

ABERDEEN CITY COUNCIL

COMMITTEE	Operational Delivery
DATE	16 May 2019
EXMEPT	No
CONFIDENTIAL	No
REPORT TITLE	Craigshaw Drive etc. Cycle Tracks – Traffic Regulation Orders – Public Consultation
REPORT NUMBER	OPE/19/249
DIRECTOR	Rob Polkinghorne
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Graeme McKenzie
TERMS OF REFERENCE	5

1. PURPOSE OF REPORT

Following completion of the public consultation process, this report considers objections that have been lodged with respect to proposed Traffic Regulation Orders that are required to establish dedicated cycle tracks on Craigshaw Drive and on certain lengths of adjacent roads.

2. RECOMMENDATION(S)

It is recommended this Committee: -

2.1 Notes the objections received as a result of the statutory consultation in relation to: -

1. “The Aberdeen City Council (Abbotswell Road / Craigshaw Drive / Wellington Road / West Tullos Road, Aberdeen) (Redetermination of Means of Exercise of Public Right of Passage) Order 201(X)”
2. “The Aberdeen City Council (Craigshaw Drive, Aberdeen) (Prohibition of Waiting) Order 201(X)”

- 2.2 Approves “The Aberdeen City Council (Abbotswell Road / Craigshaw Drive / Wellington Road / West Tullos Road, Aberdeen) (Redetermination of Means of Exercise of Public Right of Passage) Order 201(X)” and instructs the Chief Officer for Operations and Protective Services to refer the order to Scottish Ministers for a final determination in accordance with “The Stopping Up of Roads and Private Accesses and the Redetermination of Public Rights of Passage (Procedure) (Scotland) Regulations 1986”
- 2.3 Approves that “The Aberdeen City Council (Craigshaw Drive, Aberdeen) (Prohibition of Waiting) Order 201(X)” be made as originally envisaged.

3. BACKGROUND

- 3.1 A report titled “Craigshaw Drive – Cycle Lanes” was considered by the Communities, Housing and Infrastructure Committee on 16 January 2018. The report set out the option development and appraisal that had taken place with respect to creating dedicated facilities for cyclists on Craigshaw Drive; this length of road being considered a missing link in providing enhanced provision for cyclists when considering the route connection between Wellington Road and the off-road path (“Shell Path”) leading to King George VI Bridge. (See Appendix 1 – Location Plan)
- 3.2 The outline design, that was approved by the committee, was the creation of dedicated cycle tracks on Craigshaw Drive. The lengths involved would mainly consist of a cycle track for the exclusive use by cyclists, however, there would also be modest lengths, in the vicinity of dedicated road crossing points, near its junctions with Abbotswell Road and Wellington Road, that would be shared with pedestrians. This would involve reallocating space on the road by reducing the existing footway and carriageway widths. It’s of note the remaining width of the carriageway and footways would not be compromised in terms of through traffic or pedestrian use, as they would still meet specified standards in terms of width when considering the road type and its use.

See Appendix 2 for design plans; A previous online exhibition providing plans and visualisations, prior to the publication of the proposed Traffic Regulation Orders, can also be viewed by way of the following internet link:

<https://consultation.aberdeencity.gov.uk/planning/craigshaw-drive/>

- 3.3 Beyond Craigshaw Drive, there would also be certain lengths of cycle track introduced on Abbotswell Road, Wellington Road and West Tullos Road, whereby existing footway would be converted to a shared cycle track facility for use by pedestrians and cyclists.
- 3.4 To allow for the proposed change on these roads it has been necessary to promote a Traffic Regulation Order (TRO) that redetermines certain lengths of footway and carriageway to cycle track. This report therefore considers the objections received as a result of the public advertisement / statutory consultation process (See Appendix 3 – Statutory notices)

- 3.5 Additionally, there is also a proposed TRO that provides for a prohibition of vehicular waiting at any time on any day throughout Craigshaw Drive. This is due to the reduction in carriageway width the installation of cycle tracks would bring about; accordingly, while there are currently certain lengths of Craigshaw Drive available for on-street parking, this will no longer be possible as any parking would effectively take the carriageway down to a single running lane and prove obstructive to through traffic. Given the road's status as a distributor / industrial access road, a situation where on-street parking was occurring would not be permissible.
- 3.6 A further benefit of a prohibition of waiting at any time throughout Craigshaw Drive is it mitigates the risk of a vehicular door being opened across a cycle track and thereby into the path of an oncoming cyclist. In an ideal situation, where on-street parking is permitted, there would be a buffer strip between the cycle track and parked vehicles to allow for opened vehicle doors, however, such a design would not be possible at this location due to the overall width constraints of the existing road.

Objections

- 3.7 There has been seven objections received, including one where the objector has in addition submitted a petition that has 193 signatories linked to residential addresses in both Aberdeen and Aberdeenshire, and to business addresses in the area of Craigshaw Drive. The primary concern being the loss of on-street parking on Craigshaw Drive. The full content of the objections is available to view in Appendix 4.
- 3.8 On Craigshaw Drive there is currently on-street parking capacity for approximately 64 cars. While in terms of actual use, it would appear the parking would be at, or near, capacity on a typical workday. Similarly, there is on-street parking available on some of the adjacent roads, however, this also appears to be well utilised during workdays.
- 3.9 The concern raised is most of those vehicles parked on Craigshaw Drive will be associated with employees who choose to commute by car to their nearby place of work and accordingly the question arises: where would they be displaced to, or what alternative forms of transport would they use? One objector also operates a catering business on the road and expresses concern over the future possibility of customers being able to visit the business if located elsewhere. There are also three objections from business premises where, in addition to the subject of staff parking, additional concern is raised over their use of the road during daily operations.

Response

- 3.10 As highlighted, the proposal to introduce cycle tracks on Craigshaw Drive takes into account a missing provision in dedicated facilities on the cycle network and is included as a project within the Aberdeen Active Travel Action Plan 2017 - 2021. This plan identifies policies and design principles that Aberdeen City Council will abide by and a series of actions and interventions that will be pursued in order to increase the proportion of journeys undertaken in the city

by active travel and to contribute to meeting the vision set out in the NESTRANS Regional Active Travel Action Plan: - *“To create an environment and culture in which walking and cycling are convenient, safe, comfortable, healthy and attractive choices of travel for everyday journeys.”*

3.11 The proposal is also beneficial with respect to the Civitas Portis project which is a four-year European Commission funded project that will test innovative and sustainable urban mobility solutions in five European port cities, namely Aberdeen, Antwerp, Trieste, Constanta and Klaipeda, while also including an additional city, Ningbo, in China. Overall the project aims to show that sustainable urban mobility can increase functional and social cohesion between city centres and ports; accordingly, the proposed cycle tracks for Craigshaw Drive will support the promotion of sustainable travel planning in the Altens, North Dee and South Dee areas.

3.12 When considering the action plan and consultations prior to its publication, key concerns from respondents when considering cycling were: -

- Infrastructure – respondents believed the volume and quality of cycle routes and cycle parking facilities is inadequate, and that footways and paths are poorly maintained;
- Volume and speed of road traffic and its perceived priority over active travel modes which can result in unsafe conditions for walking and cycling; and
- Perceptions of poor driving behaviour, with a lack of respect shown to people walking and cycling.

