

## ABERDEEN CITY COUNCIL

<b>COMMITTEE</b>	Operational Delivery
<b>DATE</b>	19 January 2022
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Various Small-Scale Traffic Management and Development Associated Proposals (Stage 3 – Public Advert)
<b>REPORT NUMBER</b>	OPE/21/322
<b>DIRECTOR</b>	Rob Polkinghorne
<b>CHIEF OFFICER</b>	Mark Reilly
<b>REPORT AUTHOR</b>	Jack Penman
<b>TERMS OF REFERENCE</b>	1.1.1

### 1. PURPOSE OF REPORT

This report considers objections and comments received as part of the statutory consultation period with respect to proposed Traffic Regulation Orders (TROs).

### 2. RECOMMENDATION(S)

It is recommended that the Committee: -

- 2.1 Acknowledge the objections received as a result of the public advertisement of proposed traffic regulation orders;
- 2.2 In relation to “The Aberdeen City Council (Middlefield Terrace, Aberdeen) (Prohibition of Waiting) Order 202(X)” overrule the objection received and approve this order be made as originally envisaged; and
- 2.3 In relation to "The Aberdeen City Council (Donmouth Area, Aberdeen) (20mph Speed Limit) Order 202(X)” overrule the objection received and approve this order be made as originally envisaged.

### 3. BACKGROUND

- 3.1 This report deals with proposed TROs which, at the public advertisement stage, have been subject to statutory objections. The report presents the objections received and provides officers’ responses to the 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 are within appendix 2 and the street notices for the proposals (appendix 3) are also included.

### 3.2 **The Aberdeen City Council (Middlefield Terrace, Aberdeen) (Prohibition of Waiting) Order 202(X)”**

#### 3.2.1 **Proposal**

The proposed Traffic Regulation Order is to introduce sections of ‘at any time’ waiting restrictions on Middlefield Terrace. These would be in the form of junction protection at the inset road sections of Middlefield Terrace. Additionally, restrictions are proposed for the entirety of the internal kerb line round the grass verge sections in these inset roads.

Concerns from a resident were raised to the Traffic Management and Road Safety team by a locally elected member. The concerns were around vehicles parking at the junction entrance to these inset roads. Vehicles parked in such a manner cause difficulty for all road users by limiting visibility and obstructing safe pedestrian movements at these junctions, restricts visibility for all road users and pose a road safety concern. Vehicles which park directly at the junction also block the dropped kerbs which can cause significant issues for those with mobility issues.

Furthermore, it was reported that vehicles are regularly being parked on the grass verge area of the inset road serving properties 27 – 65 Middlefield Terrace. On reviewing the location on site officers noted there was a vehicle parked on the grass area and there was evidence this may be regularly occurring owing to the tyre marks and damage to the grass.

Vehicles were also observed parking in proximity to the junction of the inset road serving properties 83-121 Middlefield Terrace and whilst no vehicles were observed parking on the grass verge at this location it is felt worthwhile to introduce the same restrictions around the verge as a precaution.

#### 3.2.2 **Objections**

One statutory objection was received from a resident on Middlefield Terrace. The objector provided a detailed document covering the reasons for their objection. The full content of this objection can be read in appendix 2. The plan for the original proposal is available in appendix 1 and the street notice is in appendix 3. A summary of the main points of the objection are provided below, with points made by the objector highlighted in bold, which are thereafter followed by a response from a traffic management perspective:

#### 3.2.3 **“the main limitation to the visibility of road users, and the obstruction to pedestrians and vehicular movement, is caused by an increased presence of large vehicles (SUV’s, trucks or vans...)”**

Where there are no kerbside parking restrictions any vehicle which is legally

allowed on the road (except large HGV's which are covered under "The Grampian Regional Council (Heavy Vehicles) (Overnight Parking Places, Aberdeen) Order, 1987") can park on the road at any time where it safe to do so. Guidance in the highway code instructs motorists not to park within 10 metres of a junction, this is however unenforceable guidance. The restrictions being proposed are in line with what is in the highway code, are in response to vehicles being observed parking at these junctions. Thus, officers feel the proposed measures are appropriate and proportionate.

**3.2.4 "Any road traffic offense, or damage to Council property, if any, should be prosecuted by the authorities accordingly to current laws".**

Parking offences in Aberdeen City are covered under the Decriminalised Parking Enforcement (DPE). This is a regime which enables the local authority to administer its own parking penalties, including the issuing of Penalty Charge Notices (PCNs) to vehicles. In areas with DPE, stationary traffic offences cease to be criminal offences enforced by the police and instead become civil penalties enforced by the local authority.

Whilst Police Scotland can and do enforce parking issues these are normally confined to the more severe cases of road obstruction where there is an immediate and serious road safety concern. Under existing laws, the presence of vehicle on a footway or verge is not technically an offence. It is the act of driving the vehicle off the public road at an unauthorised location onto the footway or verge which is an offence. For action to be taken this would require it to be witnessed by Police Officer on duty which is unlikely and given other commitments would likely be a low priority if it were.

The introduction of 'at any time' waiting restrictions around the verge would allow this type of inappropriate parking to be enforced by our City Wardens using PCNs as the restrictions cover the carriageway to the back of the road verge.

**3.2.5 "The presence of a Prohibition to waiting area will not ensure or prevent that road traffic abusers abide to the law if the law is not enforced".**

Parking restrictions are enforced city wide by the City Wardens. The Wardens regularly patrol areas with restrictions and can respond to calls of inappropriate parking and where necessary take action/offer advice to motorists.

**3.2.6 "It will create a precedent for any, and potentially all 22 owners of these private side-accesses to the main part of Middlefield Terrace, to request, and then obtain similar ORDERS which would make parking in the area to all other residents no longer possible".**

Providing at any time waiting restrictions for private accesses such as driveways is not something Aberdeen City Council do.

**3.2.7 "The limitation of parking space in Middlefield Terrace, as a consequence of a the implementation of the "The Aberdeen City Council**

**(Middlefield Terrace, Aberdeen) (Prohibition of Waiting) Order 202(X)” will magnify the phenomenon of that/those user(s) parking their vehicles on sidewalks or on the grass amenities (especially at night times) or at the Prohibition to waiting Area markings as well”.**

It should be noted that the main function of a road is movement and not parking. Unrestricted kerbside parking should therefore not be viewed as a right for motorists but as an additional benefit that is derived from the local geometry of a road. This type of parking should only be accommodated when it is safe to do so and does not negatively impact on the safety or movement of other road users.

