
Drawn	19.12.2017
JW	
JW	



## **APPENDIX 3 – Public Notice**

### **ABERDEEN CITY COUNCIL**

#### **ROAD TRAFFIC REGULATION ACT 1984**

#### **THE ABERDEEN CITY COUNCIL (GRAY STREET AND SALISBURY TERRACE, ABERDEEN) (ONE-WAY) ORDER 201(X)**

Aberdeen City Council proposes to make “The Aberdeen City Council (Gray Street and Salisbury Terrace, Aberdeen) (One-Way) Order 201(X) in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a prohibition of driving of any vehicle on Gray Street, between its junctions with Broomhill Road and Great Western Road, other than in a northerly direction, except for pedal cycles. Also, to impose a prohibition of driving of any vehicle on Salisbury Terrace, for its entirety, other than in a southerly direction, except for pedal cycles.

Full details of the above 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 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 the above order 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**



## APPENDIX 4 - Objections

### THE ABERDEEN CITY COUNCIL (GRAY STREET AND SALISBURY TERRACE, ABERDEEN) (ONE-WAY) ORDER 201(X)



#### Aberdeen City & Shire Hotels Association

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

20<sup>th</sup> June 2018

Dear Sirs,

Aberdeen City Council  
Road Traffic Regulations Act 1984  
Gray Street And Salisbury Terrace, Aberdeen

I write representing The Mariner Hotel Limited, (Co No SC103825), as a member of Aberdeen City and Shire Hotels Association.

It is noted the Council proposes to make the Road Traffic Order as outlined above, which we support our Members OBJECTION to this proposal.

Such actions would cause significant disruption of access of deliveries to and from the business premises and customers access to their car park, causing deterred and disruption of trade.

Aberdeen has seen a severe downturn, which has significantly affected hotel occupancies over the last couple of years. As well as the downturn, there have been over 2500 additional new bedrooms added to the regions bedstock, with most of these new properties been global brands with car parking facilities. This additional bedstock has driven average room rates spiralling to approximately two thirds of those two ago.

The Mariner Hotel is a local independent business, trading in a very challenging environment, whereby as an Industry, we are also incurring additional costs amongst others, increased minimum/living wages, additional pension provisions, apprenticeship levy, with the main increased cost of Non Domestic Rates increasing on average over 250% in the city's hotels.

Running and sustaining a business is challenging enough in these times, which we also need to be mindful of other inevitable unknowns, still to be accounted of Brexit and losing the migrant workforce.

Such a significant change in the adjacent roads to The Mariner Hotel will absolutely cause additional operational problems, but more importantly will hinder occupancy therefore revenues. Such a further drop in revenues, along with the increased costs as outlined, may place this business at risk, potentially adding to the already 5 city hotel closures thus far in the last two years.

At a time when Aberdeen City & Shire aspire to diversify and grow tourism, and the fantastic work undertaken by the Councils ambition of investing in the new AECC, the Harbour Board investing in a new south harbour which will attract cruises, the new events attracted into the city, Aberdeen Inspired and Visit Aberdeenshire activity to market, attract, and increase footfall and dwell-time into the city and shire, we need to protect all bedstock, especially independents.

The Aberdeen City & Shire Hotels Association represent over 50 members, liaising with the Government, Councils, trade bodies, and various others such as AGCC, AECC, Events 365, Opportunity North East, and many others to cement cohesion in meeting our joint aims.

The Mariner Hotel is an established local business with 40 members of staff, 6 of which with over 130 years' service. Such road closure or proposed alterations may cause additional decrease in revenue, hence a concern to us for a fellow Member of Aberdeen City & Shire Hotels Association.

Once again, Aberdeen City & Shire Hotels Association support The Mariner Hotel OBJECTION to this Road Traffic proposal.

I would appreciate acknowledgement and receipt of this letter.

Yours faithfully,

[REDACTED], Aberdeen City & Shire Hotels Association

[REDACTED]



Traffic Management Team,  
Business Hub 11, Second Floor West,  
Marischal College,  
Broad Street, Aberdeen,  
AB10 1AB

By email to: [trafficmanagement@aberdeencity.gov.uk](mailto:trafficmanagement@aberdeencity.gov.uk)

19 June 2018

Dear Sirs,

Thank you for your email of 30 May consulting us on various Traffic Regulation Orders (TROs) proposed by the Council.

The majority of these are for parking restrictions or speed restrictions, both of which are in general terms favourable to cyclists. Reductions in speed should contribute to cyclists feeling safer and encourage more people to cycle. Previous research by one of our members found that safety was by far the most significant barrier to cycling in Aberdeen, both for cyclists and *potential* cyclists<sup>1</sup>. Parking restrictions at junctions should also improve general road safety. We are therefore generally supportive of these measures and do not wish to comment in detail on the proposals.

We also note the proposal to implement a scheme of **one-way traffic on Salisbury Terrace and Gray St**. Unlike the other proposals, we feel this will do nothing to benefit cyclists (or pedestrians) and may have a negative effect on these groups of more vulnerable road users for the reasons set out below. We **OBJECT** to this proposal.

We note that these are primarily residential streets, with few business premises. Gray St, at its junction with Broomhill Rd is the location of Broomhill Primary School, with the main entrance via the playground being off Gray St.

Firstly, it seems to us that if the streets are made one-way, the likely effect will be to increase the use by through traffic. In other words they may become “rat runs”. Speed of traffic may also be liable to increase due to the certainty of drivers that they will not meet an opposing vehicle on narrow streets with limited opportunities to pass, as is currently the case. Either or both of these effects (i.e. increases in volume or speed of traffic) would be inappropriate for residential streets where traffic calming (speed humps) has already had to be implemented to attempt to reduce speeds. We also wonder whether the back lanes linking and between the streets might be used by drivers in an attempt to circumvent the one-way restrictions. As these streets and back lanes currently provide a relatively low traffic environment, suitable for walking, cycling, or ‘scooter-ing’ to school, we believe a scheme of one-way traffic will be detrimental. This seems perverse at a time when many government initiatives are actively encouraging more children to walk or cycle to school.

We note that the one-way proposal includes an exemption for cyclists. We welcome that in principle and indeed we have advocated previously for no one-way schemes to be implemented without such an exemption. However some of our members also take the view that cycle contra-flows are a poor compromise unless they are laid out with a clearly marked and segregated cycle lane. In the circumstances of the streets in question here, where the limited available road width between 2 rows of parked cars is the issue, we question whether it is feasible to implement a cycle contra-flow which is safe. Please bear in mind that Highway Code (rule 163) states that when over-taking, a driver should allow a cyclist the same space as they would when over-taking a car. The on-going Police campaign to tackle “close passes” uses a minimum figure of 1.5 metres as the distance a vehicle should leave when over-taking a cyclist. Neither of these is likely to be achievable in the streets in question due to parked cars.

Furthermore, the scenario in a one-way scheme would be worse than the current situation because drivers would be less likely to expect oncoming cyclists in a one-way street.

We could support a one-way scheme here if the purpose of the scheme was to free up road space to create a proper segregated cycle lane which met design standards. However that is not what is being proposed.

In summary, the problem here appears to be caused by high numbers of parked cars restricting the available width of the road. The proposed solution - to maintain/increase flow capacity by implementing a one-way scheme – will fail to address the problem which instead requires a three-pronged approach: discourage car use, implement parking restrictions, and promote active travel with segregated cycle paths. Measures which raise traffic capacity as this proposal will do, whether deliberately or inadvertently, inevitably result in more traffic, which we consider

inappropriate for these predominately residential streets and particularly in view of the location of the primary school.

It is becoming increasingly recognised that to deliver modal shift, some re-allocation of road space away from private cars and in favour of active travel is needed. What is proposed here seems to represent movement in the opposite direction, i.e. attempting to maintain (or increase) flow capacity while maintaining existing levels of parking and at the probable detriment of the walking and cycling environment. While the impact of such measures over two streets may be small in the context of the whole city, we would nevertheless contend that the proposal represents an out-dated and inappropriate response to traffic management. We consider that this proposal is contrary to the tenet of the Council's 'Aberdeen Active Travel Action Plan 2017 – 2021'

Finally, we also note that the intention is to pay for the introduction of this proposal using the Cycling, Walking and Safer Streets (CWSS) Budget. Given what we have said above regarding the likely detriment to the walking & cycling environment, we consider this inappropriate.

Yours faithfully,

A solid black rectangular box used to redact the signature of the sender.

On behalf of Aberdeen Cycle Forum

---

<sup>i</sup> <http://www.aberdeencycleforum.org.uk/?p=1723>



14<sup>th</sup> June 2018

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

**Statutory public consultation - Various traffic management related proposals THE ABERDEEN CITY COUNCIL (GRAY STREET AND SALISBURY TERRACE, ABERDEEN) (ONE-WAY) ORDER 201(X)**

At the Ashley and Broomhill Community Council meeting on 7<sup>th</sup> June, this proposal was discussed at length. We were unable to form a view on this as there seemed to be many aspects of this proposal which require clarification.

**Scope of consultation**

It would appear that only properties that have frontage of Salisbury Terrace and Gray Street have been individually notified. Arguably, any property that uses these streets for access should also have been individually notified. Examples of these are:

Great Western Road and Broomhill road houses that have restricted parking and who use the back lanes for parking and access. Salisbury Court, Salisbury place. Placing a one-way system will add to their journey length substantially.

It is not clear if businesses have been consulted eg The Mariner, The Terrace, Salisbury garage, beauty salon, oil related business at the top of Salisbury Terrace. All the clients for these businesses will be forced to circle the area to locate the business and park.

**Incomplete proposal - child safety may be at risk**

It has not included how the adjoining lanes traffic flow will operate. These lanes are heavily used by parents walking children to school. Traffic using these lanes to avoid going on to Broomhill Road will constitute danger for them. Cyclists face oncoming traffic.

**Unintended consequences**

If such a scheme were to be put in place, other streets, already heavily congested with traffic, eg Pitstruan Place would have to endure even more traffic.

More restrictions may have to be put in place at junctions, extending no parking areas at the main junctions.

Sequencing of traffic lights on Great Western road will have to be reviewed.

This requires further traffic analysis and logging.

**Salisbury Terrace must go one way if Gray Street does**

Why?

**Conclusion**

The considerable confusion and doubt as to what the details of this proposal are, and its implications are such that, surely this proposal in this form should be reconsidered.

