

ABERDEEN CITY COUNCIL

COMMITTEE	Operational Delivery
DATE	16 May 2019
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Various Small-Scale Traffic Management and Development Associated Proposals (Stage 3 – Public Advert)
REPORT NUMBER	OPE/19/239
DIRECTOR	Rob Polkinghorne
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	James Watt
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 (TROs), and as part the statutory procedure set out in the Road Humps (Scotland) Regulations 1998.

2. RECOMMENDATION(S)

It is recommended that the Committee: -

- 2.1 Acknowledge the sixteen objections received as part of the public consultation.
- 2.2 In relation to the proposed traffic calming scheme on Bedford Place and Sunnyside Road overrule the objections received and approve that this scheme be implemented as originally envisaged.
- 2.3 In relation to the proposed Aberdeen City Council (Primrosehill Drive, Aberdeen) (Prohibition of Waiting) Order 201(X) overrule the objection received and approve that this order be made as originally envisaged.

3. BACKGROUND

This report deals with proposed TROs which, at the public advertisement stage, have received statutory objections, as well as comments received as part the statutory procedure set out in the Road Humps (Scotland) Regulations 1998.

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

3.1 Proposed Speed Cushions – Bedford Place / Sunnyside Road

3.1.1 Proposal

At its meeting on 8 November 2017 the Communities, Housing and Infrastructure Committee resolved to instruct the Head of Public Infrastructure and Environment to progress the design and consultation for a traffic calming scheme on Sunnyside Road and Bedford Place.

Officers have reviewed potential forms of traffic calming that could be introduced into Sunnyside Road and Bedford Place and believe that speed cushions would be most appropriate. The introduction of chicanes, buildouts, or traffic islands would reduce the availability of on-street parking in the area and would be relatively ineffectual at lowering vehicle speeds due to the low volumes of vehicles. Redistributing the parking into banks of echelon parking and introducing additional street furniture, as part of a wider change to the street layout, would be more effective however there would be a considerable loss of on-street parking. Officers believe that the removal of significant levels of parking would be unpopular in this area as there are only a limited number of properties with access to off-street parking.

Whilst other forms of psychological traffic calming such as coloured or textured surfacing could be introduced this would not change the straight alignment of the road and ultimately the effect of this, in isolation, would be limited. Speed cushions would not reduce parking availability and are consistent with the traffic calming features used on the adjacent Sunnybank Road. The proposed layout of this scheme is provided in Appendix 1 to this report.

3.1.2 Objections

Eleven objections to this proposal were received during the public consultation period, two of these representations were supportive of the measure but have been included here as they contain concerns regarding the proposed design of the scheme. All the objections received came from members of the public and redacted versions can be found in Appendix 2 to this report. The general themes of these objections are summarised below:

- *Reduction in kerbside parking availability*

Objections have been received which raise concerns that the proposed speed cushions will have a negative impact on the availability of kerbside parking on the streets in question.

- *Damage to parked vehicles*

Concerns have also been raised that the introduction of speed cushions on these streets may encourage vehicles to be driven in such a manner as to avoid the speed cushions, which may then increase the likelihood of damage to parked vehicles.

- *Issues related to the Bedford Road 'bus gate'*

Many of the objections received noted the introduction of the Bedford Road 'bus gate', as part of the Third Don Crossing scheme, is the cause of increased through traffic in the Sunnybank area and that reopening this section of the network to through traffic would be preferable to the introduction of additional traffic calming features.

- *Alternative speed reduction measures*

A few of the objections included comments regarding the introduction of speed cameras on these roads as being preferable to the proposed traffic calming scheme.

- *Excessive speeds/through traffic area not an issue at this location*

It was noted in some of the objections received that current vehicular speeds on this section of the network do not significantly exceed the mandatory 20 mph speed limit and that there are no concerns regarding the current volumes of through traffic.

- *Comfort of drivers/passengers*

Concerns have been raised that disabled or older occupants of vehicles, particularly those with pre-existing conditions, can find speed cushions more uncomfortable and more difficult to negotiate than more able-bodied persons do.

- *Damage to older vehicles*

Concerns about the installation of speed cushions leading to accelerated wear to older vehicles have been raised in one of the letters of objection to the proposed scheme.

- *Concerns regarding design of the scheme*

One of the comments received in relation to the proposed traffic calming measures was supportive of the proposals, however raised concerns regarding one of the sets of speed cushions, at the eastern end of Sunnyside Road, due to them being located on an incline. A further comment was in favour of the proposal, however also wished to see speed cushions introduced on the section of Sunnyside Road, between its junctions with Sunnyside Terrace and Sunnybank Road.

3.1.3 Response

- *Reduction in kerbside parking*

As noted previously, this issue was considered by officers when formulating a proposal to introduce traffic calming of the streets in question. Whilst the scheme may have a small impact on the overall kerbside parking capacity of these streets, it is of note that alternative traffic calming measures such as chicanes, buildouts, or traffic islands would have a much greater impact on the availability of on-street parking in the area. It is also of note that many drivers are not averse to parking directly over speed cushions sited near the kerb line. Groups of three cushions spaced across the road, as is proposed, allow at least one cushion to remain available to be straddled by emergency vehicles, whilst still having the desired effect of introducing vertical deflection to vehicles with more narrow axle tracks, thus limiting the impact of parking directly over the cushions.