The modest introduction of waiting restrictions at the junction will not displace many vehicles and there is adequate more suitable locations on street for these to be parked. Vehicles parking near the junction are doing so in contrary to highway code guidance. It should be noted the proposed scheme has lengths of restrictions less than the standard 10 metres as officers sought a balance between maintaining parking amenity whilst ensuring the dropped kerbs at the junction remained free for pedestrians.

Whilst it is anticipated if restrictions are implemented the lines on the ground will be enough of a deterrent to stop motorists parking at these areas as noted previously the City Wardens can take enforcement action if required.

New legislation in Scotland has been introduced which will make parking on a footway an offence albeit the implementation of this has been delayed by the COVID pandemic.

**3.2.8 “Public meeting with parties, including local Councillors should be called to assess the future scenarios that the area will undergo to avoid discontent among all residents and road users”.**

The proposals were submitted to the local community council for comment. Community councils can request that officers meet with them to discuss any issues they have in the local area.

**3.3 “The Aberdeen City Council (Donmouth Area, Aberdeen) (20mph Speed Limit) Order 202(X)”**

**3.3.1 Proposal**

The proposed Traffic Regulation Order is to introduce a mandatory 20mph speed limit in the Donmouth area, the exact streets are shown in the street notice and plan located in the appendices.

**3.3.2 Objections**

One statutory objection was received from a resident from Donmouth Crescent. The full content of this objection can be viewed in appendix 2. The plan for the original proposal is available in appendix 1 and the street notice is in appendix 3. A summary of the main points of the objection are provided below, with points made by the objector highlighted in bold, which are

thereafter followed by a response from a traffic management perspective:

**3.3.3 This is a proposed solution to a problem that does not exist. There are no schools in the immediate area, so it is not a concern for children's safety. In the time that I have lived in the area I have not had any concerns over the speed of vehicles. This is not a heavy traffic area anyways.**

Previous speed surveys in the area have shown that most drivers are already adhering to a speed limit of around 20mph in the area. Guidance on settling local speed limits notes that speed limits should be evidence led, self-explaining, and seek to reinforce people's assessment of what is a safe speed to travel. As this is residential area most motorists seem to be reacting accordingly and driving at speed lower than the current 30mph mandatory limit. Thus, a 20mph limit would seem to fit with what motorists expect in this area. There are however some vehicles recorded in the surveys, especially on Links Road, which is the access to the golf course, exceeding 30mph. The introduction of a 20mph speed limit with the associated signs will help enforce the message that drivers should slow down in what is a residential area.

The link between vehicle speed and injury severity is well defined. The introduction of a lower speed limit will improve road safety for all users and is consistent with the goals of the approved Roads Hierarchy to lower speed limits in local roads to 20mph. This is also consistent with the Scottish Government aspirations that all appropriate roads in built up areas will have a safer speed limit of 20mph by 2025.

**3.3.4 I object with spending the £4,000 initial cost and £100/5 years maintenance fees. That money can be used elsewhere in the city council, as a speed problem does not exist.**

This proposal will be funded from the Cycling, Walking and Safer Routes (CWSR) funding. This is a ring-fenced grant from the Scottish Government and is used to introduce measures to improve road safety for all users. This proposal is in response to concerns raised by local residents and elected members.

**4. FINANCIAL IMPLICATIONS**

- 4.1 Proposals will be funded through the Cycling, Walking and Safer Routes budget.

**5. LEGAL IMPLICATIONS**

- 5.1 Should the recommendations of this report not be accepted and the proposals not progressed, any future request for restrictions at these locations would require officers to again undertake the steps outlined in The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999 to progress the necessary Traffic Regulation Order.

**6. MANAGEMENT OF RISK**

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
<b>Strategic Risk</b>	Road safety levels and traffic management could be compromised if measures are not progressed, leading to continued public concern.	L	Officers propose measures that are deemed reasonable and appropriate to address the Road Safety and Traffic Management issues to reduce incidents of public objections
<b>Financial</b>	N/A		
<b>Reputational</b>	Proposals can be contentious and attract negative feedback.	L	Concerned parties would be provided thorough rationale as to the requirement for the proposal.
<b>Environment / Climate</b>	N/A		
<b>Legal</b>	Requirement to restart process if it is not approved.	L	Officers proposed measures that are deemed reasonable and appropriate.

## 7. OUTCOMES

<b><u>COUNCIL DELIVERY PLAN</u></b>	
	<b>Impact of Report</b>
Prosperous Place Stretch Outcomes	The proposals in this report support the delivery of LOIP stretch outcome 15 by creating a safer environment on the road network. Road safety measures help reduce accidents and can help increase walking and cycling.

## 8. IMPACT ASSESSMENTS

Assessment	Outcome
<b>Impact Assessment</b>	Full Integrated Impact Assessment not required
<b>Data Protection Impact Assessment</b>	Not required

