

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	29 August 2023
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Various Small-Scale Traffic Management and Development Associated Proposals (Stage 3 – Public Advert)
REPORT NUMBER	RES/23/240
DIRECTOR	Steven Whyte
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Katie Watson
TERMS OF REFERENCE	8

1. PURPOSE OF REPORT

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

2. RECOMMENDATIONS

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 (ANGUSFIELD AREA, ABERDEEN) (20MPH SPEED LIMIT) ORDER 202[X]” overrule the objection received and approve this order be made as originally advertised;
- 2.3 In relation to “THE ABERDEEN CITY COUNCIL (DEESIDE GARDENS, ABERDEEN) (PROHIBITION OF WAITING) ORDER 202[X]” overrule the objection received and approve this order be made as originally advertised; and
- 2.4 In relation to “THE ABERDEEN CITY COUNCIL (MAIDENCRAIG AREA, ABERDEEN) (TRAFFIC MANAGEMENT) ORDER 202X” overrule the objection received and approve this order be made as originally advertised.

3. CURRENT SITUATION

- 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 appendices 1 (Angusfield area), 4 (Deeside Gardens) and 7 (Maidencraig area) to this report. Redacted copies of the letters of objection received are within appendices 2 (Angusfield

area), 5 (Deeside Gardens) and 8 (Maidencraig area). Street notices for the proposals are also included in appendices 3 (Angusfield area), 6 (Deeside Gardens) and 9 (Maidencraig area).

3.2 THE ABERDEEN CITY COUNCIL (ANGUSFIELD AREA, ABERDEEN) (20MPH SPEED LIMIT) ORDER 202[X]

Proposal

- 3.2.1 The proposed Traffic Regulation Order is to establish a mandatory 20mph speed limit within streets in the Angusfield Avenue area, which are currently subject to an advisory 20mph speed limit only (i.e. “Twenty’s Plenty”).

A notice of motion (NOM) was submitted on 13th July 2022 by Councillor Cooke and Councillor Greig “That Council instructs the Chief Officer - Operations and Protective Services, to take the necessary steps to amend the current advisory 20mph speed limit on Angusfield Avenue, between its junctions with Queen’s Road and King’s Gate, to a mandatory 20mph speed limit.” The Council approved this NOM on 13th July 2022. This followed years of correspondence with residents and Councillors expressing their dissatisfaction with alleged speeding in this area.

Objections

- 3.2.2 One statutory objection was received from a property owner within the proposed zone. The objector provided emails covering the reasons for their objection. A redacted copy of the objection can be read in Appendix 2. The plan for the original proposal is available in Appendix 1 and the street notice in Appendix 3. A summary of the main points of the objection are provided below, with points made by the objector highlighted in bold (and paraphrased for brevity), which are thereafter followed by a response from a traffic management perspective:

- 3.2.3 **Compliance with a mandatory 20mph speed limit will be no better than the current advisory 20mph, as there are no resources for enforcement and no history of severe road traffic incidents to warrant inspection.**

The Council is currently assessing the road network with a view to introducing widespread 20mph speed restrictions in residential and high footfall areas. This work is funded by Scottish Government as they aim to bring forward widespread implementation of 20mph speed limits in urban areas with the overall aim is to make travel at 20mph the “norm” and therefore an expected driving practice for all.

With a mandatory 20mph speed limit established, there are more strategies available to encourage slow driving speeds. For example, speed indicator devices (SIDs), which could show smiling or frowning faces depending on the driving speed, could be temporarily installed and set to 20mph. The Transport Research Laboratory (2008) found that SIDs were effective at reducing drivers’ speeds, particularly at newly established sites.

The level of enforcement of 20mph speed limits is a matter for Police Scotland to decide. Where speeding causes serious road safety concerns, the Council works with Police Scotland to determine the level of enforcement required.

3.2.4 The funds used to implement this project could be better spent. In particular, the funds could be used to repair potholes in this area, which is an issue Councillors campaigned on in local elections.

The Roads and Transport Related Budget Programme is reported annually to this Committee. It sets out the proposed maintenance budget based on the annual whole network condition assessment and the various road safety and active travel budgets used for other infrastructure measures and changes.

This year's report can be viewed here <http://councilcommittees/documents/s143959/Roads%20and%20Transport%20Related%20Budget%20Programme%202023-2024.pdf>

The reporting protocols are established to ensure appropriate use of public funds and final decisions on the spend for the year are made by the Committee.

3.2.5 The 'Unnamed lane between Angusfield Avenue and Westholme Avenue', mentioned in the schedule of the draft traffic regulation order, is a gravel track residents use only to access garages and appears unadopted (privately-maintained). The Council's jurisdiction at this location is unclear. It is wasteful to spend money on signs for this lane as the road condition means it is impossible to drive faster than 20mph.

The lane in question is not adopted by the Council. As the Local Roads Authority, the Council has powers to create TROs for unadopted roads. There are no plans to install 20mph signs on this lane as the Local Roads Authority believe it is unlikely that drivers could drive more than 20mph, given the road condition and sharp bends at either end. If the lane were not scheduled in the TRO, then it would be necessary to erect 30mph terminal signs at the entry points to the lane, which the Local Roads Authority believe sends out the wrong signal to drivers over what might be an appropriate speed to drive along the lane.

3.3 THE ABERDEEN CITY COUNCIL (DEESIDE GARDENS, ABERDEEN) (PROHIBITION OF WAITING) ORDER 202[X]

Proposal

3.3.1 There have been ongoing concerns expressed by residents over incidents of obstructive parking on Deeside Gardens. When considering the Deeside Drive area, the Council have introduced two batches of restrictions to certain lengths of road in the past few years, these being relevant to issues of visitors / commuters parking indiscriminately, the sources of these vehicles being suggested as Robert Gordon University (displacement associated with Garthdee Controlled Parking Zone), St Francis of Assisi Church, and visitors accessing the Deeside Way. The usual course of action would be to report isolated incidences of vehicular obstruction to Police Scotland, however, after

a period of investigation, it has been found there is a pattern of regularity to the latest issues on Deeside Gardens and it would now be appropriate to promote certain lengths of prohibition of waiting at any time to manage parking on a limited section of Deeside Gardens, with the City Wardens Service able to provide enforcement action should the restrictions be contravened.

Objections

3.3.2 Forty-nine statutory objections have been received from 41 residents and 7 visitors of the Deeside Gardens area. 1 objector did not state if they were a resident or visitor. The objectors provided emails covering the reasons for their objection. 40 of these objections used the same template to respond, with 11 sent on behalf of others but from the same email address. Redacted copies of these objections can be read in Appendix 5. The plan for the original proposal is available in Appendix 4 and the street notice in Appendix 6. A summary of the main points of the objections are provided below, with points made by the objector highlighted in bold (and paraphrased for brevity), which are thereafter followed by a response from a traffic management perspective:

3.3.3 **Dissatisfaction with advertisement of public consultation: street notices were mistaken for notices posted for a different proposal, were in poor condition and did not cover a large enough area (since it is believed this length of prohibition will affect whole estate); letters about the proposal should have been sent to all residents of the estate; due to the school holidays, the consultation period should be extended, and; some people, particularly the elderly, could not follow the link to the consultation webpage.**

The Statutory process has been followed whereby a street notice has been displayed adjacent to the proposed site of action for a period of 4 weeks (19th June to 17th July 2023). The usual advertisement period of 21 days (3 weeks) was extended due to the partial overlap with school holidays. A notice was also published in the Evening Express and details were added to the Council's consultation pages.

The street notice included postal and telephone details for those unable to access the online consultation.

3.3.4 **The visitor parking associated with Robert Gordon University (RGU) and St Francis of Assisi Church is not a 24/7 problem. Students are not causing a problem; however, the Council should work towards a long-term solution with RGU, and build a multi-storey car park on RGU campus for students, obtaining funding from wealthy private donors to construct it. The priest can ask the congregation to park more considerately.**

Officers have consulted with both RGU and St Francis of Assisi Church regarding parking pressures. Both organisations engage with visitors regarding parking and encourage safe and appropriate parking.

The Council would recommend that Travel Plans be put in place to promote and support those travelling actively or on public transport to maximise these options to minimise use of private cars.