- *Damage to parked vehicles*

Officers contend that the introduction of speed cushions is unlikely to increase potential damage to stationary vehicles. It is improbable that drivers would risk damage to their own vehicle by avoiding a speed cushion, in favour of clipping a nearby parked vehicle. All drivers should be aware that driving without care, attention and consideration for other road users is an offence and that they have a responsibility to drive in the correct position on the road, i.e. at an appropriate distance from vehicles parked at the kerbside.

- *Funding*

The proposed measures will be funded through the Cycling, Walking and Safer Streets (CWSS) budget. This funding is awarded to all Scottish Local

Authorities, by the Scottish Government, and is specifically ring fenced with the following purpose:

“The grant shall be used only for the purpose of undertaking a programme of works for local cycling, walking and safer streets projects.”

In this respect, the proposed funding source could not be spent on filling potholes, or other revenue budget programs, as suggested by some objectors.

- *Issues related to the Bedford Road ‘bus gate’*

A review was carried out as to potential options regarding the operation of Bedford Road ‘bus gate’ and reported to the Communities, Housing and Infrastructure Committee, at its meeting on Wednesday 8th November 2017. Following consideration of this report, Councillors voted against a proposal to permit cars registered at certain addresses in the area to be exempt from the restriction imposed on Bedford Road. As this issue has been reviewed previously, and a committee decision has subsequently made, officers would refer objectors to a copy of this report, for an in-depth review of this issue. A link to the aforementioned report is available in section 9.

- *Alternative speed reduction measures*

Aberdeen City Council itself cannot erect safety cameras for speed enforcement, however local authorities, through regional partnerships, can suggest that specific sites are considered when the Scottish Safety Camera Programme conducts their annual site selection process for identifying a long-list of potential new locations. However, there are very specific requirements for new fixed, mobile, and average speed camera sites. These must be strictly adhered to and only those applications that guarantee to comply with these criteria will be accepted. One key condition is that there must be a minimum number of injury collisions in the last three years for a site to qualify for enforcement.

Collision data, supplied by Police Scotland, over the most recent three-year period should be assessed and must only include collisions in the direction of proposed enforcement. In this respect officers can advise, having reviewed the collision history on Sunnyside Road and Bedford Place, these sites would not meet the qualifying criteria for fixed or mobile safety camera speed enforcement under the Scottish Safety Camera Programme, hence this is not a viable alternative. For clarity, these criteria do not apply to speed enforcement activity undertaken by Police Officers.

- *Excessive speeds/through traffic area not an issue at this location*

Whilst the most current survey results do not demonstrate evidence of significant through traffic, there is certainly evidence of an increase in through traffic on Bedford Place, as this was previously a no through route. The

proposed scheme will help to mitigate against this impact. However, implementing speed cushions on only Bedford Place would likely displace any through traffic onto Sunnyside Road, hence this street has also been included within the scheme to discourage this practice.

- *Comfort of drivers/passengers*

Road humps are effective because they cause discomfort to the driver when they are crossed at high speeds. Unfortunately for some vehicle occupants, speed cushions cause discomfort even at low speeds. It is therefore important that the cushions are carefully designed and built to minimise discomfort for those travelling at appropriate speeds. Generally, cushions of 75 mm in height are recommended, as these minimise discomfort whilst maintaining effectiveness – this is the proposed height of the speed cushions for this scheme.

- *Damage to older vehicles*

Vehicles travelling over speed cushions at appropriate speeds should not suffer damage, provided the cushions conform to the necessary regulations.

- *Concerns regarding design of the scheme*

With regards to the set of cushions proposed at the eastern end of Sunnyside Road, officers would advise that whilst problems may arise from speed cushions on inclines where vehicles travelling uphill encounter an increased 'actual gradient' of 1 in 5 or greater, however the incline on this section of the network is relatively gentle, and hence the installation of speed cushions here would not result in an increase to the 'actual gradient' that would cause vehicular traffic to any significant issues when traversing the cushions.

With respect to this proposal not seeking to introduce speed cushions on further sections of Sunnyside Road, it is felt that the current extent of the scheme would be enough of a deterrent to through traffic in the area.

3.2 Proposed length of Prohibition of Waiting 'At any time' – Primrosehill Drive

3.2.1 Proposal

It is proposed to introduce a short extension to the existing prohibition of waiting 'at any time' on the north side of Primrosehill Drive, eastwards from its junction with Leslie Road.

3.2.2 Objections

Five statutory objections have been received in relation to this proposal, during the public consultation. Four objections were received from members of the public and one objection was submitted on behalf of the Woodside and Hilton Community Council. The main concern raised in these letters is the loss of kerb side parking available to residents of the area, due to the introduction of waiting restrictions. Concerns were also raised regarding the removal of parking leading to increased speeds on this section of the network. The full letters of objection can be found in Appendix 2 to this report.

3.2.3 Response

The carriageway on Primrosehill Drive is narrow and to accommodate the parking on both sides, vehicles on one side must partially mount the footway. This type of parking causes damage to a public asset and is costly to repair.

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

- Vehicles being parked partially on the footway and consequently hindering safe pedestrian passage.
- Vehicles being parked in a manner which results in the available carriageway width being significantly reduced, and therefore potentially causing access issues for emergency response vehicles, as well as other large vehicles which may require to take access to the area.

The proposed restrictions have been designed to formalise the parking, to prevent the current obstructive parking which is occurring, and thus improve road safety conditions for all categories of road users, whilst ensuring access for emergency vehicles in the area is maintained. In this respect, the proposed waiting restrictions cover only those sections of kerb side where there is a requirement to prevent the aforementioned obstructive parking practices, and therefore the only loss of parking in the area is at locations where parking should be considered inappropriate. Moreover, given the short length of waiting restrictions being proposed and their proximity to the junction, officers believe it is unlikely that the removal of this parking will result in a significant increase in vehicular speeds.