The respondents suggested they would like to see: -

- More and better pedestrian and cycle infrastructure, particularly more crossing facilities and joined-up, continuous and linked routes. In terms of cycling, a clear preference for dedicated and segregated facilities emerged;
- A safer environment for people walking and cycling;
- Improved maintenance of active travel routes; and
- Improved driver education.

3.13 There has also been feedback from cyclists that use Craigshaw Drive as part of their daily commute and this highlighted a variety of concerns: -

- Difficulties crossing Abbotswell Road and Wellington Road.
- Queuing motor vehicles preventing access to junctions.
- Parked cars resulting in close passes by motor vehicles.
- Large / Heavy Goods Vehicles turning in front of cyclists on the approach to accesses and side roads.
- Poor visibility at accesses and side roads.
- Perception that some drivers may travelling too fast for the road layout and/or exceeding the 30mph speed limit.

- 3.14 The cycle tracks proposed for Craigshaw Drive, and adjacent roads, thereby meet the aspirations set out in both the Aberdeen and Regional Active Travel Action Plans by providing dedicated facilities segregated from motor vehicles and where crossing facilities will be available at the major junctions. It therefore has the potential to both consolidate the volume of cyclists already using the route and encourage other commuters to make the switch to cycling as a sustainable form of transport.
- 3.15 It's appreciated the loss of on-street parking on Craigshaw Drive will be of disappointment to those commuters that currently make use of the road for that purpose, and likewise to those that may be parking to visit adjacent businesses. However, the proposed change must be considered against the primary function of the road for the movement of people and goods, and particularly in its context as acting as a local distributor road. Thus, while on-street parking can be a valuable amenity, it should not be maintained where it is to the detriment of the function of the road and its place on the road network; particularly so when considering the Council's adopted strategies/plans and targets with respect to promoting sustainable transport measures.
- 3.16 In terms of commuters that would be displaced by the proposal, it may act as an incentive for an individual to consider how they make their way to work and consider alternative methods such as public transport, cycling and walking.
- 3.17 There is a potential negative factor, whereby commuter vehicles are displaced to other streets in the vicinity where uncontrolled on-street parking remains. In this regard, officers are already aware of concerns over commuter parking on nearby residential roads such as Nigg Kirk Road and Craigpark; similarly, there could be the potential for displacement to nearby residential roads in Kincorth. Ultimately, this possibility should not act as a deterrent against improving infrastructure that provides for sustainable transport, however, it's an issue to be alert to and where feedback would be monitored from the communities concerned.
- 3.18 It's also appreciated one of the objections comes from the proprietor of a catering van business that is situated at the roadside, and should the proposal proceed, officers would endeavour to find a nearby location for the business to operate from. The aforementioned would be based on discussions with the business and subject to the business obtaining all necessary consents and a licence for the new location. Again, whilst it's appreciated the business will be disappointed at the possibility of relocating, the road and its primary function in the movement of people and goods takes priority.
- 3.19 The installation of dedicated active travel facilities could also prompt local businesses to review travel plans, and how they manage both employee / visitor parking and vehicle operations within their property boundaries, thereby mitigating any use of the surrounding road network as a secondary / back up parking facility.
- 3.20 During the consultation, it's of note, both the Grampian Cycle Partnership and Nestrans expressed support for the proposed infrastructure; highlighting many of the themes already explored in this report with respect to active and

sustainable travel (See Appendix 5 for the content of the correspondence). The project is also supported by Sustrans, the national charity for cycling and walking, that is providing funding in partnership with Nestrans, for both the design and installation.

Conclusion

- 3.21 As highlighted, the status of Craigshaw Drive within the road network as a distributor for the movement of people and goods, and the opportunity to provide infrastructure that supports / promotes sustainable transport measures in accordance with Council adopted strategies, takes priority over on-street parking on this occasion. While there may be disappointment expressed by some road users, or businesses, it could provide an incentive for those concerned to consider their travel to work / travel plans, and additionally in terms of businesses, how they organise their internal arrangements, whereby they are not relying on the road for vehicular parking.

4. FINANCIAL IMPLICATIONS

- 4.1 These proposals will be funded by way of Nestrans, the transport partnership for Aberdeen City and Shire, and Sustrans, the national charity for cycling and walking.

5. LEGAL IMPLICATIONS

- 5.1 None.

6. MANAGEMENT OF RISK

	Risk	Low (L), Medium (M), High (H)	Mitigation
Financial	It is expected Nestrans and Sustrans will fund this project. However, if this possible funding source was withdrawn, it would be necessary to review the project.	L	The project would have to be considered in terms of other infrastructure priorities and it established whether an alternative funding source was available.

	Risk	Low (L), Medium (M), High (H)	Mitigation
Legal	The Traffic Regulation Order would be required to go through the legislative process again if it is not implemented within the statutory period of 2 years from consultation.	L	Reviewing the priority of the project in respect of funding in order to ensure that the consultation process does not need to be restarted.
Employee	N/A		
Customer	Council approved strategies/plans with regard to establishing dedicated facilities to support sustainable transport measures could be compromised if proposals of this type are not implemented.	M	Officers propose measures that are deemed reasonable and appropriate to promote/support sustainable transport measures.
Environmental	Failure to introduce measures that support sustainable transport could compromise Council approved strategies / plans in terms of improving air quality and taking action to mitigate climate change.	M	Officers propose measures that are deemed reasonable and appropriate to promote/support sustainable transport measures.
Technology	N/A		
Reputational	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.

7. OUTCOMES

Local Outcome Improvement Plan Themes	
	Impact of Report
Prosperous economy	The proposal complies with the primary driver that states, “We will improve deployment of low carbon transport in the city and urban areas, through active travel networks”.
Prosperous place	As the recommendation is to approve the proposals, there will be a positive impact on current customer experience in terms of road safety in our communities.

8. IMPACT ASSESSMENTS

Assessment	Outcome
Equality & Human Rights Impact Assessment	Full EHRIA not required
Privacy Impact Assessment	Not required
Duty of Due Regard / Fairer Scotland Duty	Not applicable

9. BACKGROUND PAPERS

“Craigshaw Drive – Cycle Lanes”, Communities, Housing and Infrastructure, 16 January 2018

<http://councilcommittees/documents/s78063/CHI.17.284%20Craigshaw%20Drive%20-%20Cycle%20Lanes.pdf>