## 9. BACKGROUND PAPERS

N/A

## 10. APPENDICES

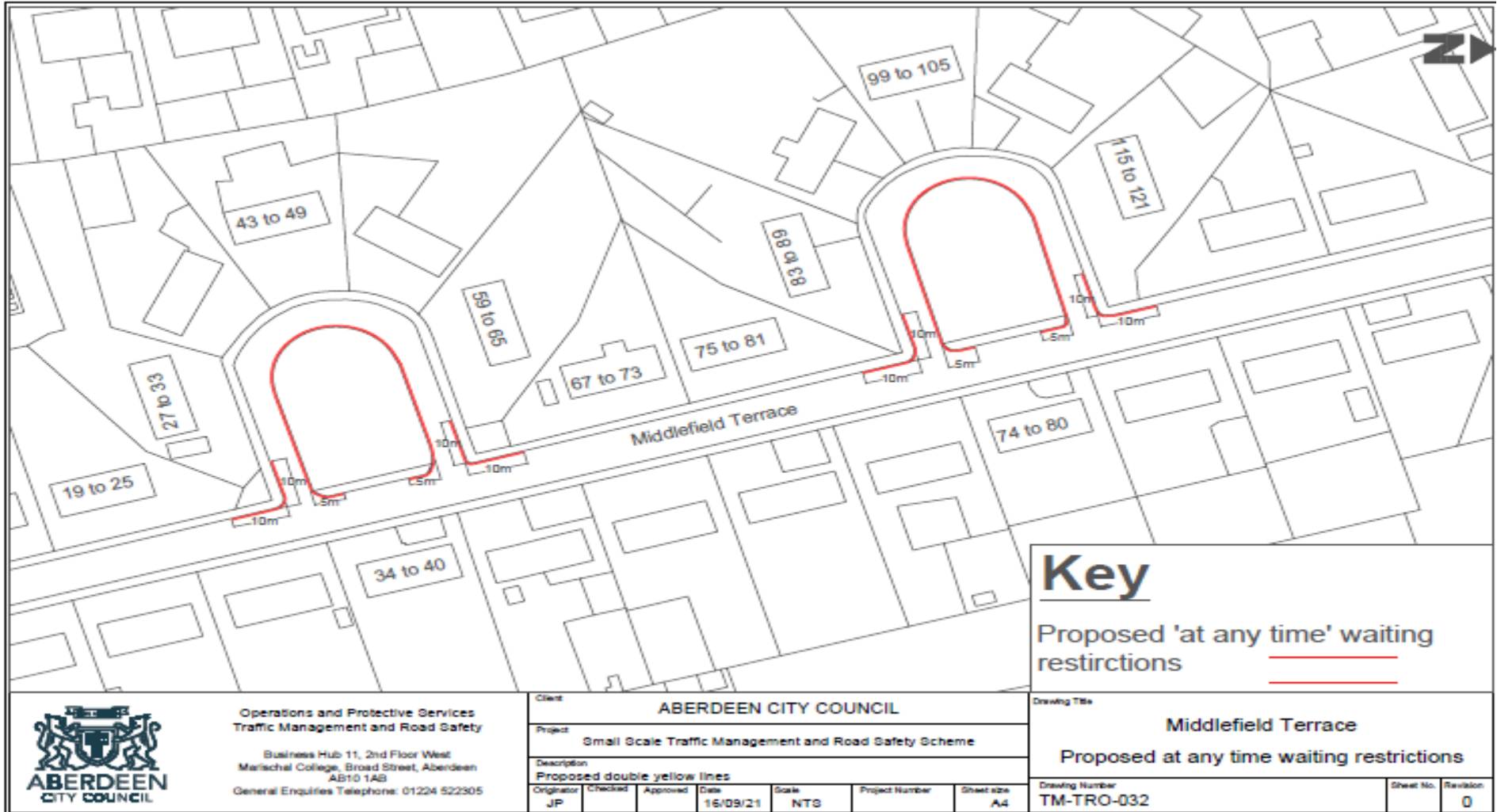
Appendix 1 - Plans  
Appendix 2 - Objections  
Appendix 3 – Street Notices

## 11. REPORT AUTHOR CONTACT DETAILS

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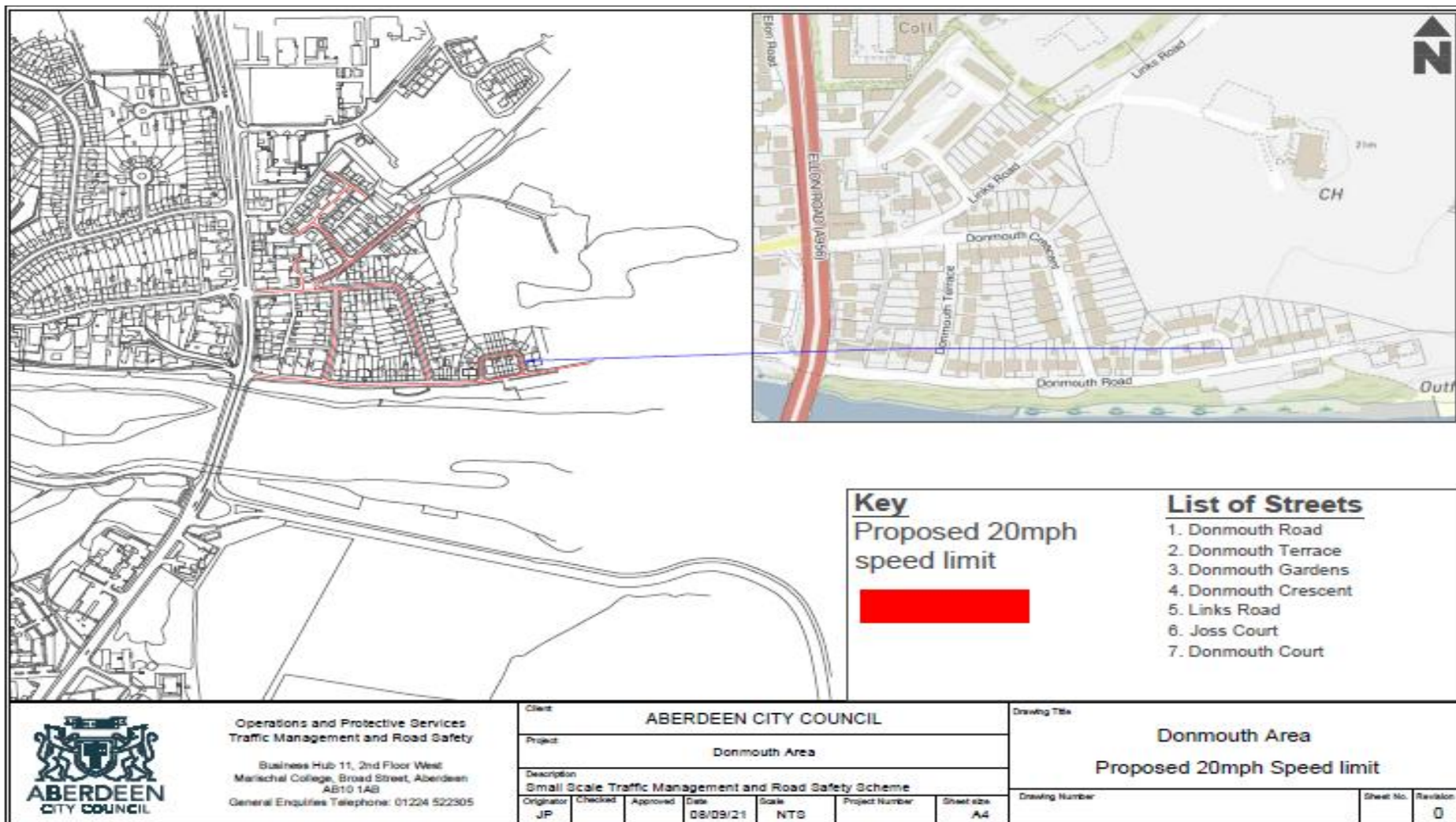
## APPENDIX 1 – Plans