- 3.3.5 Inconsiderate parking only affects a couple of residents. By putting in lengths of restrictions, the problem will be knocked-on, as people who would usually park in that area will be forced to move to the next available spot further into the estate. This will lead, in time, to the whole estate being spoiled by waiting restrictions and perhaps permit-controlled parking, affecting all residents.**

The implementation of a controlled parking zone is not currently under consideration for the area. The measures proposed aim to manage parking patterns for the safety of all road users in a localised area around St Francis of Assisi Church. By keeping parking on one side of the carriageway only, it will ensure there is always room for a moving vehicle to pass parked vehicles. The Local Roads Authority are aware that currently people are sometimes parking in a staggered fashion, without leaving enough room for a vehicle to pass. The proposed measures do not seek to reduce parking for residents. Minimal displacement would be expected in this instance.

- 3.3.6 The proposal is discriminatory, as it has the effect of restricting access to The Deeside Way. To discourage access to a facility with social, environmental and physical fitness benefits for users is abominable.**

Access to the Deeside Way has not been restricted. Obstructive parking practices have been stopped near the access to the route meaning drivers have to park at a more appropriate location.

- 3.3.7 The existing lengths of waiting restrictions installed last year are misguided and already cause problems in this busy area. These include “illegal parking” and issues parking directly outside homes for people who have accessibility issues, more than one car, or children that use car seats. Those problems will be exacerbated if further waiting restrictions are installed.**

The installation of waiting restrictions in residential areas is not usually undertaken as it can move issues elsewhere within estates, impacting on residents' ability to park near their property however, in this instance, given the volume of visitors to the area, the lines were proposed to have minimal impact beyond managing better parking practice in a localised area.

- 3.3.8 The proposed measures impact visitors, including carers and tradespeople. Tradespeople will require permits to work in homes here.**

There are no proposals to require permits for visitor parking. Parking will be available on a first come, first served basis.

- 3.3.9 Certain sections of the existing painted markings are longer than was previously consulted on and what appears in the current proposal. They**

should be shortened to match the schedule in the Traffic Regulation Order.

The lines installed previously were advertised on 12th April – 3rd May 2021. The Local Roads Authority are aware that these lines were mistakenly installed too long and this shall be corrected.

3.3.10 There is no effective enforcement of the existing measures.

Enforcement by the Council's City Wardens is focussed on areas of road safety concerns and high traffic volumes, such as schools and the city centre. However, tasks can be raised to visit local areas for additional management as and when resources permit.

3.3.11 One objection to the proposed scheme stated the measures "don't go far enough" and described leaving their house like playing "dodgems". Officers believe that the measures are the minimum required to manage safe travel through the area. Further measures would lead to greater impact on availability of parking for residents.

3.4 THE ABERDEEN CITY COUNCIL (MAIDENCRAIG AREA, ABERDEEN) (TRAFFIC MANAGEMENT) ORDER 202(X)

Proposal

3.4.1 The construction of the Maidencraig residential development is ongoing, with many properties now occupied. The new lengths of 20mph speed limit will be self-enforcing through the use of narrow carriageways, buildouts/chicanes (which have a traffic-calming effect as drivers give priority to oncoming vehicles) and raised tables. These measures will have a positive effect on road safety and encourage active travel. At various narrow points in the scheme, and around junctions, lengths of prohibition of waiting at any time are proposed; these ensuring the narrow carriageway does not become blocked and allows enough visibility at junctions to safely manoeuvre.

Objections

3.4.2 One statutory objection was received from a property owner within the proposed area. The objector provided an email covering the reasons for their objection. A redacted copy of this objection can be read in Appendix 8. The plan for the original proposal is available in Appendix 7 and the street notice in Appendix 9. A summary of the objection is provided below, with points made by the objector highlighted in bold (and paraphrased for brevity), which are thereafter followed by a response from a traffic management perspective:

3.4.3 **They object on the basis of inconvenience that they will not be parked outside their house – they will have to use their driveway at the back of the house and drive through the estate to leave. The objector's spouse is an on-call doctor and could have to leave quickly. It is unfair that the restrictions only apply to the length of the service road that their house lies on.**

The waiting restrictions are to maintain a safe route through the estate for all road users. Given that the objector has a driveway it is reasonable to expect that they use this for parking purposes. It is estimated that parking to the rear of the property adds 450 metres to the journey to leave the estate.

4. FINANCIAL IMPLICATIONS

- 4.1 The cost of these proposals can be met from within existing resources and will be matched against the most appropriate Roads budget.

The Scottish Government introduced a Roads Safety Improvement Fund for local authorities at the beginning of 2023/24 and this has been added to the Council's Roads Safety Fund capital budget. Developer obligation funding may be available where the measures relate to new developments. The Roads revenue budget for 2023/24 also contains funding to support provision of disabled parking spaces.

5. LEGAL IMPLICATIONS

- 5.1 Should the recommendations of this report not be approved 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. ENVIRONMENTAL IMPLICATIONS

- 6.1 There are no direct implications arising from the recommendations of this report however reduced speed limits can create a better environment for cycling and walking within communities.

7. RISK

The assessment of risk contained within the table below is considered to be consistent with the Council's Risk Appetite Statement.

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	Road safety levels and traffic management could be compromised if measures are	Officers propose measures that are deemed reasonable and appropriate to address the Road Safety and Traffic	M	Yes

	not progressed, leading to continued public concern.	Management issues to reduce incidents of public objections		
Compliance	No significant risks identified			
Operational	Current staggered parking patterns are a health and safety risk as there is sometimes not enough space for vehicles to pass each other.	Officers propose waiting restrictions are installed to encourage a safer parking practice, contained to one side of the carriageway.	L	Yes
Financial	No significant risks identified			
Reputational	<ul style="list-style-type: none"> Proposals can be contentious and attract negative feedback. It may damage the Council's reputation to not implement the proposed 20mph zone and thus be in misalignment with the national strategy for 20mph default speed limit in urban areas. 	Concerned parties would be provided thorough rationale as to the requirement for the proposal.	M	Yes
Environment / Climate	Should the proposed 20mph zone not be implemented, there is a risk of missing out on potentially lower	Officers propose that the 20mph zone be implemented	M	Yes

	carbon emissions associated with slower driving speeds and a more welcoming environment for cycling			
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8. OUTCOMES

<u>COUNCIL DELIVERY PLAN 2023-2024</u>	
	Impact of Report
Prosperous Place Stretch Outcomes	<p>It is hoped a transport mode shift away from private vehicle to active travel will occur as a result of the more welcoming environment created for walking and cycling through the installation of a 20mph speed limit in the Angusfield area, proposed within this report. This proposal supports the delivery of LOIP Stretch Outcomes:</p> <ul style="list-style-type: none"> • 13 - “Addressing climate change by reducing Aberdeen’s carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate” • 14 – “Increase sustainable travel: 38% of people walking and 5% of people cycling as a main mode of travel by 2026”
<p style="text-align: center;">Regional and City Strategies</p> <p><i>Regional Transport Strategy</i></p>	<p>The proposal within this report for a 20mph speed limit in Angusfield area support a number of the priorities in the Nestrans Regional Transport Strategy:</p> <ul style="list-style-type: none"> • Zero fatalities on the road network • Air quality that is cleaner than the World Health Organisation standards for emissions from transport • Significantly reduced carbon emissions from transport to support net-zero by 2045 • Accessibility for all • A step change in public transport and active travel enabling a 50:50 mode split between car driver and sustainable modes.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Integrated Impact Assessment (Stage 1) completed
Data Protection Impact Assessment	Not required
Other	N/A