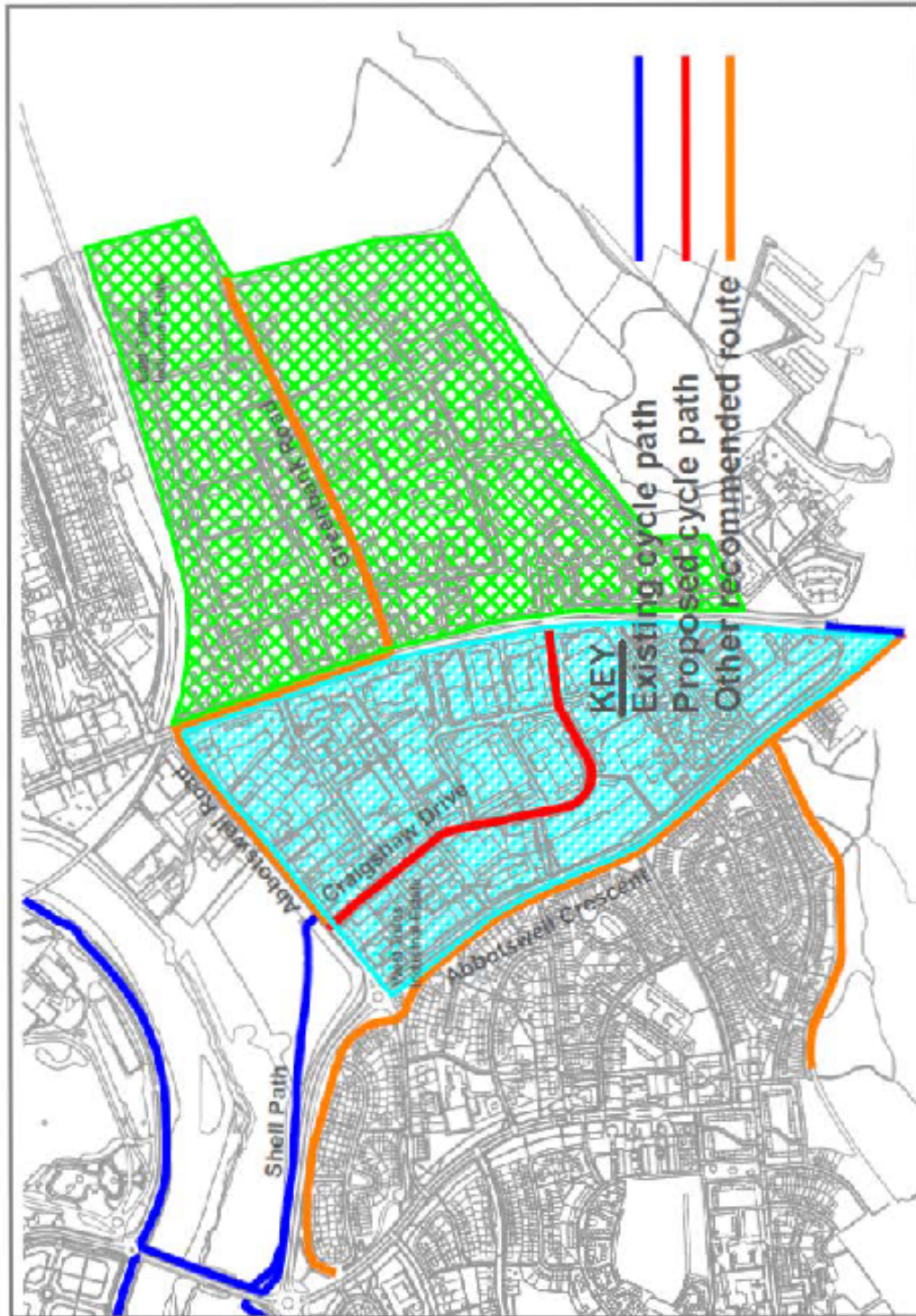
10. APPENDICES

Appendix 1 – Location plan
Appendix 2 – Design plans
Appendix 3 – Statutory notices
Appendix 4 – Objections
Appendix 5 – Correspondence expressing support