### 1. Middlefield Terrace Plan





## 2. Donmouth Area Plan



## APPENDIX 2 – Objections

### Middlefield Terrace

30<sup>th</sup> November 2021

**OBJECTION** to the notice "ABERDEEN CITY COUNCIL (MIDDLEFIELD TERRACE, ABERDEEN)  
(PROHIBITION OF WAITING) ORDER 202(X)" with undisclosed start date.

Aberdeen, 30<sup>th</sup> November 2021

To: trafficmanagement@aberdeencity.gov.uk

Good morning,

**OBJECTION** to the notice "ABERDEEN CITY COUNCIL (MIDDLEFIELD TERRACE, ABERDEEN)  
(PROHIBITION OF WAITING) ORDER 202(X)" with undisclosed start date.

#### To Whom it May Concern

██████████ resident at █████ Middlefield Terrace, AB24 4PE, in Aberdeen, **OBJECTS** to plans that the Aberdeen City Council and/or any appointed Third Party have to implement the activities reported on notice(s) (DOCUMENT 1) posted on street light posts (Photo 1) located at the grass amenity areas in Middlefield Terrace, AB24 4PE and reported on various public documents available from the internet:

- DOCUMENT 2: J. Penman (jpenman@aberdeencity.gov.uk), Various Traffic Management and Developer Proposals (Downloadable at the following Link: [Traffic Management - Proposed Traffic Regulation Orders - Aberdeen City Council - Citizen Space](#) )

and

- DOCUMENT 3: "Middlefield Terrace – AATS Draft TRO – Compatibility Mode" (in attachment).

30<sup>th</sup> November 2021

**OBJECTION** to the notice "ABERDEEN CITY COUNCIL (MIDDLEFIELD TERRACE, ABERDEEN)  
(PROHIBITION OF WAITING) ORDER 202(X)" with undisclosed start date.

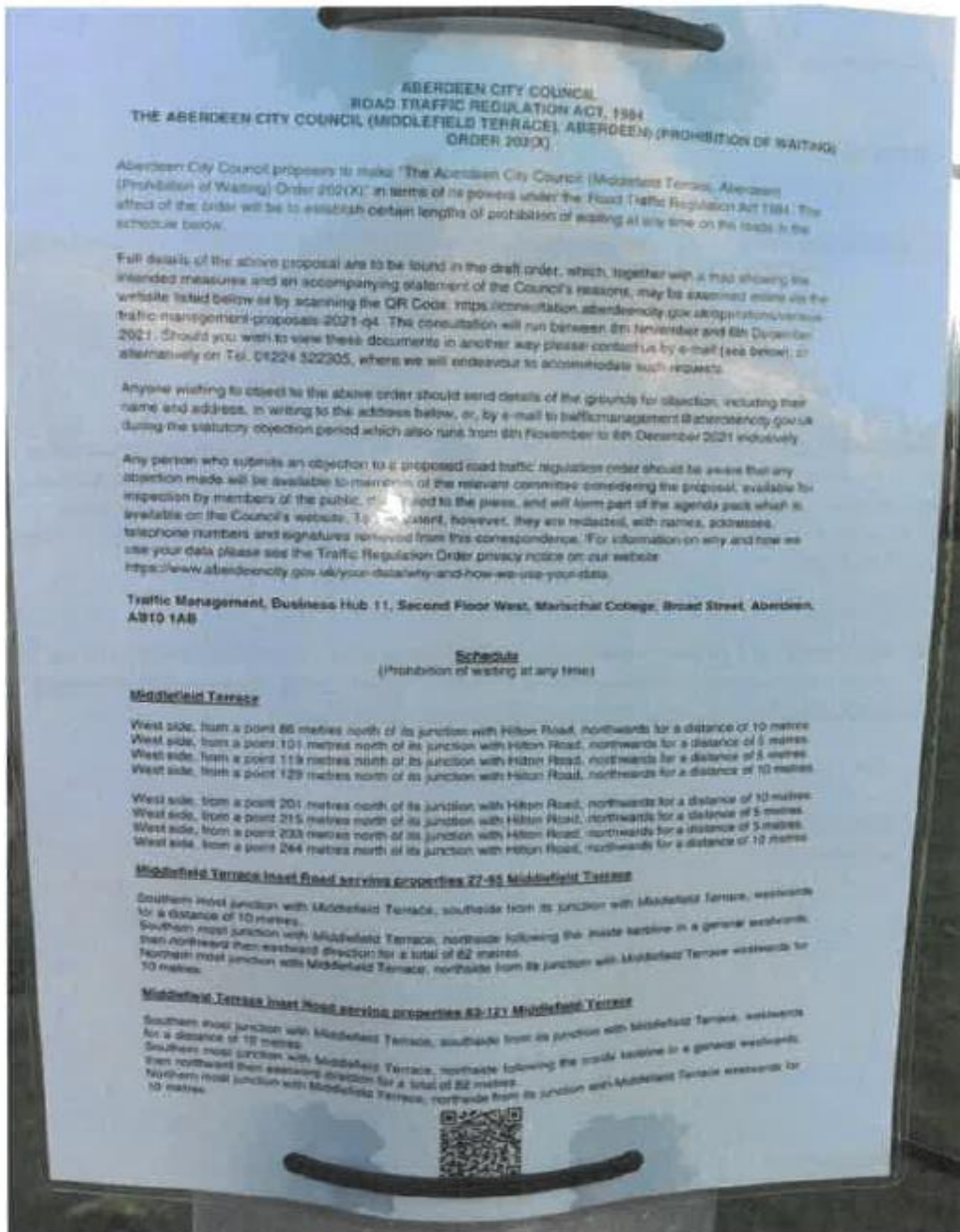


Photo 1: Public Notice (Document 1)

30<sup>th</sup> November 2021

**OBJECTION** to the notice "ABERDEEN CITY COUNCIL (MIDDLEFIELD TERRACE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 202(X)" with undisclosed start date.

