

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment, and Transport
DATE	18 November 2025
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Various Small-Scale Traffic Management and Development Associated Proposals (Stage 3 – Public Advert)
REPORT NUMBER	CR&E/25/208
EXECUTIVE DIRECTOR	Gale Beattie
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Kazah-Ambrang Bagro
TERMS OF REFERENCE	8

1. PURPOSE OF REPORT

- 1.1 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 (Roads surrounding the Event Complex Aberdeen (TECA), Dyce, Aberdeen) (Traffic Management) Order 2023” note the objection received and approve this order be made as originally advertised;
- 2.3 In relation to "THE ABERDEEN CITY COUNCIL (Kingswood Drive, Aberdeen) (Prohibition of Waiting) Order 202(X)” note the objections received and approve this order be made as originally advertised;
- 2.4 In relation to “THE ABERDEEN CITY COUNCIL (Pavement Parking Exemption No.2) Order 202_”, note the objections received for Ferrier Crescent, Sandilands Drive and Kerloch Place, remove Corndavon Terrace from the effects of the order and approve this order be made as modified, with the removal of Corndavon Terrace which should be advertised as per the recommendation 2.5;
- 2.5 In relation to “THE ABERDEEN CITY COUNCIL (Corndavon Terrace / Derry Avenue / Derry Place, Aberdeen) (Prohibition of Waiting) Order 202(X)”,

advertise an updated proposed order that reflects the revisions set out in Appendix 22;

- 2.6 In relation to "THE ABERDEEN CITY COUNCIL (Ferrier Crescent, Aberdeen) (Prohibition of Waiting) Order 202X", note the objections received and approve this order be made as originally advertised.
- 2.7 In relation to "THE ABERDEEN CITY COUNCIL (Sandilands Drive, Aberdeen) (Prohibition of Waiting) Order 202X", note the objections received and approve this order be made as originally advertised.
- 2.8 In relation to "THE ABERDEEN CITY COUNCIL (Cromwell Gardens, Aberdeen) (Prohibition of Waiting) Order 202X", note the objections received and approve this order be made as originally advertised.
- 2.9 In relation to "THE ABERDEEN CITY COUNCIL (Bright Street, Aberdeen) (Prohibition of Waiting) Order 202X", note the objections received and approve this order be made as originally advertised.
- 2.10 In relation to "THE ABERDEEN CITY COUNCIL (Kerloch Place, Aberdeen) (Prohibition of Waiting) Order 202X", note the objections received and approve this order be made as originally advertised.

3. CURRENT SITUATION

- 3.1 This report deals with proposed TROs where, at the public advertisement stage, a certain number of those TROs 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 to this report; the locations concerned are TECA, Kingswood Drive, Corndavon Terrace, Ferrier Crescent, Sandilands Drive, Cromwell Gardens, Bright Street and Kerloch Place. Redacted copies of the letters of objection received are attached within the appendices. The street notices for each of the proposals are also included in the appendices.
- 3.2 **"THE ABERDEEN CITY COUNCIL (Roads surrounding the Event Complex Aberdeen (TECA), Dyce, Aberdeen) (Traffic Management) Order 2023"**

3.2.1 Proposal

To progress a permanent TRO (Traffic Regulation Order) for the area surrounding TECA based on the TTRO (Temporary Traffic Regulation Order) that is currently in place. The following measures are currently managed under TTRO and are included in the proposed Traffic Regulation Order (TRO):

- A bus gate at the A96 Inverurie Road / Gough Burn Crescent junction allowing buses, taxis, private hire cars, and cyclists only to turn right into Gough Burn

Crescent from the purpose built right turn lane, (all vehicles can use the left turn to access the site);

- A bus gate at the Wellheads Drive / Forrit Burn Road junction allowing buses, taxis, private hire cars, and cyclists only to access the site from Wellheads Drive, whilst allowing all vehicles to exit;
- Certain lengths of prohibition of waiting at any time on roads in the area peripheral to the TECA site; and
- A certain length of red route clear way on roads in the area peripheral to the TECA site.

3.2.2 **Objections**

One (1) statutory objection was received from a resident who lives in the vicinity of the proposed intervention. A redacted copy of the objection can be read in the Appendix 3. The plan for the original proposal and the street notice are available in the appendices. A summary of the main point 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:

3.2.3 **“I am a resident of Hopcroft Avenue and rely on on-street parking for myself and my visitors. This proposed restriction would have a significant negative impact on daily life, as there are no alternative parking arrangements provided for local residents, this street is already busy with residents parking. The lack of off-street parking options makes this restriction unreasonable and impractical.”**

The restrictions proposed are currently in place on Hopcroft Avenue under a Temporary Traffic Regulation Order (TTRO) and amount to junction protection at three locations on the road; the TTRO being in place to guard against the possibility of indiscriminate parking when events are taking place at the TECA site / P&J Live. The purpose of this proposal is therefore to provide a permanent order for these measures and remove the administrative necessity to promote a TTRO every 18 months. Accordingly, this proposal will not lead to any expansion of existing parking restrictions and the current on-street parking opportunities will remain available to residents and visitors. The existing measures aims to ensure the continued management of parking in the area, addressing the needs of all residents and maintaining the safety and accessibility of the street.

3.3 **“THE ABERDEEN CITY COUNCIL (Kingswood Drive, Aberdeen) (Prohibition of Waiting) Order 202(X)”**

3.3.1 **Proposal**

The proposed Traffic Regulation Order is to establish a prohibition on motor vehicles waiting at any time on the specified length of Kingswood Drive. Following Members enquiries, prohibition of waiting at any time restrictions are proposed on the east side of Kingswood Drive extending from the existing

restriction south of Kingswood Avenue southwards to the Zebra Crossing. These measures seek to maintain parking on the west side of the road, away from the accesses and side road north of the site.

The scheme is expected to improve road safety along the corridor.

3.3.2 **Objections**

Twelve (12) statutory objections were received from businesses and residents in the vicinity of the proposed intervention. Relevant street notices were issued in the area affected during the public consultation period. These street notices have been included in the appendices. The objectors have provided emails highlighting their concerns and reasons for their objection, redacted copies of these emails have been included in the appendices. The plan for the original proposal is also available in the appendices. A summary of the main points of the objection is provided below, with the points made by the objector highlighted in bold (and paraphrased for brevity), which is thereafter followed by an officer response from a traffic management perspective.

Officers received a petition from a local business with 327 signatures, objecting to the proposals.

3.3.3 **“There is not a problem with cars parking along that section. There is plenty of room left for two cars to pass on that stretch. The main issue is people illegally parking on the double yellow lines on the corner of Kingswood Drive opposite the chemist. Cars turning left onto Kingswood Drive from Kingswells Avenue cannot see oncoming traffic. The real problem is that no provision was ever made at or near to the school for parents to drop off/ pick up their children. Parking spaces at the shops and community centre are in short supply. Parking spaces at the chemist can be difficult to access and negotiate. Consequently, people often choose, or are compelled, to park opposite the chemist on Kingswood Drive. Removing this option for drop off or visiting the chemist by painting double lines will only exacerbate the problem.”**

The existing length of kerbside space on the eastside of Kingswood Drive is approximately 30m longer than the space available on the westside. This equates to around 6 vehicle lengths.

Parking on the western kerblines provides level access to a footway over a 3 metre wide verge. The eastern side of the road has a 7 metre wide verge on a steep gradient and is the opposite side of the road to the Chemist and nursery mentioned above. This requires vulnerable pedestrians to walk along the verge to the zebra crossing or to cross the road between vehicles to access the facilities.

Whilst officers appreciate that the reduction in kerbside space will reduce the available parking for service users, the accessibility of the western kerbside

space is greater and safer. Those accessing the school can park kerbside and cross at the zebra crossing.

Where concerns are raised about illegal parking on existing waiting restrictions, this can be addressed by enforcement when a resource is available.

3.3.4 “There is already a minimal amount of parking available in the centre of Kingswells and this stretch of road is used for parking daily by patrons of our out of school club, playgroup and various other classes that take place in our venue. The next nearest parking would be along Kingswells Avenue which would mean that parents have to walk a further distance with their young children and possibly cross an additional road.”

It is recognised that the proposed waiting restrictions, reduces the kerbside space for parking by approximately 6 spaces, when parking is on one side of the road only.

Venues which attract high volumes of visitors are encouraged to carry out travel surveys to help establish Travel Plans which identify how patrons visit their venue, encouraging active travel options wherever possible. More details on this process are available at the following link.

<https://www.getabout.org.uk/getabout-for-organisations/>

Active travel has an important role in child development. As stated by Road Safety Scotland “By engaging our children at an early stage in their road safety learning journey, we hope to help provide them with strategies for a lifetime, helping to keep themselves and others safe in the road environment.”

The public road network is for travel/ movement and parking will be accommodated where it is safe to do so.

3.3.5 “It should be noted Aberdeen City Council granted permission for the change of use of the house next door to the Pharmacy to be used as a childcare facility. Now they are considering taking the parking away. In winter, the car parks and small road outside the Co-op, Veterinary Practice and around the Community Centre are never cleared or gritted. This leaves the only place to park being the pharmacy car park and Kingswood Drive. The council allowed permission for the building next to the pharmacy to be turned into a childcare business and are now removing the parking nearby. At busy times at the community centre eg 5pm, it is extremely difficult to park safely to pick up children from out of school club in the community centre.”

The existing length of kerbside space on the eastside of Kingswood Drive is approximately 30m longer than the space available on the westside. This equates to around 6 vehicle lengths.

Parking on the western kerbline provides level access to a footway over a 3 metre wide verge. The eastern side of the road has a 7 metre wide verge on a

steep gradient and is the opposite side of the road to the Chemist and nursery mentioned above. This requires vulnerable pedestrians to walk along the verge to the zebra crossing or to cross the road between vehicles to access the facilities.

Whilst officers appreciate that the reduction in kerbside space will reduce the available parking for service users, the accessibility of the western kerbside space is greater and safer. Those accessing the school and other facilities can park kerbside and cross at the zebra crossing.

- 3.3.6 “There are already multiple safe places to cross the road on Kingswood Drive, and there has not been, to my knowledge, any significant history of incidents to warrant this change. Parking is limited around Kingswells and this is a necessary place for those using local businesses. I urge you not to accept this change. I hope that I have written in time, before the brown envelopes have changed hands. This change WILL NOT make the road safer. It will only serve to speed up traffic outside of the school and make crossing far more dangerous. This is an absolutely unwarranted; needless change, that will actually serve to further endanger children.”**

The existing length of kerbside space on the eastside of Kingswood Drive is approximately 30m longer than the space available on the westside. This equates to around 6 vehicle lengths.

With parking on one side of the road only, cars will be able to continue along Kingswood Drive in both directions however it is not expected to have an effect on vehicle speeds. Additionally, those parking along the carriageway will have improved access to a footpath, over a level verge, with the option of crossing at a zebra crossing. This parking option has road safety benefits over the current arrangement of parking on the eastern kerbside.