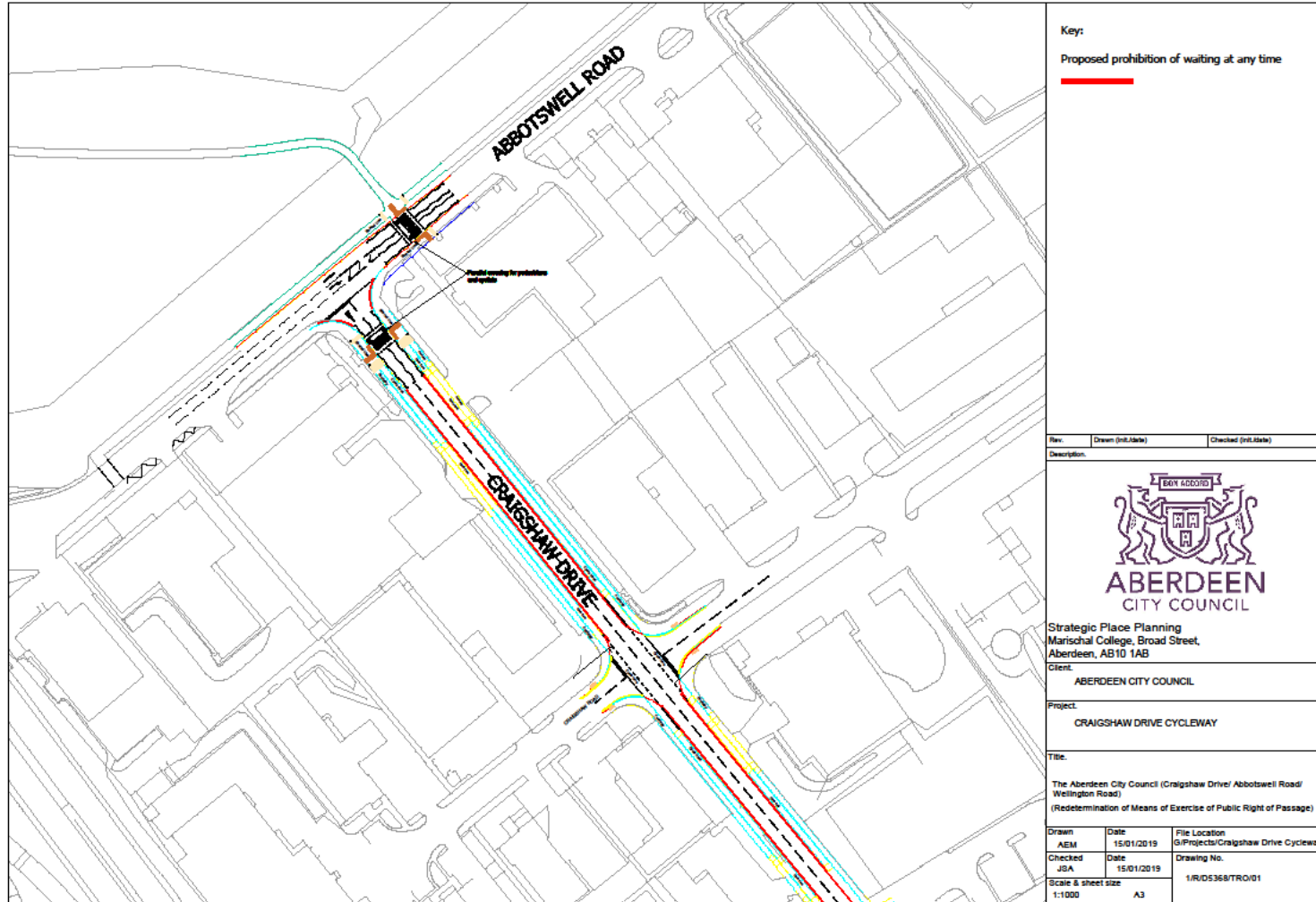
11. REPORT AUTHOR CONTACT DETAILS

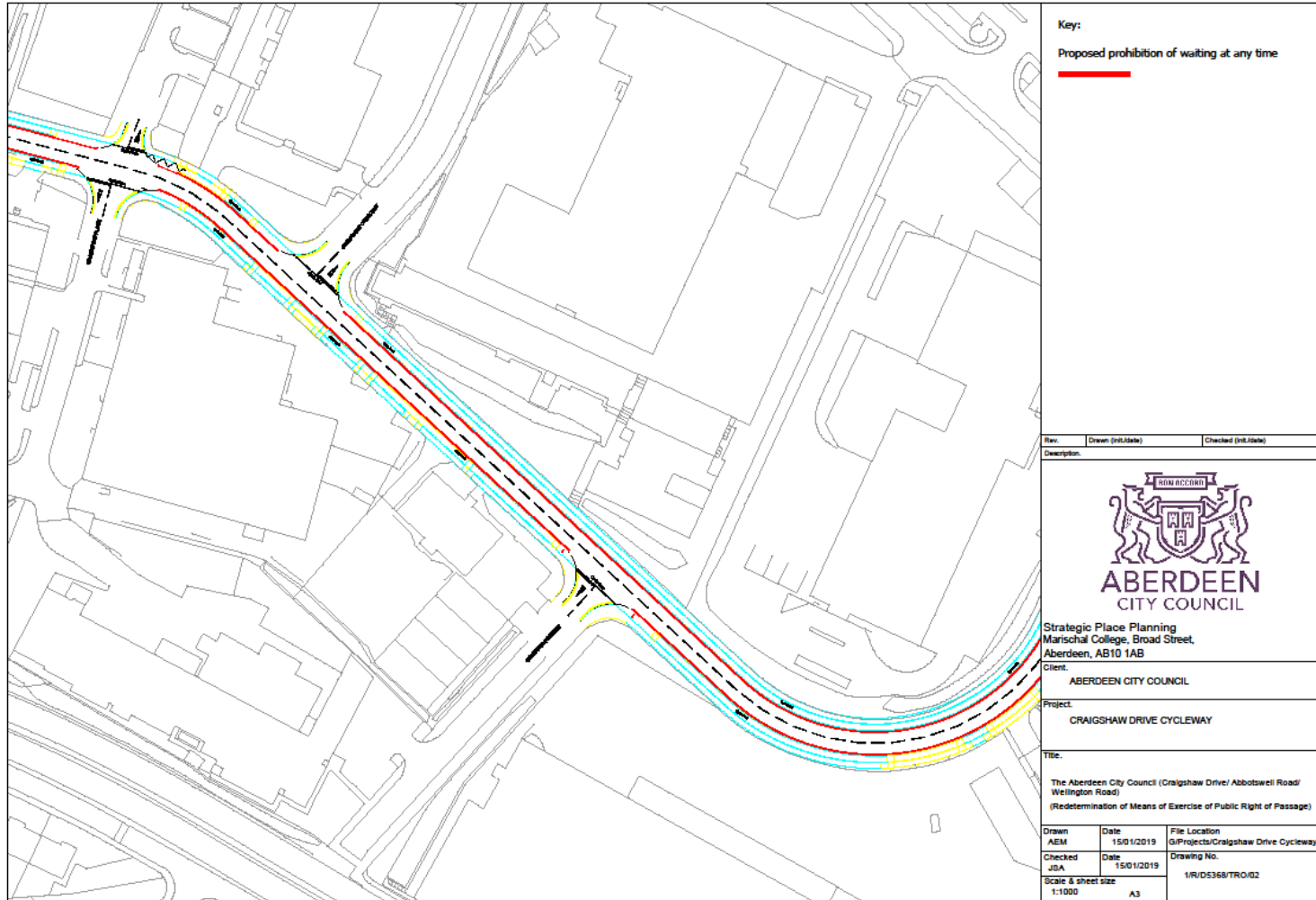
Name: Graeme McKenzie
Title: Technical Officer
E-mail Address: gmckenzie@aberdeencity.gov.uk
Tel: 01224 52(2308)