The motivations stated by the Aberdeen City Council to present the "ABERDEEN CITY COUNCIL (MIDDLEFIELD TERRACE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 202(X)" (Document 1), are reported on page 27 of Document 2. The exact wording is reported as follows in italic:

[...] *"Middlefield Terrace - Proposed Lengths of Prohibition of Waiting At Any Time Concerns have been raised regarding vehicles being parked in proximity to the junction of the inset road serving properties to 27-65 Middlefield Terrace and Middlefield Terrace. Vehicles which park in such a location cause difficulty for all road users by limiting visibility and obstruct safe pedestrian/vehicular movements. Furthermore, it has been noted that vehicles are parking on the grass amenity area which is causing damage to the area. Officers therefore propose to implement lengths kerbside parking restrictions at this location in the form of 'at any time' waiting restrictions. As there is an almost identical inset road serving properties 83-121 Middlefield Terrace, it is proposed to do the same at this location to prevent a similar issue arising. Implementation cost – £300 Estimated maintenance costs – £200 every 10 year" [...].*

The **OBJECTION** is raised on the following grounds:

- 1) [...] *"vehicles being parked in proximity to the junction of the inset road serving properties to 27-65 Middlefield Terrace and Middlefield Terrace [...] cause difficulty for all road users by limiting visibility and obstruct safe pedestrian/vehicular movements."*

The **OBJECTION** is based on the fact that the main limitation to the visibility of road users, and the obstruction to pedestrians and vehicular movement, is caused by an increased presence of large vehicles (SUVs, trucks, or vans – some of which are clearly marked with Aberdeen City Councils TAG/recognition numbers) in the area – 24hr a day - which have become a permanent part of the landscape. Some third party(ies) vehicles are permanently parked (or abandoned?) on the sidewalk parallel to Middlefield Terrace at the first cul-de-sac, obstructing safe vehicular and pedestrian movement (Photos 2-3). Other photos are available.



30<sup>th</sup> November 2021

**OBJECTION** to the notice "ABERDEEN CITY COUNCIL (MIDDLEFIELD TERRACE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 202(X)" with undisclosed start date.



Photo 2: Vehicle obstructing safe vehicular movement from the first cul-de-sac at Middlefield Terrace



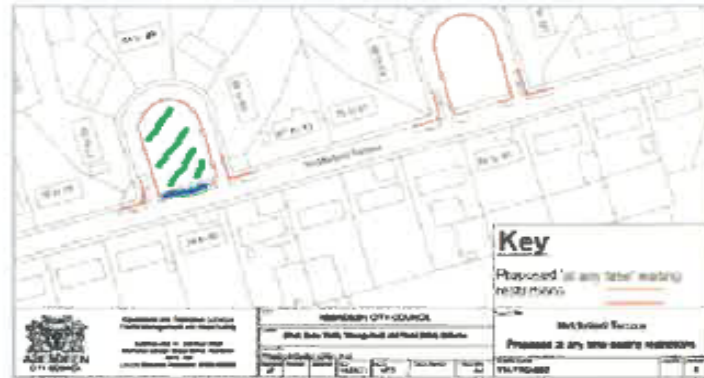
Photo 3: Vehicles obstructing safe vehicular movement to/from the first cul-de-sac at Middlefield Terrace

For an easier visualization of the problem, a BLUE line is marked on a modified version (MAP-1R) of the original Map reported on page 28 of DOCUMENT 2.

30<sup>th</sup> November 2021

**OBJECTION** to the notice "ABERDEEN CITY COUNCIL (MIDDLEFIELD TERRACE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 202(X)" with undisclosed start date.

MAP-1R shows the grass area (highlighted with the four green lines) at the first cul-de-sac at Middlefield Terrace which is, from time to time, used as a parking area by vans, trucks and other large vehicles.



Map-1R

Any road traffic offense, or damage to the Council property, if any, should be prosecuted by the authorities accordingly to current laws and the consequences of individual's behaviours should not be dumped on an entire community with (re-)actions which would change the template of the area, with consequences which will affect the many families and late-night workers living in the area.

The presence of a Prohibition to Waiting Area will not ensure or prevent that road traffic abusers will abide to the law if the law is not enforced.

If the law can be enforced, as it should be, the Prohibition to Waiting area is not required.

- 2) Middlefield terrace, from the intersection with Hilton Road (Left side on Map-2R and down to the second cul-de sac (marked with the number 2 on MAP-2R)) has **22 (twenty-two)** privately owned gates, accesses, private driveways, and few garages which are regularly occupied by vehicles.

The **OBJECTION** to the Prohibition to Waiting Area is based on the fact that if the Aberdeen City Council will proceed with the Plan (Documents 1-3), it will create a precedent for any, and potentially for all 22 owners of these private side-accesses to the main part of Middlefield Terrace, to request, and then obtain, similar ORDERS which would make parking in the area to all other residents no longer possible.

Residents of Middlefield Terrace may no longer be able to park in close proximity of their houses, forcing them to park in close proximity of the Stuart Park.

30<sup>th</sup> November 2021

**OBJECTION** to the notice "ABERDEEN CITY COUNCIL (MIDDLEFIELD TERRACE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 202(X)" with undisclosed start date.



Map-2R

- 3) Similarly, to Point 2), an **OBJECTION** is raised because other residents of Middlefield Terrace, from the second cul-de-sac, can be affected by the long-term consequences of a Prohibition to Waiting area. Indeed, as reported in Document 2,

[...] "As there is an almost identical inset road serving properties 83-121 Middlefield Terrace, it is proposed to do the same at this location to prevent a similar issue arising." [...].

other privately owned gates, driveways or garages are present on the second part of Middlefield Terrace until when Middlefield Terrace intersects with Middlefield Place, parking issues for most of the residents will be magnified.