Thank you

Yours sincerely,



Ashley and Broomhill Community Council

E-mail: [abcc\\_aberdeen@btinternet.com](mailto:abcc_aberdeen@btinternet.com)

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

Your Ref:

Our Ref:

DAR/MAR.20.9

Date:

20<sup>th</sup> June 2018

Dear Sirs

**ABERDEEN CITY COUNCIL  
ROAD TRAFFIC REGULATION ACT 1984  
GRAY STREET AND SALISBURY TERRACE, ABERDEEN – (ONE-WAY) ORDER 201(X)**

We act for The Mariner Hotel Limited (Co No SC103825) the owner and operator of the Mariner Hotel, 349 Great Western Road, Aberdeen (hereinafter the 'Hotel').

It is noted the Council proposes to make the above Road Traffic Order (hereinafter the 'RTO') in terms of its powers under the Road Traffic Regulation Act 1984.

This letter is formal notification that our client objects to the RTO on the grounds set out in the appendix hereto.

Our clients have asked us to put on record that in their view the proposed RTO is a 'hammer to crack a nut' which has a variety of unintended and very undesirable consequences. It seems to our clients that the Council's officers have made little, if any, effort to look at other incremental solutions to ease the congestion issue before putting forward the current proposed nuclear option.

Our clients are of the view that the following measures would ease congestion significantly:

- improved road surfaces (and thereby reduce the 'rocking' effect of large vehicles);
- permit parking;
- improved traffic calming;
- updating the one-way lane system at Broomhill Scholl - the current arrangements 'funnels' enormous amount of traffic northbound unnecessarily.



Finally our clients are aware from their discussions with local residents there is a consensus that the creation of an alternative one-way system 'between the lanes' is the best worst option. Our clients would be favourably disposed to such an alternative proposal provided:

- all relevant stakeholders were consulted thereby producing a broad consensus amongst all interested parties;
- it had adequate provision of traffic management with regard to the lane system;
- specifically it had proper signage to avoid 'scaring off' passing trade for the Hotel.

Please acknowledge receipt of this letter.

Yours faithfully

[Redacted signature]

*PP.*

[Redacted name]

Partner

[Redacted address]

## Appendix

### Grounds of objection

#### 1. Detrimental and likely terminal effect on the Hotel business

- The hotel sector in Aberdeen is under enormous pressure (oil downturn - drop in occupancy & rates - business rates increases - pension and minimum wage increases) and the Hotel is no exception. Our clients have managed to keep the Hotel operational through this downturn with continued investment - however, implementation of this proposal as it stands would result in a loss of trade which would in all probability lead to the closure of the Hotel.
- Removing direct access to the Hotel - from the main arterial route to and from the city - would have a massive impact from a reduction in footfall. From passing chance business for either of the Hotel's two restaurants, to pre-booked function business and accommodation business looking for accessibility to airport and city.
- The Hotel has been a part of the local community for over 50 years. It is family run - by 3 generations of the Edwards family – and currently employs 40 people (half of whom are in full time positions). The 4 longest serving staff have combined service of over 100 years. The Hotel's Atlantis restaurant, one of Aberdeen's longest established, will next year celebrate its 40th anniversary. If the Hotel was to close those jobs would be lost.
- The Hotel's symbiotic relationship with other nearby businesses (eg. the next door Nursery uses the Hotel car park for safe pick- up and drop off of children) means that an end of the Hotel's trading would seriously jeopardise theirs.

#### 2. Further grounds for objection (made on assumption of hotel's continued operation).

- Usage of Gray street by vehicles mentioned in the Council's traffic survey took no account of the significant amount of traffic which currently enters from Great Western Road, utilises the Hotel car park and then exits back on to Great Western Road.
- Not counting the arrival/departure of guests, customers and staff and nursery drop-offs, there are daily beer and food deliveries to the Hotel and waste uplifts all involving large vehicles - from the early hours of the morning onwards. All of these vehicles would be forced up Gray street with a consequent negative impact on noise and safety. Specifically this would increase rather than reduce the likelihood of damage to parked cars.
- The above mentioned traffic survey was not comprehensive in its approach. The data provided to local residents to weigh up their responses was flawed and so the Council's assertion that there was overwhelming support from the local residents for any form of one-way system was at best disingenuous. Traffic movement figures were for the middle section of Gray Street only and did not take into account (as mentioned above) of volume of traffic north of the lane.
- Our clients offered three site meetings over the past two years to the Council and representatives of its traffic management team to discuss in detail perceived problems and possible remedies – not one of these offers was taken up by the Council.

- The proposal (and opportunity to object) was circulated to Gray Street and Salisbury Road residents only – as a number of Great Western Road residents use Gray Street and Salisbury Road to access their garages from the lane their views should have been sought.

[REDACTED]

---

**From:** [REDACTED] on behalf of TrafficManagement  
**Sent:** 18 June 2018 15:04  
**To:** [REDACTED]  
**Subject:** FW: GRAY STREET AND SALISBURY TERRACE, ABERDEEN ONE WAY ORDER 201 (X)

---

**From:** [REDACTED]  
**Sent:** 15 June 2018 11:35  
**To:** TrafficManagement <TrafficManagement@aberdeencity.gov.uk>  
**Subject:** GRAY STREET AND SALISBURY TERRACE, ABERDEEN ONE WAY ORDER 201 (X)

With regard to the above we wish to object to the application as it would be very difficult for our customers to find us and very inconvenient that they can only come in from Great Western Road instead of Broomhill Road. I do not see what benefit it would make being a one way street. This would have a big impact on my business.

[REDACTED]



**FREE Animations for your email** [Click Here!](#)

[REDACTED]

---

**From:** [REDACTED] on behalf of TrafficManagement  
**Sent:** 20 June 2018 10:08  
**To:** [REDACTED]  
**Subject:** FW: Gray Street & Salisbury Terrace - Proposed One Way Order - Objection

---

**From:** [REDACTED]  
**Sent:** 19 June 2018 22:13  
**To:** TrafficManagement <TrafficManagement@aberdeencity.gov.uk>  
**Subject:** Gray Street & Salisbury Terrace - Proposed One Way Order - Objection

I am writing to object to the proposal to make Gray Street & Salisbury Terrace One Way.

I am concerned about the impact this will have to traffic usage and flow on Hammersmith Road. Hammersmith Road is already congested, particularly during peak hours and at school drop off / pick up times with parts of the street difficult to navigate for traffic in both directions due to vehicles parking on both sides. With vehicles unable to travel southbound on the adjacent Gray Street it is likely that traffic wishing to travel in this direction will use Hammersmith Road as well as Salisbury Terrace, increasing the volume of traffic and adding to the existing congestion.

In addition these changes are likely to increase traffic egress from the lane running between Gray Street and Hammersmith Road. Exiting from this lane is already challenging due to vehicles parking right up to the lane exit and with more vehicles likely to use this exit from the lane it is again likely to add to existing congestion.

[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]

---

**From:** [REDACTED] on behalf of TrafficManagement  
**Sent:** 20 June 2018 10:14  
**To:** [REDACTED]  
**Subject:** FW: Gray Street and Salisbury Terrace One Way Order 201(X)

---

**From:** [REDACTED]  
**Sent:** 20 June 2018 09:29  
**To:** TrafficManagement <TrafficManagement@aberdeencity.gov.uk>  
**Subject:** Gray Street and Salisbury Terrace One Way Order 201(X)

Dear Sir/Madam,

I wish to object to the proposed one way system at Salisbury Terrace and Gray Street for the following reasons:

!) If these roads are one way routes, drivers who already drive too fast down these roads, will go faster as they know nothing will be approaching them.

2) Schoolchildren walk down these streets at certain times of day, so speeding cars will be a danger to them, or to pedestrians at any time of day.

3) It will put more traffic on to the main roads – Great Western Road and Broomhill Road - by requiring residents of Gray Street and Salisbury Terrace to turn onto for one block, then off , these roads if they have approached their own road from the “wrong” direction. This could cause more congestion at busy times.

4) Rat runs will be created by motorists using the back lanes as short cuts.

5) It will create more traffic on Pitstruan Place, Pitstruan Terrace and Hammersmith Road by residents of Salisbury Terrace and Gray Street using these roads to get to their homes the “right” way in the one way system.

6) If residents are complaining that their cars are being damaged by passing motorists, then they should put their cars away in their garages, for those homes that have them.

Yours sincerely

[REDACTED]  
[REDACTED]

**Gray Street and Salisbury Terrace, Aberdeen - Order 201(X)**

I wish to object to the proposal to make Gray Street one-way in a northerly direction from Broomhill Road to Great Western Road.

I reside in Gray Street Mews and as a result I would not be in favour of a full one-way system in Gray Street.

I appreciate there is possibly a need to introduce a one way system in these streets but I do strongly believe the section on Gray Street from Great Western Road to the lane (Great Western Lane/ Gray Street Lane) that runs parallel to Great Western Road does not require such a restriction. There is adequate room for vehicles to pass

I generally use this section of road for accessing and leaving my property as do the other residents of Gray Street Mews and the properties on Great Western Road who also have access and parking facilities from this area.

Although I cannot comment on behalf of the Mariner Hotel I feel their business could also suffer from this proposal as access to their carpark would be neither straight forward or indeed obvious ! With no access from Great Western Road I strongly suspect it will increase the volume of traffic, to include possible delivery vehicles for the hotel, along the lanes – which are clearly not designed for or maintained to a standard suitable for this level of traffic.

In addition if more vehicles are driving the length of Gray Street to access either our properties or the hotel, again including possibly delivery lorries, vans and the like, with a primary school at the entrance into the street, can this really be considered a safe or indeed sensible option when there is an alternative?

I would again put forward my proposal that Gray Street remain two way from Great Western Road to the lane and one way thereafter. If this is not an option considered viable I would have to favour the position remain as it is.



18 June 2018

[REDACTED]

---

**Subject:** FW: Gray Street one way proposal

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

**From:** [REDACTED]  
**Sent:** 22 June 2018 16:23  
**To:** TrafficManagement <TrafficManagement@aberdeencity.gov.uk>  
**Subject:** Gray Street one way proposal

Dear Sir

With reference to the proposal to install a one way system in Gray Street/Salisbury Terrace, and the previous survey carried out.

Apologies for the lateness of my objection as I've been away from home and have only just returned.

In the initial survey I was in favour of the one way system on condition that measures were put in place to improve speed controls on Gray Street. My concern being that without improved controls the speed of vehicles travelling along Gray Street could significantly increase as drivers would not have the potential of facing cars travelling in the opposite direction.

From your letter there is no indication that traffic calming measures will be improved and as such I wish to formally register my objection to the proposal until such time as improvements to speed calming are put in place. I do feel this to be a genuine concern as there is a primary school located on Gray Street and as such we should be prioritising pedestrian safety over the convenience of impatient drivers.