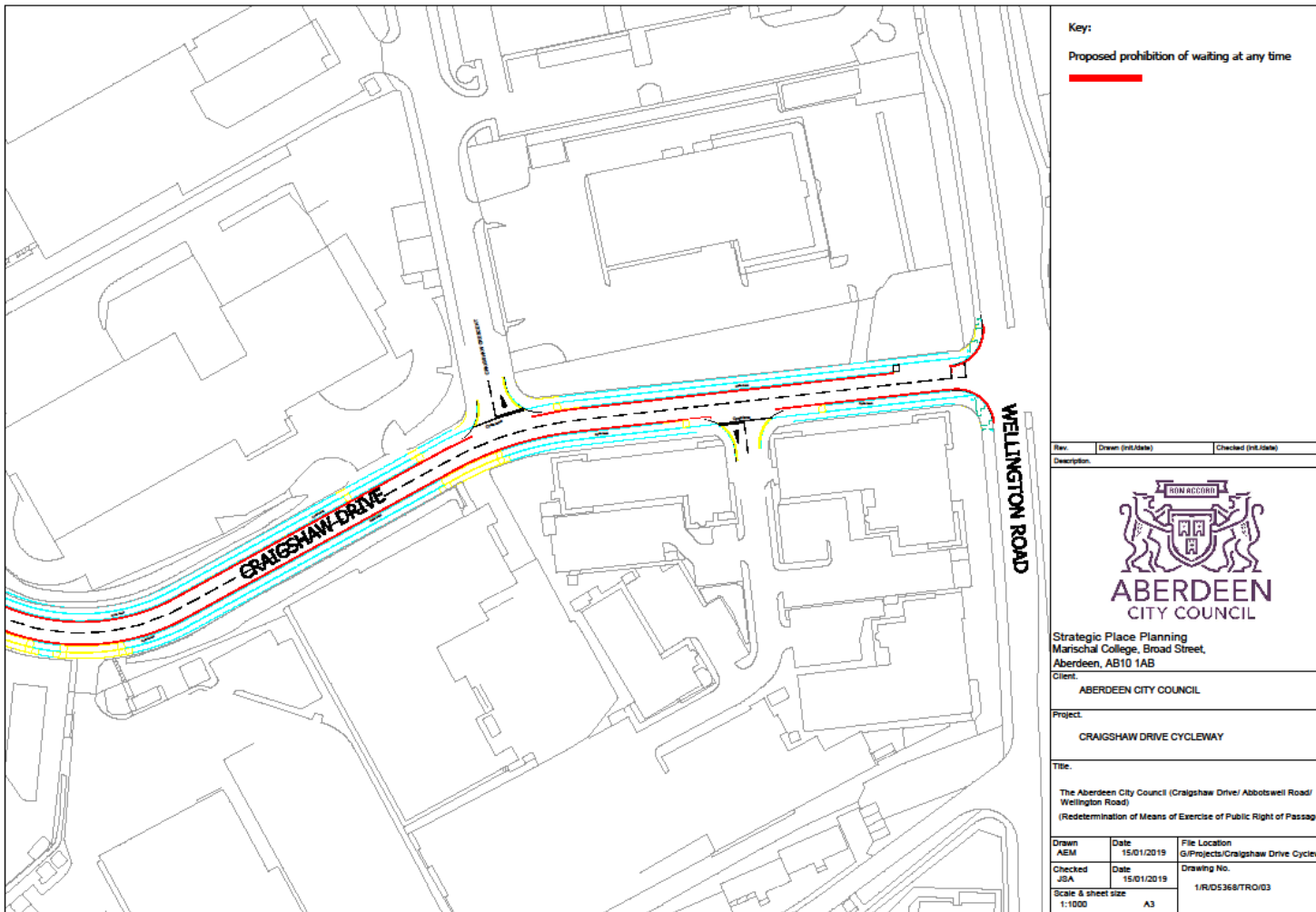
APPENDIX 1- Location Plan

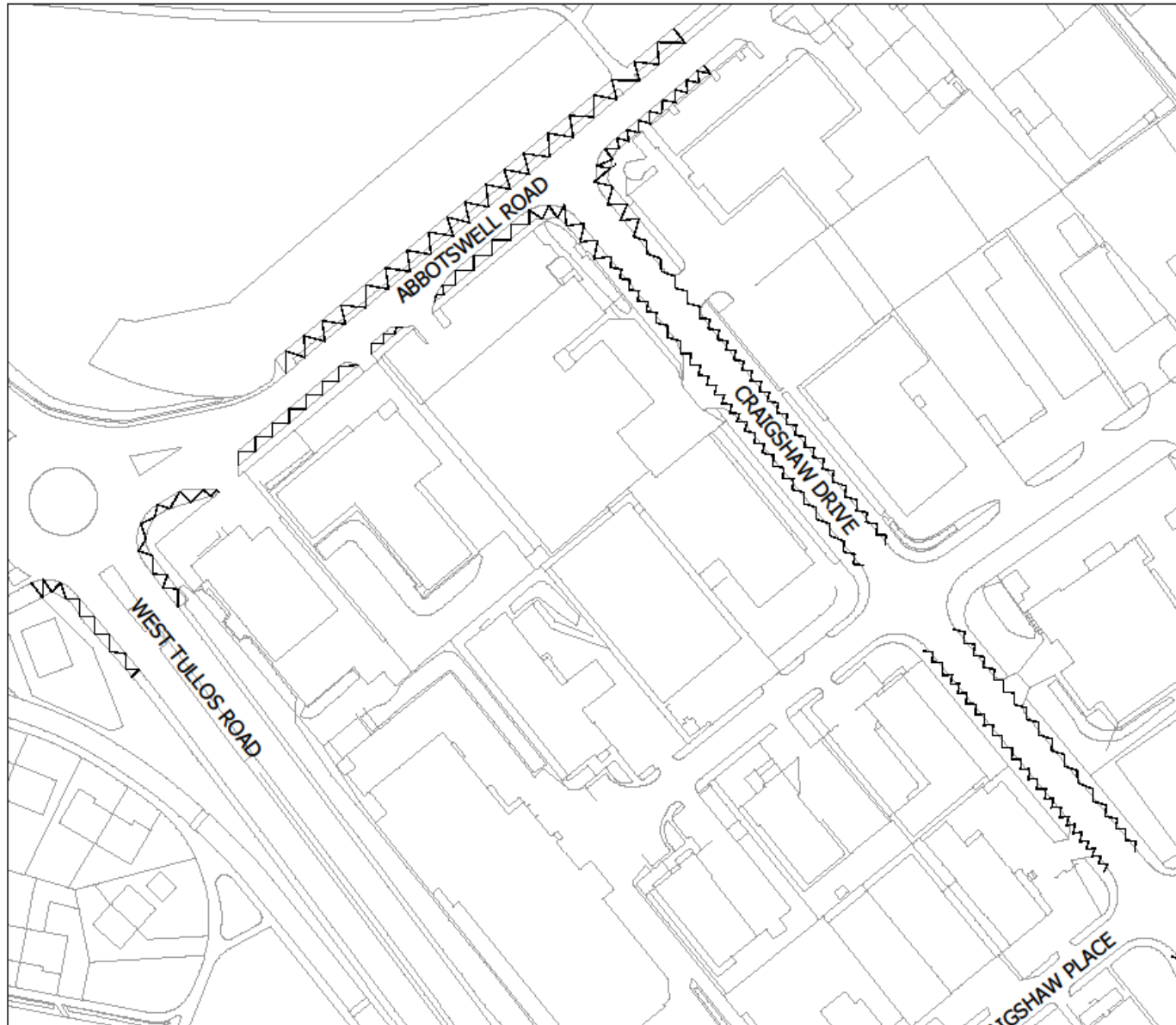


APPENDIX 2 – Design plans






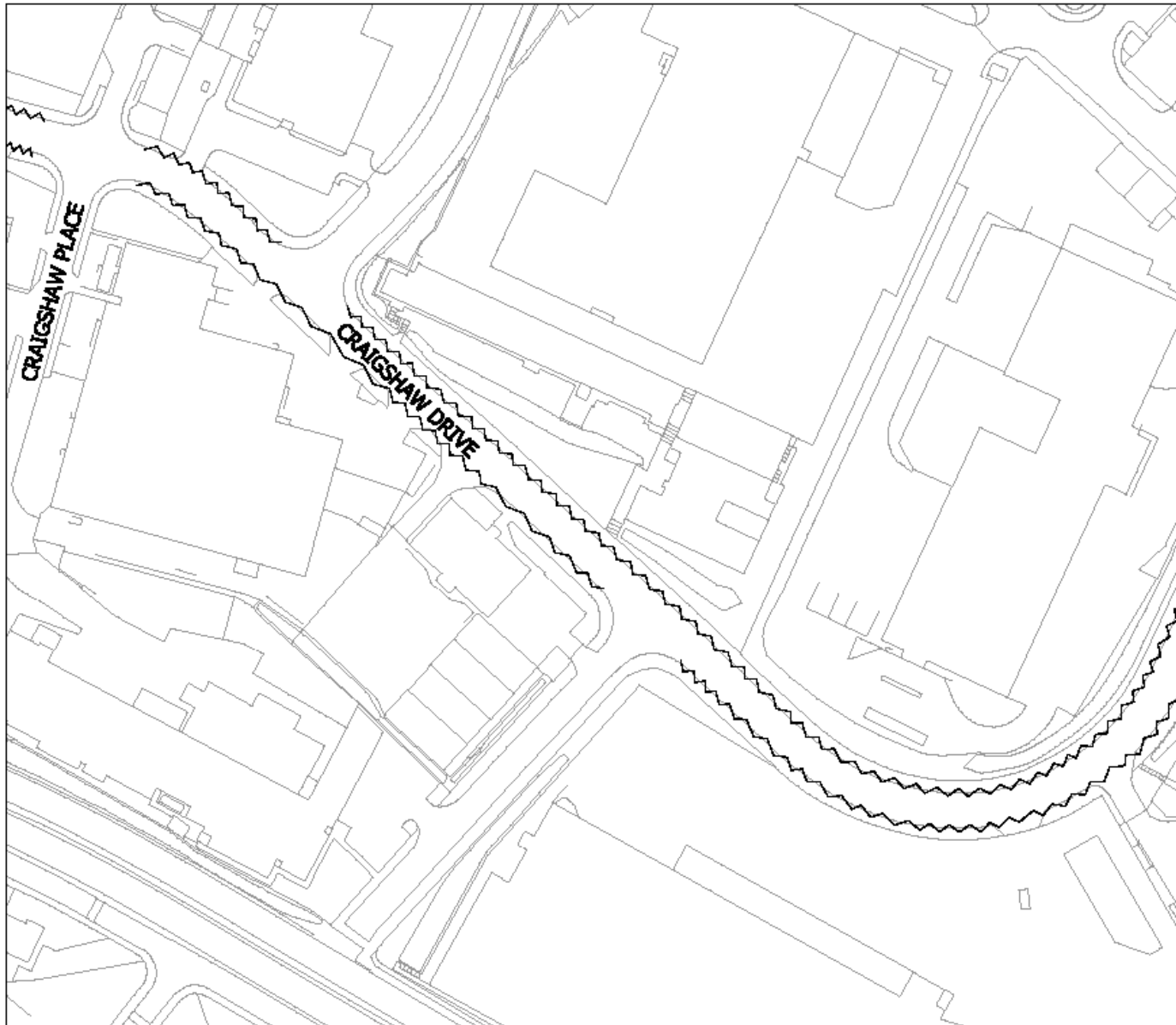




KEY:

SECTION OF FOOTWAY / CARRIAGEWAY
TO BE REDETERMINED TO CYCLE TRACK

Rev.	Drawn (init./date)	Checked (init./date)
Description		
 ABERDEEN CITY COUNCIL		
Strategic Place Planning Marischal College, Broad Street, Aberdeen, AB10 1AB		
Client: ABERDEEN CITY COUNCIL		
Project: CRAIGSHAW DRIVE CYCLEWAY		
Title: The Aberdeen City Council (Abbotswell Road / Craigshaw Drive / Wellington Road / West Tullos Road, Aberdeen) (Redetermination of Means of Exercise of Public Right of Passage) Order 201(X)		
Drawn	Date	File Location
Checked	Date	Drawing No.
Scale & sheet size 1:1000 A3		1/R/D5368/TR0/01/A



KEY:
 SECTION OF FOOTWAY / CARRAGEWAY
 TO BE REDETERMINED TO CYCLE TRACK

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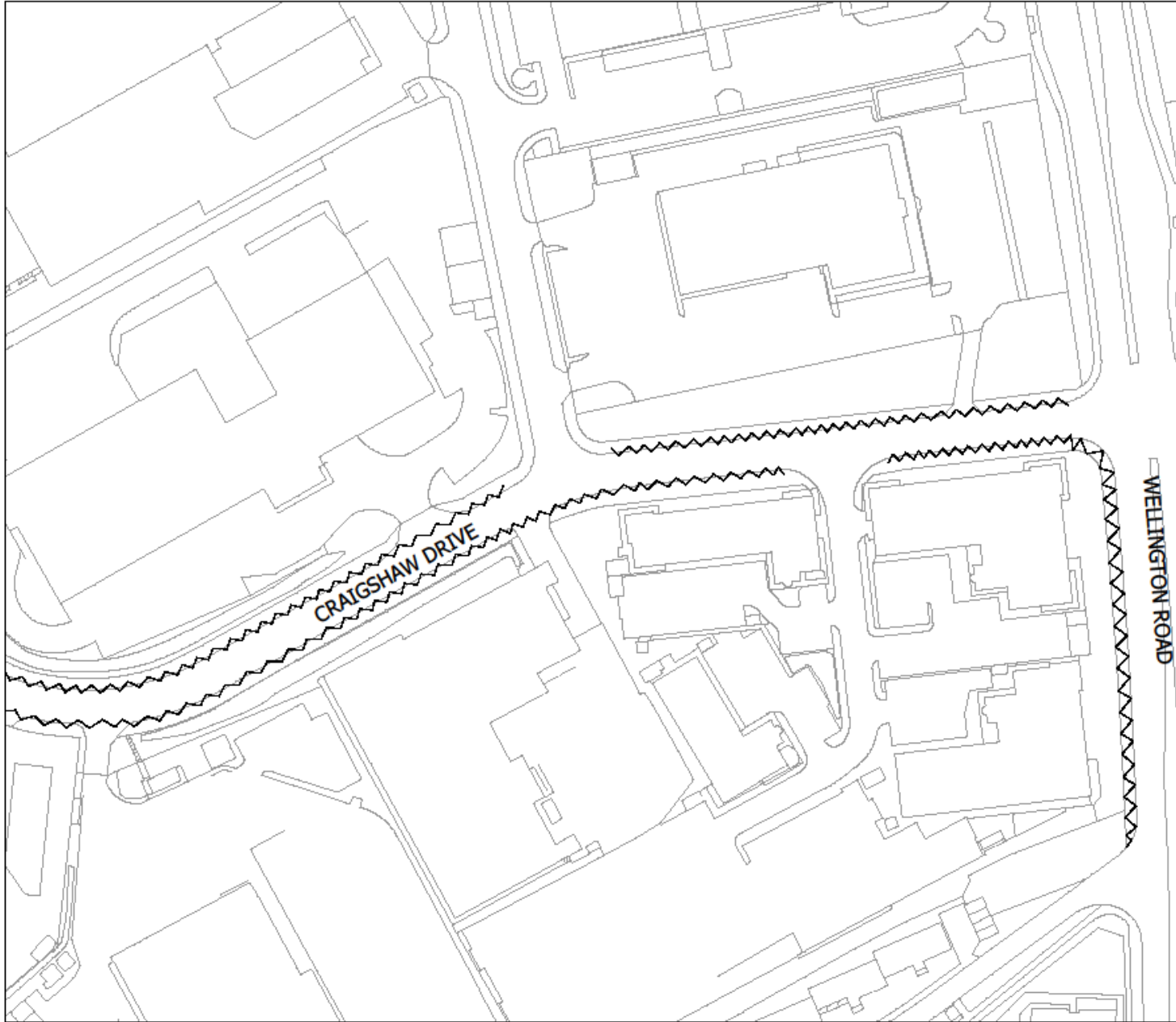
Strategic Place Planning
 Marischal College, Broad Street,
 Aberdeen, AB10 1AB

Client:
 ABERDEEN CITY COUNCIL

Project:
 CRAIGSHAW DRIVE CYCLEWAY

Title:
 The Aberdeen City Council (Abbotswell Road /
 Craigshaw Drive / Wellington Road / West Tullos
 Road, Aberdeen) (Redetermination of Means of
 Exercise of Public Right of Passage) Order 201(X).

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KEY:
SECTION OF FOOTWAY / CARRIAGEWAY
TO BE REDETERMINED TO CYCLE TRACK



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Description:



Strategic Place Planning
Marischal College, Broad Street,
Aberdeen, AB10 1AB

Client:
ABERDEEN CITY COUNCIL

Project:
CRAIGSHAW DRIVE CYCLEWAY

Title:
The Aberdeen City Council (Abbotswell Road /
Craigshaw Drive / Wellington Road / West Tullos
Road, Aberdeen) (Redetermination of Means of
Exercise of Public Right of Passage) Order 201(X)*.

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Appendix 3 – Statutory notices

ABERDEEN CITY COUNCIL

ROADS (SCOTLAND) ACT 1984

NOTICE IS HEREBY GIVEN THAT Aberdeen City Council propose to make an order under section 152(2) of the Roads (Scotland) Act 1984 redetermining the means of exercise of the public right of passage over the roads described in the schedules hereto.

The title of the order is "The Aberdeen City Council (Abbotswell Road / Craigshaw Drive / Wellington Road / West Tullos Road, Aberdeen) (Redetermination of Means of Exercise of Public Right of Passage) Order 201(X)".

A copy of the proposed order and of the accompanying plan showing the road to be redetermined, together with a statement of the reasons for making the order, have been deposited at the office of Traffic Management and Road Safety, Aberdeen City Council, Marischal College, Broad Street, Aberdeen, AB10 1AB (Tel. 01224 522305). These documents are available for inspection free of charge from 8 April 2019 until 3 May 2019, between 10.00am and 4.00pm on weekdays (Please note the office will be closed on Friday 19 April 2019).