- 4) After reading Documents 1-3, it is not clear if the proposed dimensions (lengths) of the portion of the road (marked by red lines/curves) that should become Prohibited to Waiting Area(s) is correct:

Are the unit of measurements reported in metres or in feet? 10 metres or 10 ft?

References are reported on Map-3R.

The **OBJECTION** is based on the fact that the Proposing parties of the Prohibition to Waiting Plan have to clarify the effective dimension(s) of the road which would become Prohibited to Waiting.

Indeed, a length of 10 m corresponds to almost the length of 2 cars while the length of 10 ft (~3 m) corresponds to the length of a large van or one car of average length.

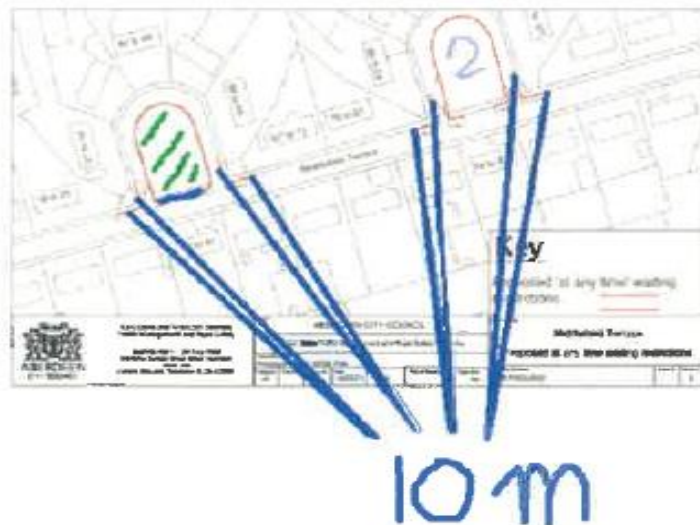
Also, is the length a Total length (from one point of the bent to the other) or will it be 10x (m or ft) at each side of the red areas highlighted on the original map from Document 2?

30<sup>th</sup> November 2021

**OBJECTION** to the notice "ABERDEEN CITY COUNCIL (MIDDLEFIELD TERRACE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 202(X)" with undisclosed start date.

If the Plan is to have a non-waiting area of 10 m on each side of the cul-de-sacs (parallel and perpendicular (entering the cul-the-sacs) to Middlefield Terrace, a good number of residents' vehicles can no-longer be parked in the area, creating a substantial and practical problem for most of the residents in the area.

Residents may be obliged to park on either side of Middlefield Terrace, restricting the road lane; and this will create more severe visibility problems to all road users and to pedestrians.



Map-3R

5) An **OBJECTION** is raised because of the following comment reported in Document 2:

[...] "Furthermore, it has been noted that vehicles are parking on the grass amenity area which is causing damage to the area. Officers therefore propose to implement lengths kerbside parking restrictions at this location in the form of 'at any time' waiting restrictions. [...]"

Even if I do agree that offenses against public property is done, the fact that road users or few residents of the Middlefield Terrace area park their vehicles

[...] "on the grass amenity area [...] causing damage to the {same}" [...]"

is irrelevant and cannot be used to support the implementation of a Prohibition to Waiting Area.

7



30<sup>th</sup> November 2021

**OBJECTION** to the notice "ABERDEEN CITY COUNCIL (MIDDLEFIELD TERRACE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 202(X)" with undisclosed start date.

Any road traffic offense, or damage to the Council property, if and when ascertained, should be prosecuted by the authorities accordingly to current laws and the consequences of individual's behaviours should not be dumped on an entire community with (re-)actions which would change the template of the area, with consequences which will affect the many families and late-night workers living in the area.

The presence of a Prohibition to Waiting Area will not ensure or prevent that road traffic abusers will abide to the law if the law is not enforced.

In this particular case, it will not prevent anyone from parking their vehicles on the grass amenity area. On the contrary, a Prohibition to Waiting area can possibly enhance the phenomena which should be addressed by the authority separately and differently.

If the Aberdeen City Council has intention to protect the grass area, They should ensure the area is fenced or regularly patrolled or that other forms of restrictions are put in place.

If the law can be enforced, as it should be, the Prohibition to Waiting area is not required.

Road traffic abusers should be punished accordingly to the current law and the topic should not be used as a pretext to introduce something (the Prohibition to Waiting area) which will impact the life of a neighbourhood for years to come.

- 6) An **OBJECTION** is raised following Point 5) because the limitation of parking space in Middlefield Terrace, as a consequence of the implementation of the "ABERDEEN CITY COUNCIL (MIDDLEFIELD TERRACE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 202(X)", will magnify the phenomenon of that/those user(s) parking their vehicles on sidewalks or on the grass amenities (especially at night times) or at the Prohibition to Waiting Area markings as well.



MAP-1R reporting green lines showing the grass area where, from time to time, vehicles are parked.

30<sup>th</sup> November 2021

**OBJECTION** to the notice "ABERDEEN CITY COUNCIL (MIDDLEFIELD TERRACE, ABERDEEN)  
(PROHIBITION OF WAITING) ORDER 202(X)" with undisclosed start date.

- 7) As an additional comment, it is noticeable that the intersection the "T" intersection **Middlefield Terrace – Hilton Road**, which is heavily affected by visibility issues, due to vehicles being parked left and right of the named intersection, or, at times, at the STOP at the intersection, is not a candidate for a Prohibition to Waiting Area.

The intersection Middlefield Terrace – Hilton Road **is the very true problem** for drivers, especially for those trying to take Hilton Road in direction of the North Anderson Drive.

This is because the view is obstructed, at particular times of the early morning and evening, and at weekends, by vehicles parked in proximity of the intersection and by the Bus, from First Bus, when it stops. Examples of the problem can be seen in Photos 4a-b



Photo 4: Hindered visibility at Middlefield Terrace – Hilton Road Intersection (4a Left: parked vehicle obstructing view of incoming vehicles; 4b Right: parked vehicles obstructing view of incoming vehicles. Note: Bus Stop at the light post). Note that it is just a coincidence that two similar red cars are parked right and left of the intersection: these are two different cars.