Best Regards

[REDACTED]





17<sup>th</sup> June 2018

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

Dear Sir

**Statutory public consultation - Various traffic management related proposals THE ABERDEEN CITY COUNCIL (GRAY STREET AND SALISBURY TERRACE, ABERDEEN) (ONE-WAY) ORDER 201(X)**

I want to object to the proposal that Salisbury Terrace be made one-way.

Having lived on Salisbury Terrace for 18 years, I can see no reason why Salisbury Terrace needs to be made one-way.

It is going to give me, and other residents, extended journeys, when we cannot exit to the North onto Great Western Road. It will cause chaos for children being dropped at and picked from Broomhill School. Possibility leading to more dangerous situations on Broomhill Road as children's drivers will avoid the new one-way system.

If the residents of Gray Street have problems, other methods of easing traffic flow on Gray Street should be considered, e.g. no parking bays to establish fixed passing places, as has been done on many other streets.

From talking to other nearby residents, directly affected, because they access the back lanes from the rear of their properties (on Great Western Road and Broomhill Road) that they have not been consulted.

Given that the actual impact of the AWPR on traffic in the City centre is yet to be established, implementing traffic management proposals, such as this, should at the very least be put on hold until this impact is known. The AWPR may reduce City centre traffic levels, easing the problems being experienced by the residents of Gray Street to such an extent that this proposal is unnecessary.

Please reconsider this proposal, taking account of the large numbers of road users rather than only Gray Street residents. Living close to the City centre means residents should be tolerant of other road users.

Yours sincerely




11<sup>th</sup> June 2018

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

Dear Sirs,

**Statutory public consultation - Various traffic management related proposals THE ABERDEEN CITY COUNCIL (GRAY STREET AND SALISBURY TERRACE, ABERDEEN) (ONE-WAY) ORDER 201(X)**

As a resident of Salisbury Terrace, I am writing to object, in the strongest possible terms, to this proposal.

I can see no reason why Salisbury Terrace needs to be made one-way.

There are stretches of the terrace where, if cars are parked on both sides, only single file traffic is possible between them, however there is also more the adequate visibility of on-coming vehicles and several possible passing places in entrances to side streets, entrances to side lanes, access to flats, and where cars are not parked on both sides of the terrace.

Making Salisbury Terrace one-way will be very inconvenient for residents of the terrace, as they will have to plan their journeys and approach to the terrace to enter from the North end. Locating a parking space near to their property could also take more than one approach if a suitable space is missed on a particular approach. Exit from the terrace, at the South end, also increases journey length and time for residents travelling North.

Similarly, making Salisbury Terrace one-way will be very inconvenient for residents of streets joining onto the terrace, as they will have to plan their journeys and approach to the terrace to enter from the North end, and to exit the terrace from the South end. This is particularly true for residents of Salisbury Place and Salisbury Court where the only access is via Salisbury Terrace.

In these carbon emission conscious times, these extensions to journeys would result in an increase in carbon emissions, which is a separate reason for rejecting this proposal. A similar case can be made for delivery vehicles etc requiring access to properties on Salisbury Terrace, Salisbury Court and Salisbury Place.

The lane between Salisbury Terrace and Gray Street at the South end of Salisbury Terrace is used by pedestrians, and in particular school children and groups of school children on the way to / from Broomhill School. In this proposal this lane would be a convenient short cut for traffic from Salisbury Terrace wishing to travel North, but forced to travel South on Salisbury Terrace then North on Gray Street. The prospect of a mix of stressed of drivers of delivery vehicles, on tight schedules, and school children on this narrow lane is a frightening thought.

Yours sincerely

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

19 June 2018

Traffic Management Team,  
Business Hub 11, Second Floor West,  
Marischal College,  
Broad Street, Aberdeen,  
AB10 1AB  
(by email to)

[trafficmanagement@aberdeencitycouncil.gov.uk](mailto:trafficmanagement@aberdeencitycouncil.gov.uk)

Dear Sirs,

**THE ABERDEEN CITY COUNCIL (GRAY STREET AND SALISBURY TERRACE,  
ABERDEEN) (ONE-WAY) ORDER 201(X)**

We wish to object to the above proposal, for the following reasons.

The proposal will inevitably lead to a greater volume of traffic using the streets in question. Journeys made by residents of the two streets will become more convoluted and thus increase the number and/or length of such journeys.

The use of these streets by through traffic is currently self-limiting to a degree in that the possibility of meeting vehicles coming in an opposite direction discourages high volumes of traffic. If this means of self-limiting is removed by making the streets one-way, then it is very likely that the streets will become more appealing to through traffic i.e. they will become 'rat runs'. Therefore any benefit which may arise will be to through traffic and not to residents. My recollection from a previous consultation was that ACC policy was that north/south traffic travelling between Great Western Road and Broomhill Road was encouraged to use either Holburn Road or Anderson Drive rather than the streets in between. The current proposal would appear to undermine that.

Lack of opposing traffic and the need to stop or proceed with caution because of it is also very likely to lead to an increase in speed of traffic.

A probable increase in both the volume and speed of traffic is inappropriate for what are otherwise quiet residential streets. It is particularly inappropriate on Gray St because of the presence of a primary school.

The proposal will force more south-bound traffic to enter Broomhill Rd via way of its junction with Salisbury Terrace. This junction is already limited by a restricted and unsatisfactory visibility splay such that it has a history of accidents and we have witnessed numerous near misses.

The proposal is likely to lead to more traffic using the back lanes, which they are unsuited to. For example, traffic from the north (Great Western Road) attempting to access the Mariner Hotel car park will no longer be able to do so by turning into Gray St but may instead turn into Salisbury Terrace and then use the lane between the two streets parallel to Great Western Road. These narrow service lanes are unsuited to increased use.

Traffic from Salisbury Court wishing to travel to the north, rather than travelling the entire length of Salisbury Terrace and then back north via either Gray St or Pitstruan Place may be tempted to use the lane parallel to Great Western Road to access Gray St. However as the entrance from Salisbury Court is marginally further south than the entrance to the lane this would require them to drive a short distance (approximately 10 metres) on Salisbury Terrace in the prohibited direction. However because of the convoluted nature of the legal alternative, I expect this would be likely to happen. The entrance to Salisbury court also provides access to garages serving houses on Great Western Road. Vehicles from there would potentially have the same predicament.

Although I welcome the principle that pedal cycles would be exempted from the one-way prohibition, if the narrowness of the streets between parked cars is the issue behind the scheme then I also question whether the width is adequate for a car and cycle to pass safely.

Many of the properties on Salisbury Terrace and Gray St have garages which some residents use for parking. By making vehicle movements for residents longer and more convoluted, the effect of the proposal may be to discourage parking in garages. This would lead to even more on-street parking, which is the 'problem' that this proposal is supposedly trying to address. i.e. the proposal may have unintended consequences which make the parking situation worse, rather than solving it.

Numerous other streets in the locality, notably Forest Avenue, Brighton Place and Pitstruan Place also have issues of on-street parking leaving constrained room for passage of vehicles. Are one-way proposals also to be brought forward for those streets?

In our view, the proposal will have a negative effect on the character of the streets in question, the majority of which sit within the Great Western Road Conservation Area.

On the basis of the above we object to the proposal.

However if the Council decides to proceed, we request the following mitigation:

1. Further measures to prevent increased use by through traffic, such as 'no entry' or 'access only' restrictions (either on the streets in question, or the back lanes, or both).

2. Improvements to the visibility splay for traffic emerging from Salisbury Terrace onto Broomhill Road OR as an alternative, the direction of the proposed one-way system be reversed.
3. Monitoring of volume and speed of traffic prior to and after the scheme is put in place.
4. A review of the scheme in light of the results of such monitoring and/or public opinion after a suitable period of time.

Yours faithfully

████████████████████

████████████

[REDACTED]

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**From:** [REDACTED] on behalf of TrafficManagement  
**Sent:** 18 June 2018 15:43  
**To:** [REDACTED]  
**Subject:** FW: One Way Order 201X Gray Street and Salisbury Terrace

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**From:** [REDACTED]  
**Sent:** 13 June 2018 14:04  
**To:** TrafficManagement <TrafficManagement@aberdeencity.gov.uk>  
**Subject:** One Way Order 201X Gray Street and Salisbury Terrace

Whilst not objecting to the proposal can I suggest that the section of Hammersmith Road to the North of the junction with Norfolk Road is also made one way only allowing traffic to move in one direction from Broomhill Road to Great Western Road. This part of Hammersmith Road suffers from the same problems as Grey Street and Salisbury Terrace and it will only become worse due to the proposed one way restrictions.

At present drivers tend to exceed the speed limit along Hammersmith Road to get as far along the road as possible before a vehicle comes in the opposite direction. The speed humps have recently been made more forgiving allowing vehicles to go over them at higher speeds. This is particularly dangerous when parents are parking in Hammersmith Road to drop off or collect their children from Brommhill Road School. At these times Hammersmith Road is quite congested.

Burns Road and Hammersmith Road are used by drivers to by-pass the traffic lights on Anderson Drive at the junction with Great Western Road when traffic is heavy. Your proposal will move more of this type of traffic onto Hammersmith Road.

Regards

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]

---

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**Sent:** 18 June 2018 15:43  
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Regards

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]

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**From:** [REDACTED]  
**Sent:** 19 June 2018 10:54  
**To:** [REDACTED]  
**Subject:** FW: 201(X)-ref Salisbury Terrace

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

**From:** [REDACTED]  
**Sent:** 18 June 2018 20:03  
**To:** TrafficManagement <TrafficManagement@aberdeencity.gov.uk>  
**Subject:** 201(X)-ref Salisbury Terrace

Please find this as objection to the above proposal.

- there is no problem with traffic on Salisbury Terrace ...unlike Gray St there are plenty of passing places , due to several side streets and under utilised on-street parking in front of many of the properties.

- if this is being proposed as a balance to one-way on Gray St...we would suggest that Hammersmith would make more sense (issue is school traffic being forced north up Gray st by 2x no entry on lanes - so utilising roads on EITHER SIDE of school /reorganising lane management would make more sense, rather than forcing traffic south down Salisbury to RIGHT turn onto a busy Broomhill Rd)

- the proposal makes no mention of lane system ...without changes here you would create a rat run on north lane of hotel traffic.

- proposal was not put out to all interested parties (eg Hammersmith and Great Western Road residents who use these streets to access lanes/garages at rear of properties.