- 3.3.7 “While we appreciate the proposal’s intent to improve safety and reduce congestion near Kingswells Primary School and the surrounding community facilities, the residents have raised concerns that the introduction of double yellow lines may remove crucial stopping opportunities for parents and carers, particularly during school drop-off and pick-up times. This measure alone is unlikely to resolve the congestion and parking challenges.”**

Officers are of the view that improving the safety of parking patterns within the area is in line with the local targets of the Council’s Road Safety Plan

4. Improved Road Safety at Schools; and

10. Identify and address small scale improvements raised by road users within local communities.

Whilst the number of spaces available within the area is reduced, the accessibility of the available spaces is safer.

Adults collecting pupils from school should consider active travel modes to reduce congestion around the school. As stated by Road Safety Scotland “By engaging our children at an early stage in their road safety learning journey, we hope to help provide them with strategies for a lifetime, helping to keep themselves and others safe in the road environment.”

3.3.8 “There are limited parking near the school as it is and with the new parking restriction to be implemented, I will struggle to get my kids to school on time after the summer holidays.”

Carers dropping off or collecting pupils from school should consider active travel modes to reduce congestion around the school. This may require a slightly longer journey time. As stated by Road Safety Scotland “By engaging our children at an early stage in their road safety learning journey, we hope to help provide them with strategies for a lifetime, helping to keep themselves and others safe in the road environment.”

3.3.9 “While I appreciate the intent to improve road safety, I believe this proposal does not address the primary hazard in this location and may inadvertently create new issues.”

With parking on one side of the road only, cars will be able to continue along Kingswood Drive in both directions. Additionally, those parking along the carriageway will have improved access to a footpath, over a level verge, with the option of crossing at a zebra crossing. This parking option has road safety benefits over the current arrangement of parking on the eastern kerbside.

3.3.10 “Parents and guardians of Kingswells Primary school, Great Western Nursery, Kidsize and Community Centre must be able to drop off and collect their children safely in this area. The community must also be able to park to access Dickies pharmacy, the Co-op, vets, and Beauticians who also serve this area. Kingswells has grown substantially due to housing being allowed, but the centre is no longer able to cope with the high volume of traffic and parking needed.”

Officers are of the view that improving the safety of parking patterns within the area is in line with the local targets of the Council’s Road Safety Plan
4. Improved Road Safety at Schools; and
10. Identify and address small scale improvements raised by road users within local communities.

Whilst the number of spaces available within the area is reduced, the accessibility of the available spaces is safer.

3.3.11 “As a resident of Kingswells for well over a decade I would like to object to these proposals, and question the validity of the argument supporting why these are necessary. I understand a wider community petition against this is en-route. With residents and businesses objections forthcoming it makes me question who is actually in favour of this proposal, and whether this encapsulates the majority or only a handful of residents?”

These proposals were developed following road safety concerns being raised to a local Councillor.

Officers are of the view that improving the safety of parking patterns within the area is in line with the local targets of the Council’s Road Safety Plan

4. Improved Road Safety at Schools; and

10. Identify and address small scale improvements raised by road users within local communities.

The statutory process requires engagement with relevant stakeholders and the public to ensure all points are considered prior to a decision being made.

3.3.12 “There are far more negatives to this proposal than positives. Painting double yellows lines will not improve road safety in any way shape or form and is waste of money. The cost of painting and maintaining the lines is a poor use of council tax. It will also be a waste of money to have to employ a traffic warden to come and monitor the parking. Yet more wasted council tax. Employing someone to travel to and from Kingswells will also be an unnecessary source of carbon emissions.”

The cost of installing and monitoring waiting restrictions is a consideration when proposing measures and officers should not propose measures that they do not feel would create a benefit in road safety terms for the travelling public.

There are significant person and public costs that results from a road traffic collision. This varies dependant on the injury, delays and resources employed as a result of the incident.

The following figures are an extract from Transport Scotland’s Reported road casualties Scotland 2023.

(a) Cost per casualty by severity: average costs for Great Britain (£) at 2023 prices

	Killed	Seriously Injured	Slightly Injured	Average all casualties
Average cost per casualty for Great Britain	2,411,659	271,003	20,892	99,048

Scotland's Road Safety Framework has the aspiration for Scotland to have the best road safety performance in the world. All measures promoted should seek to reach this goal.

3.3.13 “The scheme will not improve road safety at all, in fact I expect it will create more issues as you will be reducing the number of spaces available at an already congested area during school pickup/drop off and also for the breakfast club / after school club opposite.”

Officers are of the view that improving the safety of parking patterns within the area is in line with the local targets of the Council's Road Safety Plan

4. Improved Road Safety at Schools; and

10. Identify and address small scale improvements raised by road users within local communities.

Whilst the number of spaces available within the area is reduced, the accessibility of the available spaces is safer.

3.3.14 “I would therefore object to this proposal as there has been no stated reason for the change to parking at this location, the proposal is in contradiction of Aberdeen City Council's own policy that any request for new waiting restrictions must be based on specific road safety concerns which occur on a regular basis, and not as the result of a one off or infrequent occurrence, there will be an overall reduction in car parking available, where a shortage already exists, in changing a long standing road layout, the proposed waiting restriction would most likely worsen road safety, rather than improve it.”

These proposals were developed following road safety concerns being raised to a local Councillor.

Whilst the number of spaces available within the area is reduced, the accessibility of the available spaces is safer.

Officers believe this parking option has road safety benefits over the current arrangement of parking on the eastern kerbside.

3.4 “THE ABERDEEN CITY COUNCIL (Pavement Parking Exemption No.2) Order 202_”, & THE ABERDEEN CITY COUNCIL (Corndavon Terrace / Derry Avenue / Derry Place, Aberdeen) (Prohibition of Waiting) Order 202(X)”

3.4.1 Proposal

The proposed Traffic Regulation Order is to provide for certain lengths of prohibition of waiting at any time on Corndavon Terrace. The background is following the introduction of the national pavement parking prohibition, officers received reports of obstructive parking on Corndavon Terrace. It is a residential street with a mix of on-street parking and off-street driveways, it has a limited carriageway width of about 5.8 metres.

Currently, to ensure safe and unobstructed vehicular passage on Corndavon Terrace, drivers must park on one side of the road and leave the opposite side clear. Before the introduction of the pavement parking prohibition, residents parked partly on the carriageway and partly on the footway on both sides of the carriageway, leaving the middle section of the carriageway available for vehicular passage. The introduction of the pavement parking prohibition has now reduced the parking capacity on this road and some drivers have been observed resorting to parking in a manner that is unsafe and can obstruct passage for emergency vehicles or large vehicles such as those involved in deliveries, refuse collection etc.

For this reason, Officers propose a pavement parking exemption is applied on sections of Corndavon Terrace. To further ensure safe access, Officers also proposed sections of prohibition of waiting at any time restrictions are established on this road. These restrictions will improve accessibility and manage available on-street parking capacity on the road.

3.4.2 Objections

One (1) statutory objections was received from a resident of the street via email and multiple residents reached out to one of the ward Councillors to arrange a meeting to discuss their objections to the proposal. The objector has provided an email covering the reasons for their objection. A redacted copy of this objection can be read in the appendices. The plan for the original proposal and the street notices are also available in the appendices. 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.

Officers received a petition from local residents with 45 signatures, objecting to the proposals.

3.4.3 “I have been inundated with calls re pavement parking exemption no2 order 202, Corndavon Terrace Aberdeen. 1st thing the residents say they have not had enough notice the posters only went up on the 12th they

also say they have not had any letters thought their doors re this. They would like a face-to-face meeting to explain how this would work as they feel that parking on both sides of the road will not help in anyway it would make it worse.”

Officers met with the residents regarding their concerns and, also received a petition which was signed by some of the residents. Notification of the proposals was undertaken through street and press notices as per the requirements of the legislation.

- 3.4.4 “We are in the unfortunate position of being slap bang in the middle of the street where my access to my front door is so restricted anyway but with the draconian pavement parking ban my access to my car is even worse because I now have to park 1 or 2 streets away, the reason being is because I have to commute to work and by the time I get home there is no space at all in the street because of selfish people and also because of the large amount of vans and commercial vehicles that have no right being parked in a private residential street. The question I have to ask, having seen the plans, is what safety reasons do you have for the imposing of the double yellow lines and who does it benefit?”**

The main reason for these restrictions is to prevent vehicles from parking on both sides of the carriageway, which would make access for emergency vehicles, refuse collection, and general traffic difficult or impossible due to the limited width of the carriageway. By introducing ‘double yellow’ lines on one side, we aim to maintain safe and reliable access for everyone who uses the street.

- 3.4.5 Residents pointed out that the historic parking pattern on street along the central section was parking fully on the carriageway one side with a few residents parking fully on the pavement the other side. This is not half on half off both sides, as suggested within the officer’s review. Residents explained that their preference would be to maintain this pattern as this minimised the volume of vehicles on the footway and there was an alternative ramp network for pedestrians and wheelers.**

Officers acknowledge that this pattern of parking was in place historically and that this could be continued within the conditions provided by the new legislation. An alternative plan is available in the Appendix 22 which sets out an alternative footway parking exemption pattern which minimises the impact on footways and officers recommend as an alternative to that initially proposed. This new arrangement formalises the previous parking pattern, minimising the number of vehicles that might park on the footway.

3.5 **“THE ABERDEEN CITY COUNCIL (Pavement Parking Exemption No.2) Order 202_”, & THE ABERDEEN CITY COUNCIL (Ferrier Crescent, Aberdeen) (Prohibition of Waiting) Order 202(X)”**

3.5.1 **Proposal**

The proposed Traffic Regulation Orders seek to establish prohibition on motor vehicles waiting at any time on specified lengths of Ferrier Crescent and to exempt specified areas of Ferrier Crescent from the nationwide pavement parking prohibition.

Officers have proposed these measures to ensure road safety and vehicular accessibility is preserved on this road.

3.5.2 **Objections**

Three (3) statutory objections have been received from concerned residents of Ferrier Crescent. Redacted copies of these objections can be read in the appendices. The plan for the original proposal and the street notices are also available in the appendices. 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 an officer response from a traffic management perspective:

3.5.3 **“While I understand the intent of regulating parking to improve road safety and traffic flow, I believe the placement and extent of the double yellow lines are excessive and detrimental to local residents. Grounds for Objection: 1. Reduction in Already Limited Parking Availability Ferrier Crescent already suffers from constrained parking availability, particularly for residents of flats with no off-street options. 2. Lack of Demonstrated Need From local observation, there is no consistent congestion or visibility issue in the areas marked for double yellow lines. The current parking arrangements have not caused obstruction to through traffic or emergency vehicle access in practice.”**

The proposed prohibition of waiting restrictions have been placed strategically to ensure safe access to the existing parking bays and disabled bays within this street and to also allow the free flow of traffic. Without these restrictions, cars would be unable to exit or access the parking bays safely if cars are parked opposite, and where a car is parked in a disabled bay there would be difficulties for larger vehicles to pass safely.