In addition to the visibility issues at that intersection, vehicles already moving on Hilton Road, do it at considerable speed (well above the allowed limit for the Urban Area) making even more complex, and dangerous, to enter, or cross, Hilton Road from Middlefield Terrace.

The MAP reported on page 26 of the Document 2 (reported as Map 26 below), reports a similar "T" intersection (Hilton Road – Clifton Road, which is reported on the Prohibition to Waiting Area Plan of the Aberdeen City Council) which is candidate for the Prohibition to Waiting area.



Map 26

30<sup>th</sup> November 2021

**OBJECTION** to the notice "ABERDEEN CITY COUNCIL (MIDDLEFIELD TERRACE, ABERDEEN)  
(PROHIBITION OF WAITING) ORDER 202(X)" with undisclosed start date.

#### Conclusions

Based on the information available to the public, which are summarized as the "ABERDEEN CITY COUNCIL (MIDDLEFIELD TERRACE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 202(X)"

The Plan is **OBJECTED for what pertains Middlefield Terrace in its entirety.**

Even if the Safety of pedestrians and road users is of greatest importance, the Plan presented by the Aberdeen City Council, or its appointed Third Party(ies), does not seem to be satisfactory, does not seem to bring any value or benefit to the Community and, on the contrary, shows lack of understanding of the area, its problems, and the heavy consequences that the aforementioned Plan will have on residents. Moreover, the Plan looks incomplete, superficial and not properly structured to solve problems of the Area.

The Plan can severely impact residents in the Middlefield Terrace area (and possibly the entire Stuart Park/Hilton Road Area) and can lead to parking issues for residents of the same area and loss of harmony among neighbours.

Residents will not be able to park at close distance from their houses, exposing their vehicles to be parked a far and away from closer control. Such a plan requires a direct consultation with all parties involved with public appointments.

Public meeting with parties, including local Councillors should be called to assess the future scenarios that the area will undergo to avoid discontent among all residents and road users.

There is a suspect that the Prohibition to Waiting Area hides a simple way to issue parking fines.

Regardless of this, the Proposing parties have not clarified how they intend to enforce the Prohibition. However, it is reasonable to expect the presence of Road Traffic Controllers with power of emitting parking fines.

Any road traffic offense, or damage to the Council property, should be prosecuted by the authorities accordingly to current laws and the consequences of individual's behaviours should not be dumped on an entire community with (re-)actions which would change the template of the area, affecting the many working families and working class living in the area.

The presence of a Prohibition to Waiting Area will not ensure or prevent that road traffic abusers will abide to the law if the law is not enforced.

In this particular case, it will not prevent anyone from parking their vehicles on the grass amenity area while those who have always had a civil and respectful behaviour towards neighbours and Council's property, will be penalized.

If the Aberdeen City Council has intention to control the area, to ensure road traffic offenses are fined, this is very welcomed, but They can do so without enforcing any Prohibition to Waiting area which will hit (for an intended period of time of 10 years – which will then become permanent) the Area.

However, it is believed that the section of Middlefield Terrace that really requires a Prohibition to Wait order is the one highlighted in Blue in Map-5R (below). The other areas marked red will not facilitate

10

30<sup>th</sup> November 2021

**OBJECTION** to the notice "ABERDEEN CITY COUNCIL (MIDDLEFIELD TERRACE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 202(X)" with undisclosed start date.

visibility and, on the contrary, in the long term, will reduce parking space and push people to park on grass amenities with the only result of ruining the harmony among neighbours living the area.



Map-5R

Residents of Middlefield Terrace must be able to park their vehicles in close proximity of their houses at any time. The authorities should monitor and implement forms of road traffic control with the objective to punish road user abuses accordingly to current laws and not by creating boundaries of grey areas which may not be controlled regularly, especially at night times or over festive periods, with the risk of producing Prohibition to Wait areas which are going to affect families or late-night workers who may no longer be able to park unless they do not want to risk a traffic fine.

It is moreover believed that the visibility, and easier access to Middlefield Terrace from the (first) cul-de-sac can be facilitated by speed bumps (SB) to be placed before and after the same cul-de-sac. In this way it can be ensured that drivers proceeding from either side of Middlefield Terrace will have to slow down while those approaching Middlefield Terrace from the cul-de-sac, or from their private driveways, can enter Middlefield Terrace with better visibility. Pedestrians will also benefit from this alternative template (Map-6R).



30<sup>th</sup> November 2021

**OBJECTION** to the notice "ABERDEEN CITY COUNCIL (MIDDLEFIELD TERRACE, ABERDEEN)  
(PROHIBITION OF WAITING) ORDER 202(X)" with undisclosed start date.



Map-6R

Improvements to visibility and easy access to Hilton Road, from Middlefield Terrace, can certainly be facilitated by the installation of up to two High Visible and Impact Resistant Traffic Mirrors (Photo 5) facing Middlefield Terrace. This will facilitate visibility even when the Bus is stopping.



Photo 5: Example of a High Visible and Impact Resistant Traffic Mirror.

It is an expectation that this **OBJECTION** is given thorough consideration by the Aberdeen City Council for reaching a solution to the problems of the Middlefield Terrace Area in a way that can satisfy the interests of residents, pedestrians, road users, The Aberdeen City Council and, in a way to address any safety issue.

It is also believed that, with the approach of the Christmas festivities, and all relevant problems pertaining to Covid-19, and with a non-disclosed start date of the proposed Plan, it would be more appropriate to postpone any public engagement and any amendment to the Middlefield Terrace area template to a date in 2022.

12

30<sup>th</sup> November 2021

**OBJECTION** to the notice "ABERDEEN CITY COUNCIL (MIDDLEFIELD TERRACE, ABERDEEN)  
(PROHIBITION OF WAITING) ORDER 202(X)" with undisclosed start date.

It is also hoped that the Aberdeen City Council can pay closer attention to the safety of pedestrians and drivers in Middlefield Terrace also at winter times, when snow or ice make the area a ice-slab which is always forgotten because it is not a "main road" [this is the comment received last year from the relevant representative] and where gritting is done only thanks to the good effort of few.