- (separately)proposed extension of double yellows should reduce occasional bottle-necking at south of Salisbury...but only with current levels of traffic —with all extra school/nursary/hotel/residents traffic that would be created by one way system, would create massive tailback issue.

- one- way system would speed up traffic , reducing safety of all school children using these roads as route to school...and increase wear to already horrendously damaged calming measures (and general poor road surface)

- on a more selfish note- property sold on its easy access to main arterial Road, value affected by requirement to head south.

- proposal would hurt businesses on gray st (hotel and nursery) and possibly result in closure/lass of local amenities/community hub.

Yours Without Prejudice,

[REDACTED]



[REDACTED]

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**From:** [REDACTED]  
**Sent:** 19 June 2018 10:54  
**To:** [REDACTED]  
**Subject:** FW: 201(X)-ref Salisbury Terrace

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

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Yours Without Prejudice,

[REDACTED]

[REDACTED]

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**From:** [REDACTED]  
**Sent:** 13 June 2018 14:35  
**To:** [REDACTED]  
**Subject:** FW: Gray Street and Salisbury Terrace

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**From:** [REDACTED]  
**Sent:** 31 May 2018 22:17  
**To:** TrafficManagement <TrafficManagement@aberdeencity.gov.uk>  
**Subject:** Gray Street and Salisbury Terrace

Dear Sir,

The Aberdeen City Council (Gray Street and Salisbury Terrace, Aberdeen) (One- Way) Order.

We refer to the above order and write to object, not the order in its entirety, but by way of a request that the effect of the order so far as Gray Street is concerned is that it be restricted to that part of Gray Street that lies between the access lanes at its Northern and Southern ends.

We understand that the request for an order has arisen by reason of damage to parked vehicles in the section between these two access points where cars need to reverse or manoeuvre into kerb side spaces to pass. That problem does not arise in the short distance between Broomhill Road and the Southern lanes and between Great Western Road and the Northern lanes.

The Mariner hotel sits at the Northern end and its entrance and car park are both situated off Gray Street. Broomhill primary sits at the Southern end and its nursery is accessed off the Southern lanes. Access to the garages to the rear of Gray Street on the Western side needs to be taken from the Northern lane given the one – way structure of the lane network.

It appears likely that the effect of the order will be an increase in traffic using Gray Street rather than travel via the lights at Great Western Road/ Anderson Drive which already occurs, limited only by the risk of a requirement to reverse. We are anxious to avoid any increase in traffic beyond what will inevitably arise by reason of this more straightforward access.

The order as drafted will mean that all traffic accessing the Mariner Hotel and its carpark (including its heavy waste disposal vehicles) will require to drive the whole length of Gray Street. At the moment that traffic does not pass any residential properties on access as there are no residential properties in that part of the road. It is likely that some will also drive the length of Salisbury Terrace before requiring to turn right into Broomhill Road with a further right into Gray Street.

Equally Gray Street residents like ourselves will, if accessing our garages, which it is important we do given limited on street parking also need to use Salisbury Terrace, the right turns and then drive the whole length of Gray Street. The access onto Broomhill Road is not straightforward at busy times.

Nursery parents who at the moment can drive eastwards, use the nursery drop off and leave travelling South will all need to drive the full length of Gray Street. It is likely that there will also be an increase in traffic from the wider school community.

Watson Street is a good example of what can occur when a street is marked one way and becomes a major thoroughfare. We appreciate why there has been a request for one way status but are concerned, as set out, by the risk that our quiet neighbourhood may be negatively impacted. Amending the order as suggested will, we suggest, mitigate that risk and be of real benefit in reducing traffic movements.

We would request therefore that the order be amended as we propose.

[REDACTED]

[REDACTED]

[REDACTED]

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**From:** [REDACTED] on behalf of TrafficManagement  
**Sent:** 18 June 2018 15:42  
**To:** [REDACTED]  
**Subject:** FW: Proposed one way system from Gray Street and Salisbury Terrace

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

**From:** [REDACTED]  
**Sent:** 13 June 2018 20:41  
**To:** TrafficManagement <TrafficManagement@aberdeencity.gov.uk>  
**Subject:** Proposed one way system from Gray Street and Salisbury Terrace

Dear Sir/ Madam

I would like to raise my objection to this proposal to the proposed one way system on the grounds that it will force excess traffic onto Hammersmith Road and the shared garage access road (Grey Street / Hammersmith back lane).

Currently there is an excessive "rat run" from Great Western Road down Hammersmith to either Broomhill Road or onto Norfolk Road (done in order to circumvent the lights at Anderson Drive / Great Western Road). I have already seen several car "stand offs" in the narrowest part of the road (towards Great Western Road end of Hammersmith Road).

In my opinion the proposed one way system (in its current format) will force more traffic onto Hammersmith Road. This road is already very congested. At times with cars parked on both side of the road cars can only travel in one direction at a time (without another car reversing to allow pass by).

Additionally the Hammersmith garage access will become very difficult and congested. I am concerned that the garage access road likely to be used as a means to by pass the one way access. This access road is in very poor condition as it is and is not in a suitable condition to support more cars. Already I have seen cars racing down this lane to bypass Grey Street. This also creates a safety issue as cars reverse from garages or young child walk in the lane. Particularly as the lighting in the lane is poor and not being maintained. The street light by our garage has not been repaired for several years.

This proposal should strongly consider the very negative impact that this plan will have on neighbouring streets and their lane access.

Kind regards

[REDACTED]

[REDACTED]



Wednesday 20 June 2018

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

Dear Sirs

**The Aberdeen City Council (Gray Street and Salisbury Terrace, Aberdeen) (One-Way) Order 201(X)**

I write in respect of the above, following recent email and telephone exchanges, and confirm my objection to the proposals in their current form on the grounds outlined below.

Note that I have requested further information from the Traffic Management team (Aberdeen City Council), to enable me to reach a more informed decision but, to date, this has not been received, so the following is based on the information made available to me so far.

Aberdeen City Council has advised the above proposals seek:-

1. to prevent the conflict that occurs when vehicles in opposing directions meet on these roads and
2. to avoid danger to persons or other traffic using the roads

The following are the grounds on which I object:-

**Safety**

The proposals would make the streets one-way while still allowing cyclists to travel in both directions. Making the roads one-way will remove an obstacle (traffic travelling in the opposing direction) for motor vehicles, with the likely result their speed will increase. This increased speed is unlikely to be successfully managed by the existing, recently reduced, traffic-calming measures. The result will, therefore, be that *motor vehicles will exceed the speed restriction (20mph)*. This will present an increased risk to all pedestrians and other road users – of particular concern given the school located at the lower end of Gray Street.



Also, allowing cyclists to travel in both directions, will put them at increased risk by bringing them into contact – and conflict - with motor vehicles travelling *at a higher speed* when drivers are not anticipating *any* opposing traffic.

Finally, Aberdeen City Council has indicated no expert safety advice has yet been sought on these proposals – a surprising admission, given a priority for any changes to traffic management ought to be the safety of all users of the area.

In summary, the proposals have not considered whether the measures will make the streets more or less safe. In fact, there is every likelihood that they will increase the risks to pedestrians and other road users as traffic will travel faster and drivers will no longer observe the environment with as close attention (due to no longer having to anticipate opposing traffic).

#### Failure to Identify the Existence of a Problem Justifying the Proposed Measures

Aberdeen City Council has confirmed *they hold no information* on the numerical value of the number of complaints, there is no information on the number of occasions damage has occurred, there is no numerical record of the number of residents that suggested a one-way system – in short, *Aberdeen City Council holds no data or information regarding alleged “problems” caused by vehicles travelling in opposing directions in the above streets or damage due to any other reason.* So, there is no evidence to substantiate the existence of a “problem”, or quantify the scale of any possible problem, or identify the possible cause(s) of any alleged “problem”.

The information contained in the Aberdeen City Council report to the Communities, Housing & Infrastructure report dated 16 January 2018 relating to questionnaire responses from residents indicates only 21.3% of Gray Street residents and 9.35% of Salisbury Terrace residents support the current proposal, ie *there is no general support for the proposed measures to be introduced.*

In short, Aberdeen City Council has presented no evidence to substantiate the existence of a problem warranting the proposed measures or a spend of scarce public money (£10,000+) and the vast majority of residents do not support the current proposal.

#### Failure to Properly Consult

Aberdeen City Council has verbally advised that the recent notice issued to residents is the “Formal Consultation” phase required under The Local Authorities’ Traffic Orders (Procedure) (Scotland) Regulations 1999, yet the notice makes no reference to the period of formal consultation. As a result, the notice is misleading and fails to communicate clearly the procedure required under the Regulations’ consultation obligations.

To commit £10,000 of scarce public money, there should be a clear, substantiated case of the existence of a problem and the cause of that problem should be identified. That has not been done in this instance. Nor has public safety been put at the heart of these proposals, with the result that

[REDACTED]

far from improving the safety of these streets, there is every possibility that the measures would make them *more dangerous*.

As a result, I must object to the proposals.

Yours faithfully

[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]

20/6/18

**OBJECTION – GRAY STREET AND SALISBURY TERRACE ONE WAY  
ORDER 201 (X)**

Dear Sir,

I object strongly to the proposed one way order for Gray Street and Salisbury Terrace.

Making Gray Street and Salisbury Terrace one way will reintroduce a significant commuter rat run to these streets. It is not for no reason that Gray Street and Salisbury Terrace have the oldest speed bumps in the city.

It is highly noticeable that on days when there are traffic problems on Anderson Drive that the number of cars and vans using Gray Street and Salisbury Terrace increases significantly. The traffic using the streets as a rat ran usually travel faster than the residential traffic, often exceeding the 20mlh limit in their hurry to beat the traffic. This traffic is usually impatient and less likely to be courteous to the other road users. Making these streets one way will encourage and increase rat run traffic usage.

I believe that the Council has not undertaken any impact study on this proposed one way system. To introduce measures which will have a negative impact on the area is wrong; and to propose it without highlighting to residents that their may be negative impact is not disclosing all evidence to allow an informed decision to be made.

Increasing rat run traffic in the area by imposing a one way system flies on the face of traffic calming measures the Council have been and are introducing in other parts of the city.

Have any other solutions been considered?

In summary I object to your proposals on these grounds.

Yours faithfully

[REDACTED]



[REDACTED]  
[REDACTED]  
[REDACTED]  
6/6/2018

**GRAY STREET & SALISBURY TERRACE ONE WAY ORDER: OBJECTION**

Sir,

With reference to the above proposal I object on the following grounds.