3.5.4 **“Our area (usually referred to as ‘Fersands’), has been blighted for years by the practice of pavement parking. It is a commonplace to say that such a practice raises health and safety concerns. Pedestrians (particularly children) have their view of the road impeded; emergency vehicles have problems accessing buildings; mobility vehicles and parents of small children in buggies are forced into the road. It has always seemed strange to me that, in this age of ubiquitous concern for**

disabled access, in our area the disabled don't even have access to the pavement. And so it was with relief that we, finally, (after years of campaigning) have legislation to outlaw this anti-social practice. Our pavements are cluttered enough with bikes and e-scooters without motor vehicles blocking our ability to simply walk. We now discover that this area is to be an 'exception'. Or exempted from legislation. This proposal is unacceptable and a campaign to force the Council and the police to obey the law is being organised. We acknowledge that we have a problem. These streets were simply not built with high car ownership in mind. But the solution to this problem cannot be at the expense of pedestrians."

While we understand the frustration over any exemption, this is being considered carefully due to the unique challenges of this area, including narrow streets and limited parking options. Thus, the proposal provides a compromise that still maintains passage for pedestrians, while increasing some capacity for parking which is in high demand due to the density of properties.

3.6 "THE ABERDEEN CITY COUNCIL (Pavement Parking Exemption No.2) Order 202_", & THE ABERDEEN CITY COUNCIL (Sandilands Drive, Aberdeen) (Prohibition of Waiting) Order 202(X)"

3.6.1 Proposal

The proposed Traffic Regulation Orders seek to establish prohibition on motor vehicles waiting at any time on specified lengths of Sandilands Drive and to exempt specified areas of Sandilands Drive from the nationwide pavement parking restrictions.

Officers have proposed these measures to ensure road safety and vehicular accessibility is preserved on this road.

3.6.2 Objections

Two (2) statutory objections have been received from the residents who also objected to the proposals on Ferrier Crescent. Redacted copies of these objections can be read in the appendices. The plan for the original proposal and the street notices are also available in the appendices. A summary of the main points of the objections are provided above in 3.5.3 & 3.5.4 and the same response applies, namely: -

While we understand the frustration over any exemption, this is being considered carefully due to the unique challenges of this area, including narrow streets and limited parking options. Thus, the proposal provides a compromise that still maintains passage for pedestrians, while increasing

some capacity for parking which is in high demand due to the density of properties.

3.7 “THE ABERDEEN CITY COUNCIL (Cromwell Gardens, Aberdeen) (Prohibition of Waiting) Order 202(X)”

3.7.1 Proposal

The proposed Traffic Regulation Order is to establish a prohibition on motor vehicles waiting at any time on the entire length of Cromwell Gardens, Aberdeen.

There have been complaints from residents and the waste management team about accessibility issues when cars are parked on certain gaps of Cromwell Gardens. Officers have proposed extending the existing prohibition of waiting at any time restrictions to improve the flow of traffic and ensure road safety.

3.7.2 Objections

Eleven (11) statutory objections were received from residents who live in the vicinity of the proposed intervention. Relevant street notices were issued in the area affected during the public consultation period. These street notices have been included in the appendices. The objectors provided an email covering their concerns and reasons for their objections, a redacted copy of which has been included in the appendices. The plan for the original proposal is also available in the appendices. A summary of the main points of the objection is provided below, with the points made by the objector highlighted in bold (and paraphrased for brevity), which is thereafter followed by an officer response from a traffic management perspective.

3.7.3 “I write to raise my concerns regarding the proposal to install more double yellow lines in Cromwell Gardens. Should this go ahead, vehicles that currently park on Cromwell Gardens will be displaced onto other already crowded, yet busier, roads in the vicinity. In particular, there is already parking congestion and significant issues with companies and individuals parking large commercial vehicles (“Workplace Office Furniture” and “Corporate Moves” lorries) and large Campervans near junctions towards the North end of Burns Road. Removing parking capacity from Cromwell Gardens will add to pressures in this area with increased danger due to higher speeds and levels of vehicle traffic on Burns Road vs. Cromwell Gardens which is a quiet road.”

We understand your concerns about potential displacement of vehicles. The proposed extension to the restrictions aims prevent obstructive parking on Cromwell Gardens. We will monitor the impact on surrounding roads and consider additional measures if necessary to address any increased congestion or safety issues.

- 3.7.4 “I am a resident that uses the space behind my house for parking if this was filled then I would not only cause issues for me finding a space but would mean I could park there if I needed to transfer things from my garage into my car and vice versa, I have also gone down this street in a mini and a big BMW and have not had any issues getting passed.”**

The proposed restrictions are intended to ensure accessibility and safety for all vehicle types that are required to visit or service properties on the road.

- 3.7.5 “Never in that time have I seen a Council waste lorry not be able to get down Cromwell Gardens. Rather than take away 8 parking spaces which would then put more pressure on an already busy Cromwell Road I feel making it a one-way street would make it safer and would eradicate a lot of the concerns. The corner at the bowling club is terrible with cars coming in both directions and with the tennis club running summer camps/lessons etc it is very busy with drop offs and pick-ups.”**

We have received reports of waste management vehicles struggling to get through Cromwell Gardens as a result of cars parked within the street, the restrictions are intended to allow the waste management team better access to serve the residents of Cromwell Gardens and also enhance safety of all residents.

- 3.7.6 “I object to this proposal, removing these “gaps” will in my opinion increase parking on Cromwell Road. It may also increase the speed of vehicles using Cromwell Gardens. I feel there is a stronger need to concentrate on the speed of traffic using Cromwell Road.”**

We understand your concerns about parking displacement and vehicle speeds. The proposed restrictions extension aims to prevent obstructive parking on Cromwell Gardens, and any implications in terms of displacement or vehicle speed will be monitored.

- 3.7.7 “Parking is of course an issue everywhere in the city and Burns Road is no different. The vast majority of our neighbours have at least two cars. One has four vehicles, including work vehicles. This already makes it difficult to get parked outside ones own property, particularly on weekends. On weekends, we of course also deal with the influx of cars from parents dropping their children off at the playing fields on Cromwell Road, who also frequently park on Burns Road. During the week, commuters from outside the city who work in the West End often park their cars on Burns Road. The proposed extension of the “double yellow” lines on Cromwell Gardens will inevitably push the cars that park there (on average we estimate between 6 and 10) onto Burns Road. Given that the owners of these vehicles will presumably wish to park their cars close to their properties, this will impact those at the Cromwell Road end of Burns Road most, as we will be competing for parking**

spaces with even more individuals. This will make it even more difficult to find parking outside our property. We only have one car, and we do not think it is too much to ask for to be able to park within sight of our own property. Nevertheless, we are often required to park half way down the street to find space."

Once these measures are implemented, we will monitor the impact on surrounding streets and consider additional measures to address any increased parking pressures.

- 3.7.8 "We use the lane to park our cars in as have no drive way and often find that Burns Road is filled up with either commuters who park and ride/walk, tennis players or at weekends is full of parents of children using the playing fields. We see no issue with bin lorries or other vehicles using the back lane and all that is required is a slow speed and common-sense approach. Without permits on Burns Road I think we are at risk of alienating the majority of the residents of being able to park at their own home, unload shopping and generally feel they have a right of access on their own street. Any further yellow lines would be exceptionally unreasonable and would likely cause distress and potentially more illegal or dangerous parking around the area."**

Once these measures are implemented, we will monitor the impact on surrounding streets and consider additional measures to address any increased parking pressures.

- 3.7.9 "I would like to object to the proposed parking restrictions for Cromwell Gardens. I have lived on Cromwell Road for over 50 years and seen many changes. I can see that the waste management team have some problems. One at the corner beside the bowling green which is an awkward turn with the size of the vehicle, but nothing can be done next at the Burns Road exit which can be awkward with parked cars and residents leave their bins on the road does make it difficult. The waste management team only come once a week residents are here 24/7. Also having no cars parked on Cromwell Gardens makes the likely hood of them travelling quicker down the Gardens even though signs could be put in place. Cromwell Road is a very busy road and bus route with no chance to make or have driveways in front gardens. Resident risk life."**

Once these measures are implemented, we will continue to monitor the impact on this street and surrounding streets, if there are any issues with speeding or any other road safety concerns, we will consider additional measures to address such issues.

- 3.7.10 "With reference to your proposal to extend the double yellow lines on Cromwell Gardens I would like to fully understand your reasoning. Your proposal state's safety yet to the knowledge of residents there have been no reported accidents within Cromwell Gardens and moving additional parked cars onto either Burns or Cromwell Road would**

increase congestion on these routes and add to accident risk. Refuse collection. The bin lorry has a clearer route through Cromwell Gardens with single sided parking rather than most of the surrounding streets which have double parking thus reducing flow.”

There have been reports from residents and the waste management team about a lack of access when vehicles are parked along the street. The intention behind the extension is to improve the manoeuvrability for residents and service vehicles on Cromwell Gardens. We understand that the removal of parking spaces may cause inconvenience to residents. However, the safety and accessibility of the street are paramount. We will continue to assess the impact of the proposed changes and explore potential solutions to mitigate the loss of parking spaces.

- 3.7.11 “I believe this is to assist the refuse collectors, however they have had no issue getting past the parked cars (on the Cromwell Road side of Cromwell Gardens) in all the time I have lived here. Yes, they do struggle to get round the corner coming in from Cromwell Road into Cromwell Gardens, by mounting the pavement, which I have observed several times. At the other end of Cromwell Gardens, they also struggle to turn onto Burns Road, mostly due to cars being parked on double yellow lines at the corner of Burns Road. I live at Cromwell Road and do not currently have a garage or drive. I have parked on Cromwell Gardens for 18 years without any issue. There is currently insufficient parking around Cromwell Road so taking away the few spaces we have on Cromwell Gardens (Cromwell Road side) will only lead to further demand for parking. I would agree with removing the spaces on the other side of Cromwell Gardens, that whole side could be double yellow, but leaving the few spaces on Cromwell Road side.”**

The intention behind the extension is to improve the manoeuvrability for residents and service vehicles on Cromwell Gardens. We understand that the removal of parking spaces may cause inconvenience to residents. However, the safety and accessibility of the street are paramount. We will continue to assess the impact of the proposed changes and explore potential solutions to mitigate the loss of parking spaces.

- 3.7.12 “With regard to the proposal to create double yellow lines at Cromwell gardens, the historical reason for broken yellow lines was to allow residents of numbers 47 - 53, parking for maintenance, off loading etc. at the rear, as their frontage does not permit parking. I am resident at number xx, and object to the change for the reasons stated.”**

We understand that the removal of parking spaces may cause inconvenience to residents. However, the safety and accessibility of the street are

paramount. We will continue to assess the impact of the proposed changes and explore potential solutions to mitigate the loss of parking spaces.