While I thank you for your time, I wish you my Best Regards

[Redacted signature block]

[Redacted signature block]

## Donmouth Area

From: [REDACTED]  
Sent: 06 December 2021 15:26  
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>  
Subject: Donmouth Area speed limit reduction objection

I object to the reduction of the speed limit to 20mph in the Donmouth area.

This is a proposed solution to a problem that does not exist. There are no schools in the immediate area, so it is not a concern for children's safety. In the time that I have lived in the area I have not had any concerns over the speed of vehicles. This is not a heavy traffic area anyways. In the speed surveys it is stated that the average speeds are around 20mph. Also, improved road safety is cited, however there is no higher rate of traffic accidents and there are very limited experiences with drivers exceeding 30mph. A problem does not exist and I do not agree with reducing the posted speed limit. The current speed limit of 30mph is sufficient for this area.

If there are drivers that are going over the current speed limit of 30mph (I do not have any experience witnessing this), that behaviour will not change regardless of a lower posted speed limit.

Specifically, Donmouth Crescent is a narrow-curved road with limited traffic activity where you cannot drive fast anyways. All of the drivers that I have witnessed on my road already drive with the appropriate caution required of the road.

I object with spending the £4,000 initial cost and £100/5 years maintenance fees. That money can be used elsewhere in the city council, as a speed problem does not exist.

Thank-you,  
[REDACTED]  
Donmouth Crescent  
Aberdeen  
AB23 8DP

## **APPENDIX 3 – Street Notices**

### **ABERDEEN CITY COUNCIL ROAD TRAFFIC REGULATION ACT, 1984 THE ABERDEEN CITY COUNCIL (MIDDLEFIELD TERRACE), ABERDEEN) (PROHIBITION OF WAITING) ORDER 202(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Middlefield Terrace, Aberdeen) (Prohibition of Waiting) Order 202(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to establish certain lengths of prohibition of waiting at any time on the roads in the schedule below.

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 online via the website listed below or by scanning the QR Code.

<https://consultation.aberdeencity.gov.uk/operations/various-traffic-management-proposals-2021-q4> The consultation will run between 8th November and 6th December 2021. Should you wish to view these documents in another way please contact us by e-mail (see below), or alternatively on Tel. 01224 522305, where we will endeavour to accommodate such requests.

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](mailto:trafficmanagement@aberdeencity.gov.uk) during the statutory objection period which also runs from 8th November to 6th December 2021 inclusively.

Any person who submits an objection to a proposed road traffic regulation order should be aware that any objection made will be available to members of the relevant committee considering the proposal, 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, addresses, telephone numbers and signatures removed from this correspondence. For information on why and how we use your data please see the Traffic Regulation Order privacy notice on our website <https://www.aberdeencity.gov.uk/your-data/why-and-how-we-use-your-data>.

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



## **Schedule**

(Prohibition of waiting at any time)

### **Middlefield Terrace**

West side, from a point 86 metres north of its junction with Hilton Road, northwards for a distance of 10 metres.

West side, from a point 101 metres north of its junction with Hilton Road, northwards for a distance of 5 metres.

West side, from a point 119 metres north of its junction with Hilton Road, northwards for a distance of 5 metres.

West side, from a point 129 metres north of its junction with Hilton Road, northwards for a distance of 10 metres.

West side, from a point 201 metres north of its junction with Hilton Road, northwards for a distance of 10 metres.

West side, from a point 215 metres north of its junction with Hilton Road, northwards for a distance of 5 metres.

West side, from a point 233 metres north of its junction with Hilton Road, northwards for a distance of 5 metres.

West side, from a point 244 metres north of its junction with Hilton Road, northwards for a distance of 10 metres.

### **Middlefield Terrace Inset Road serving properties 27-65 Middlefield Terrace**

Southern most junction with Middlefield Terrace, southside from its junction with Middlefield Terrace, westwards for a distance of 10 metres.

Southern most junction with Middlefield Terrace, northside following the inside kerbline in a general westwards, then northward then eastward direction for a total of 82 metres.

Northern most junction with Middlefield Terrace, northside from its junction with Middlefield Terrace westwards for 10 metres.

### **Middlefield Terrace Inset Road serving properties 83-121 Middlefield Terrace**

Southern most junction with Middlefield Terrace, southside from its junction with Middlefield Terrace, westwards for a distance of 10 metres.

Southern most junction with Middlefield Terrace, northside following the inside kerbline in a general westwards, then northward then eastward direction for a total of 82 metres.

Northern most junction with Middlefield Terrace, northside from its junction with Middlefield Terrace westwards for 10 metres.



**ABERDEEN CITY COUNCIL**  
**ROAD TRAFFIC REGULATION ACT, 1984**  
**THE ABERDEEN CITY COUNCIL (DONMOUTH AREA, ABERDEEN) (20MPH**  
**SPEED LIMIT) ORDER 202(X)**

Aberdeen City Council proposes to make “The Aberdeen City Council (Donmouth Area, Aberdeen) (20mph Speed Limit) Order 202(X)” in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a mandatory 20mph speed limit on the lengths of road listed in the schedule below. Should no specific length be mentioned the restriction will cover the road in its entirety.

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 online via the website listed below or by scanning the QR Code.

<https://consultation.aberdeencity.gov.uk/operations/various-traffic-management-proposals-2021-q4> The consultation will run between 8th November and 6th December 2021. Should you wish to view these documents in another way please contact us by e-mail (see below), or alternatively on Tel. 01224 522305, where we will endeavour to accommodate such requests.

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Any person who submits an objection to a proposed road traffic regulation order should be aware that any objection made will be available to members of the relevant committee considering the proposal, 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, addresses, telephone numbers and signatures removed from this correspondence. For information on why and how we use your data please see the Traffic Regulation Order privacy notice on our website

<https://www.aberdeencity.gov.uk/your-data/why-and-how-we-use-your-data>.

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

**Schedule**

(20mph speed limit)

Donmouth Road, Donmouth Terrace, Donmouth Gardens, Donmouth Crescent,  
Links Road, Joss Court, Donmouth Court.