The proposed changes are unnecessary and the current traffic management scheme (speed bumps) is sufficient to ensure the safety of road users and residents alike. Changing to a one-way system will pander to the commuter, increase traffic numbers and result in increased traffic speeds which are detrimental to safety of both road users and pedestrians and will also increase road noise which will not be beneficial to residents.

I suggest to you that the proposal of making the street one-way has been formulated following the complaints initially raised by only a few residents, residents who have not thought about the root cause of any perceived problem, or thought about the unintended consequences of this proposed solution.

In my opinion the root cause is undoubtedly the result of commuter traffic trying to avoid the long traffic light sequences at the junction of Great Western Road and Anderson Drive. This is a situation which has been going on for a very long time. Not for nothing are the Gray Street speed bumps the oldest in the city.

I suggest to you that when the AWPR is in full operation (hopefully very soon) that even the relatively small number of vehicles that elect to use the new alternative route rather than Anderson Drive will make a significant difference in whether all the queued traffic will pass through the traffic lights at the first change sequence and thus remove the perceived benefit of using the residential side-streets as an alternative route to their destinations.

If you are going to gather some traffic data rather than base a proposal on anecdotal "evidence" from a few interested parties then please do so after the AWPR is fully functioning.

In the meantime it would be appreciated if you would spend some funds on finishing the tree replacement project that has been dragging on for several years now. The pavements around the remaining mature trees are a significant trip hazard and a potential source of litigation following injury.

Yours faithfully

[REDACTED]

[REDACTED]

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**From:** [REDACTED] on behalf of TrafficManagement  
**Sent:** 18 June 2018 14:41  
**To:** [REDACTED]  
**Subject:** FW: One Way Proposal for Salisbury Terrace

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

**From:** [REDACTED]  
**Sent:** 16 June 2018 18:44  
**To:** TrafficManagement <TrafficManagement@aberdeencity.gov.uk>  
**Subject:** One Way Proposal for Salisbury Terrace

I, [REDACTED] object to Salisbury Terrace being proposed as a one way system. I would propose instead to alleviate the issue, by restricting parking on the right side of the road as you drive south. Most of the houses on that side have garages accessible from a back lane so have suitable parking.

If parking is not allowed to be removed, an alternate proposal would be to make Salisbury Terrace one way driving south from part of the way down, so that access/exit from both lanes at the north end of the Terrace is not impacted by the proposed one way system.

As per your proposal, it will mean that there is far more congestion at the roundabout of Broomhill and Holborn St, which the mini roundabout is not suitable to withstand higher volumes of traffic.

The entire road is in need of resurfacing and the old speed bumps removed and replaced with new modern interval ones.

[REDACTED]

[REDACTED]

[REDACTED]

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**From:** [REDACTED] on behalf of TrafficManagement  
**Sent:** 18 June 2018 15:41  
**To:** [REDACTED]  
**Subject:** FW: Ref. The Aberdeen City Council (Gray Street and Salisbury Terrace, Aberdeen) (One-Way) Order 201(X)

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

**From:** [REDACTED]  
**Sent:** 14 June 2018 11:59  
**To:** TrafficManagement <TrafficManagement@aberdeencity.gov.uk>  
**Cc:** [REDACTED]  
**Subject:** Ref. The Aberdeen City Council (Gray Street and Salisbury Terrace, Aberdeen) (One-Way) Order 201(X)

To whom it may concern,

Ref. the above proposed order (The Aberdeen City Council (Gray Street and Salisbury Terrace, Aberdeen) (One-Way) Order 201(X)), I would like to object to this Order, on the grounds of road safety, amenity and access, environmental emissions and restriction of traffic flow at peak periods.

Specifically, in relation to road safety, the imposition of a one way system on these roads will result in an increase in traffic speeds, in spite of the traffic calming speed bumps in place, when there is no possibility of opposing traffic, vehicles will tend to drive faster, as they know that they will not meet traffic in the opposite direction. This will increase risk to children and crossing pedestrians on these 2 roads, one of which includes the entrance to Broomhill School. Additionally the 2-way allowance for cyclists will only exacerbate this risk to the cyclists who may surprise drivers who expect a fully one- way system to be in place.

Amenity and access will be restricted, as additional time and distance must be travelled when travelling North in the City when forced to start by driving South on Salisbury Terrace. This will add inconvenience, disruption and additional vehicle emissions unnecessarily. This frustration may also unconsciously lead to additional speed (when individuals are late for work), adding to road safety concerns described above.

Traffic bottlenecks at peak periods at Broomhill Road (cars wishing to turn right onto Broomhill Road) and at great Western Road (cars wishing to turn right onto Great Western Road), adding further frustration and pain to local residents and delivery drivers.

I trust that you will consider these significant concerns, along with those of the many local residents who share my concerns and cancel this proposal before it takes effect.

Many thanks in advance.

[REDACTED]



11 June 2018

Dear Sir/Madam

I am a resident of Gray Street, having lived here for 15 years. Over the years I have considered that some of the traffic challenges of this street would be helped through the introduction of a one way system but this is usually in the heat of a moment when I have to reverse some distance up or down the street. On full reflection however I have serious concerns about this proposal and would capture them in the following themes

Before I describe these concerns in detail, I would note, as I am sure the Council is aware, that Gray Street is really used by residents, people dropping off and picking up children at Broomhill School but predominately by motorists travelling north or south seeking to avoid the junction between Anderson Drive and Great Western Road. The traffic light configuration at this junction means lengthy waits for drivers, so an easy alternative is to travel up Holburn Street or Broomhill Road and along Gray Street thereby avoiding a wait. I see this all the time as I drive home in the evening as cars in front of me travel straight down Gray Street and back onto Broomhill Road.

**1) Child Safety**

The two way system on Gray Street is an inherent speed limiter. The speed bumps on Gray Street after they were replaced around 8 years ago, do nothing to restrict speed. I complained to the Council after they were installed and note that the speed of traffic has worsened since then. However the risk of meeting a vehicle coming in the other direction demands some caution and naturally slows traffic. A one way system would remove this altogether and I would have serious concerns for children coming and going to the school even with a 20mph limit in place. The dropping off and picking up of children is already fraught from a traffic situation with cars reversing into lanes, stopping and blocking vision but with cars travelling northbound without the speed restriction of cars potentially coming the other way, I would have grave concerns about road safety

**2) Increased use of vehicles in the lane joining Gray Street and Salisbury Terrace**

The lane is relatively unused by traffic. This makes it a safe place for children to walk or use bikes and pedestrians to gently walk dogs. I would expect this would change significantly were a one way system to be introduced and I would again be very concerned about the safety implications of this and the added noise of traffic at the back of our house. The junction at the bottom of the lane (joining the lane which runs between both streets) is very difficult to navigate due to visibility restrictions and any increased traffic there would be a safety hazard

**3) Additional traffic hazards at the north of Hammersmith Drive**

Because both lanes leading onto Gray Street at the north end are no entry from Hammersmith Drive and Salisbury Terrace there would likely be additional traffic at the north of Hammersmith Drive which is exactly the same as Gray Street in terms of only allowing one car to pass at a time. If anything this would be worse as cars would be reversing with most likely more traffic behind them as well as cars turning into the lane

**4) Mariner Hotel van deliveries**

I understand, and have observed in the morning, that a number of vans and lorries make deliveries at the Mariner Hotel. This traffic would then require to access Gray Street from the south to travel to the Hotel. This would increase the noise of traffic in the early hours in a residential area. At the moment that noise is kept to a minimum because these vehicles can use the car park at the hotel to turn, meaning they remain on the main roads rather than travelling up residential streets

**5) Impact of AWPR on traffic flow on Anderson Drive**

The proposal seems somewhat mistimed in the sense of the imminent opening of the AWPR. I assume one of the benefits of this road is to reduce traffic flow in the city which should in theory mean less traffic on Anderson Drive and therefore less need for motorists to seek to use the shortcut that Gray Street offers. Having lived with this issue for as long as the street has been here, it seems somewhat premature to make changes to the traffic flow measures at this time without assessing the impact which the new road will have.

I am left with the question as to exactly what problem this proposal is trying to solve. I have to reverse significant distances in the street perhaps once or twice every six months. It is inconvenience but with caution and thoughtfulness it can usually be avoided. I am deeply concerned about the child safety aspect of this and really do not feel that it has been fully thought through – rather, as I noted at the beginning, one’s immediate reaction to a situation on the road does tend to be “I wish they would make this one way” but on deeper consideration I think there are significant potential issues which would be associated with such a change. There is also the cost and inconvenience of this – at a time when the council has such financial challenges I would suggest there may be more pressing matters on which time and money should be being directed.

Yours faithfully

██████████



11 June 2018

Traffic Management and Road Safety  
Operations and Protective Services  
Aberdeen City Council  
Business Hub 11  
Marischal College  
Aberdeen  
AB10 1AB

Dear Sir,

**Gray Street/Salisbury Terrace: Introduction of one-way system**

We have serious concerns about your proposal to introduce a one-way system on Gray Street and Salisbury Terrace for the following reasons:

1. This will encourage increased speed on both roads, in particular on Salisbury Terrace where visibility is very good. We currently have a 20mph speed limit which is unenforced, and already there are vehicles, both commercial and domestic, which exceed the limit considerably. The speed bumps are not a deterrent to larger vehicles. The introduction of a one-way system would encourage speeding because of the clear visibility.
2. The street is used daily by up to 30 children, with parents/carers and sometimes younger siblings, walking to Broomhill School. Quite a number have to cross Salisbury Terrace. The risk of the increased speed of vehicles could put lives at risk.
3. We refer to your letter of 16 November 2017, where you state ...”an on-going complaint when negotiating these roads, are the occasions where a vehicle has to be reversed to allow an opposing vehicle to pass”. Because Salisbury Terrace is straight, apart from a short section at the top, with good visibility, and because there are five exit roads on the street for pulling in, there is rarely a situation where any vehicle has to reverse. In almost twenty years of living here we cannot remember a situation where either of us has had to reverse to allow another vehicle to pass.
4. There is no restriction on the size of vehicle using the streets, so occasional damage to wings mirrors is likely to increase, because of the probable increased speed of vehicles.
5. The proposal is likely to increase traffic use by vehicles coming down Forest Avenue, and driving south. Again, this could lead to further use by large commercial vehicles, with the risk of speeding. It might well become a recommended route on satnavs. At present, vehicles travelling north/south have a choice of routes and are dispersed reasonably.
6. There will be increased pressure on vehicles turning right on to Broomhill Road. This is already a busy, fast road, and turning right is already problematic, particularly at peak times.