3.7.13 “My specific objection is only concerned with the additional double yellow lines proposed for the north side of Cromwell Gardens. The north side of Cromwell Gardens already has double yellow lines positioned opposite all the driveways of the houses on Cromwell Gardens. This allows the Cromwell Gardens residents to easily access their driveways. The current 5 locations on the north side of Cromwell Gardens where you propose to install double yellow lines are not opposite any driveways and do not obstruct access to any driveways. These areas allow up to 6 cars to park in Cromwell Gardens. This greatly eases congestion on Cromwell Road and Burns Road.”

We understand that the removal of parking spaces may cause inconvenience to residents. However, the safety and accessibility of the street are paramount. We will continue to assess the impact of the proposed changes and explore potential solutions to mitigate the loss of parking spaces.

3.8 “THE ABERDEEN CITY COUNCIL (Bright Street, Aberdeen) (Prohibition of Waiting) Order 202(X)”

3.8.1 Proposal

The proposed Traffic Regulation Order is to establish a prohibition on motor vehicles waiting at any time on specified lengths of Bright Street and Murray Terrace, Aberdeen. Complaints have arisen recently about the tight space available for manoeuvre by buses attempting to turn into Bright Street from Murray Terrace. This problem is further compounded by service vehicles (such as delivery vans) parking at the end of the existing restrictions. To tackle this challenge, officers have proposed a 5m extension (on both sides) of the existing prohibition of waiting at any time restrictions on Bright Street leading away from the junction with Murray Terrace. It is hoped that this intervention shall keep the area clear for a full sweep by any buses undertaking this manoeuvre and is expected to have limited impact on local parking provisions.

3.8.2 Objections

Five (5) statutory objections were received from residents who live in the vicinity of the proposed intervention. Relevant street notices were issued in the area affected during the public consultation period. These street notices have been included in the appendices. The objector provided an email covering their concerns and reasons for their objection, a redacted copy of which has been included in the appendices. The plan for the original proposal is also available in the appendices. A summary of the main points of the

objection is provided below, with the points made by the objector highlighted in bold (and paraphrased for brevity), which is thereafter followed by an officer response from a traffic management perspective.

- 3.8.3 “Contrary to your implementation proposal, (£130 cost) stating “Limited impact on local parking”, the placement of further parking limitations WILL have serious resident parking impact to an extremely narrow street, which was never designed for the scale and flow of such large vehicles. Parking is at a premium in Ferryhill due to the vicinity of the Duthie Park. As a resident, thoughtless parking occurs all the time and the further restrictions will only exacerbate the situation and further devalue the property prices, given most people wish to park outside their home. Murray Terrace / Bright Street / Brunswick Place were never designed for such volumes of large buses and Lorries passing through, and it is felt the residents of these streets find parking at a premium, which has led to the area becoming less desirable. (This is evident by the amount of long term unsold properties in the area.)”**

Officers understand concerns about the impact on resident parking and the design limitations of the streets in question. The proposed extension of the prohibition of waiting at any time is intended to address the specific issue of buses and service vehicles struggling to manoeuvre at the junction of Bright Street and Murray Terrace. While we acknowledge that parking is at a premium in the area, the extension is expected to have a limited impact on local parking provisions. We will closely monitor the situation and make adjustments if necessary to ensure that the needs of residents are balanced with the requirements for safe and efficient traffic flow.

- 3.8.4 “We wish to register our objection to the proposed extension of parking restrictions at the Bright Street and Murray Terrace junction. The extension would remove at least three badly needed parking spaces which are almost always populated by residents who cannot find a space on Murray Terrace. The removal of these spaces would increase pressure on the remaining space on Bright Street which is always fully occupied every evening.”**

The intention behind the extension is to improve the manoeuvrability for buses and service vehicles at the junction of Bright Street and Murray Terrace. We understand any reduction in on-street parking capacity is disappointing, however, the safety and accessibility of the junction are paramount.

- 3.8.5 “I am writing to object to the proposed extension of double yellow lines on Bright Street and to raise wider concerns about related restrictions recently introduced / proposed for Brunswick Place and Murray Terrace. These changes appear to be incremental in presentation but are cumulative in impact—disproportionately affecting residents without meaningful consultation or evidence-based justification.”**

The proposed extension of the prohibition of waiting at any time is intended to address the specific issue of buses and service vehicles struggling to manoeuvre at the junction of Bright Street and Murray Terrace, while officers acknowledge that parking is at a premium in the area, the extension is expected to have a limited impact on local parking provisions. The safety and accessibility of the junction are paramount. Officers will closely monitor the situation and make adjustments if necessary to ensure that the needs of residents are balanced with the requirements for safe and efficient traffic flow.

3.8.5.1 Lack of Evidence Supporting Safety Concerns

“Through Freedom of Information (FOI) requests, I have confirmed that no recorded incidents, accidents, or property damage have occurred at this location due to legally parked vehicles. The existing double yellow lines have been in place for decades, and buses pass through every 15 minutes without issue, except when vehicles are parked illegally or when drivers take corners too quickly. Extending double yellow lines will not deter illegal parking, especially given the absence of enforcement. In over 10 years living on Bright Street, I have never seen a City Warden, a vehicle with a parking ticket, or any form of enforcement, even during major events like the Kilt Walk, when parking chaos and gridlock are common. FOI correspondence from First Bus claims that the issue is not illegal parking but road size and legal parking. This is demonstrably false, and no evidence has been presented to support this assertion. Residents have repeatedly observed that illegal parking is the root cause of disruptions. Properly sized buses, driven at appropriate speeds, can navigate these streets safely. The repeated damage to bollards on Murray Terrace is due to buses going too fast, cutting corners and mounting pavements, not parked cars. Extending double yellow lines will not resolve this. Removing unnecessary bollards may be a more effective solution.”

The proposal within the report was developed through onsite observations and desktop assessment as appropriate to accommodate turning buses, driven at a slow speed.

3.8.5.2 Risk of Increased Vehicle Speed in Residential Zone

“The proposed changes risk encouraging faster navigation of corners in a residential area. Bright Street, Murray Terrace, and Polmuir Road are designated 20mph zones, yet road markings were not reinstated after resurfacing last year. These streets are already used as a shortcut to avoid Great Southern Road. Increasing corner space will likely lead to higher speeds around blind corners, posing a safety risk. Again, FOI

responses confirm that no risk assessment has been conducted on this issue.”

It is not anticipated that drivers will increase speeds due to the extension of the waiting restrictions.

The Murray Terrace/ Bright Street area is currently a 20s Plenty Zone, this is not a mandatory 20mph speed limit however, the Scottish Government developed a national strategy where roads in built-up areas will have a safer speed limit of 20mph. Following the necessary statutory process, this area will be amended to have a 20mph speed limit.

Being a national strategy, all appropriate roads in Scotland will have a speed limit of 20mph, thereby creating consistency across the nation, and consequently creating a change in social and cultural attitudes towards vehicular speed and road safety. Hence, it is expected that 20mph speed limit will become the standard driving speed in residential areas.

3.8.5.3 Excessive Scale of Proposed Changes

“The scale of the proposed changes is disproportionate. FOI correspondence from First Bus suggests that extending double yellow lines by a single car length would be sufficient. Yet the proposal calls for a 5m extension on Bright Street, with similar or greater extensions on Brunswick Place and Polmuir Road.”

The length of kerbline allocated to one parked vehicle is 5 to 6 metres (from the end of the bay), this allows for manoeuvring into and out of the space.

3.8.5.4 Inadequate Public Consultation

“The consultation process was insufficient. Posting notices on lampposts during busy holiday periods does not constitute meaningful engagement. Many residents were unaware of the January proposals and only learned of them through follow-up with a local community champion who led correspondence with Councillor ----- . The lack of formal objections received at that time reflects poor communication, not community support.”

The public consultation for the initial set of proposals (i.e. Polmuir Road by Murray Terrace, Polmuir Road by Brunswick Place as well as Brunswick Place by Bright Street) ran between 25 November 2024 and 17 December 2024, in line with the 21-day statutory requirements. In addition to the affixing of street notices on affected streets, there were also public adverts published in the newspapers that period (i.e. the Evening Express).

3.8.6 “I am emailing to formally object to the proposed waiting restrictions at Bright Street and the surrounding area. I am objecting on behalf of myself and my partner. We believe that the proposed changes (extending double yellow lines) on various streets in the area is completely out of proportion to the reasons given. We live on the corner of Brunswick Place and Bright Street and see busses coming round the corner all day and the only time we have witnessed any issues is either when there are cars illegally parked or when the drivers take the corner too quickly. Busses come round the corner all day every day with no problems.”

The current proposals have emerged in response to a combination of road safety assessments, feedback from public transport operators, and observations of parking behaviours that have, on occasion, contributed to reduced accessibility for larger vehicles such as buses. The intention behind the extension is to improve the manoeuvrability for buses and service vehicles at the junction of Bright Street and Murray Terrace.

3.8.7 “Parking availability in this area is already severely constrained due to high residential density, limited off-street parking, and weekend congestion from Duthie Park visitors. When this issue was previously raised with the council, the response, that roads are for vehicle navigation, not resident parking, demonstrated a concerning disregard for the needs of council tax-paying residents paying in excess of four thousand pounds a year which is a disgrace.”

Officers understand any reduction in on-street parking capacity is disappointing, the extension is expected to have a limited impact on local parking provisions. The proposed extension of the prohibition of waiting at any time is intended to address the specific issue of buses and service vehicles struggling to manoeuvre at the junction of Bright Street and Murray Terrace.

3.9 “THE ABERDEEN CITY COUNCIL (Kerloch Place, Aberdeen) (Prohibition of Waiting) Order 202(X)”

3.9.1 Proposal

This proposal seeks to establish prohibition of waiting at any time restrictions on certain lengths of Kerloch Place along with exemptions to the national Pavement Parking Prohibition on certain lengths of Kerloch Place. Officers received reports of impeded access and insufficient parking capacity on Kerloch Place.

Kerloch Place is a cul-de-sac off Wellington Road. To allow for safe vehicular passage, prior to the introduction of the pavement parking prohibition, residents of Kerloch Place parked partly on the carriageway and partly on the pavement on its north and south sides. They are no longer able to park in this manner and the resultant effect of this is that some residents can no longer park in their street.

Officers conducted a survey, and it was apparent that the location of Kerloch Place does not conveniently allow for alternative parking in the immediate surrounding streets. Residents have complained that this has negatively impacted them on daily basis. For this reason, Officers propose a pavement parking exemption is applied on sections of Kerloch Place for a total length of 50 metres. Furthermore, due to the layout of Kerloch Place, Officers also propose certain lengths of prohibition of waiting at any time restrictions are introduced on its north and south sides. These restrictions will help manage parking patterns to improve accessibility whilst also providing more parking capacity for residents.