4. FINANCIAL IMPLICATIONS

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

5. LEGAL IMPLICATIONS

5.1 None.

6. MANAGEMENT OF RISK

	Risk	Low (L), Medium (M), High (H)	Mitigation
Financial	N/A		
Legal	The TRO 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	Road safety levels and traffic management could be compromised if measures are not progressed, leading to continued public concern.	L	Officers propose measures that are deemed reasonable and appropriate to address the Road Safety and Traffic Management issues to reduce incidents of public objections.
Environmental	N/A		
Technology	N/A		
Reputational	Proposals can be contentious and attract negative feedback.	L	Concerned parties would be provided thorough rationale as to the requirement for the proposal.

7. OUTCOMES

Local Outcome Improvement Plan Themes	
	Impact of Report
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

Third Don Crossing Review - CHI/17/247

Communities, Housing and Infrastructure Committee
Wednesday, 8th November 2017 2.00 pm

<https://committees.aberdeencity.gov.uk/documents/s75670/CHI.17.247%20Third%20Don%20Crossing%20Review.pdf>

Review of Bedford Road Bus Gate - CHI/17/254

Communities, Housing and Infrastructure Committee
Wednesday, 8th November, 2017 2.00 pm

<https://committees.aberdeencity.gov.uk/documents/s75669/CHI.17.254%20Review%20of%20Bedford%20Bus%20Gate.pdf>