Again, because there are two-way systems in all the surrounding roads at present, the pressure is dispersed.

We can see no valid reasons why the introduction of a one-way system would be beneficial for the residents of Salisbury Terrace, and the reasons given above outline our grave concerns.

Gray Street is narrower with limited visibility, and very few points where vehicles can pull in to allow passing. Vehicles have to reverse much more regularly. Perhaps the problem could be addressed in Gray Street if there were a few short sections with double yellow lines, which would allow a vehicle to pull in, and if the width of vehicles was restricted on the street, except for access. It might also help if the speed restriction was enforced.

We look forward to your response.

Yours faithfully,

[Redacted signature]

[Redacted signature]

[REDACTED]  
[REDACTED]  
[REDACTED]  
11<sup>th</sup> June 2018

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

### The Aberdeen City Council (Gray Street and Salisbury Terrace, Aberdeen) (One-Way) Order 201(X)

I wish to submit an objection to the Proposed One-Way system on Gray Street and Salisbury terrace because the proposal as it stands will result in significant inconvenience to myself and the home owners on Broomhill Road that have garages which back on to the rear lane between Gray Street and Salisbury Terrace.

Currently there is a no-entry sign at the back lane on the School side and on the lane leading from Gray Street to Salisbury Terrace. This means that anyone living on Broomhill Road wishing to access their garage under this proposal will in the future will have to go all the way up Gray Street and back down the rear lane to access their garage. Currently we use Salisbury Terrace to enter the back lane and access our garage. This proposal will add an extra 500m of driving to get to our garage resulting in additional cost to us and an environmental impact from unnecessary exhaust fumes both petrol and diesel and I might add more wear and tear on a lane which is in a poor state of repair.

This proposal will also result in more traffic passing the school, i.e. people who route Abergeldie Road/Salisbury Terrace to Gt Western Road will have to route up Gray Street in the future adding to congestion at the school entrance and a safety risk to children, particularly in the morning when rush hour coincides with school opening and the arrival of parents in cars to drop of their children.

Traffic flow will also increase in the back lanes, where children play, people walk their dogs and cycle in relative safety, as home owners etc navigate round the one-way system to get home or to the school. Many home owners living in Gray Street do flout the No-Entry sign for their own convenience to enter the back lane and access their garage.

Anyone wishing to access the Mariner Car park from Gt Western Road will have to use the rear lanes from Salisbury Terrace or Hammersmith Road which at both location, i.e. Gt Western Road end, is not in my view wide enough for traffic in both directions.

People living in Salisbury Place will be significantly impacted by this proposal if they wish to access their homes from Broomhill Road. This will require them to use Pitstruan Terrace and the back lane behind Salisbury Terrace which is not a maintained road or go up Gray Street and route via the back lane to Salisbury Place. If home owners living in Salisbury Place want to go to Gt Western Road their

BJM



easy option will be to go down Salisbury Terrace enter the rear lane at the bottom end of Salisbury Terrace and either go up Gray Street or up the back lane towards Gt Western Road.

If this one system is considered necessary to reduce the traffic flow then I would suggest an alternative option would be to make the one way systems operate between the junctions of the rear lanes/Salisbury Place as per the attached drawing and add double yellow lines on one side of the road junctions at either end of Salisbury Terrace to the junction with the rear lanes thus improving access at the road junction and into the rear lanes.

Switching the direction of the one-way system would help the Broomhill Road garage owners but wouldn't help the Mariner/Salisbury Place residents.

Removing the No-Entry sign at Gray Street would help the Broomhill Road garage owners, however this would result in further issues with Broomhill School parents using the back lane for access to drop off their children; this was the reason the No-Entry was added.

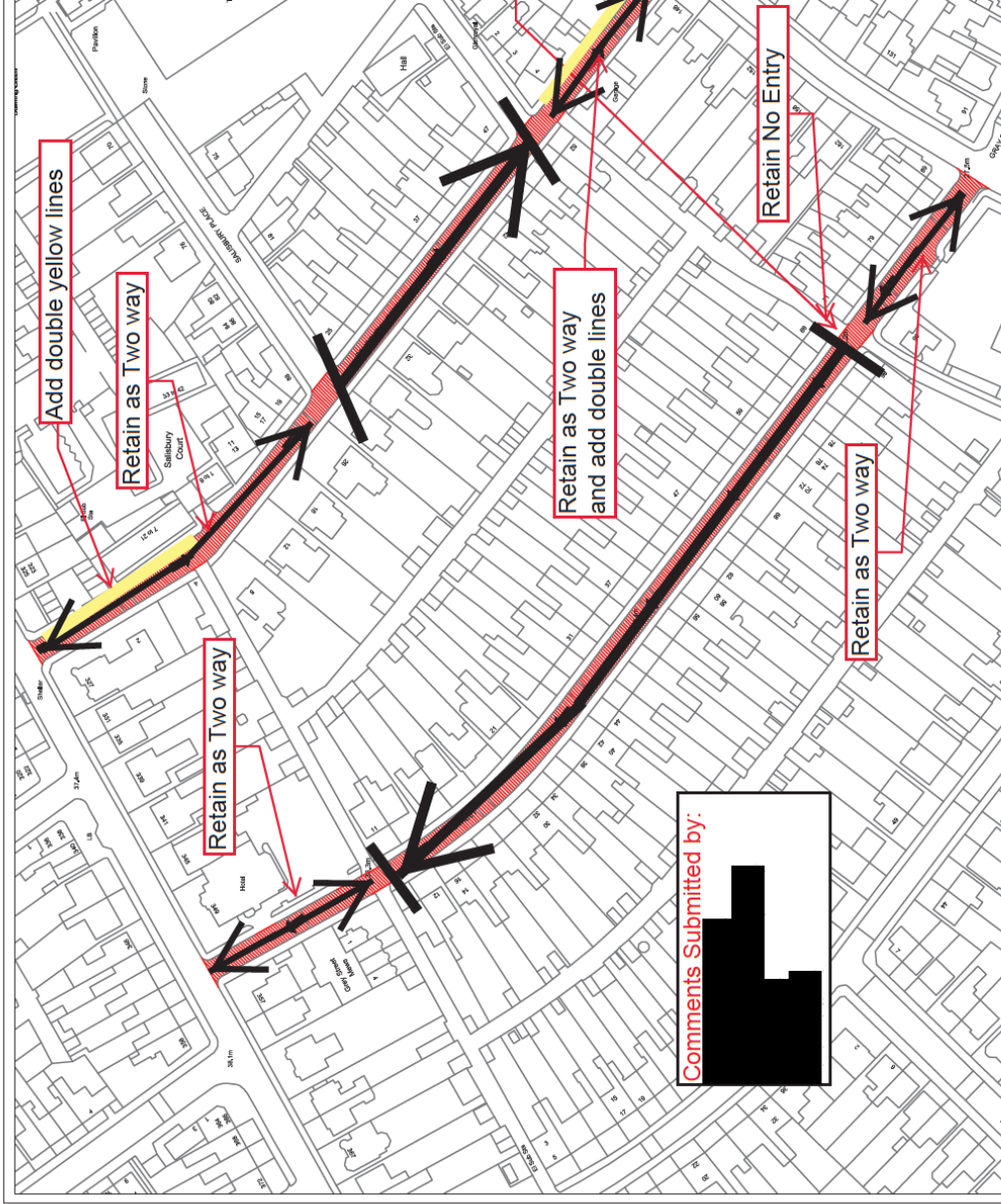
Permitting cyclists contraflow will be a safety hazard as motorists using a one-way system will not expect to see a cyclist coming towards them, I personally would encourage the cyclists to use the rear lane as both roads are not wide enough for cyclists to pass cars safely.

I personally believe that the proposed one-way system will only increase traffic up Gray Street as drivers and home owners alter their behaviours to the changed conditions thus not providing any improvement but adding significant inconvenience to local home owners and added traffic on the rear lanes where children play, currently in relative safety. I would urge the council to reconsider this proposal in the interests of local residents and school children.

Yours Sincerely

[Redacted signature block]

This proposal as it stands will result in significant inconvenience to the home owners on Broomhill Road that have garages which back on to the rear lane between Gray St and Salisbury Terrace. Currently there is a no-entry sign at the back lane on the School side and on the lane leading from Gray Street to Salisbury Terrace. This means that anyone living on Broomhill Road wishing to access their garage in the future will have to go all the way up Gray Street and back down the rear lane with this proposal. Currently the Broomhill Road Residents use Salisbury Terrace to enter the back lane and access our garage. This proposal will add an extra 500m of driving to get to our garages resulting in additional cost to us and an environmental impact from unnecessary exhaust fumes both petrol and diesel. It will also result in more traffic passing the school and ultimately using the rear lane where children play. Anyone wanting to access the Mariner Car park will either have to use the rear lane which at that location, i.e. Gt Western Road end, is not in my view wide enough for traffic in both directions. People living in Salisbury Place will be significantly impacted by this proposal. An alternative option would be to make the one way systems operate between the junctions of the rear lanes/Salisbury Place and add double yellow lines on one side of the road junctions at either end of Salisbury Terrace to the junction with the rear lanes thus at the same time improving access at the road junction and into the rear lanes. Switching the direction of the one way system would help the Broomhill Road garage owners but wouldn't help the Mariner/Salisbury Place residents. Removing the No Entry sign would help the garage owners, however this would result in further issues with Broomhill School parents using the back lane for access to drop off their children, which was the reason the No-Entry was added.



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[REDACTED]

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**From:** [REDACTED] on behalf of TrafficManagement  
**Sent:** 13 June 2018 12:45  
**To:** [REDACTED]  
**Subject:** FW: OBJECTION TO TRAFFIC RESTRICTIONS PROPOSED ON SALISBURY COURT AND GRAY STREET

**From:** [REDACTED] On Behalf Of [REDACTED]  
**Sent:** 11 June 2018 23:40  
**To:** TrafficManagement <TrafficManagement@aberdeencity.gov.uk>  
**Subject:** OBJECTION TO TRAFFIC RESTRICTIONS PROPOSED ON SALISBURY COURT AND GRAY STREET

As home owner on one of the neighbouring streets, I write to object to the measures proposed. These measures would unnecessarily increase in great measure the traffic flow along the restricted streets and cause great inconvenience to many, for reasons I will describe below.

Close to 100 vehicles park on Salisbury Ct. alone, accessible solely via Salisbury Terrace. Due to the absolutely appalling state of the road surface on the later, and in order to avoid it as much as possible, 9 times out of 10 the short route is taken, at the northern end of Salisbury Terrace, to access Salisbury Court to and from Great Northern Road.