3.9.2 Objections

One (1) statutory objection was received from a resident who lives in the vicinity of the proposed intervention. A redacted copy of the objection can be read in Appendices. The plan for the original proposal and the street notice are available in the appendices. A summary of the main point 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:

3.9.3 “The reason I object is due to the fact our street is used for occupants in the flats on Wellington road as well as Kerloch place residents, we also have many young mother with vehicles with small children and I feel this could cause them major issues when coming back from shopping trips etc, i feel these plans may also cause aggravation between resident’s if there is not ample parking spaces.”

For a pavement parking exemption to be introduced, its layout must allow for a width of 1.5 metres of the footway to remain unobstructed when any part of a vehicle is parked on it. Thereafter, the carriageway must allow for the unhindered passage of emergency vehicle. An exempted pavement will be indicated using carriageway marking and traffic signs. In terms of the proposed double yellow lines for Kerloch Place, a minimum footway width of 1.5 metres will not be achieved if the pavement parking exemption is extended to the section where double yellow lines have been proposed. The bulk bins that have been placed on the pavement in this section will limit the available space for pedestrians’ movement on the pavement.

While we understand the parking pressure on this street, the introduction of

the waiting restrictions will allow for safe pedestrian passage on the footway and easy collection of waste by the waste collection team.

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.
- 4.2 The Council's Roads Safety Fund capital budget can be used. Developer obligation funding may be available where the measures relate to new developments.

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.

7. RISK

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 not progressed, leading to continued public concern.	Officers have proposed measures that are deemed reasonable and appropriate to address Road Safety and Traffic Management issues.	M	Yes
Compliance	No significant risks identified			

Operational	No significant risks identified			
Financial	No significant risks identified			
Reputational	Proposals can be contentious and attract negative feedback.	Concerned parties would be provided thorough rationale as to the requirement for the proposal.	M	Yes
Environment / Climate	No significant risks identified			

8. OUTCOMES

<u>COUNCIL DELIVERY PLAN 2025-26</u>	
	Impact of Report
Regional and City Strategies	The Local Transport Strategy sets out the importance of managing parking within the city centre to support residents, retail, hospitality and other businesses, whilst balancing the needs of those using public transport and active travel modes.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	New Integrated Impact Assessment has been completed
Data Protection Impact Assessment	Not Required
Other	N/A

10. BACKGROUND PAPERS

10.1 N/A

11. APPENDICES

APPENDIX 1 – Hopecroft Avenue Plan (TECA)

APPENDIX 2 – Hopecroft Avenue Street Notice (TECA)

APPENDIX 3 - Hopecroft Avenue Objection (TECA)

APPENDIX 4 – Kingswood Drive Plan

APPENDIX 5 – Kingswood Drive Street Notice

APPENDIX 6 – Kingswood Drive Objection

APPENDIX 7– Kingswood Drive Objection

APPENDIX 8– Kingswood Drive Objection

APPENDIX 9– Kingswood Drive Objection

APPENDIX 10– Kingswood Drive Objection

APPENDIX 11– Kingswood Drive Objection

APPENDIX 12– Kingswood Drive Objection

APPENDIX 13– Kingswood Drive Objection

APPENDIX 14– Kingswood Drive Objection

APPENDIX 15– Kingswood Drive Objection

APPENDIX 16– Kingswood Drive Objection

APPENDIX 17- Kingswood Drive Objection

APPENDIX 18 – Corndavon Terrace Plan

APPENDIX 19- Corndavon Terrace Street Notice

APPENDIX 20- Corndavon Terrace Objection

APPENDIX 21- Corndavon Terrace Objection

APPENDIX 22- Corndavon Terrace Alternative Proposal

APPENDIX 23- Ferrier Crescent Plan

APPENDIX 24- Ferrier Crescent Street Notice

APPENDIX 25- Ferrier Crescent Objection

APPENDIX 26- Ferrier Crescent Objection

APPENDIX 27- Ferrier Crescent Objection

APPENDIX 28- Sandilands Drive Plan

APPENDIX 29- Sandilands Drive Street Notice

APPENDIX 30- Sandilands Drive Objection

APPENDIX 31- Sandilands Drive Objection

APPENDIX 32- Sandilands Drive Objection

APPENDIX 33- Cromwell Gardens Plan
APPENDIX 34- Cromwell Gardens Street Notice
APPENDIX 35- Cromwell Gardens Objection
APPENDIX 36- Cromwell Gardens Objection
APPENDIX 37- Cromwell Gardens Objection
APPENDIX 38- Cromwell Gardens Objection
APPENDIX 39- Cromwell Gardens Objection
APPENDIX 40- Cromwell Gardens Objection
APPENDIX 41- Cromwell Gardens Objection
APPENDIX 42- Cromwell Gardens Objection
APPENDIX 43- Cromwell Gardens Objection
APPENDIX 44- Cromwell Gardens Objection
APPENDIX 45- Cromwell Gardens Objection
APPENDIX 46- Bright Street Plan
APPENDIX 47- Bright Street (Street Notice)
APPENDIX 48- Bright Street Objection
APPENDIX 49- Bright Street Objection
APPENDIX 50- Bright Street Objection
APPENDIX 51- Bright Street Objection
APPENDIX 52- Bright Street Objection
APPENDIX 53- Kerloch Place Plan
APPENDIX 54- Kerloch Place Street Notice
APPENDIX 55- Kerloch Place Objection
APPENDIX 56- Pavement Parking Street Notice

12. REPORT AUTHOR CONTACT DETAILS

Name	Kazah-Ambrang Bagro
Title	Technical Officer
Email Address	Kbagro@aberdeencity.gov.uk

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Client				Drawing Title			
ABERDEEN CITY COUNCIL				PROPOSED OFF-SITE TRAFFIC MANAGEMENT PROPOSALS			
Project				Originator			
TECA TRAFFIC MANAGEMENT PROPOSALS				SA			
				Checked			
				SA			
				Approved			
				SA			
				Date			
				05/03/25			
				Project No			
				SA			
				Scale			
				SA			
				Size			
				A3			
				Drawing No.			
				TECA			
				SHT No.			
				Revision			
				0			

APPENDIX 2 – Hopecroft Avenue Street Notice (TECA)

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEEN CITY COUNCIL (ROADS SURROUNDING THE EVENT COMPLEX ABERDEEN (TECA), DYCE, ABERDEEN) (TRAFFIC MANAGEMENT) ORDER 202X

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 certain lengths of roads surrounding "The Event Complex Aberdeen (TECA), Dyce, Aberdeen; the measures are summarised below. Please note, these restrictions are already established on the ground by way of a temporary Traffic Regulation Order.

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 below): -

<https://accsmallscaleproposals2025.commonplace.is>

The consultation will run between 11 July and 08 August 2025, inclusive. Should you wish to view these documents in another way please contact us by e-mail (see below), or alternatively on Tel. 01224 045345, 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 11 July to 08 August 2025, 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, City Regeneration and Environment, Aberdeen City Council, Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen, AB10 1AB

Certain lengths of prohibition on motor vehicles waiting at any time: - Auchriny Circle, Bankhead Avenue, Bankhead Road, Burndale Road, Brimmond View, Craibstone Avenue, Crossgates, Ellerslie Road, Forrit Brae, Greenburn Drive, Greenburn Drive (Inset Road Serving properties 2-42 Greenburn Drive), Greenburn Park, Greenburn Road, Hopecroft Avenue, Hopecroft Drive, Hopecroft Gardens, Hopecroft Road, Hopecroft Terrace, Hopetoun Court, Hopetoun Grange, Hopetoun Grange (Inset Road), Hopetoun Green, Hopetoun Road, Hopetoun Terrace, Hope Farm Road, Lade Crescent, Market Street, Millhill Brae, Phoenix Place, Ruthriehill Road, Station Road Stoneywood Road, Waterton Road and Wellheads Drive.

Route for use by buses, cyclists, taxis, and private hire vehicles only: - **A96 Inverurie Road** - Right-turn filter lane located on offside of northbound carriageway, from its junction with Goughburn Crescent, south-eastwards for a distance of 78 metres or thereby; **Forrit Burn Road** - Southbound lane, from its junction with Wellheads Drive, southwards for a distance of 20 metres or thereby.

Clearway – Prohibition of Stopping: - **A96 Inverurie Road**, between its junctions with Slattie Roundabout and Craibstone Roundabout; Dyce Drive Between its junctions with A96 (Inverurie Road) and the Airport Road/Argyll Road; **Wellheads Drive**, from its junction with Dyce Drive to a point 30 metres or thereby south of its junction with Wellheads Terrace.



APPENDIX 3 - Hopecroft Avenue Objection (TECA)

From: [REDACTED]
[REDACTED]
To: TrafficManagement
Subject: Fw: Objection to Proposed Traffic Management Order – Hopecroft Avenue (No Waiting at Any Time)

Follow Up Flag: Follow up
Flag Status: Completed

[REDACTED]

Date: 24/07/2025

Dear Sir/Madam,

I am writing to formally object to the proposed permanent restriction on motor vehicles waiting at any time on Hopecroft Avenue, as outlined in the draft Traffic Management Order relating to roads surrounding The Event Complex Aberdeen (TECA), Dyce.

I am a resident of Hopecroft Avenue and rely on on-street parking for myself and my visitors. This proposed restriction would have a significant negative impact on daily life, as there are no alternative parking arrangements provided for local residents, this street is already busy with residents parking. The lack of off-street parking options makes this restriction unreasonable and impractical.

I fully understand the need for effective traffic management during events at TECA; however, a blanket no-waiting restriction at all times is excessive and disregards the needs of those living in the area year-round. I urge the Council to consider more balanced solutions—such as event-specific temporary restrictions, residents' permits, or time-limited no-waiting zones—rather than a permanent ban.