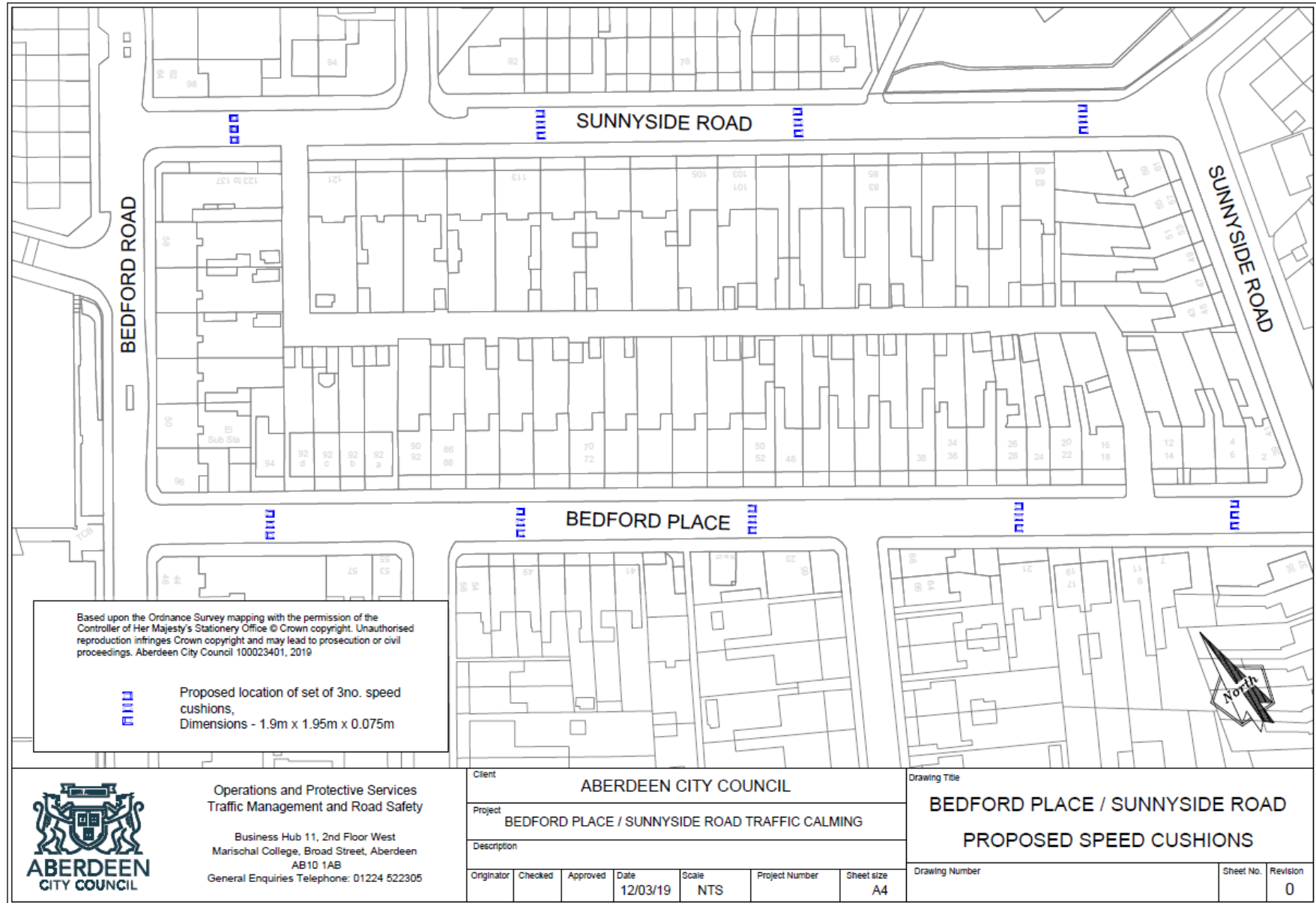
10. APPENDICES

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

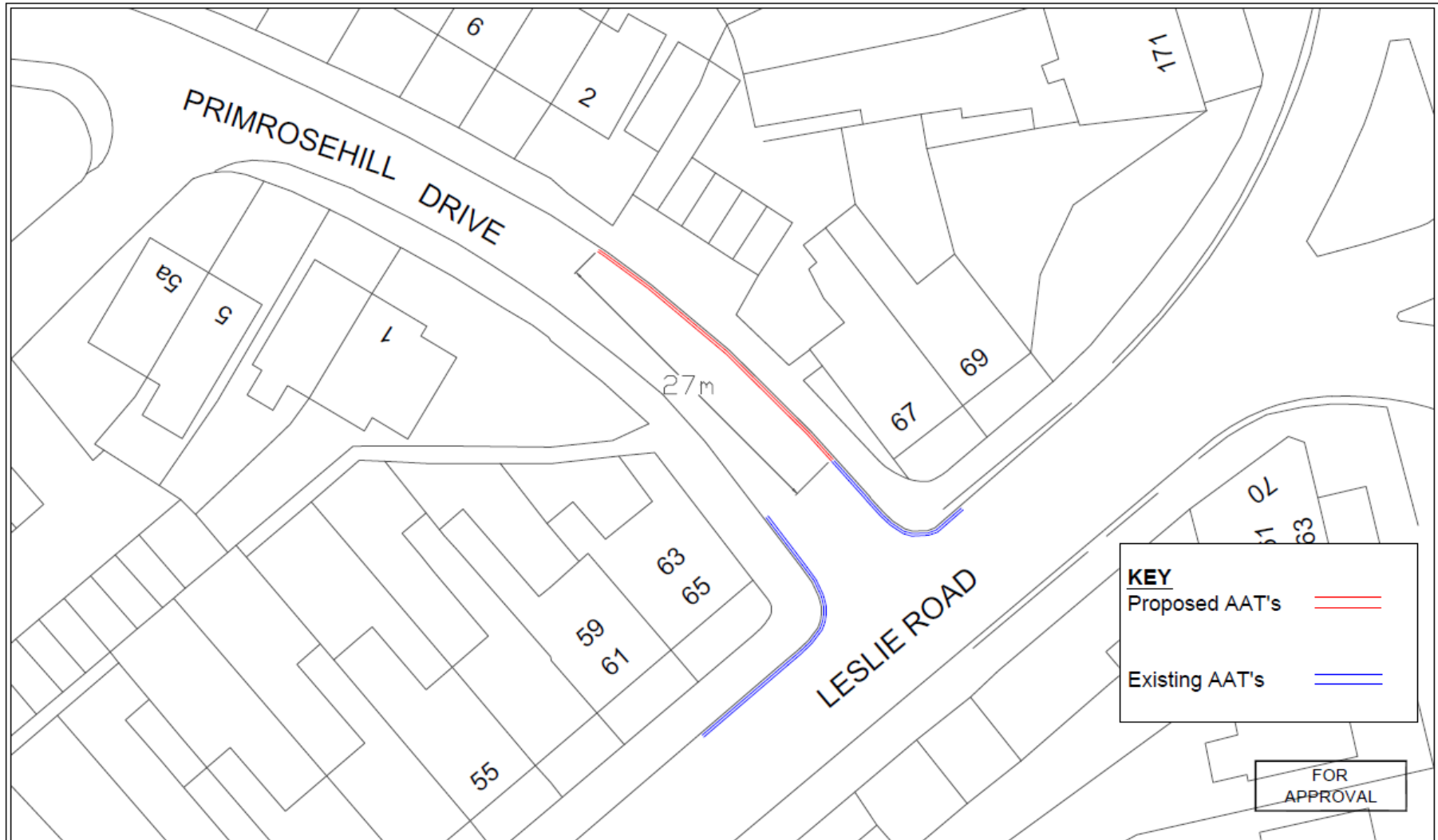
11. REPORT AUTHOR CONTACT DETAILS

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Title: Technical Officer
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Tel: 01224 522319

APPENDIX 1 – Proposal Plans



Proposed Speed Cushion Locations and Dimensions – Bedford Place / Sunnyside Road




KEY

Proposed AAT's ———

Existing AAT's ———

FOR
APPROVAL

 ABERDEEN CITY COUNCIL	Operations and Protective Services Traffic Management and Road Safety		Client ABERDEEN CITY COUNCIL				Drawing Title Primrosehill - Proposed AAT's		
	Business Hub 11, 2nd Floor West Marischal College, Broad Street, Aberdeen AB10 1AB General Enquiries Telephone: 01224 522305		Project Primrosehill Drive - Proposed AAT Extension						
			Description						
	Originator JP	Checked	Approved	Date 16/01/19	Scale NTS	Project Number	Sheet size A4	Drawing Number	Sheet No.

Proposed Prohibition of Waiting 'at any time' – Primrosehill Drive

APPENDIX 2 – Objections/Comments

Proposed Speed Cushion Locations and Dimensions – Bedford Place / Sunnyside Road

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

From: [REDACTED]
Sent: 18 March 2019 14:16
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: VR/RS/JW/Sunnyside Road and Bedford Place

Dear James,

Thank you for the letter I recently received through the door regarding the proposed installation of speed cushions on our street.

I would like to submit my objection to the proposed with the following comments. As a dog owner and local resident I feel there is no necessary requirement for such traffic calming measures. The addition of speed bumps would either reduce the number of street parking places or engager parker cars as drivers avoid them. I personally do not wish to subject my vehicle to 5 speed cushions twice daily due to the wear and tare on suspension etc. In the time I have resided here, the area is not prone to dangerous drivers nor does it act as a "rat-run".