10. BACKGROUND PAPERS

10.1 N/A

11. APPENDICES

Appendix 1 – Angusfield Avenue 20mph Zone Plan

Appendix 2 – Angusfield Avenue Objection

Appendix 3 – Angusfield Avenue Street Notice

Appendix 4 – Deeside Gardens Waiting Restrictions Plan

Appendix 5 – Deeside Gardens Objections

Appendix 6 – Deeside Gardens Street Notice

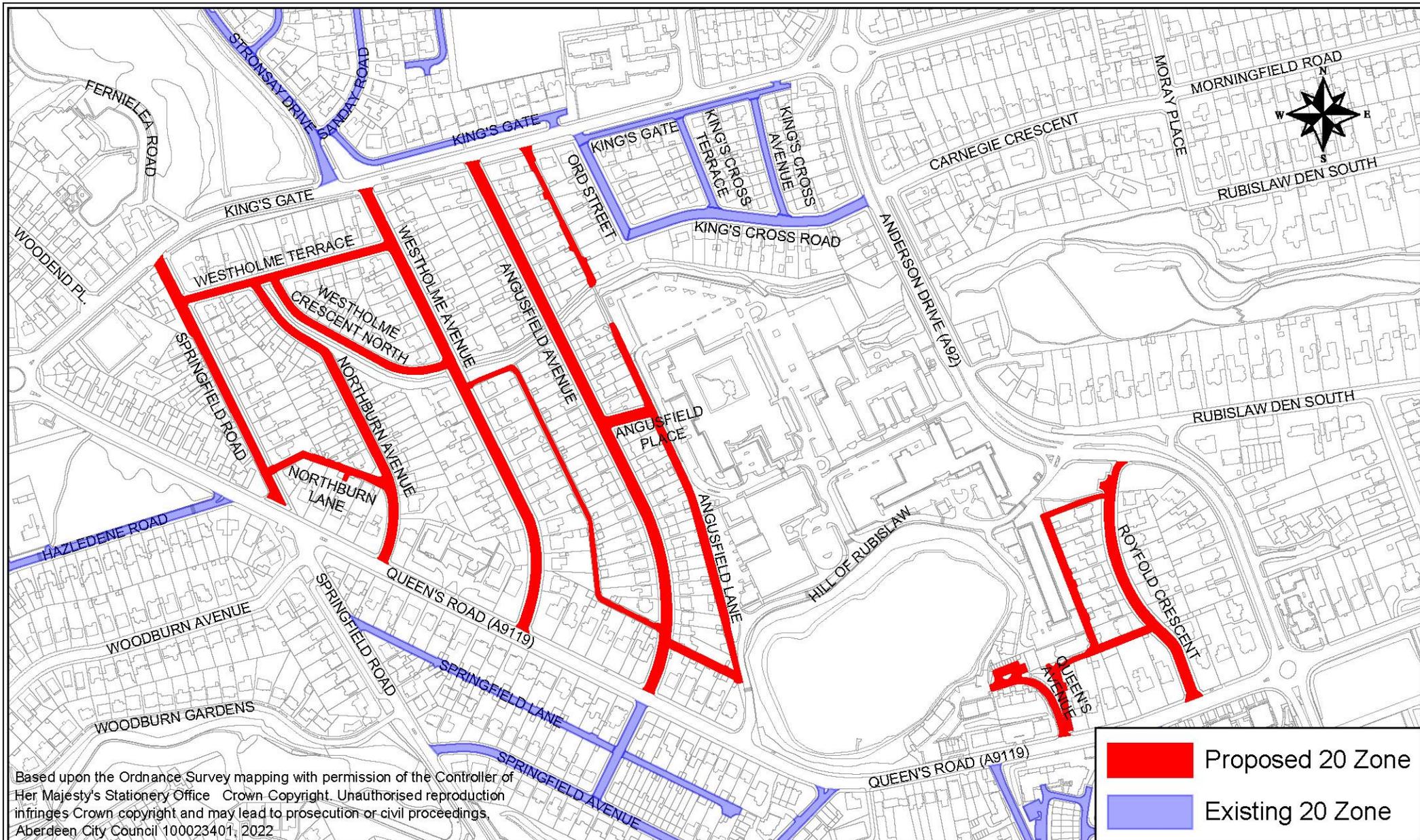
Appendix 7 – Maidencraig Waiting Restrictions Plan

Appendix 8 – Maidencraig Objection

Appendix 9 – Maidencraig Street Notice

12. REPORT AUTHOR CONTACT DETAILS

Name	Katie Watson
Title	Engineering Assistant
Email Address	KaWatson@aberdeencity.gov.uk
Tel	01224 053866



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Proposed 20 Zone
Existing 20 Zone

 <p>ABERDEEN CITY COUNCIL</p>	Client ABERDEEN CITY COUNCIL		Drawing Title Angusfield Avenue area 20 Zone	
	Project TRAFFIC MANAGEMENT PROPOSALS			
	Description For consultation			
	Originator KW	Checked VR	Approved VR	Date 04/11/22
			Project Number	Sheet size A4
Operations and Protective Services Traffic Management and Road Safety Business Hub 11, 2nd Floor West, Marischal College Broad Street, Aberdeen AB10 1AB General Enquiries Telephone: 01224 522305			Drawing Number TM_TRO_22_30	Sheet No. 1/1
			Revision 0	

APPENDIX 2 - Angusfield Avenue Objection

From: [REDACTED]
To: [TrafficManagement](#)
Subject: Objection: Re - Various Traffic Management and Developer Proposals
Date: 19 June 2023 11:38:32

Please record my objection to the proposals contained in the recently published proposals issued by **Aberdeen City Council, acting as the Local Roads Authority**, in its recently issued proposals to make a number of **Traffic Regulation Orders** in terms of its powers under the **Road Traffic Regulation Act 1984**.

I am a resident of one of the affected streets, [REDACTED], and my objections relation to the specific proposals as affects that street as well as to the generality of the city-wide proposals with the exception of those specific to school zones.

The grounds for my objection are:

1. there is no evidence that a switch to enforceable signage from voluntary will improve compliance - clearly there will be no resources applied to actual enforcement (absent an actual road traffic incident of sufficient severity to allow forensic speed evidence to be gathered to determine whether grounds to prosecute exist). Drive behaviour will therefore be unaffected, the mix of ≤ 20 mph and >20 mph will be unchanged.
2. Bearing 1. in mind, the allocation of funds to this, in an environment where there are better uses for those funds, is wasteful. This comment relates to the specifics of the £11,000 cost regarding Angusfield etc but also the aggregate cost of the other projects which are significant.
3. Specifically, regarding Angusfield, the funds could be applied to repair the road which is in a shocking state with multiple potholes as are dangerous. Photos are attached to this email submission. I have others but you will get the gist from these three, my having limited the attachments to ensure the email is not too large.
4. Regarding prioritisation of spend, potholes frequently are mentioned in local election campaigns and dealing with them are popular vote winners. Changing signage in the hopes that fast drivers will become slower drivers is not a doorstep issue in local election campaigns. Council officials ought to be delivering what the local electorate want their Councillors to deliver.
5. Specifically regarding Angusfield, the referenced 'Unnamed lane between Angusfield Avenue and Westholme Avenue' would appear to be a lane which is not maintained by the council. It is a dirt track. If it is adopted by the council then it needs to be tarred and maintained. If it is not maintained by the Council, it is unclear what the Council's jurisdiction would be. Regardless, the state of the road, which only exists for residents to access garages, would make driving at >20 mph impossible. A combination of those factors makes it absurd to spend money on signage.

Please acknowledge receipt of this objection which is made this 19th day of June 2023.

I will furnish a copy of this to my councillors via email.

[REDACTED]

Aberdeen







ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL (ANGUSFIELD AREA, ABERDEEN) (20MPH SPEED LIMIT)
ORDER 202(X)**

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to establish a 20mph speed limit on the roads in Aberdeen specified 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 internet link specified below (or scanning the QR Code above): -

<https://consultation.aberdeencity.gov.uk/operations/traff-man-june-2023/>

The consultation will run between 19 June and 17 July 2023. 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, by e-mail to trafficmanagement@aberdeencity.gov.uk, or alternatively by writing to the address below during the statutory objection period, which also runs from 19 June to 17 July 2023, 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, 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>.