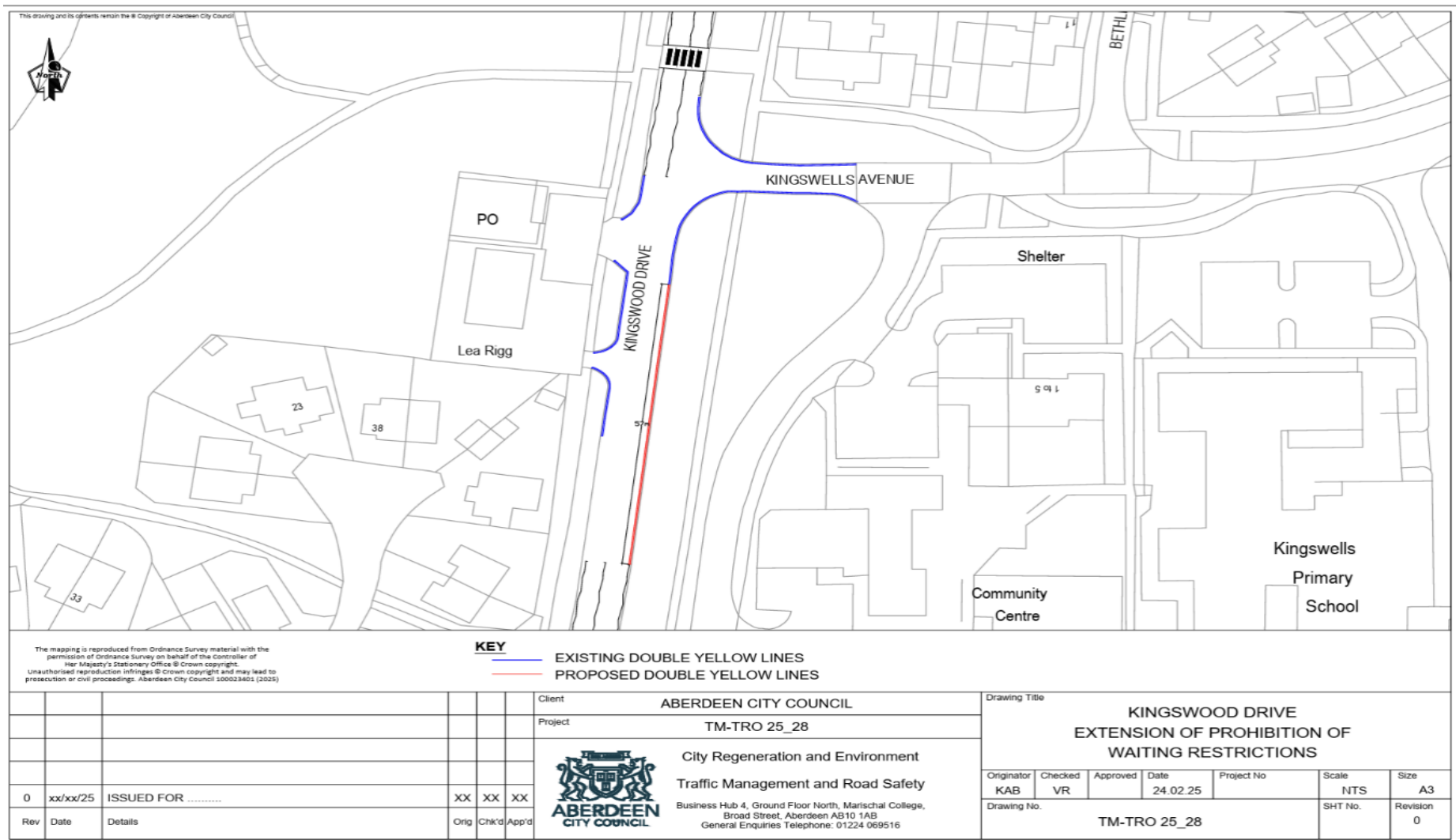
Please confirm receipt of this objection and advise how my comments will be considered as part of the consultation process.

Yours faithfully,

[REDACTED]

Sent from [Outlook for Android](#)

APPENDIX 4 – Kingswood Drive Plan



APPENDIX 5 – Kingswood Drive Street Notice

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEEN CITY COUNCIL (KINGSWOOD DRIVE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 202X

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 certain length of prohibition on motor vehicles waiting at any time on the length of Kingswood Drive, 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 below): - <https://accsmallscaleproposals2025.commonplace.is>

The consultation will run between 11 July and 08 August 2025, inclusive. Should you wish to view these documents in another way please contact us by e-mail (see below), or alternatively on Tel. 01224 045345, 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 11 July to 08 August 2025, 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, City Regeneration and Environment,
Aberdeen City Council, Business Hub 4, Ground Floor North, Marischal College, Broad
Street, Aberdeen, AB10 1AB**

Schedule

(Prohibition of waiting at any time)

Kingswood Drive

East side, from a point 20m south of its junction with Kingswells Avenue, southwards for a distance of 57m or thereby.



APPENDIX 6 – Kingswood Drive Objection

From: [REDACTED]
To: [REDACTED]
Subject: 30 July 2025 11:55
TrafficManagement
TM-TRO 25_28

Follow Up Flag: Follow up
Flag Status: Completed

Sirs,

I refer to the proposal to paint double yellow lines on the east side of Kingswood Drive (see diagram).

There is not a problem with cars parking along that section. There is plenty of room left for two cars to pass on that stretch. The main issue is people illegally parking on the double yellow lines on the corner of Kingswood Drive opposite the chemist. Cars turning left onto Kingswood Drive from Kingswells Avenue cannot see oncoming traffic.

The real problem is that no provision was ever made at or near to the school for parents to drop off/ pick up their children. Parking spaces at the shops and community centre are in short supply. Parking spaces at the chemist can be difficult to access and negotiate. Consequently, people often choose, or are compelled, to park opposite the chemist on Kingswood Drive. Removing this option for drop off or visiting the chemist by painting double lines will only exacerbate the problem.

A much better solution would be to extend the car park at the Co-op down to Kingswood Drive. This would likely triple the number of car spaces available and reduce if not eliminate the need to park on Kingswood Drive. Then, and only then if necessary, paint double lines on Kingswood Drive.

Regards,

[REDACTED]

APPENDIX 7– Kingswood Drive Objection

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 30 July 2025 18:10
To: TrafficManagement
Subject: Objection to proposal for Kingswood Drive

Follow Up Flag: Follow up
Flag Status: Completed

Good Afternoon,

I am emailing to objection to the following proposal:

Kingswood Drive – Proposed extension of Prohibition of Waiting Restrictions

Our businesses [REDACTED] operate from The Clubhouse on Kingswood Drive on the area of the road where there has been a proposed installation of double yellow lines. There is already a minimal amount of parking available in the centre of Kingswells and this stretch of road is used for parking daily by patrons of our out of school club, playgroup and various other classes that take place in our venue. The next nearest parking would be along Kingswells Avenue which would mean that parents have to walk a further distance with their young children and possibly cross an additional road. There are also minimal spaces available to park on Kingswells Avenue due to it being used by staff and customers of the Community Centre, Coop, Perfect Beauty, Chino's and Kingswells Primary School.

We hope this objection will be taken into consideration.

Many Thanks,

[REDACTED]

APPENDIX 8– Kingswood Drive Objection

[REDACTED]

From: [REDACTED]
[REDACTED] 30 July 2025 18:31
To: TrafficManagement
Subject: Extension of existing waiting restrictions on Kingswood Drive, Kingswells
Follow Up Flag: Follow up
Flag Status: Completed

To whom it may concern,

I object to the proposed extension of the double yellow lines on Kingswood Drive.

There are only 36 car parking spaces in Kingswells Village Centre that covers the following businesses: The Co-op, Town and Country Veterinary Practice, Beauty Salon, The community Centre, and 2 take aways. On top of that, there is the Primary School.

The only businesses on Kingswood Road are Dickies Pharmacy, Kidsize Child Care, Kingswells Care Home and the Medical Practice. These places are used by elderly, immobile, ill or young people/children where close parking is essential.

It should be noted Aberdeen City Council granted permission for the change of use of the house next door to the Pharmacy to be used as a childcare facility. Now they are considering taking the parking away.

In winter, the car parks and small road outside the Co-op, Veterinary Practice and around the Community Centre are never cleared or gritted. This leaves the only place to park being the pharmacy car park and Kingswood Drive.

The council allowed permission for the building next to the pharmacy to be turned into a childcare business and are now removing the parking nearby.

At busy times at the community centre eg 5pm, it is extremely difficult to park safely to pick up children from out of school club in the community centre.

There are currently two Zebra Crossings to allow pedestrians to safely cross.

Regards,
[REDACTED]

APPENDIX 9– Kingswood Drive Objection

From: [REDACTED] <[REDACTED]>
Sent: 30 July 2025 19:03
To: TrafficManagement
Subject: Kingswood Drive – Proposed extension of Prohibition of Waiting Restrictions

Follow Up Flag: Follow up
Flag Status: Completed

Kingswood Drive – Proposed extension of Prohibition of Waiting Restrictions

Dear Sir/Madam,

I wrote in regards to the above mentioned waste of council money.

There are already multiple safe places to cross the road on Kingswood Drive, and there has not been, to my knowledge, any significant history of incidents to warrant this change.

Parking is limited around Kingswells and this is a necessary place for those using local businesses. I urge you not to accept this change. I hope that I have written in time, before the brown envelopes have changed hands.

This change WILL NOT make the road safer. It will only serve to speed up traffic outside of the school and make crossing far more dangerous. This is an absolutely unwarranted; needless change, that will actually serve to further endanger children. Honestly, at this point, you might as well hire Myra Hindley as a lollipop woman if you're trying to improve safety in the area.

Regards

[REDACTED]

Sent from my Galaxy

APPENDIX 10– Kingswood Drive Objection



[Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]

(By email)

Date: 31 July 2025

Re: Objection to the Proposed Waiting Restrictions at Kingswood Drive

Dear Traffic Management Officer,

Pursuant to the captioned proposal consultation released on 26 July 2025 via [Redacted], we are writing to express our objection to the proposal in view of the local residents' feedback and our independent assessment.

While we appreciate the proposal's intent to improve safety and reduce congestion near Kingswells Primary School and the surrounding community facilities, the residents have raised concerns that the introduction of double yellow lines may remove crucial stopping opportunities for parents and carers, particularly during school drop-off and pick-up times. This measure alone is unlikely to resolve the congestion and parking challenges.

In light of this, instead of simply extending the current prohibited parking area, we consider that a more comprehensive solution, such as the provision of designated parking spaces or a drop-off zone, would be a more effective approach to addressing the parking demand. The residents have suggested two alternative options:

- i. Utilising part of the existing grass verge along the affected road section to create a small lay-by or parking bay.
- ii. Expanding the existing, under-utilised bus stop (which is no longer actively used) to a legal parking or drop-off area.

We believe these alternatives can help relieve congestion and provide a safer and more manageable space that balances the needs of road users, public transport and vehicle parking, without compromising sight lines or emergency vehicle access.

We welcome further discussion on the alternatives and engagement with the case officers to explore a comprehensive solution of this issue.

Kind Regards,

[Redacted]
[Redacted]

[Redacted]

APPENDIX 11– Kingswood Drive Objection

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 31 July 2025 07:47
To: TrafficManagement
Subject: Kingswood Drive

Follow Up Flag: Follow up
Flag Status: Completed

Hi,

There are limited parking near the school as it is and with the new parking restriction to be implemented, I will struggle to get my kids to school on time after the summer holidays.

Please withdraw the plan as it is not value adding to the village.

Thanks,

[REDACTED]

APPENDIX 12– Kingswood Drive Objection

From: [REDACTED]
Sent: 01 August 2025 00:08
To: TrafficManagement
Subject: Objection to Proposed Double Yellow Lines at Kingswood Drive (TM-TRO 25_28)

Follow Up Flag: Follow up
Flag Status: Completed

Subject: Objection to Proposed Double Yellow Lines at Kingswood Drive (TM-TRO 25_28)

Dear Traffic Management Team,

I am writing to register my objection to the proposed installation of double yellow lines on Kingswood Drive, opposite the Kingswells Chemist, as outlined in Traffic Regulation Order TM-TRO 25_28.