Imposing a one way prohibition on Salisbury Terrace, in either direction, would systematically increase the traffic flow along the entire pot-holed street at least, but not only, by roughly 100 vehicles at least, but not only, once a day. The restriction of free traffic direction would oblige a very large number of vehicles to follow a path that would otherwise be avoided, thus making the street busier, noisier, more trodden and faster deteriorating; All of which making the street exponentially more dangerous.

Measures would also direct traffic flow towards already highly congested junctions (Great Western Rd with Anderson Dr or Broomhill Rd/Holburn Rd roundabout) instead of keeping options open for vehicles to take alternative, typically less congested routes.

Sincerely,

[REDACTED]

\*\*\* Please acknowledge reception of this message in writing \*\*\*

[REDACTED]

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**From:** [REDACTED] on behalf of TrafficManagement  
**Sent:** 18 June 2018 14:42  
**To:** [REDACTED]  
**Subject:** FW: Gray Street/Salisbury Terrace One way system

**From:** [REDACTED]  
**Sent:** 16 June 2018 08:21  
**To:** TrafficManagement <TrafficManagement@aberdeencity.gov.uk>  
**Subject:** Gray Street/Salisbury Terrace One way system

I strongly object to this proposal as when I built my garage on the lane between the two streets in question planning requirements were that I built it 1 meter back into my property. Because of existing wall round neighbour's property this made entry to my garage from Gray Street direction difficult where access from Salisbury was a lot easier. With the one way system I will be forced to go up onto the busy Great Western Road when travelling up Gray Street to then go down Salisbury in order to drive into my garage. There is an obvious risk on having to go onto a busy main road for a short distance when I wish to garage my car. It would be easier to just park on Forest Avenue which I feel is likely to cause further congestion.

The requirement for the proposal is purely because of the parked cars on either side of both streets leaving only a tight lane through the centre. Both streets have an access lane at the back of their properties which could be better used for parking their cars on their own property rather than at their front door. If parking on the streets in question was restricted to only one side at the least then the problem would be solved and the owners made to be less lazy and park at the back which the lane access was built for. Parking cars on both sides is also a definite hazard for pedestrians and especially children going to Broomhill School as in order to cross the road they have to come from between the parked cars often unsighted of, or by vehicles coming down the single centre carriageway which is tight enough going by the amount of broken wing mirrors experienced. With the present situation even if the streets are made one way this risk will still prevail and it is only a matter of time before someone is again injured or killed by this lack of foresight to make the streets safe for all.

[REDACTED]

[REDACTED]

[REDACTED]

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**From:** [REDACTED]  
**Sent:** 18 June 2018 14:40  
**To:** [REDACTED]  
**Subject:** FW: Gray Street and Salisbury Terrace (one way) order 201x

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

**From:** [REDACTED]  
**Sent:** 17 June 2018 20:40  
**To:** TrafficManagement <TrafficManagement@aberdeencity.gov.uk>  
**Cc:** [REDACTED]  
**Subject:** Gray Street and Salisbury Terrace (one way) order 201x

[REDACTED]

I wish to lodge my objections to the above as follows, To make these streets one way would cause congestion at the junctions with Great Western Road and at Broomhill Road, these side streets are used to alleviate the the flow of traffic from Anderson Drive.

We the residents of Great Western Road need a simple means of access to our garages via a back lane off Salisbury Terrac. This is what we do meantime.

I am aware that there has been issues of damage to parked cars in Gray Street but these residents also have garage facilities and perhaps the could be used to prevent congestion on these side streets.

Another option could be restricted parking in the above mentioned streets for ease of the flow of traffic.

Thank you for the opportunity to air my objections on this matter [REDACTED]

[REDACTED]

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**From:** [REDACTED] on behalf of TrafficManagement  
**Sent:** 18 June 2018 14:41  
**To:** [REDACTED]  
**Subject:** FW: Proposed Gray Street One Way System

**From:** [REDACTED]  
**Sent:** 17 June 2018 16:32  
**To:** TrafficManagement <TrafficManagement@aberdeencity.gov.uk>  
**Subject:** Proposed Gray Street One Way System

Dear Sir/Madam,

I wish to object to the proposed Gray Street one way system.

I live at the extreme north end of Gray Street opposite the Mariner Hotel, the proposed system will make it necessary for me to exit Gray Street onto Great Western Road and transit the whole of Gray Street in order to enter my home.

I trust you find my opposition to the proposal warranted.

Yours faithfully

[REDACTED]

[REDACTED]

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**From:** [REDACTED]  
**Sent:** 18 June 2018 16:57  
**To:** [REDACTED]  
**Subject:** FW: Gray Street & Salisbury Terrace Objection

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**From:** [REDACTED]  
**Sent:** 18 June 2018 16:37  
**To:** TrafficManagement <TrafficManagement@aberdeencity.gov.uk>  
**Subject:** Gray Street & Salisbury Terrace Objection

Dear Sirs,

I wish to register my objection to the proposed one way system on Gray Street and Salisbury Terrace as a resident of Hammersmith Road.

The trough traffic on Hammersmith road is high, particularly at peak times with a constant stream of traffic on a road that only allows for one car to travel in either direction at a time. Furthermore, with Broomhill Primary School at the south end, there are young children running across the road during the peak hours that the road is at its busiest and the traffic volume is increased by parents dropping off children at the school. Introducing a one-way system to Gray Street and Salisbury Terrace will only increase traffic on Hammersmith Road and in all likelihood the increased traffic will result in a serious accident on Hammersmith Road. When that occurs, a large degree of culpability will rest with those who effected this change in traffic management and I wish this objection to be on the public record.

I would also like to point out that the notice period in which to make an objection seems unreasonably short with a letter received on the 15<sup>th</sup> June 2018 and the closing date for objections the 20<sup>th</sup> June 2018.

Regards,

[REDACTED]

[REDACTED]

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**From:** [REDACTED] on behalf of TrafficManagement  
**Sent:** 18 June 2018 13:17  
**To:** [REDACTED]  
**Subject:** FW: Gray Street & Salisbuty Terrace Objection

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**From:** [REDACTED]  
**Sent:** 18 June 2018 12:55  
**To:** TrafficManagement <TrafficManagement@aberdeencity.gov.uk>  
**Subject:** Gray Street & Salisbuty Terrace Objection

Dear Sirs,

I would like you to register my objection to the one way order.

I live on Hammersmith Road which is already a very busy road , not only with Broomhill primary school parents dropping off and collecting children and the children running across the road etc., but also with drivers using it as a short cut from Great Western Road , along Norfolk Road or Broomhill Road to Anderson Drive in order to avoid the traffic lights at Anderson Drive / Great Western Road.

The one way system will only make Hammersmith Road an even busier road .

Usually there is only room for one car to drive along Hammersmith , as there are cars parked on either side of the road and we very often see drivers having a "Stand off ", not moving until eventually one of them backs down and has to reverse quite a bit to find a space to reverse into, to let the other car proceed .This is often accompanied by a heated verbal exchange !

Please take this into consideration .

Kind Regards,

[REDACTED]

[REDACTED]

[REDACTED] | [REDACTED]

[REDACTED]

[REDACTED] [REDACTED]

[REDACTED]  
[REDACTED]



[REDACTED]

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**From:** [REDACTED] on behalf of TrafficManagement  
**Sent:** 20 June 2018 11:22  
**To:** [REDACTED]  
**Subject:** FW: One way proposal for Gray Street Aberdeen - Objection

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**From:** [REDACTED]  
**Sent:** 20 June 2018 10:37  
**To:** TrafficManagement <TrafficManagement@aberdeencity.gov.uk>  
**Subject:** One way proposal for Gray Street Aberdeen - Objection

Dear Sir

I wish to object to ACC proposed implementation of a one way system along Gray Street. Reasons are below.

Since the replacement of the speed bumps several years ago they are now much smoother and less aggressive. It is now quite comfortable and possible to drive at 30 mph along Gray Street. The only restriction to driving at excessive speed is the threat of on coming traffic. The introduction of a one way system will remove this treat and make travelling at excessive speed with out risk of on coming vehicles much easier.

The congestion sometimes experienced due to on coming vehicles is currently a factor that deters motorists from 'rat running' along Gray Street. It is highly likely that if a one way system is introduced, the use of Gray Street as a rat run will increase, even more so due to the benign nature of the speed bumps.

Broomhill School is located at the corner of Gray Street, any increase in rat run traffic would increase safety risks for parents and children travelling to school.

Introduction of a northbound one way system along Gray Street would not prohibit southbound travel, instead the back lane between Gray Street and Hammersmith Road would probably see increased traffic to circumnavigate the one way system. Currently this back lane is very quiet with few cars, children and parents regularly use this as a route to and from school.

Residents have complained of damage to their cars whilst parked on Gray Street. It has been suggested this is due to the current two way traffic system. Maybe it is simply due to bad parking by other drivers, large commercial vehicles or the private buses and coaches that regularly run along Gray Street? Most properties have a garage on the back lanes, many new double and multiple car garages have been built in recent years, if residents were concerned about car damage why do they not use their garage? Instead they prefer to park on the street. One can only assume that damage to their vehicles maybe isn't the severe problem that has been suggested. I have lived on Gray Street for 15 years and never encountered this problem to my own and visitors cars.

With the current poor state of Aberdeen's roads and pavements surely the money could be better spent on more pressing repairs? There are sections of pavement I walk regularly that would be impassable for someone in a wheelchair for example, shouldn't these be given priority over a road traffic system that is just a 'nice to have' in the opinion of some residents?

To sum up, I fail to see what will be gained by this costly traffic management system. There are more pressing road and pavement problems that ACC could do well to address as a priority. A simpler and cheaper solution would be to implement a vehicle size/tonnage restriction along Gray Street, this may reduce the claimed vehicle damage.

Regards

[REDACTED]

[REDACTED]

[REDACTED]

---

**From:** [REDACTED] on behalf of TrafficManagement  
**Sent:** 18 June 2018 15:03  
**To:** [REDACTED]  
**Subject:** FW: Objection - Proposed one-way systems for Gray Street and Salisbury Terrace

---

**From:** [REDACTED]  
**Sent:** 15 June 2018 21:21  
**To:** TrafficManagement <TrafficManagement@aberdeencity.gov.uk>  
**Cc:** [REDACTED]  
**Subject:** Objection - Proposed one-way systems for Gray Street and Salisbury Terrace

Objection to "Proposed one-way systems for Gray Street and Salisbury Terrace"

Dear Aberdeen City Council

We are residents in Hammersmith Road, Aberdeen.