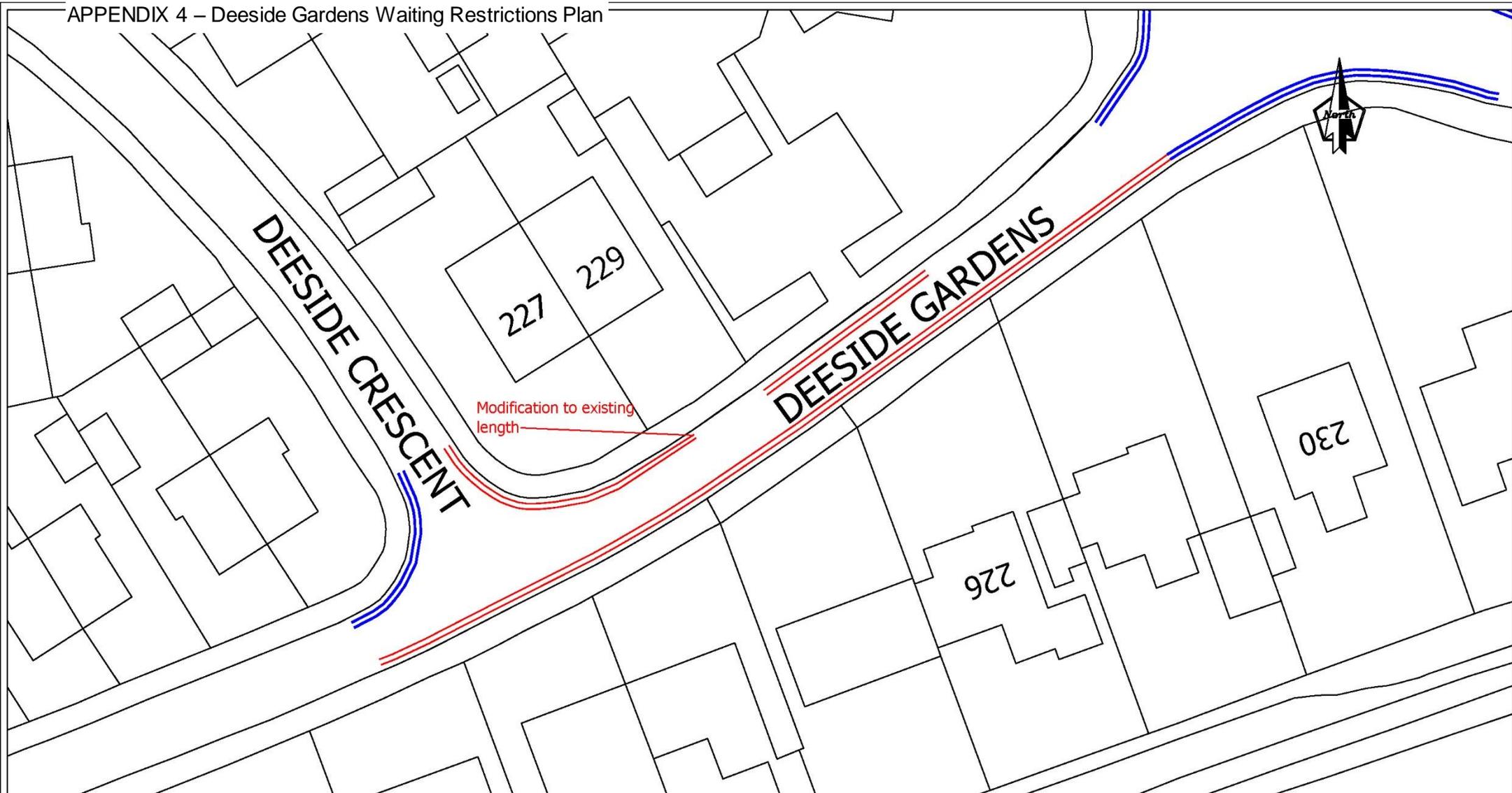
Traffic Management and Road Safety, Operations and Protective Services, Aberdeen City Council, Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen, AB10 1AB

Schedule

Roads subject to mandatory 20mph speed limit (in their entirety unless otherwise stated)

Angusfield Avenue, Angusfield Lane, Angusfield Place, Northburn Avenue, Northburn Lane, Queen's Avenue, Royfold Crescent, Royfold Lane, Springfield Road (between its junctions with Queen's Road and King's Gate), Unnamed Lane between the junctions of Angusfield Avenue and Westholme Avenue, Westholme Avenue, Westholme Crescent North, Westholme Crescent South and Westholme Terrace.

APPENDIX 4 – Deeside Gardens Waiting Restrictions Plan



KEY

Existing prohibition of waiting at any time



Prohibition of waiting on any day between 8am and 6pm



Proposed prohibition of waiting at any time



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Rev	Date	Details	Orig	Chk'd	App'd

Client **ABERDEEN CITY COUNCIL**
 Project **Small Scale Traffic Management 2023/24**



**Operations and Protective Services
 Traffic Management and Road Safety**
 Business Hub 4, Ground Floor North, Marischal College,
 Broad Street, Aberdeen AB10 1AB
 General Enquiries Telephone: 01224 522305

Drawing Title
DEESIDE GARDENS
 Proposed lengths of prohibition of waiting at any time

Originator GM	Checked	Approved	Date 03/03/2023	Project No	Scale NTS	Size A4
Drawing No.					SHT No.	Revision 0

APPENDIX 5 - Deeside Gardens Objections

The text on the following two pages was used by 40 people to object to the proposal for additional waiting restrictions on Deeside Gardens. (Note: some emails were signed by more than one person.) Where only this text was used in the objection and no further points were expressed, the letter of objection has been removed for brevity from the pages of redacted objections within this appendix. However, in case a request to read the full objection is received, the date and time of those removed objections are listed below to help trace them. Where further points were made in the letter of objection, the objection has been left in this appendix and the duplicated text within it has been removed and substituted with "[*TEMPLATE TEXT*]".

Dates and times removed objections were received:

14 July 2023 10:25:39
14 July 2023 10:53:41
14 July 2023 11:17:30
14 July 2023 12:05:00
14 July 2023 14:30:57
14 July 2023 14:33:37
14 July 2023 14:40:23
14 July 2023 15:46:01
14 July 2023 16:53:44
14 July 2023 16:56:52
15 July 2023 10:18:46
15 July 2023 10:30:19
15 July 2023 13:23:34
15 July 2023 13:27:49
15 July 2023 13:30:13
15 July 2023 13:34:46
15 July 2023 13:36:34
15 July 2023 13:54:33
15 July 2023 14:02:39
15 July 2023 16:51:34
15 July 2023 18:55:04
15 July 2023 23:35:45
16 July 2023 10:12:42
16 July 2023 13:37:38
16 July 2023 16:52:12
16 July 2023 16:56:54
16 July 2023 19:15:06
16 July 2023 19:35:35
16 July 2023 19:45:33
16 July 2023 20:01:21
16 July 2023 20:12:37
16 July 2023 20:13:03
16 July 2023 20:18:02
16 July 2023 20:25:35
17 July 2023 14:30:02
18 July 2023 08:26 - Firmstep enquiry

TEMPLATE TEXT:

I would like to object to the proposed parking restrictions for Deeside Gardens.

Please be aware that although your street notices are, I am sure within your guidelines, I would like to bring the following points to your attention:

1/ The new posted signs are in a very poor state.

2/ Residents had not realised that there were new signs, as they thought it was still the old 20mph and the resurfacing signs posted by ACC and that had never previously been removed.

3/ The signs are only posted in a small section of the street but this proposal will definitely affect the whole estate, if you allow the implementation of these markings. The entire length of Deeside Gardens and surrounding area has the same street width or narrower and a large number of driveways on either side. At least half of these residents do not pass the posted signs as they exit the street via the top road.

4/ A lot of residents are also away due to the holiday season so together with the signage problems, I think it is only fair to extend this consultation.

The stretch of road between Deeside Avenue and Deeside Park has recently been zoned with double yellow lines on what is by far the widest street in the area and yet the least populated. This action by ACC has forced the few people who periodically park in the area to move further into the estate and cause the issue. If this was reviewed and the lines removed from wide open sweeping bends you could eliminate the most if not all of the very small amount of parking issues and stop this area being destroyed. It would remove the future cost to the city budget and also remove the need to use wardens. This suggestion should not be a problem as the street is not a rut run and will be a 20mph zone in the near future.

We would implore you to extend the deadline for consultation and open up more communication by sending official letters to each home within the estate. All residents should have the chance to understand what is being proposed. Since by putting any type of restrictions on the proposed stretch of road, you will start a knock-on effect as the cars will just move down the street to the next available spot. The people outside that spot will complain and we start this whole process over and over again. It will then spread wider and subsequently lead to restrictions in the Morningside area and beyond.

What is for one or two residents, who are new to the street, a small issue and is granted an annoyance, is now guaranteed over time to result in the whole estate being spoiled by parking restrictions.