ANY PERSON may, within 28 days from Monday 8 April 2019, object to the making of the order by notice in writing to Traffic Management and Road Safety, Aberdeen City Council, Business Hub 11, 2nd Floor West, Marischal College, Aberdeen, AB10 1AB, or alternatively, by e-mail to TrafficManagement@aberdeencity.gov.uk. Objections should state the name and address of the objector, the matters to which they relate and the grounds on which they are made.

8 April 2019

Doug Ritchie
Traffic Engineering Manager

FIRST SCHEDULE

REDETERMINATION – FOOTWAY TO CYCLETRACK (THE RIGHT OF PASSAGE BEING EXERCISABLE ON PEDAL CYCLE AND FOOT ONLY)

ABBOTSWELL ROAD, ABERDEEN

Footway on its south-east side, between its junctions with Craigshaw Drive and West Tullos Road; Footway on its south-east side, from its junction with Craigshaw Drive, north-eastwards for a distance of 42 metres or thereby; Footway on its north-west side, from a point 42 metres or thereby north-east of its junction with Craigshaw Drive, south-westwards for a distance of 135 metres or thereby.

CRAIGSHAW DRIVE, ABERDEEN

Footway on its east side, from its junction with Abbotswell Road, south-eastwards for a distance of 19 metres or thereby; Footway on its west side, from its junction with Abbotswell Road, south-eastwards for a distance of 19 metres or thereby.

WELLINGTON ROAD, ABERDEEN

Footway on its west side, between its junctions with Abbotswell Road and Craigpark

WEST TULLOS ROAD, ABERDEEN

Footway on its east side, from its junction with Abbotswell Road, southwards for a distance of 26 metres or thereby; Footway on its west side, from its junction with Abbotswell Road, southwards for a distance of 32 metres or thereby.

SECOND SCHEDULE

REDETERMINATION – FOOTWAY TO CYCLETRACK (THE RIGHT OF PASSAGE BEING EXERCISABLE ON PEDAL CYCLE ONLY)

CRAIGSHAW DRIVE, ABERDEEN

Part of the footway on its east side, from a point 19 metres or thereby south-east of its junction with Abbotswell Road, southwards, then eastwards to its junction with Wellington Road; Part of the footway on its west side, from a point 19 metres or thereby south-east of its junction with Abbotswell Road, southwards, then eastwards to its junction with Wellington Road.

THIRD SCHEDULE

REDETERMINATION – CARRIAGEWAY TO CYCLETRACK (THE RIGHT OF PASSAGE BEING EXERCISABLE ON PEDAL CYCLE AND FOOT ONLY)

CRAIGSHAW DRIVE, ABERDEEN

Part of the carriageway on its east side, from a point 5 metres or thereby south-east of its junction with Abbotswell Road, south-eastwards for a distance of 14 metres or thereby; Part of the carriageway on its west side, from a point 5 metres or thereby south-east of its junction with Abbotswell Road, south-eastwards for a distance of 14 metres or thereby

FOURTH SCHEDULE

REDETERMINATION – CARRIAGEWAY TO CYCLETRACK (THE RIGHT OF PASSAGE BEING EXERCISABLE ON PEDAL CYCLE ONLY)

CRAIGSHAW DRIVE, ABERDEEN

Part of the carriageway on its east side, from a point 19 metres or thereby south-east of its junction with Abbotswell Road, southwards, then eastwards to its junction with Wellington Road; Part of the carriageway on its west side, from a point 19 metres or thereby south-east of its junction with Abbotswell Road, southwards, then eastwards to its junction with Wellington Road.

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL (CRAIGSHAW DRIVE, ABERDEEN)
(PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a prohibition of waiting at any time on both sides of Craigshaw Drive, Aberdeen, for its entirety. Exemptions will apply as usual to the picking up or setting down of passengers, loading or unloading, blue badge holders not causing an obstruction, funeral vehicles, and vehicles parked with the consent of the Council in direct association with authorised roadworks or building works.

Full details of the above proposal are to be found in the draft order, which, together with a map showing the intended measure and an accompanying statement of the Council's reasons for promoting it, may be examined during normal office hours on weekdays until 3 May 2019, in the offices of the Traffic Management and Road Safety Team at Marischal College, Broad Street, Aberdeen (Please note the office will be closed on Friday 19 April 2019). It's 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 address below, or by e-mail to trafficmanagement@aberdeencity.gov.uk during the statutory objection period which runs until Monday 6 May 2019, inclusively.

**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



To whom it may concern,

Please accept this letter as a formal objection to the proposal for cycle lanes on Craigshaw Drive, West Tullos.

I am an owner of a catering van on this road and I believe that I provide a service for the various companies in the surrounding area.

The majority of my customers only have a 15 min break and will not have enough time to go elsewhere to buy a hot snack. You will not only be taking away their right to drive to work, but also their option to buy hot food and drink.

There are 85 cars parked daily on Craigshaw Drive and where are they going to be able to park?

I asked [redacted] this question and she replied "it will be a short term issue and that they would soon get used to using public transport and cycling to work."

I think that this is a very short sighted view as some people travel a good distance to get to work i.e. Dundee, Peterhead, Fraserburgh and Inverurie, so using public transport or cycling would not be viable.

There is also the financial implications of using public transport as people from outlying areas would have to use 2 bus companies or rail and bus. There is only one company that has a service that comes up Wellington Road.

Some of the customers are apprentices who attend the training college and are on bare minimum wages and this extra financial burden would be above some of their means.

There is also the work/life balance which would be affected as people would have at least 1 hour extra time added on to their journey to and from work. This would result in less family time, fatigue and possibly more time of work due to depression and low morale.

Some of the employees of the fish factories start work at 4am and as far as I am aware there is no public transport at this time and not everyone has access to a cycle.

I feel that the public are being discriminated against for using their private vehicles for which they pay road tax and insurance for the sake of 12 cyclists who pay nothing to drive on the roads.

On average there are 12 cyclists who use this road between 6.30am and 9.00am and it seems crazy how much money will need to be spent to accommodate them.

I am sure that there is a lot more pressing issues in Aberdeen that this money could be spent on.

This is a very busy road which is used by large refrigerated trucks and cars, but very few cyclists.

Craigshaw Drive is an industrial estate and not a cycle path for Shell employees.

I have enclosed a petition signed by my customers who are a small minority of people of use and park on Craigshaw Drive.

I will be speaking to the councillors Port Cove, Kincorth and Nigg as this is where everyone will be parking if they cannot park on Craigshaw Drive.

I hope you will give my comments some serious consideration.



Comments associated with petition (193 signatories)

“For a small minority of cyclists”

“This is an industrial area. Why cycle lanes?”

“Parking is already an issue”

“Existing insufficient parking, low demand for cycling”

“Parking at a premium”

“Parking required far more than cycling”

“Limited parking in area at present”

“Nowhere else to park”

“Too much cars, not enough space!”

“No parking at the office”

“Need more parking spaces”

“Not enough cyclists to justify this”

“I can't park for work”

D & G NOLAN LTD

CRAIGSHAW DRIVE
WEST TULLOS INDUSTRIAL ESTATE
ABERDEEN
AB12 3AN

[REDACTED]
Aberdeen City Council
Planning & Sustainable Development
Business Hub 4
Marischal College
Broad Street
Aberdeen AB10 1AB
8th December 2017

Dear [REDACTED]

Consultation on the proposal to introduce cycle lanes on Craigshaw Drive From Abbotswell Road to Wellington Road

Regarding the above proposal, we as a Company are concerned and object to this proposal. As you are aware Craigshaw Drive is part of an industrial site, where access and parking is vital to Commercial transport which must be able to access commercial premises on that route or park on the roadside while waiting entry.