I believe the funds from this venture could spent on correcting potholes or tackling litter.

If you require further comment I would be happy to provide my opinion.

Regards,

[REDACTED]

From: [REDACTED]
Sent: 21 March 2019 12:37
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: Proposed installation of speed cushions on Bedford Place

With regard to the above I would like to point out the increase in the volume of traffic in our street is due entirely to firstly the very controversial Bedford gate on Bedford Road and to the reopening of Bedford Place. I'm stating the obvious here but Bedford Place was NOT opened for the benefit of the residents but to solve the problem of traffic coming from the retail park.

Might I suggest the installation of speed cameras as an alternative to speed cushions. That would inevitably give some much needed cash to the council for any speeding motorists (and would soon pay for their installation).

From [REDACTED]

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

From: [REDACTED]
Sent: 18 March 2019 17:46
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: VR/RS/JW/Sunnside Road and Bedford Place F.A.O James Watt

Dear James,

Having just read your letter for the proposed installation of speed cushions on Sunnyside road and Bedford place I would like to make an Objection.

I have lived on Bedford Place since Aug 2014 and have seen no change to traffic flow on my street or Sunnyside road since the opening of the Third Don Crossing. I Would very much like to see the findings of this review and the changes highlighted in it.

I could of understood this action and supported it wholeheartedly had a Bus gate not been installed on Bedford Road as traffic on these two streets would definitely have increased.

As that is not the case I can see no logical reason to have these speed cushions installed on these streets (unless the review data can show me otherwise) I would suggest the money is better spent elsewhere.

Sincerely,

[REDACTED]

[REDACTED]

To: TrafficManagement
Subject: RE: Trafficcalming@bedfordplace/sunnysideroad

From: [REDACTED]
Sent: 02 April 2019 11:30
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: Trafficcalming@bedfordplace/sunnysideroad

With regard to the proposed traffic calming measures at the above location, I object on the grounds that the roads are in such appalling condition that most of us drivers cannot go fast or we risk damaging our cars. Exceptions are the idiots who will speed anyway.

If you can find money to put in speed bumps, then why can you fix our roads. They are worse than a third world country. Also, have you thought about speed cameras which might raise some extra income to pay for fixing the

Yours faithfully

[REDACTED]

From: [REDACTED]
Sent: 19 March 2019 10:32
To: JamesWatt@aberdeencity.gov.uk
Cc: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: VR/RS/JW Sunnyside Road and Bedford Road. (115 Sunnyside)

Morning,

Since buying my property in 2014 the usability of the surrounding roads of Sunnyside Road have become of real concern.

1. The Third don crossing was built previously; the roads have been improved around the university library and bottom of Bedford road. The bright idea to close the bottom of Bedford road with the bus only system – Has made access to the north of the city a real challenge and in turn the don crossing completely pointless to anyone living the other side of the bus only cut off.

2. At the same time a Mcdonalds and Pure gym is built in the retail park. Adding to the busy traffic. This is now all filtered to the top of Bedford road. This un-turn causes a constant choke on the junction of Bedford road and Powis terrace. Whether its Saturday/ Sunday, commuting to and from work, or when Aberdeen are playing at Pittodrie. These roads are all gridlocked and impossible to use.

3. The only other options left are to use Sunnybank road > King street. This means battling degraded speed bumps on sunnybank road, which have damaged countless expensive cars I've owned. These speed bumps are worn away on the sides and are too high, which leaves square blocks on a steep decline – following by an incline making them almost un-drivable.

4. The only other option left - to go from Sunnyside to enter any part of the city (Including the third don crossing.) Is traveling from Sunnyside road > Bedford place > Elmfield avenue > Elmbank terrace > over the bridge > Canal road then taking a very long way back around on yourself. – These roads are riddled with potholes and sunken dips. Which are a nightmare to commute over.

This may not be solely discussing speed calming that's been proposed in the letter. But speed cushions will only add to the frustration surrounding the commute anywhere from these addresses.

As a taxpayer I expect more than this.

The Damaged, degraded roads/ infrastructure and gridlocked traffic caused by closing the bottom of Bedford road. Adding speed cushions to both roads will only add to this in my opinion.

Any improvements to these problems above would be greatly appreciated.

Regards,

[REDACTED]

From: [REDACTED]
Sent: 24 March 2019 19:58
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: Objection to the proposed installation of Speed cushions on Bedford Place and Sunnyside Road

We would like to submit a statutory objection to the proposed installation of Speed cushions on Bedford Place and Sunnyside Road.

We propose that the bus gate on Bedford Road should be removed so that a continuous flow of traffic in both ways would then stop the additional traffic using Bedford Place and Sunnyside Road as a direct route to King Street. (Installing speed cushions on these roads will not stop the traffic using these roads as Bedford Road has been closed). This would have a high impact in reducing traffic on Sunnybank Road which has the main entrance to Sunnybank School. Not installing the Speed cushions would free up much needed revenue for other crucial projects. Opening up the bus gate would also help the traffic flow once the Berryden Corridor work gets started. I assume that the project officers when reviewing the traffic calming scheme have also taken into account the effect of the Berryden Corridor work.

There is also parking restrictions in place in the area (Parking Permits and Pay and Display) that reduces the number of vehicles entering the area.

We hope the council reconsiders the installation of the Speed cushions in our area and do the right thing and remove the bus gate.