The problem which intermittently annoys one or two residents, will now become a community wide issue affecting several hundred homes and spoil an area that was constructed in the 1960's. (60 years of no problems)

The RGU Garthdee campus was opened in 1999 and yes there are a handful of people parking, but it only for a morning or afternoon class on occasional days of the week and not a 24/7 problem. The Church is busy on a Sunday but I am sure that the

priest could communicate a friendlier parking request to his visitors.

This area has a lot of elderly people living in it, who require several visits a day by carers, family and friends. Trade persons will also require parking permits to carry out work in your home. This will become more and more difficult for the whole community, rather than the one or two who appear to have a problem with the parking.

Most of the elderly along with younger residents have no idea about this proposal and to ask them to get access to a computer and follow a very long link to get through to the proposals, is hugely discriminating.

It is also discrimination to deny/restrict access to the few users (for social and environmental benefits) right of way to The Deeside Way which was the former railway line and whose usage has been changed since the Beeching situation in the 1960's. In these times, to discourage access to facilities which encourage fresh air and exercise is an abomination.

This is a small and very periodic parking concern for one or two new residents to the street. These residents have very large driveways with large vehicles. The driveways are empty most of the time. This will take, what is a very small issue for one or two residents to become a community wide issue and spoil an area that was contracted in the 60s and has worked successfully since that time, albeit there perhaps was a need to put double yellow lines on the corners of the road, to ensure that people did not park there, in the last few years.

Regards

From: [REDACTED]
To: [TrafficManagement](#); [REDACTED]
Subject: Deeside Gardens proposed parking restrictions
Date: 14 July 2023 09:31:54

[REDACTED]
Aberdeen

As a regular visitor to this area I object to the proposed "Deeside Gardens – lengths of prohibition of waiting at any time"

[*TEMPLATE TEXT*]

Suggested Actions:

A letter to all residents (all of the community) followed by a Community Meeting advising them on all of these restrictions.

Request that the priest make his congregation aware that considerate parking is required when they visit for the services.

Regards

From: [REDACTED]
To: [TrafficManagement](#)
Subject: Objection - Traffic Management - Proposed Traffic Regulation Orders - June 2023
Date: 14 July 2023 14:10:39

Hi there,

I am a resident living at [REDACTED] and I have been reading the proposal for parking restrictions on Deeside Gardens. I would like to express my disappointment at these plans and formally object to the plans.

Having the option to park on the street is essential, especially for us right now as we are renovating our house so the driveway is often occupied by tradesmen. Also, when people come to visit, it is important for us to have space out on the street for parking.

Furthermore, if the proposed restrictions go ahead, it will only mean that the people who park on the street to attend church will just park further up the street and create more congestion at another point.

I have spoken with other residents who also echo my sentiments and do not think this proposal is a good idea.

Finally, I currently have absolutely no issue with cars being parked on the street. There is always plenty room to get past any cars that are parked out on the street - there is no effect on other drivers as a result of people parking on the street.

Thank you for taking the time to read my notice, I hope you will take my views into consideration.

Regards,

[REDACTED], [REDACTED]

From: [REDACTED]
To: [REDACTED]; [REDACTED]; [TrafficManagement](#); [REDACTED]
Subject: Re: Deeside Gardens – proposed lengths of prohibition of waiting at any time
Date: 15 July 2023 11:30:36

I wish to raise an objection regarding the proposed "Deeside Gardens – proposed lengths of prohibition of waiting at any time" which, in my opinion don't go nearly go far enough to relieve the issues I face daily. e.g. Playing "Dodgems" as I drive in and out of our house at [REDACTED].

Lets meet and talk and sort the whole of the "Deeside Complex" not just the drop in the ocean that is proposed.

Kind regards

[REDACTED]

[REDACTED]

[email](#) [REDACTED]

On Fri, 14 Jul 2023 at 22:14, [REDACTED] <[REDACTED]> wrote:

I wish to raise an objection regarding the proposed "Deeside Gardens – proposed lengths of prohibition of waiting at any time"

[REDACTED]

[REDACTED]

[email](#) [REDACTED]

From: [REDACTED]
To: [TrafficManagement](#)
Subject: Deeaide Gardens, Consultation
Date: 16 July 2023 16:55:01

Afternoon,

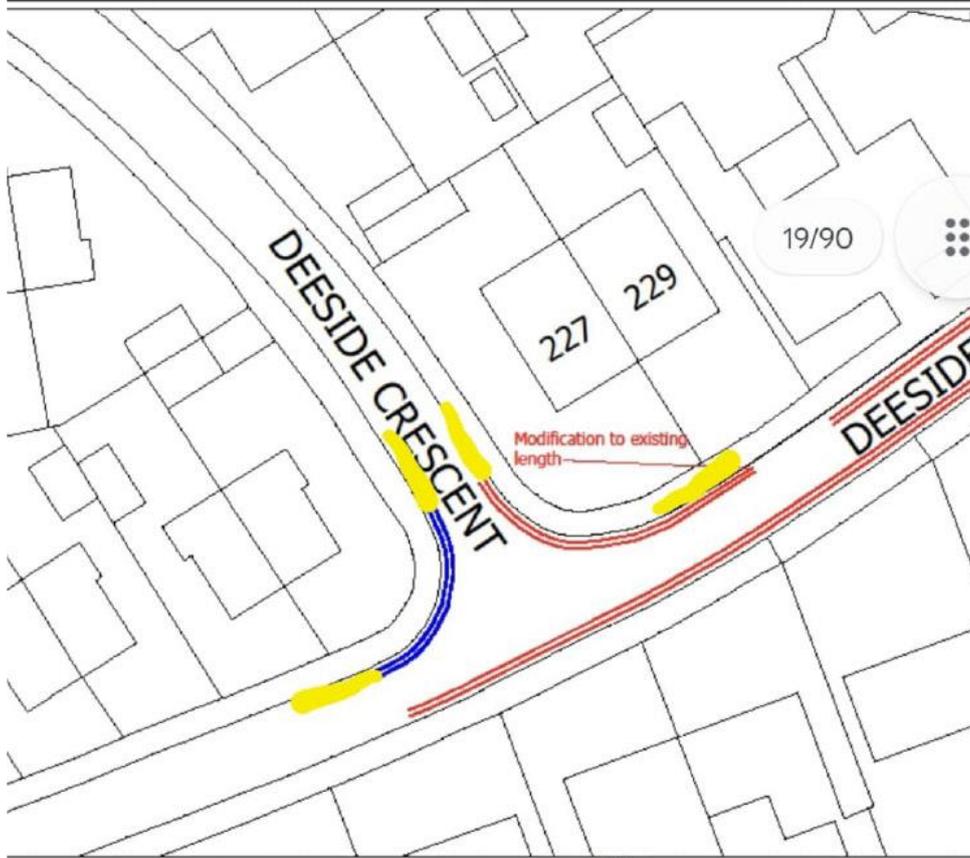
I'm writing about the proposed extension to the double yellow lines on Deeside Gardens. I have some concerns that since the existing lines were added last year, parking in this area has become difficult and has led to some illegal parking. On the side street between deeside gardens and crescent, the four houses only have small single car driveways, and the houses on crescent don't have any driveway at all. This area therefore is already busy with residents, but since the yellow lines have pushed parking back to this area instead of round the church and railway line, those with more than one car, small children in car seats and accessibility issues are struggling to park outside their own homes. Adding to the (already misguided) yellow lines is just going to exacerbate this issue.

I'd also like to point out that in reality, the lines painted in this area are over and above what was posted on the consultation, so these have been placed without consultation and should therefore be shortened to comply with council policy.

I also believe that instead of painting these problematic lines and blaming local student population (who never cause any actual issues), the money could instead be used to collaborate with RGU on a longer term solution rather than restricting access to our own homes.

Sincerely,

[REDACTED]
[REDACTED] resident.



KEY

Existing prohibition of waiting at any time



Prohibition of waiting on any day between 8am and 6pm

Proposed prohibition of waiting at any time



Based upon the Ordnance Survey mapping with permission of the Controller of Her Majesty's Stationery Office. Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Aberdeen City Council 100023401, 2018

				Client			ABERDEEN CITY COUNCIL		
				Project			Small Scale Traffic Management 202		
				 Operations and Protective Traffic Management and Ro Business Hub 4, Ground Floor North, Mar Broad Street, Aberdeen AB10 1 General Enquiries Telephone: 01224					
Rev	Date	Details	Orig				Chk'd	App'd	

Bridge of Don Ward

Elected Members: Nurul Hoque Ali / Alison Alphonse / Sarah



sica

Glashieburn School area – proposed 20mph zone

From: [REDACTED]
To: [TrafficManagement](#)
Subject: Proposal for more restricted parking on Deeside Drive
Date: 16 July 2023 21:27:42

I have been made aware of proposals to put more double yellow lines on Deeside Drive, in front of St Francis' Church.