While I appreciate the intent to improve road safety, I believe this proposal does not address the primary hazard in this location and may inadvertently create new issues:

1. **Visibility and Safety at the Junction**
The key danger is the limited visibility for vehicles exiting the chemist / post office car park. Traffic coming from Kingswells Avenue is often unseen until it is already at the junction. When turning left onto Kingswood Drive this poses a danger to a car exiting the chemist car park. Several years ago the council relocated the large planter to improve visibility for vehicles on Kingswells Avenue, it has also encouraged some drivers to take the corner at speed — again, unseen from the chemist car park.
2. **The Proposal Removes Essential Parking for Critical Community Amenities**
Parking in the village is already very limited. The area targeted for double yellow lines is the only available on-street parking for both the Lea Rigg Day Nursery and the Kingswells Post Office. The chemist car park is extremely small (6 spaces) and cannot accommodate demand at peak times or larger vehicles at any time. This proposal entirely removes the necessary parking provision for parents dropping off and collecting babies and toddlers, as well as for customers of a vital local service.
3. **The Plan Will Inevitably Lead to More Dangerous Behaviours**
Parents will still need to drop off their children at the nursery. By removing the current, relatively safe kerbside parking, the Council will force them into high-risk alternatives:
 - Illegal stopping on Kingswood Drive to let children out (after yellow lines are in place). This will add to traffic confusion as the expectation by other drivers would be that there would be no stopping on yellow lines.
 - Using the chemist car park as an alternative. This will increase the frequency / risk when exiting the chemist car park (see 1 above).
 - Parking far from the nursery and walking with young children along and across a busy road.

This creates a direct and predictable risk of a serious vehicle-pedestrian collision involving a child, a far more severe outcome than the issues the proposal purports to solve.

4. **Increased Obstruction for Chemist Car Park Users**
If vehicles begin parking on the same side as the chemist instead (as would likely happen), it will further obscure visibility for those exiting the car park and potentially make manoeuvring even more difficult, increasing the risk of accidents — precisely what this proposal aims to prevent.
5. **The Proposal Fails to Address the Real Issue**
The core safety issues at this junction is the interaction between vehicles exiting the chemist car park and vehicles turning left from Kingswells Avenue onto Kingswood Drive, at speed.

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In light of the above, I urge the Council to reconsider and explore more effective alternatives:

- Traffic calming measures or visibility enhancements at the junction
- Parking solutions that preserve or expand current capacity, such as extending the chemist car park

I would welcome community consultation to find a balanced, practical solution that prioritizes both safety and accessibility.

Thank you for your time and attention.

Yours sincerely,

APPENDIX 13– Kingswood Drive Objection

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 02 August 2025 11:09
To: TrafficManagement
Subject: Proposed extension of yellow lines in Kingswells

Follow Up Flag: Follow up
Flag Status: Completed

Hello,

I would like to object to the proposed extension of double yellow lines on Kingswood Drive.

This has been done before and didn't last long.

Parents and guardians of Kingswells Primary school, Great Western Nursery, Kidsize and Community Centre must be able to drop off and collect their children safely in this area. The community must also be able to park to access Dickies pharmacy, the Co-op, vets, and Beauticians who also serve this area.

Kingswells has grown substantially due to housing being allowed, but the centre is no longer able to cope with the high volume of traffic and parking needed.

The council now need to look at a better and more permanent solution to keep the centre safe.

The grass verges could be converted into car parking spaces, all along Kingswood Drive. This would get cars parked off the road, and be safer for children exiting vehicles. There would also be more spaces than there are currently.

Thank you

[REDACTED]

APPENDIX 14– Kingswood Drive Objection

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 04 August 2025 08:38
To: TrafficManagement
Subject: Proposed double yellow lines at Kingswood drive, Kingswells

Follow Up Flag: Follow up
Flag Status: Completed

Good morning,

I refer to the following proposals:-

"The Aberdeen City Council (Kingswood Drive,Aberdeen) (Prohibition of Waiting) Order 202(X)"

As a resident of Kingswells for well over a decade I would like to object to these proposals, and question the validity of the argument supporting why these are necessary. I understand a wider community petition against this is en-route. With residents and businesses objections forthcoming it makes me question who is actually in favour of this proposal, and whether this encapsulates the majority or only a handful of residents?

Parking opposite the businesses affected -including the only pharmacy in the village, is always temporary, with most likely to park for a few minutes. This is a direct result of the lack of parking for what is a growing community and at the very heart of it. These spaces serve the shops and the primary school. Creating unnecessary restrictions that recur taxpayers expense will only serve to create chaos on nearby access points, likely leading to more accidents, some of whom may include parents taking children to the primary school (of which I am one). It is frankly busy enough without more problems and the school with allude to this- as they frequently do!

I have been a resident for over a decade and in that time accidents on this road are rare, and serious accidents even more so. I acknowledge one appears to have led to these calls but if that is the principal to take this action I could propose yellow lines all over Kingswells. Personally I have had more near misses from drivers coming out of junctions and never once on this stretch of road in over a decade, and in fact witnessed just such an accident only a few months ago on Kingswells avenue while out running.

In short, this action does not serve the wider community, is not warranted on the grounds of cost or reason, may create additional traffic incidents around the shops and school and should be rejected.

Yours faithfully

[REDACTED]

APPENDIX 15– Kingswood Drive Objection

From: [REDACTED] <[REDACTED]>
Sent: 04 August 2025 15:10
To: TrafficManagement
Subject: Kingswood drive yellow lines proposal

Follow Up Flag: Follow up
Flag Status: Completed

Hello,

I refer to the proposal to extend the double yellow lines on Kingswood Drive in Kingswells.

It seems that the proposal has come in light of a road traffic incident earlier this year. I've lived in Kingswells for over a decade and that is the only incident I've ever seen occur on that stretch of road. The accident was caused by driver error and cannot be attributed to cars parking on the road. Painting double yellow lines on the stretch of road won't make accidents less likely.

Even with cars parked on Kingswood Drive, there is ample space for two cars to pass each other. The section not currently painted with double yellow lines is used for parking for several reasons.

1. People are able to park there around school drop off and pick up times. This is essential for parents or guardians who are taking younger siblings who may not be able to walk to school or those going to and from other engagements either side of school drop off/pick-up, such as work or after school activities.
2. Customers using the Kingswells pharmacy are able to park there when the car park is full. Given there are only four spaces in the car park, the ability to utilise on-street parking is essential for customers. There is also no staff car park so if double yellows were to be painted then staff would have nowhere to park which could impact their ability to attend work.
3. Parents and carers park there for drop off and pick-up from the KidSize clubhouse. This is a local business that offers out of school clubs and children's parties at the weekend. Once again, the car park only has 4 spaces so parents rely on the onstreet parking for dropping off or picking up their children. They also use onstreet parking at the weekend when using the KidSize clubhouse to host children's parties. Making it impossible to use onstreet parking could severely impact this thriving local business. Staff for KidSize also park on the street therefore, as with the pharmacy, making it impossible to use onstreet parking will impact staff.

There are far more negatives to this proposal than positives. Painting double yellows lines will not improve road safety in any way shape or form and is waste of money. The cost of painting and maintaining the lines is a poor use of council tax. It will also be a waste of money to have to employ a traffic warden to come and monitor the parking. Yet more wasted council tax. Employing someone to travel to and from Kingswells will also be an unnecessary source of carbon emissions.

Overall the community is very much against this proposal as it will provide zero benefit to the local community. It will be an unnecessary cost and deliver a negative outcome.

I would urge the council to listen to the local Kingswells residents and reject this proposal.

APPENDIX 16– Kingswood Drive Objection

Afternoon,

I am contacting you to raise my objection to the proposed extension of waiting restrictions.

The scheme will not improve road safety at all, in fact I expect it will create more issues as you will be reducing the number of spaces available at an already congested area during school pickup/drop off and also for the breakfast club / after school club opposite.

It will also create parking issues for the pharmacy and post office who have limited spaces as it is.

I note you advise it is 'expected to improve road safety along the corridor' - how is it expected to do that on the basis you are removing areas that are safe for children to be dropped off and collected and all you will do is push the cars to other areas - there are no issues there at the moment.

Regards

■■■■■

APPENDIX 17 – Kingswood Drive Objection

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 07 August 2025 16:00
To: TrafficManagement
Subject: OBJECTION: Kingswood Drive – Proposed extension of Prohibition of Waiting Restrictions

I write in reference to the “Proposed extension of Prohibition of Waiting Restrictions” at Kingswood Drive.

The proposal states:

Following Members enquiries, prohibition of waiting at any time restrictions are proposed on the east side of Kingswood Drive extending from the existing restriction south of Kingswood Avenue down towards the zebra crossing. These measures seek to maintain parking on the west side of the road, away from the accesses and side road north of the site.

The scheme is expected to improve road safety along the corridor.

The proposal does not set out reason for this change to the existing arrangements in this area, mentioning only “following Members enquiries”, but with no further explanation.

The local newsletter “Kingswells News” contains a regular update from Councillor Delaney, the most recent of which references the proposal and mentions a “serious car accident” but again does not elaborate. In discussion with someone who witnessed this accident, they are clear that the accident was due to a young, inexperienced driver who was not paying attention and oversteered to correct when they realised they were too close to the car in front. It does not seem as though this accident is relevant to this specific location and was a one off incident. Indeed, on the Aberdeen City Council website, the following policy is stated:

Aberdeen City Council do not consider it appropriate to introduce isolated sections of waiting restrictions (yellow lines) within residential areas. Any requests for new waiting restrictions must be based on specific road safety concerns which occur on a regular basis, and not as the result of a one off or infrequent occurrence.

The current road layout had been in place for a long time (30+ years). In recent years, planning application was granted first for the relocation of Kingswells Pharmacy & Post Office and then for Kidsize Out of School Club to the west side of this road with no changes to the road layout or parking restrictions. At present, in theory, cars could park on both east and west sides of the section of road referred to in the proposal. However, in practice, cars only ever park on the east side of this section of road. This east side of the road allows for more car parking spaces than on the west side of the road.

This area, Kingswells Village Centre, contains: a large primary school, flats, Co-op, veterinary practice, community centre, two take-always, a hairdressers and a cafe (all of these on the east side of the road); as well as the Pharmacy & Post Office and the Out of School Club (on the west side of the road), so there is already a severe lack of parking in this area. To restrict the

available parking closest to the Pharmacy, Post Office and Out of School Club does not seem a sensible course of action.

The proposal states that it “is expected to improve road safety along the corridor”, but does not explain why this is expected to be the case. It would be normally be expected that in changing a long standing layout the result would be to worsen road safety not improve it.