[REDACTED]

From: [REDACTED]
Sent: 25 March 2019 21:48
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: Sunnyside Road and Bedford Place - Speed Cushions

Hi there James,

Thank you for your letter regarding the proposal to install speed cushions on Sunnyside road.

However I very strongly disagree with the proposal. I have lived on Sunnyside Road for a number of years now and have been witness to traffic at all hours of the day, both in the evenings and during the day of the working week, as well as at the weekends.

I have seen no volume or worrisome behaviour on the roads regarding traffic that would even warrant the consideration of traffic calming measures. I think the installation of such speed cushions would only be salt in the wound after continuing to deal with the great inconvenience of the Bedford Road bus gates for all local residents.

Please reconsider the proposal of speed cushions. And again I would like to take this opportunity to reiterate the widespread desire to open up the bus gate to local residents. This alone would alleviate and calm traffic – much more than any unwelcome and unnecessary speed cushions.

Kind regards,

[REDACTED]

From: [REDACTED]
Sent: 20 March 2019 10:47
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: Sunnyside Road & Brdford Place road humps

I agree with the need for the road humps on both these roads, but why are no humps proposed for the section of Sunnyside Road going up to Sunnybank School?
The humps on Sunnybank Road going past the School do not deter many drivers to slow down and I think it is time a session of catching those who speed in the 20 MPH zone were fined and done on a regular basis.

Best wishes,

[REDACTED]

From: [REDACTED]
Sent: 18 March 2019 14:14
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Cc: [REDACTED]
Subject: VR/RS/JW/Sunnyside Road and Bedford Place

Proposed installation of speed cushions

Dear Mr Watt,

Thanks for the information on the above proposal. I am in favour of the scheme as there is a real problem with speeding vehicles on both streets since the bus gate was introduced on Bedford Road.

My only concern is around the placement of the speed cushion at the East end of Sunnyside Road. This corner gets very difficult to negotiate in snow and ice with braking and acceleration best avoided. The placement of the speed cushion would mean coming to almost a stop then trying to get moving again just before the corner when going east. I think it could result in vehicles getting stuck and unable to get up the hill.

If the speed cushion was moved further west then the problem would be resolved. This could also allow the speed cushions to be spaced out slightly further apart so that three rather than four were required.

The current problem is with cars turning in to Sunnyside Road, accelerating hard and reaching high speeds before braking at the corner or the junction with Bedford Road. A three cushion design would deal with this just as effectively and could save the council some cash at the same time.




regards

[REDACTED]

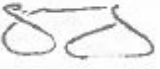

Dear Sir,

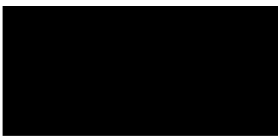
I do not want spine cushions in this road because
from experience

1. Anyone with OSTEOPOROSIS suffers
- pain - & unable to tolerate the pain
when driven over the bumps.

2. Low riding drivers are frustrated
due to usually  poor suspension
nearly  riding  over the bumps.

3. They are expensive to put in and
to Council claim to be short of
money, but cleaning gutters and
drains.

4. Damaging to older cars.
 You sincerely,




Dear Sir/Madam,

Back in August 2004 it was proposed to put traffic calming measures on Sunnyside Road, this was rejected then and as far as I can see nothing has changed to make them necessary at this date.

I wish to object again to the imposition of this traffic calming measure on Sunnyside Road and Bedford Place as I said at the time Sunnyside Road slopes towards Bedford Road and it also has a bad camber and with parked cars along both sides of the road if the council installs speed cushions it will likely increase the risk of accidents especially during the Winter months as the road is shaded by the flats on the South side and therefore receives little Sunshine to melt Snow and Ice on the road surface, the Council is very poor at gritting Sunnyside Road during spells of Snow and Ice and if you impose speed cushions it will be none existant as the gritters and ploughs will struggle to deal with the problem. Over the years the council has made it more and more difficult for residents in the Sunnyside and Bedford area to be able to come and go in their Vehicles due to the Bus Gate that was introduced on Bedford Road meaning that you have to detour up on to Powis Terrace and the lights at the top of Bedford Road cause long tailbacks sometimes as far as the Entrance to the shopping complex.

Introducing Speed Cushions will only cause the residents on Sunnyside Road and Bedford Place to have to listen to cars accelerating then braking as they come to a cushion and then accelerating again which is more disturbing than vehicles just driving up or down the road.

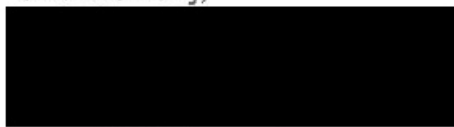
Perhaps a better solution to any supposed speeding problem would be the introduction of signs that illuminate and state your speed because the signage for the 20MPH statutory zone are not easily seen as you turn into Sunnyside Road from Bedford Road and the repeater signs are also not readily visible.

As you are about to impose Statutory 20MPH limit on Bedford Road this will mean that everyone coming into the area will know that they are in a statutory 20MPH area so there will be less need for excessive traffic calming measures.

At present the road surface on Sunnyside Road is in good condition but if you put in speed cushions the surface will start to breakup as is happening in many streets that have had speed cushions installed. Any tar for the speed cushions would be put to better use filling in the potholes on Bedford Place and surrounding streets.

I sincerely hope that common sense will prevail and that this stupid idea is dropped once more as it is not required.