This concerns me a lot because in its quest to solve the problem of students (at Robert Gordon University) parking along this street, all it does, is move the problem further up the street, towards my road (Deeside Terrace) and others.

The problem of students parking along Deeside Drive has only arisen since parking in Garthdee became restricted.

You can't keep backing the problem further and further from the University. You need to find another solution eg build a multi story for students on campus.

If you continue to add double yellow lines around the Deeside Gardens area, residents won't be able to park anywhere other than on their driveway and many residents have more than one car and obviously, they have visitors too. They won't be able to park in the near vicinity of their homes and we do not want to go down the route of parking permits.

Again I think you must take a different approach to dealing with this problem. It is not fair on anyone to penalise the students or the residents.

I would remind you of the generous contribution that Sir Ian Wood made to Aberdeen by funding the Lady Helen Wood car park at the hospital. This to me was a super way to show the people of Aberdeen how much he cared and wanted to give back to the city.

There are many others who have benefitted financially from the city of Aberdeen and might be looking to fund a project to help the people of the city.

I think it would be a super legacy to fund a University carpark which would show a desire to help in the education of the city's people.

In any event, I don't want more double yellow lines to appear in the area. Finding a solution that makes it less appealing to park here regularly would be more appropriate.

A maximum parking time of say one hour (with no charges attached) might help the problem considerably and would be less impactful on the residents than double yellow lines.

Yours sincerely

[REDACTED]

From: [REDACTED]
To: [TrafficManagement](#); [REDACTED]; [REDACTED]
Subject: Deeside Gardens Parking Prohibition Proposal
Date: 17 July 2023 10:30:48

Dear Sir / Madam

We object to the suggested “Deeside Gardens – Proposed length of prohibition of waiting at any time.”

Although these proposals will not have a direct or immediate impact on us, we fear that this extension will inevitably lead, by degrees, to prohibition throughout the entire estate with an impact on carers, tradesmen, and visitors.

We also feel that this change should have been better communicated to all residents of the estate in order for proper consultation to be achieved. A few flimsy notices attached to lampposts seems hardly adequate.

[REDACTED]
[REDACTED]

From: [REDACTED]
To: [TrafficManagement](#); [REDACTED]; [REDACTED]
Cc: [REDACTED]
Subject: Deeside Gardens – proposed lengths of prohibition of waiting at any time
Date: 17 July 2023 12:38:05

Good afternoon,

I would like to express my concern regarding the above subject which has only recently been brought to my attention. Although I do recognise there are occasionally some issues during the day with parking on either side of the road which is earmarked for extending existing restrictions, I feel this will only push the problem even further into the estate and cause more issues. Those who periodically park there for whatever reason appear to be either selfish, ignorant, or just stupid as often it results in limited space for vehicles to pass easily and safely up and down the street. This most certainly can cause access or egress issues for emergency services, council vehicles such as bin lorries and larger delivery vehicles.

My main issue is why the road between Deeside Avenue and Deeside Park recently resurfaced has now been marked with double yellow lines on what to me is the widest street in the area. This has resulted in the few people who periodically park in the area to move further into the estate and cause the real issue. If this was reviewed and the lines removed, perhaps except for the corners, you could potentially eliminate most if not all of the very small amount of parking issues. It would also provide further parking for those attending the Chapel which can be particularly busy, especially on a Sunday.

The biggest concern I have is whether extending parking restrictions further into the estate could eventually lead to permit parking which is something I and the vast majority of residents would be strongly against.

I hope a common-sense approach to this issue along the lines of what I suggest can be found. I also look forward to the long awaited 20mph speed restrictions being implemented which is something my wife and I have been asking for since moving to the area 18 years ago!

Regards,

[REDACTED]
[REDACTED]

From: [REDACTED]
To: [REDACTED]
Subject: Waiting restrictions in Deeside Gardens and surrounding streets
Date: 20 July 2023 11:03:44

Having become aware of the measures suggested for our area, can I just raise a couple of things?

Firstly, the parking by students attending RGU has never been obstructive except for occasional instances where cars parked opposite driveways have caused an issue when larger vehicles (SUVs) have been attempting to exit driveways.

Secondly, the main issues with obstructive parking are caused by those attending St Francis church for whom driveway access and double yellow lines mean nothing. (If you care to send parking wardens over on a Sunday morning to issue parking tickets, this would be very lucrative.)

It seems ludicrous to penalise the students and residents for such behaviour. We have lived in Deeside Gardens for over 20 years and the students do not bother us in the slightest. Also, if more double yellow lines are laid down, this will just push car parking further along Deeside Gardens.

What we don't want is to end up with parking permits and restrictions as they have in Garthdee. We feel it is not required as there is plenty of space to park. Can we not just let the students park on our street without the nimbys complaining? RGU was built where it is on the premise that students didn't have cars and the parking there is woefully inadequate. Bringing parking restrictions to every place they park just pushes the problem further out.

I trust that common sense will prevail and that these measures will not come to fruition.

Yours faithfully,

[REDACTED]

From: [REDACTED]
To: [TrafficManagement](#)
Subject: Deeside Gardens – proposed lengths of prohibition of waiting at any time
Date: 20 July 2023 12:08:09

Hi

I understand that any considerations should have been submitted by 17 July, however I wanted to add a point with regards the existing double yellow lines on Deeside Gardens and Deeside Drive.

The biggest issue is the fact that people are parking on these and there are no city wardens patrolling to prevent this from happening. I have contacted the police as people have continued to park on the double yellow lines on the corners and this is a safety issue, but I have not been able to get hold of anyone in the council to see if we can have warden patrols at times when the church services are taking place in particular.

Extending the double yellow lines is just going to push the issue further up the street and it will also not stop church attendees from parking on these as fines do not seem to be issued.

Apologies for being late in submitting this.

Regards

[REDACTED]
[REDACTED]

From: [REDACTED]
To: [REDACTED]; [REDACTED]; [TrafficManagement](#)
Subject: Re:
Date: 22 July 2023 15:37:51

Hello [REDACTED], [REDACTED] and the Traffic Management Team

I am writing to inform that as a resident of Deeside Crescent, I object to the proposed "Deeside Gardens – proposed lengths of prohibition of waiting at any time."

Please be aware that although your street notices are, I am sure within your guidelines, I would like to bring the following points to your attention:

It is really unfair to force people that live outwith the city centre to pay to park outside their house. It isn't within the city so there is no high demand for anyone to park outside my house. Why on earth would you now force me to pay at least £180 a year to do so? Residents who either have bought or are renting the properties in the area moved into that space without being charged to park. Surely you can't expect the houses along the street that have a built in private driveway to continue the use of that for free, whilst the poorer households with smaller houses and lower incomes that literally live across the street will now have to pay an additional £180 just to park outside their home? Bearing in mind the increase in council tax to this area that's already been announced is impending, how can the councils proposal even be entertained?

Also interesting that as a resident of the street, I had no idea about these plans until a few hours ago. Please explain how that is possible? The below points focus on signs being the way (and only way) you have communicated these interesting proposals, but I would also like to hear about the other ways you have reached out to the Deeside community as we both know a couple of signs on one street with tiny writing is not nearly good enough.

[*TEMPLATE TEXT*]

Wishing you all the best,

[REDACTED]

On Sun, Jul 16, 2023 at 9:10 PM [REDACTED]
<[REDACTED]> wrote:

> Hello [REDACTED], [REDACTED] and the Traffic Management Team

>

> I am writing to inform that as a resident of Deeside Crescent, I object to the proposed "Deeside Gardens –proposed lengths of prohibition of waiting at any time."

>

> Please be aware that although your street notices are, I am sure within your guidelines, I would like to bring the following points to your attention:

>

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>

> Also interesting that as a resident of the street, I had no idea about these plans until a few hours ago. Please explain how that is possible? The below points focus on signs being the way (and only way) you have communicated these interesting proposals, but I would also like to hear about the other ways you have reached out to the Deeside community as we both know a couple of signs on one street with tiny writing is not nearly good enough.