We hereby object to the aforementioned proposed order, on the following grounds:

- The traffic on Hammersmith Road is heavy at present, thus the proposition of making Gray St and Salisbury Terrace one-way and not Hammersmith Road, will push further traffic onto our road.
- The increase in traffic will make Hammersmith Road a threat to residents' safety when crossing the road.
- The increase in traffic will result in an increase of noise and disturbance resulting from use.
- We reside within the boundaries of the Great Western Road Conservation area; the proposed changes will negatively influence the conservation area
- The proposed plan will affect road access for residents to the Hammersmith Road garages.
- Restrictive parking spaces and increased traffic may result in damages to residents' cars parked outside the street on Hammersmith Road.
- The increase in traffic onto Hammersmith Road will lead to a deterioration in the state of the road
- The proposed change to the traffic flow will devalue the properties in Hammersmith Road

Yours sincerely,

[REDACTED]

[REDACTED]

---

**From:** [REDACTED] on behalf of TrafficManagement  
**Sent:** 18 June 2018 15:03  
**To:** [REDACTED]  
**Subject:** FW: Objection - Proposed one-way systems for Gray Street and Salisbury Terrace

---

**From:** [REDACTED]  
**Sent:** 15 June 2018 21:21  
**To:** TrafficManagement <TrafficManagement@aberdeencity.gov.uk>  
**Cc:** [REDACTED]  
**Subject:** Objection - Proposed one-way systems for Gray Street and Salisbury Terrace

Objection to "Proposed one-way systems for Gray Street and Salisbury Terrace"

Dear Aberdeen City Council

We are residents in Hammersmith Road, Aberdeen.

We hereby object to the aforementioned proposed order, on the following grounds:

- The traffic on Hammersmith Road is heavy at present, thus the proposition of making Gray St and Salisbury Terrace one-way and not Hammersmith Road, will push further traffic onto our road.
- The increase in traffic will make Hammersmith Road a threat to residents' safety when crossing the road.
- The increase in traffic will result in an increase of noise and disturbance resulting from use.
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- The proposed plan will affect road access for residents to the Hammersmith Road garages.
- Restrictive parking spaces and increased traffic may result in damages to residents' cars parked outside the street on Hammersmith Road.
- The increase in traffic onto Hammersmith Road will lead to a deterioration in the state of the road
- The proposed change to the traffic flow will devalue the properties in Hammersmith Road

Yours sincerely,

[REDACTED]

[REDACTED]

---

**From:** [REDACTED] on behalf of TrafficManagement  
**Sent:** 19 June 2018 10:51  
**To:** [REDACTED]  
**Subject:** FW: Objection to the Gray Street one-way proposal

**From:** [REDACTED]  
**Sent:** 18 June 2018 23:08  
**To:** TrafficManagement <TrafficManagement@aberdeencity.gov.uk>  
**Subject:** Objection to the Gray Street one-way proposal

Dear Sir/Madam

I am writing to in objection to the proposal to establish a one-way system along Gray Street, Aberdeen.

[REDACTED]

After careful consideration of the proposal, I am objecting on the grounds that the one-way system would have a detrimental effect upon the hotel and by extension the 25+ staff members with possible closure and loss of jobs.

Yours sincerely,

[REDACTED]

[REDACTED]

---

**From:** [REDACTED] on behalf of TrafficManagement  
**Sent:** 20 June 2018 10:12  
**To:** [REDACTED]  
**Subject:** FW: Gray Street and Salisbury Terrace One-Way Order 201(X) - OBJECTION

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**From:** [REDACTED]  
**Sent:** 20 June 2018 03:07  
**To:** TrafficManagement <TrafficManagement@aberdeencity.gov.uk>  
**Subject:** Gray Street and Salisbury Terrace One-Way Order 201(X) - OBJECTION

Dear Traffic Management and Road Safety,

I write to object profusely to the proposed Gray Street and Salisbury Terrace (One-Way) Order 201(X).

I am a resident living on Salisbury Terrace.

I have lived on the Street for approx. 4 years. My husband and I have two young boys, 9 and 12 years old. We chose this street after looking for 5 years whilst having to rent, because it was an attractive, peaceful residential area, and quiet also in terms of the number of cars cutting through. Whilst living here, I have been very concerned about the speed at which some cars currently travel up or down Salisbury Terrace, speeding over the speed bumps, such that the cars scrape the undercarriage (crunching sound as they drive). The main obstacle to speeding, is oncoming traffic - this is a blessing, a good aspect; cars coming the opposite way are the reason cars need to slow down and take more care. It may also put drivers off continuing to cut through, thereby minimising the number of cut-through drivers.

I do not believe there has been a significant amount of damage to resident's parked cars from cars driving through; I know of two examples in the past when 'local' cars have been scraped not by cars cutting through our street, but by other resident's trying to park into a tight gap, or into space where there are cars parked opposite. So the reason originally provided by ACC why a one-way system was needed - to reduce resident's car damage. Is not valid.

#### Grounds for Objection

1. Safety: Introducing a one-way system will encourage additional drivers who do not currently routinely use Salisbury Terrace as a cut-through, to cut through our Street. Having to pull in when meeting on-coming traffic, is what forces drivers to take more care and slow down. With a change, drivers will know that if they come down the one-way street, they will not meet oncoming traffic; hence more cars will use the Street as a cut-through, and as well, they know they can drive faster through a one-way system. It is absolutely definite there will be an increase in traffic driving through Salisbury Terrace if the ACC goes ahead with this Order. Drivers who currently decide not to bother due to the hassle of meeting on-coming cars, will not think twice about using Salisbury Terrace as a cut-through in future. As a result, Salisbury Terrace will become more dangerous.

2. Health and inconvenience to residents: Due to point 1., (increased traffic), residents of Salisbury Terrace will experience not only a more dangerous situation, but also an increase in noise pollution, air pollution; and the situation will make it more inconvenient for local residents to exit and enter car parking spaces. I do not believe this is acceptable.

3. Removing choice from residents: Residents will lose the 'freedom' to drive which way/direction they need/want to, in their own street. ACC would be taking away a liberty, taking away a right. Our Street is at the moment, attractive, with a relaxed feel. By dictating to residents which direction they have to drive along their own street every day, ACC will be making my life, and others', more controlled, dull and inflexible. At the moment we have the choice and that is good / excellent in fact.

4. Unsightly signage/devaluing properties: Additional ugly signage at top and bottom of Street. This will undoubtedly make the area look tackier and cluttered, with a resultant impact of devaluing properties - the Street/house properties will become less desirable. No longer a pretty, quiet street.

5. Increased expense for residents: increased fuel costs due to having to drive that bit further every time one uses one's car. At the moment I can utilise the back-alleyway to make a smaller, more immediate change of direction - this saves me fuel costs each trip and time. Taking away that choice (see above) and forcing residents to drive around a full block in order to be able to go in opposite direction, is unacceptable to me. This will increase resident fuel bills significantly over time and will add time to our day.

6. Unfair: in order to make life easier for people who cut-through in their cars, you are hugely inconveniencing local residents, including me and my family. This is very wrong.

7. Damage: the issue of some resident's having complained about damage to their car on the Street due to cars having to reverse is invalid justification to make these proposed changes. A one-way system is not the solution. If there are scrapes / damage to a local resident's car, having the current system will ensure there is always a witness to the damage, i.e. another car present. The resident can therefore resolve the damage via their insurance if they wish and they have an eye-witness. And any incidents that happen with the current system, will likely put off cut-through drivers continuing to use our Street..

8. Residents come and go - any changes you make to the detriment of our Street now, may not either be appreciated by future new residents. Those that are complaining now, may not be living on the Street any longer in 10 years' time.

9. Waste of tax-payers money: put the money to pay for signage, revised regulations, etc, toward something that is actually needed and wanted by the majority.

10. ACC is not being fair. There are other Streets that could have a one-way system enforced - e.g. Hammersmith Road, Pitstruan. Why are you making Salisbury Terrace uglier and more dangerous and noisier? There is no valid reason.

Please, please, I beg you, do not make these proposed changes/Order.

If you care about childrens' and adults' safety and if you care about not taking away a quiet environment from current Salisbury Terrace residents, you will not push this Order through. It appears to be appeasing a few residents to the detriment of any others.

Yours sincerely,

[Redacted signature]

[Redacted address]

[REDACTED]

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**From:** [REDACTED] on behalf of TrafficManagement  
**Sent:** 20 June 2018 10:09  
**To:** [REDACTED]  
**Subject:** FW: The Aberdeen City Council (Gray Street and Salisbury Terrace, Aberdeen) (One-Way) Order 201(X)

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**From:** [REDACTED]  
**Sent:** 19 June 2018 23:18  
**To:** TrafficManagement <TrafficManagement@aberdeencity.gov.uk>  
**Cc:** [REDACTED]  
**Subject:** The Aberdeen City Council (Gray Street and Salisbury Terrace, Aberdeen) (One-Way) Order 201(X)

I have a number of objections to the proposed one-way system affecting Gray Street and Salisbury Terrace, as set out below.

1. The proposal does not address the root cause of the problem which appears to be the choice of Gray Street residents to park on the street despite having rear lane access behind both sides of the street giving access to garages which are present on the majority of the properties. This seems to be much less of an issue on Salisbury Terrace.
2. It does not address the restricted access to emergency vehicles, in particular fire engines, which struggle to pass up these streets due to parked cars.
3. If a one-way system is introduced it will force fire engines to traverse the full length of the street rather than access from the closest end to the fire which will cause further potential delays in responding to an incident.
4. Large delivery or removals vehicles also struggle to access homes on these streets, or cause further congestion due to the inability to pull in sufficiently to allow other vehicles passage.
5. The introduction of the one-way streets is likely to encourage rat-running down the surrounding back lanes which are often used by children walking to school.
6. While Gray Street currently has a significant problem supporting two-way traffic at the moment, this is not a particular problem on Salisbury Terrace where there are generally enough gaps in the parked cars to allow drivers to pull in to let each other pass. Hence the one-way system is likely to increase traffic on Salisbury Terrace whilst bringing no benefit.
7. If a one-way system is introduced, parking restrictions will be required for a significant distance either side of the rear lane exits onto these, and the neighbouring streets (Hammersmith Road and Pitstruan Place) if accidents are to be avoided.

An alternative proposal which better deals with the root cause of the congestion would be to introduce parking restrictions down one side of each street. This would allow two-way flow on both streets and improve access for emergency vehicles and delivery vehicles.

Regards,