Yours Sincerely,



Proposed Prohibition of Waiting 'at any time' – Primrosehill Drive

Primrosehill Drive (pg 18-19) - it is felt that the introduction / extension of the no waiting restrictions would make the local parking issues in the area worse. Parking on Primrosehill Drive has already been made worse over the years by the large number of properties having converted the entire width of the front gardens into driveways thereby removing all on street parking in front of the properties. The removal of these spaces would leave the properties at No 67 & 69 nowhere to park near their properties. Furthermore, the displacement of the vehicles caused by removal of these spaces would have to be accommodated by the surrounding streets and area - which are already most nights fully utilised, and will likely lead to further issues with antisocial parking problems that occur in the area. Furthermore, with the recent problems and injuries (pedestrians being knocked down) in the area caused by increased volume of traffic following the opening of Bedford Road and the diamond bridge, removing these spaces may actually increase the speed of the traffic at this junction.

For further information, a similar proposal was made and was actually installed on the northbound part of Clifton Road at its junction with Leslie Road a number of years ago, and following a large number of complaints from local residents and businesses - the lines were very quickly removed. This proposal feels very similar in that it may ultimately prove to be a waste of time and resources.

In summary, it is felt that the area is better benefited by permitting these spaces to stay, and leaving the stretch as is and not extending the "prohibition of waiting" / double yellows.

To Whom It May Concern,

I am writing to object to the proposed 'Prohibition of Waiting Order' on Primrosehill Drive.

I am objecting to the above proposal due to the further strain that the removal of these spaces will cause the residents of Primrosehill Drive and Leslie Road.

The current parking issues have been caused by the following:

* The majority of the pavements on Primrosehill Drive have been lowered to allow for residents to convert their front gardens into driveways. One property (No.2 Primrosehill Drive) already has a separate driveway in addition to the conversion of their front garden into an additional driveway. This has thus resulted in a section of pavement the entire width of the property (and original driveway) now being completely out of bounds for parking at all times.

* There are a set a garages/lockups on the east side of Primrosehill Drive that require 24 hour access, therefore that section of pavement is also out of bounds at all times.

* There are a number of residents from Northern Road and Great Northern Road that use both Primrosehill Drive and Leslie Road for parking due to the lack of parking available on their own streets.

* The issue of parking has been further exacerbated by the illegal parking of cars (see attached photos) by a mechanic that uses one of the garages on Clifton Lane. These cars have no up-to-date road tax or MOT (some have even lapsed by several years) yet remain in these spaces for months at a time and are constantly replaced by other cars (also with no road tax/MOT), preventing these spaces from being used by residents. We have notified the council of this issue several times in the last couple of years, as have our neighbours, yet nothing has been done about this to date. As you will be aware, although this is a lane by name, Clifton Lane is actually classed as a public/adopted road and these cars (some are actually declared as 'off the road' according to the DVLA) are therefore parked illegally and taking up much needed legal parking spaces for the surrounding residents.

* There are a number of HMO licenced properties in this area, some with as many as 5 bedrooms. This has allowed for some properties to have numerous vehicles per property. This seems to be a factor that is rarely taken into consideration, and at times even dismissed, when approving HMO licences.

I hope that upon reading the information I have provided you can better understand how a 'Prohibition of Waiting Order' will further impact the amenity of this already densely populated area.

I urge you to reconsider the current proposal and to seek a more suitable alternative to meet the needs of all parties concerned.

I look forward to receiving your response.

Yours,

A black rectangular redaction box covering the signature of the sender.

[REDACTED]

To whom it may concern

I am writing to object to the changes being considered for Primrosehill Drive AB24

I have lived at the above address for over 10 years and trying to get a parking space is very very difficult. I have lost a few mirrors and had my car 'bashed' when it has been on Leslie Road and try, when a space is available, to park on Primrosehill Drive, where it is safer. In all the years I have been living here I have never known of any damage to car or any obstructions to vehicles getting along this road.

I have however witnessed, on quite a few occasions, car accelerating from Leslie road along Primrosehill when there are only a couple, or no cars parked, as the drivers obviously see it as an open track! The fact that there is a school close by and at school hours there are quite a number of children around, making this road double yellow lines would make this road exceedingly dangerous.

There is little enough parking for the residents of Leslie Road, and, due to small front gardens, no opportunity for us to put in a driveway. Most of the residents of Primrosehill have a double driveway which means there is very restricted parking, along with untaxed run down cars which are parked on Clifton Lane.

I would urge the roads department to reconsider this.

Many thanks

Yours sincerely

[REDACTED]

To whom it may concern,

I wish to register my objection to the Proposed Prohibition of Waiting Order on Primrosehill Drive. The reasons for my objection are provided below;