[*TEMPLATE TEXT*]

> Wishing you all the best,

> 

>



ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (DEESIDE GARDENS, ABERDEEN) (PROHIBITION OF WAITING) ORDER 202(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (Deeside Gardens, 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 impose certain lengths of prohibition of waiting, on Deeside Gardens, 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 online via the internet link specified below (or scanning the QR Code above): -

<https://consultation.aberdeencity.gov.uk/operations/traff-man-june-2023/>

The consultation will run between 19 June and 17 July 2023. 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, by e-mail to trafficmanagement@aberdeencity.gov.uk, or alternatively by writing to the address below during the statutory objection period, which also runs from 19 June to 17 July 2023, 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, 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 and Road Safety, Operations and Protective Services, Aberdeen City Council, Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen, AB10 1AB

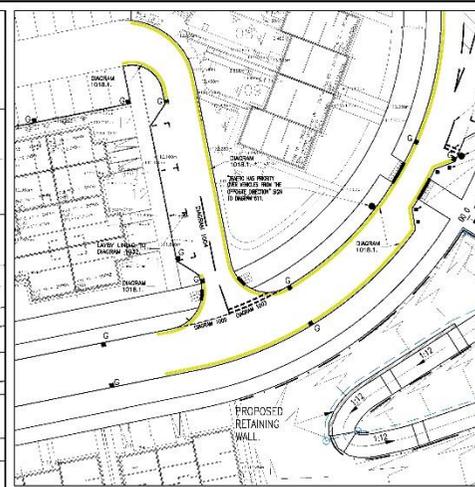
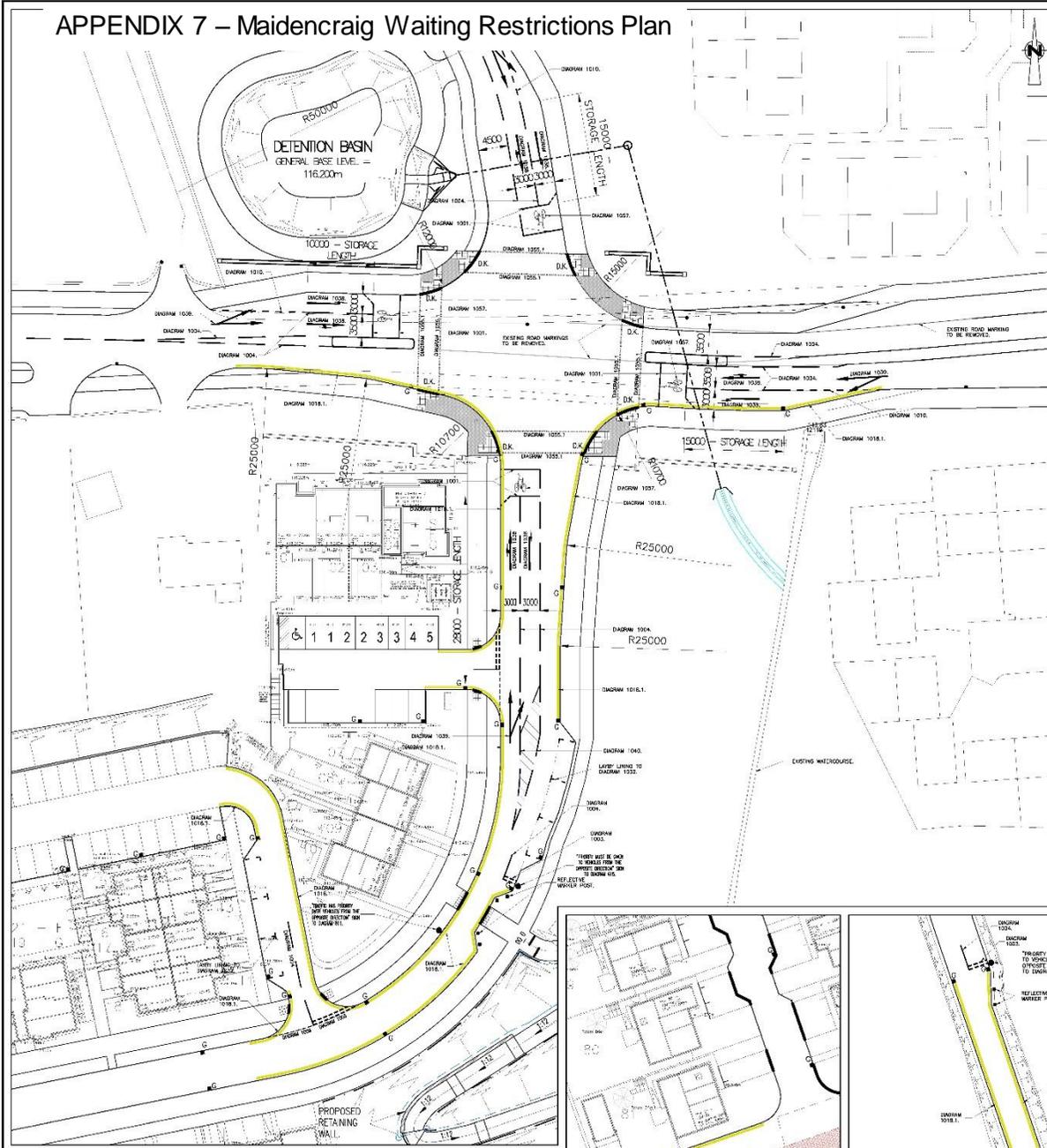
Schedule

(Prohibition of waiting at any time)

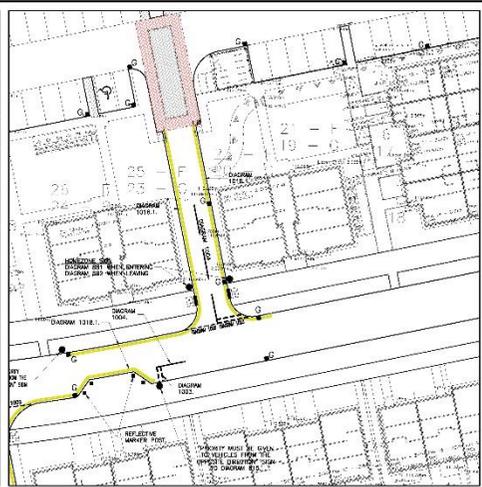
Deeside Gardens

North side, from the eastern kerbline of its easternmost southern junction with Deeside Crescent, eastwards for a distance of 18 metres or thereby; **North side**, from a point 25 metres east of the eastern kerbline of its easternmost southern junction with Deeside Crescent, eastwards for a distance of 18 metres or thereby; **South side**, from its southern junction with Deeside Drive, westwards for a distance of 103 metres or thereby.

APPENDIX 7 – Maiden Craig Waiting Restrictions Plan



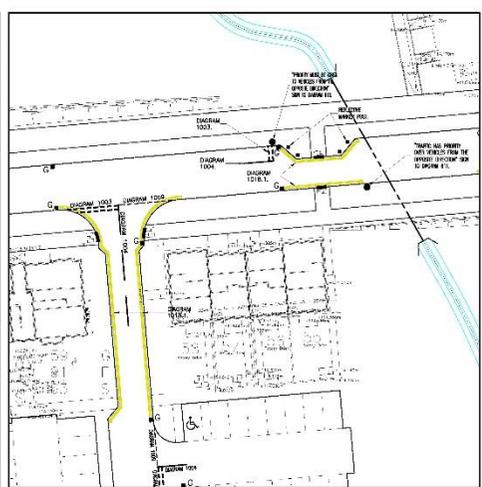
PROPOSED ROAD MARKINGS AT ROAD RD-A/ROAD RD-B JUNCTION (1/250)



PROPOSED ROAD MARKINGS AT ROAD RD-A/ROAD RD-B-4 JUNCTION (1/250)

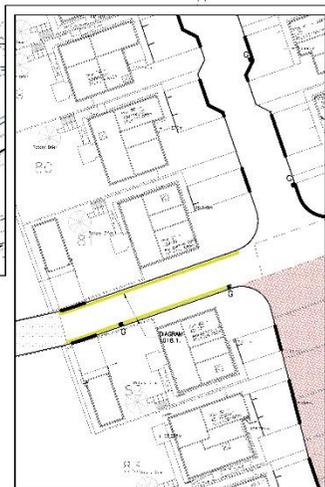


PROPOSED ROAD MARKINGS AT ROAD RD-A/ROAD RD-C JUNCTION (1/250)