There are a large number of employees in that area, the majority of whom park their cars on that road. The space for commercial vehicles to park while waiting to load and unload their goods is very limited. If this was removed it would cause considerable disruption to delivery times to premises, but as our customers in particular export considerable amount of product to European countries, this would result in missing specific ferry times, which the drivers have to adhere to.

There is also a specific Health and Safety issue as regards our ingoing and outgoing vehicles will cross the cycle lane, and our commercial vehicles in the industrial estate must take precedence.

Against this disruption to all businesses on Craigshaw Drive, is the benefit to the average of 23 cyclists between 7 – 9 a.m. and 4 – 6p.m requisite for cycle lanes on both sides of the road, and the inevitable disruption at implementation and once installed?

We would be most obliged if you would table our objection to this proposal.

[REDACTED]

[REDACTED]

NOLAN SEAFOODS (UK) LTD

CRAIGSHAW DRIVE
WEST TULLOS INDUSTRIAL ESTATE
ABERDEEN
AB12 3AN

[REDACTED]
Aberdeen City Council
Planning & Sustainable Development
Business Hub 4,
Marischal College
Broad Street
Aberdeen AB10 1AB

Dear [REDACTED]

Consultation on the proposal to Introduce cycle lanes on Craighaw Drive From Abbotswell Road to Wellington Road

Regarding the above proposal, we as a Company are concerned and object to this proposal. As you are aware Craighaw Drive is part of an industrial site, where access and parking is vital to Commercial transport which must be able to access commercial premises on that route or park on the roadside while waiting entry.

There are a large number of employees in that area, the majority of whom park their cars on that road. The space for commercial vehicles to park while waiting to load and unload their goods is very limited. If this was removed it would cause considerable disruption to delivery times to premises, but as our Company in particular exports considerable amounts of product to European countries, this could result in missing specific ferry times, which the drivers have to adhere to.

There is also a specific Health and Safety issue as regards our ingoing and outgoing vehicles will cross the cycle lane, and our commercial vehicles in the industrial estate must take precedence.

We would be most obliged if you would table our objection to this proposal.

Yours sincerely,

[REDACTED]

[REDACTED]

Lunar Freezing
Craigshaw street
West Tullos Ind Est.
Aberdeen
AB123AE
[REDACTED]

[REDACTED]
Aberdeen City Council
Planning and Sustainable Development
Business Hub 4
Marischal College
Broad Street Aberdeen
AB101 AB

Dear [REDACTED]

Consultation on the proposal to introduce cycle lanes on Craigshaw Drive from Abbotswell Road to Wellington Road.

With regard to the above proposal we are very concerned on the impact this will have on our business and would like to take this opportunity to object to this proposal.

There are several large businesses and a training school in the area that between them employ a considerable amount of staff/students, the majority of whom have their own cars, and this leads to parking space in the area being at a premium on a daily basis.

The retention and attracting of staff to our factory would be severely impacted if the already scant spaces available were further reduced, this in turn would have an effect on our ability to continue processing to the level we currently do.

Punctual deliveries and collections from our site are a vital cog in the day to day running of our business and we have severe doubts that this will still be the case once the lanes have been reduced as shown in your proposal.

We also have concerns about whether the changes would have any benefit to the safety of the few cyclists who use the route currently due to the amount of vehicles that will be crossing the cycle lanes frequently during the working day.

We have no choice but to object to your proposal.

Yours sincerely

[REDACTED]

[REDACTED]

Subject: Cycle lanes

Hi it's been brought to my attention that Aberdeen city council are considering to introduce cycle lanes in Craigshaw Drive I object strongly to this as it would mean for many people that work in the area the loss of on street parking. There is not enough on street parking in this area as it is with the ammount of double yellow lines in the vacinity coupled with the fact that many lorries have to use the on street parking on a daily basis as there is no longer a lorry park they can use nearby.

[REDACTED]

Subject: Cycle lanes Craigshaw Drive

I have been informed that you are thinking of creating cycle lanes on both sides of Craigshaw drive, having landed myself a job there recently, I am currently experiencing a nightmare in parking at the moment, I leave early to work to get a space which I do not mind but can not think of how worse off we will all be if this goes ahead. As much as I appreciate the problems cyclist have this would only add the current fury of drivers. It is after all an industrial area and this would affect many people.

I am against this idea

Thank you

[REDACTED]

Subject: Cycle lanes in Craigshaw Drive

I attend Tullos Training and park on Craigshaw Crescent. I have a blue badge so would find difficulty parking if there was no parking in this area. The impact of more people requiring to park on this street would increase if no parking on Craigshaw Drive.

Thanks

Appendix 5 - Correspondence expressing support



25 March 2019

Our Ref: JB/JB/001.19
Your Ref:

[REDACTED]
Aberdeen City Council
Traffic Management and Road Safety
Operations and Protective Services, Operations
Marischal College
Business Hub 11, 2nd Floor West
Broad Street
Aberdeen
AB10 1AB

Dear [REDACTED]

Initial Statutory Consultation – Craigshaw Drive, Aberdeen (Prohibition of Waiting)

I refer to your e-mail of 8 March 2019 inviting comment on the element of design for introducing cycle facilities on Abbotswell Road, Craigshaw Drive and Wellington Road that requires a Traffic Regulation Order for the introduction of a prohibition of waiting at any time throughout Craigshaw Drive and thank you for the opportunity to comment.

Grampian Cycle Partnership is very supportive of the efforts to improve cycle provision and cyclist safety through the introduction of a dedicated cycle route along Craigshaw Road. This infrastructure will directly support the City's and Regional Active Travel Action Plans, extend an existing active travel route and provide a missing link between the City Centre / areas to the south-west of the City and the Industrial Estates adjacent to Wellington Road.

The proposal to introduce a segregated path for cyclists will greatly assist with the provision of safe active travel options and enhance the opportunity for achieving health and environmental benefits. The infrastructure would also assist with the Civitas Portis project relating to the promotion of travel planning in the Altens, North Dee and South Dee areas. The proposed prohibition of waiting will be necessary to enable the implementation of the cycle facility and prevent obstructive parking from taking place on it. We are particularly keen to see that the arrangements, markings and layout, in and around, the many junctions along Craigshaw Drive are safe for all, especially pedestrians and cyclists. They need to be clear and logical for drivers too.


I hope these comments are of assistance and please do not hesitate to contact me, or any of the committee of the Grampian Cycle Partnership, should you wish to discuss any of the above further. We can be contacted via [REDACTED]

Yours Sincerely

[REDACTED]
GCP Chair

22 March 2019

Our Ref: JAN1/1
Your Ref:


Aberdeen City Council
Traffic Management and Road Safety
Operations and Protective Services, Operations
Marischal College
Business Hub 11, 2nd Floor West
Broad Street
Aberdeen
AB10 1AB

Dear 

Initial Statutory Consultation – Craigshaw Drive, Aberdeen (Prohibition of Waiting)

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The Transport Partnership for Aberdeen City and Shire

Dee and South Dee areas. The proposed prohibition of waiting will be necessary to enable the implementation of the cycle facility and prevent obstructive parking from taking place on it.

I hope these comments are of assistance and please do not hesitate to contact me should you wish to discuss any of the above further.

Yours Sincerely



Cycling Development Officer