1. I have a young child and frequent elderly relative visitors (some register blind or mobility issues) and the displacement of vehicles caused by the removal of these spaces/extension of double yellows will cause issues for my family. It is very likely that the section of Leslie Road within the vicinity of Primrosehill Drive will be used to accommodate the displaced vehicles and will result in further for me, my young child and elderly relatives to walk from our car to get to our home or require more frequent crossing of a major and busy road with a small child.
2. The extension of the double yellows/removal of available parking spaces on both the east and west side of this section of Primrosehill Drive would leave no 67 & 69 Leslie Road with nowhere to park near their properties. These properties can not currently park in front of their properties due to the lines and restrictions associated with the pedestrian crossing.
3. The displacement of the vehicles caused by the removal of these spaces would have to be accommodated by the surrounding streets (very likely Leslie Road), which are already fully utilised most nights, and will likely lead to further issues with anti-social parking problems that already occur and have a detrimental impact on the amenity of the area.
4. Parking availability is already difficult on Primrosehill Drive as a large number of properties have converted the entire width of front gardens into driveways- thereby removing all onstreet parking in front of their properties, removal of these spaces will further exacerbate this
5. Illegally parked vehicles within Clifton Lane, vehicles with No Road Tax, No MOT and some declared SORN, taking up available local parking spaces. Essentially Clifton Lane is being used as a breakers yard by a local mechanic. These vehicles are constantly replaced with new illegally parked vehicles (no tax, no MOT, SORN etc.) and have essentially been blocking these spaces for years. Although called "Lane", Clifton Lane is a public road/adopted road and these vehicles should not be here.
6. Since the introduction of additional traffic - from the new Diamond Bridge and closure of Bedford Road - the area has seen an increase in the number of accidents and pedestrians being knocked down (most recently a school child - a few weeks ago) - within the vicinity of this junction. Removal of these spaces/parking will increase the traffic speed at this junction leading onto a busy road and subsequent major roundabout junction, increasing the risk to the local primary and secondary school children at a busy junction and road that is a major and well used walking route to the local schools.
7. Due to the increased congestion on Leslie Road in the rush hour, Primrosehill Drive (and area) have been used as a rat-run, and allowing easier access into this area will increase speeds and volume of traffic using the surrounding area.

I would urge you to reconsider this proposal.

I trust the above reasons are clear, and should you require any clarifications I would be happy to discuss further.

I look forward to receiving your response.



From: [REDACTED]
Sent: 08 April 2019 22:09
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: Primrosehill Drive prohibition of waiting order

Dear Sir/Madam,

My wife & I would like to register our objection to the proposed plan to impose a certain length of prohibition of waiting at any time on Primrosehill Drive. As our property at [REDACTED] Leslie Road has a pelican crossing with railings along the roadside it is impossible to park our vehicle outside our property. It is also becoming increasingly more difficult to find a parking space on Leslie Road/Primrosehill Drive as people who reside on Great Northern Road are parking on these roads. There are also people who work or are customers at the local businesses and parents on school runs who are parking on Primrosehill Drive. Leslie Road itself is getting more difficult to get parked on for a number of reasons.

We would also like to bring your attention to the fact that we, our neighbours at [REDACTED] and number [REDACTED] Leslie Road are the only properties on the road that are in band F of the Council Tax. We can not fathom why we should be in band F and have requested a review of this & basically been told -TOUGH! It is what it was set at back in 1991 when someone drove around the city playing a guessing game! A 'Computer says no' type of response.

We are paying an exorbitant amount of council tax and we can't even park within approximately 20 meters of our own home as it is today. I have endured a total of nine back operations over the past 12 years and continue to struggle with persistent and ongoing back problems, as does my wife. Having to park even further from our home and carry heavy bags of shopping is not going to be at all helpful to an already problematic situation. Furthermore, we also have a dog which we need to get in and out of our car and doing so on a busy road can be rather hazardous.

We do not understand why we are having such a valuable amount of parking space simply removed from our use without any explanation being offered let alone an alternative or more attractive option such as local residents only parking restrictions. Only those living on Leslie Road and Primrosehill Drive would be eligible for permits. The Leslie road end of Primrosehill Drive is wide enough for large vehicles to pass through but there is also ample space on the west side pavement to be altered to allow for additional road width.

We feel that this proposal is simply removing a valuable resource to the local residents who are already paying through the nose for council tax, road tax and insurance yet we are forced to drive around this city with its awful roads and infrastructure. Now, we are having our parking options hugely reduced with no explanation, alternative option or solution let alone compensation being offered.

Regards

[REDACTED]

APPENDIX 3 – Public Notices

ABERDEEN CITY COUNCIL

ROADS (SCOTLAND) ACT 1984

SPEED CUSHIONS ON SUNNYSIDE ROAD AND BEDFORD PLACE, ABERDEEN

Aberdeen City Council proposes to introduce traffic calming road humps on Sunnyside Road and Bedford Place. Each road hump would be established under the Roads (Scotland) Act 1984 and would be 75 mm or thereby in height.

Full details of the above proposals are to be found in maps showing the intended measures which, together with an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 18 March 2019 and 08 April 2019, 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 this proposal should send details of the grounds for objection, including their name and address, in writing to the undersigned or to trafficmanagement@aberdeencity.gov.uk during the statutory objection period which also runs from 18 March 2019 and 08 April 2019, inclusively.

Any person who submits an objection should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

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

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

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

Aberdeen City Council proposes to make "The Aberdeen City Council (Primrosehill Drive, Aberdeen) (Prohibition of Waiting) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a certain length of prohibition of waiting at any time on Primrosehill Drive, Aberdeen, as defined in the schedule below. Exemptions will apply as usual to the picking up or setting down of passengers, loading or unloading, blue badge holders not causing an obstruction, funeral vehicles, and vehicles parked with the consent of the Council in direct association with authorised roadworks or building works.

Full details of the above proposal are to be found in the draft order, which, together with a map showing the intended measures and an accompanying statement of the Council's reasons, may be examined during normal office hours on weekdays between 18 March 2019 and 08 April 2019, in the offices of the roads officials in the Traffic Management and Road Safety 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 during the statutory objection period which also runs from 18 March 2019 and 08 April 2019, 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 names, 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**

Schedule

(Prohibition of waiting at any time)

Primrosehill Drive

East side from its junction with Leslie Road, northwards for a distance of 37 metres.

West side, from its junction with Leslie Road, northwards for a distance of 10 metres.