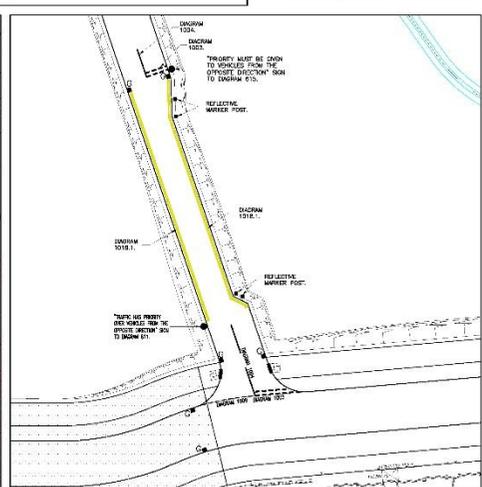


PROPOSED ROAD MARKINGS AT ROAD RD-A/ROAD RD-D-1 JUNCTION (1/250)

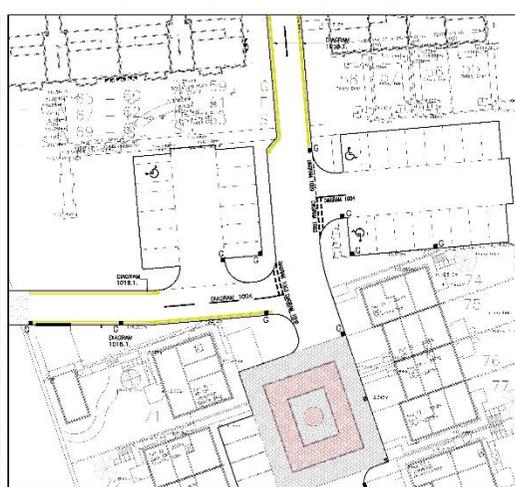
PROPOSED ROAD MARKINGS AT LANG STRACHT SIGNALISED JUNCTION (1/250)



PROPOSED ROAD MARKINGS AT SQUARE 3/ROAD RD-F-1 JUNCTION (1/250)



PROPOSED ROAD MARKINGS AT ROAD RD-A/ROAD RD-E-1 JUNCTION (1/250)



PROPOSED ROAD MARKINGS AT ROAD RD-D-1/ROAD RD-D-3/ROAD RD-D-4 JUNCTION (1/250)

DRAWING REFERENCE	
DRAWING NUMBER	DRAWING TITLE
100	ROAD LAYOUT PLAN
101	LANDSIDE SIGNAGE JUNCTION LAYOUT
102	ROAD LONGITUDINAL SECTION (1 OF 2)
103	ROAD LONGITUDINAL SECTION (2 OF 2)
104	DRAINAGE LAYOUT PLAN
105	ROADS DRAINAGE PLAN
106	ROAD CONSTRUCTION DETAILS
107	PROPOSED SIGNALISED JUNCTION DETAILS
108	PROPOSED SQUARES LEVELS AND COORDINATES
109	ROAD LAYOUT SIGNING EXTENT OF ADAPTATION
110	DRIVE DETAILS
111	STREET LIGHTING LAYOUT (1 OF 4)
112	STREET LIGHTING LAYOUT (2 OF 4)
113	STREET LIGHTING LAYOUT (3 OF 4)
114	STREET LIGHTING LAYOUT (4 OF 4)
115	ADDITIONAL ROAD CONSTRUCTION DETAILS
116	PROPOSED PATH LONGITUDINAL SECTION
117	PROPOSED SWALE ROADS TO SPOONHOLE LOCATIONS
118	EXIST'G SITE PLAN
119	PROPOSED SITE PLAN
120	DRAINAGE LAYOUT PLAN INCLUDING EXTENT OF CHANGE (400X300)

This is of the drawing referred to in the application
 Dated: _____
 Signed: _____
 for Ramsay and Chalmers

GENERAL NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE DRAWINGS NOTED BELOW.
2. THE DRAWING IS TO BE READ IN CONJUNCTION WITH THE DRAWINGS NOTED BELOW.
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20. THE DRAWING IS TO BE READ IN CONJUNCTION WITH THE DRAWINGS NOTED BELOW.

DATE	07/11/13	APPROVAL	B9204
SCALE	L	APPROVAL	111

ARCHIVAL

PROPOSED RESIDENTIAL DEVELOPMENT PHASE 1A, MAIDEN CRAIG, ABERDEEN FOR BANCON DEVELOPMENTS.

PROPOSED ROAD MARKINGS AND SIGNS LAYOUT.

ARCHIVAL

MSB	1000-2	APPROVAL	B9204
07/11/13	L	APPROVAL	111

Ramsay Chalmers
 Consulting Structural & Civil Engineers
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From: [REDACTED]
To: [TrafficManagement](#)
Subject: Maiden Craig Development Traffic Order Objection
Date: 15 July 2023 10:07:44

RE: Maiden Craig Development Traffic Order

I am writing to object about some of the proposals outlined in the June 2023 Traffic proposals for the Maiden Craig Development in the Kingswells / Sheddocksley Ward.

While I do agree that some restrictions are needed in the estate, especially around the chicanes, and am supportive of reduced speeds, I would like to object to the addition of full double yellow lines along the service road at Whitemyres Holdings.

I own one of the properties that faces out onto this service road, [REDACTED] Lang Stracht. The addition of these yellow lines would directly prevent me from stopping or parking outside of my own property for, in my opinion, no foreseeable gain and at great inconvenience.

My home along with others along this road are in a somewhat unique position with access to our actual drives being at the rear and can only be accessed by going through the estate in full from the junction of Lang Stracht and Maiden Craig Way. These restrictions would mean this is now the only way to reach our homes instead of directly on Lang Stracht - Our actual address. This would be impactful for us specifically as my wife is a Doctor who will be expected to be on call at times and having direct access may be important.

The service road in question is of a good size and my neighbours along with myself have been able to park on the road with no issues to traffic flow for over a year now. Rubbish collection for example occurs on this road every week without issue.

Adding full restrictions to this road will also have notable side effects. Cars that were being parked there will now obviously need to go somewhere else and space within the actual housing estate is limited and will be even more so after these restrictions are implemented. The estate in places is tightly designed and several roads do not have pavements in places. In addition, the amount of visitor spaces are also lacking for the number of properties today, not including the ongoing expansion. This means that more cars will now be packed into these tight areas and impede access, especially for people with increased accessibility needs such as wheelchair or pram users.

I'd also argue that the selective application of these restrictions on the service road is unfair and puts into question the justifications for this change. If access or reducing speeds are truly the reason for this, why is it not being applied to the entire service road instead of just the section for our houses. It doesn't make any sense and is arguably unfair. Again I just don't see the need here for direct access to my own home to be significantly impeded in this way for no notable gain.

I strongly urge you to reconsider this action.

Yours Sincerely,

[REDACTED]



ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (MAIDENCRAIG AREA, ABERDEEN) (TRAFFIC MANAGEMENT) ORDER 202(X)

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to establish various traffic management measures on the roads in Aberdeen specified 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 internet link specified below (or scanning the QR Code above): -

<https://consultation.aberdeencity.gov.uk/operations/traff-man-june-2023/>

The consultation will run between 19 June and 17 July 2023. 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, by e-mail to trafficmanagement@aberdeencity.gov.uk, or alternatively by writing to the address below during the statutory objection period, which also runs from 19 June to 17 July 2023, 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, 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 and Road Safety, Operations and Protective Services, Aberdeen City Council, Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen, AB10 1AB

Schedule

Prohibition of waiting at any time – Certain lengths will be established on Maidencraig Court, Maidencraig Drive, Maidencraig View, Maidencraig Way, and the unnamed access road leading to the car park serving property nos. 1 to 29 Maidencraig Way.

A mandatory 20mph speed limit will be established on Buzzard Place, Denbank Crescent, Heron Way, Kestrel Gardens, Kestrel Way, Kingfisher Place, Lapwing View, Maidencraig Court, Maidencraig Crescent, Maidencraig Drive, Maidencraig View, Maidencraig Walk and Maidencraig Way.