In summary, I would therefore object to this proposal as:

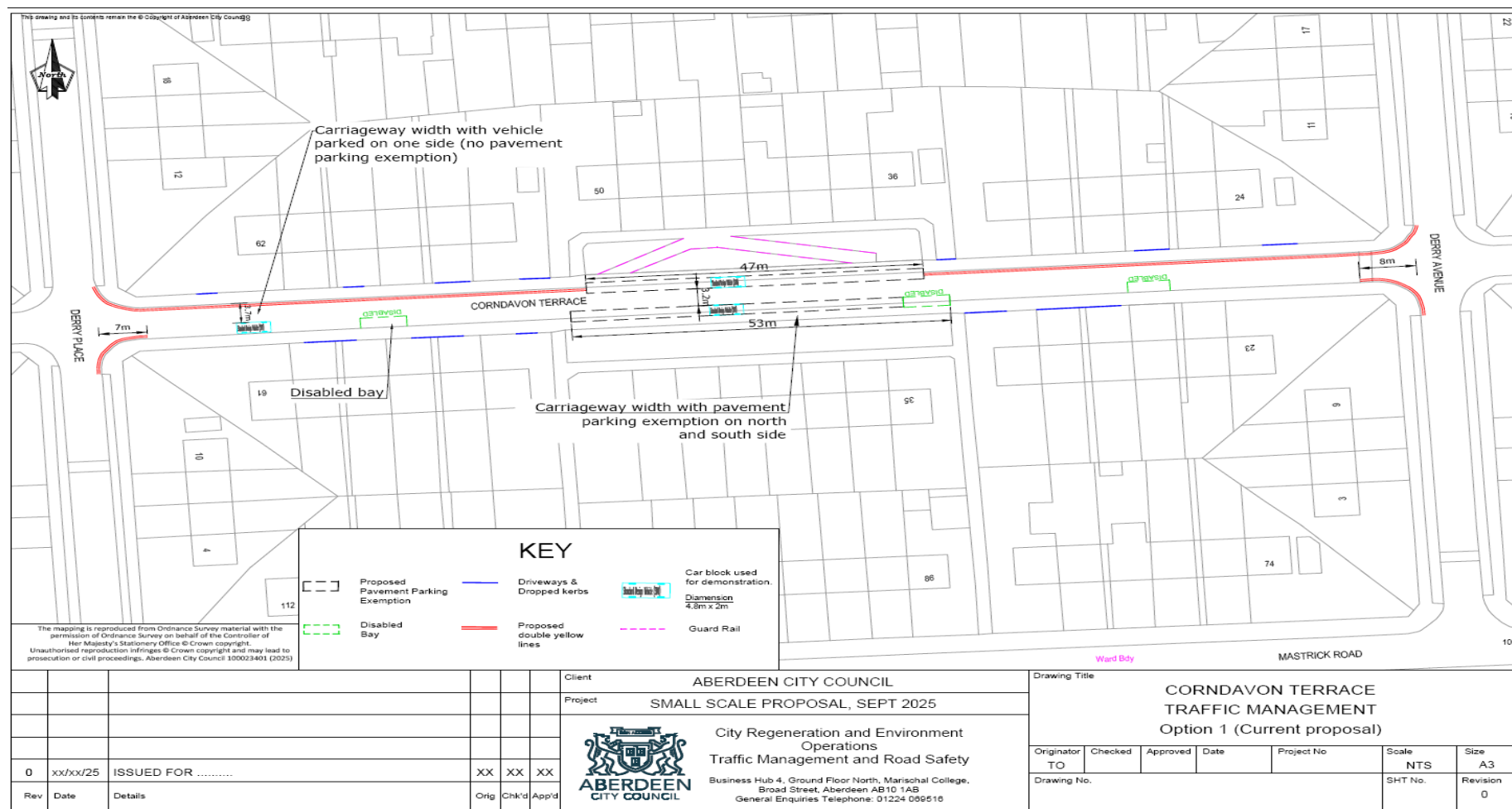
- there has been no stated reason for the change to parking at this location;
- the proposal is in contradiction of Aberdeen City Council's own policy that any request for new waiting restrictions must be based on specific road safety concerns which occur on a regular basis, and not as the result of a one off or infrequent occurrence;
- there will be an overall reduction in car parking available, where a shortage already exists;
- in changing a long standing road layout, the proposed waiting restriction would most likely worsen road safety, rather than improve it.

If it is demonstrated that there is a need for waiting restrictions to change at this location (and this has not yet been demonstrated), then the common sense solution would surely be to apply waiting restrictions on the west side of the road at this location, this would regularise the existing practice observed, not to park to that side of the road.

Kind regards,

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

APPENDIX 18 – Corndavon Terrace Plan



APPENDIX 19- Corndavon Terrace Street Notices

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEEN CITY COUNCIL (DERRY AVENUE / DERRY PLACE / CORNDAVON TERRACE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 202X

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 prohibition on motor vehicles waiting at any time on certain lengths of 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 below): - <https://accsmallscaleproposals2025.commonplace.is>

The consultation will run between 11 July and 08 August 2025, inclusive. Should you wish to view these documents in another way please contact us by e-mail (see below), or alternatively on Tel. 01224 045345, 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 11 July to 08 August 2025, 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, City Regeneration and Environment, Aberdeen City Council, Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen, AB10 1AB

Schedule

(Prohibition of waiting at any time)

Corndavon Terrace

North side, from its junction with Derry Place, eastwards for a distance of 68 metres or thereby.

North side, from its junction with Derry Avenue, westwards for a distance of 70 metres or thereby.

South side, from its junction with Derry Avenue, westwards for a distance of 10 metres or thereby.

South side, from its junction with Derry Place, eastwards for a distance of 10 metres or thereby.

Derry Avenue

West side, from its junction with Corndavon Terrace, northwards for a distance of 10 metres or thereby.

West side, from its junction with Corndavon Terrace, southwards for a distance of 10 metres or thereby.

Derry Place

East side, from its junction with Corndavon Terrace, northwards for a distance of 10 metres or thereby.

East side, from its junction with Corndavon Terrace, southwards for a distance of 10 metres or thereby.



ABERDEEN CITY COUNCIL

TRANSPORT (SCOTLAND) ACT 2019

ABERDEEN CITY COUNCIL (PAVEMENT PARKING EXEMPTION NO.2) ORDER 202_

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Transport (Scotland) Act 2019. The effect of this Order will be to introduce exemptions to enable parking on certain lengths (part) of pavement on the following roads in Aberdeen: - Colville Place, Corndavon Terrace, Countesswells Road, Ferrier Crescent, Kerloch Place and Sandilands Drive.

Full details of the above proposals are to be found in the draft order, which, together with maps showing the intended measures, and an accompanying statement of the Council's reasons, may be examined online via the internet link specified below (or scanning the QR Code below): -

<https://accsmallscaleproposals2025.commonplace.is>

The consultation will run between 11 July and 8 August 2025, inclusive. Should you wish to view these documents in another way please contact us by e-mail (see below), or alternatively on Tel. 01224 045345, 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 11 July to 8 August 2025, 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, City Regeneration and Environment,
Aberdeen City Council, Business Hub 4, Ground Floor North, Marischal College, Broad
Street, Aberdeen, AB10 1AB**



APPENDIX 20- Corndavon Terrace Objection

[REDACTED]

From: [REDACTED]
Sent: 28 July 2025 16:19
To: TrafficManagement
Subject: exemption no2 order 202

Follow Up Flag: Follow up
Flag Status: Completed

Good afternoon to the traffic team I was wondering if you can help, I have been inundated with calls re pavement parking exemption no2 order 202, Corndavon Terrace Aberdeen. 1st thing the residents say they have not had enough notice the posters only went up on the 12th they also say They have not had any letters thought their doors re this. They would like a face-to-face meeting to explain how this would work as they feel that parking on both sides of the road will not help in anyway it would make it worse. Plus, the disabled sign at which this notice was posted on there is to be double yellow lines down. The residents say that by parking on 1/2 the pavement half on road is going to affect the people to get along the roads to the shops. I would say on whole they are not a happy bunch ,Is there any way they could get a site visit to explain it to them I would be very grateful if this could happen & I could pop along to keep the peace.
Kind regards,,

[REDACTED]

[REDACTED]

APPENDIX 21- Corndavon Terrace Objection

From: [REDACTED]
To: [REDACTED]
Subject: Objection to Proposals for Corndavon Terrace AB16

Follow Up Flag: Follow up
Flag Status: Completed

Good Day,

I write to you with regards to submitting very strong objections to the heinous and downright insane plans that your planners are proposing for the street I reside in, Corndavon Terrace, Mastrick.

I have been a resident of the street since April 2007, number 40, as a Private Homeowner through Mortgage.

As the years have progressed the parking in the street has got worse and worse both in terms of the access I have as well as the standard ie people being greedy and downright selfish.

We are in the unfortunate position of being slap bang in the middle of the street where my access to my front door is so restricted anyway but with the draconian pavement parking ban my access to my car is even worse because I now have to park 1 or 2 streets away, the reason being is because I have to commute to work and by time I get home there is no space at all in the street because of selfish people and also because of the large amount of vans and commercial vehicles that have no right being parked in a private residential street.

It's not a case of if but when this insane order is passed because the entire street could object to this and ACC is just going to run with it because of the clear agenda against car users in general.

The question I have to ask, having seen the plans, is what safety reasons do you have for the imposing of the double yellow lines and who does it benefit? Also where will the cars that normally park where the lines are being proposed now park? Has this even been taken into consideration? This will affect the residents of the homes directly next to it and in turn force people further up the street, chiefly the middle of Corndavon Terrace where my home is. You can dress it up all you want that this will then see a relaxing of the pavement parking ban but ultimately there is absolutely NO benefit to residents of the street if this plan is allowed to go ahead if anything residents are being punished and in fact I would go as far as to say a resident like me is actually being discriminated against purely for where my home is because I will be one of those most directly effected by this as all is going to do is make it a competition for people to try and get parked.

I read your website and it said that the geniuses who thought up this idea did so because the pathetic disabled ramp, I've never once seen a disabled person use it, or even many prams either, that was built with zero consultation given to residents was seeing people park dangerously in other parts of the street which is a downright lie. Parking selfishly? 100 % but dangerously? No because for the simple reason there is no space left to park dangerously after the cash cow pavement parking ban was brought in. I would go as far as to say that the pavement parking ban is actually what has made things worse but perhaps that was all part of the plan? In the last 12 months I've had damage to all alloy wheels on my car because of SELFISH parking and not dangerous parking. The issue is people not pavement parking, that is where you need to turn your attentions to. There should be a ban on vans and commercial vehicles in this street and to be honest I think the best way around it for those with no drive ways is to bring in a permit system as people are just too selfish to consider others.

I am going through an Autism Assessment and suffer from quite severe mental health issues, I have a stable, busy job in the city centre and a busy social life, I am the only driver in my household, the anxiety I get from going out to run drop my child off at their training or to run an errand is palpable at times as I do not know where I will be able to park when I get back because no sooner do I leave someone comes in and takes the space I have. It is not dramatic

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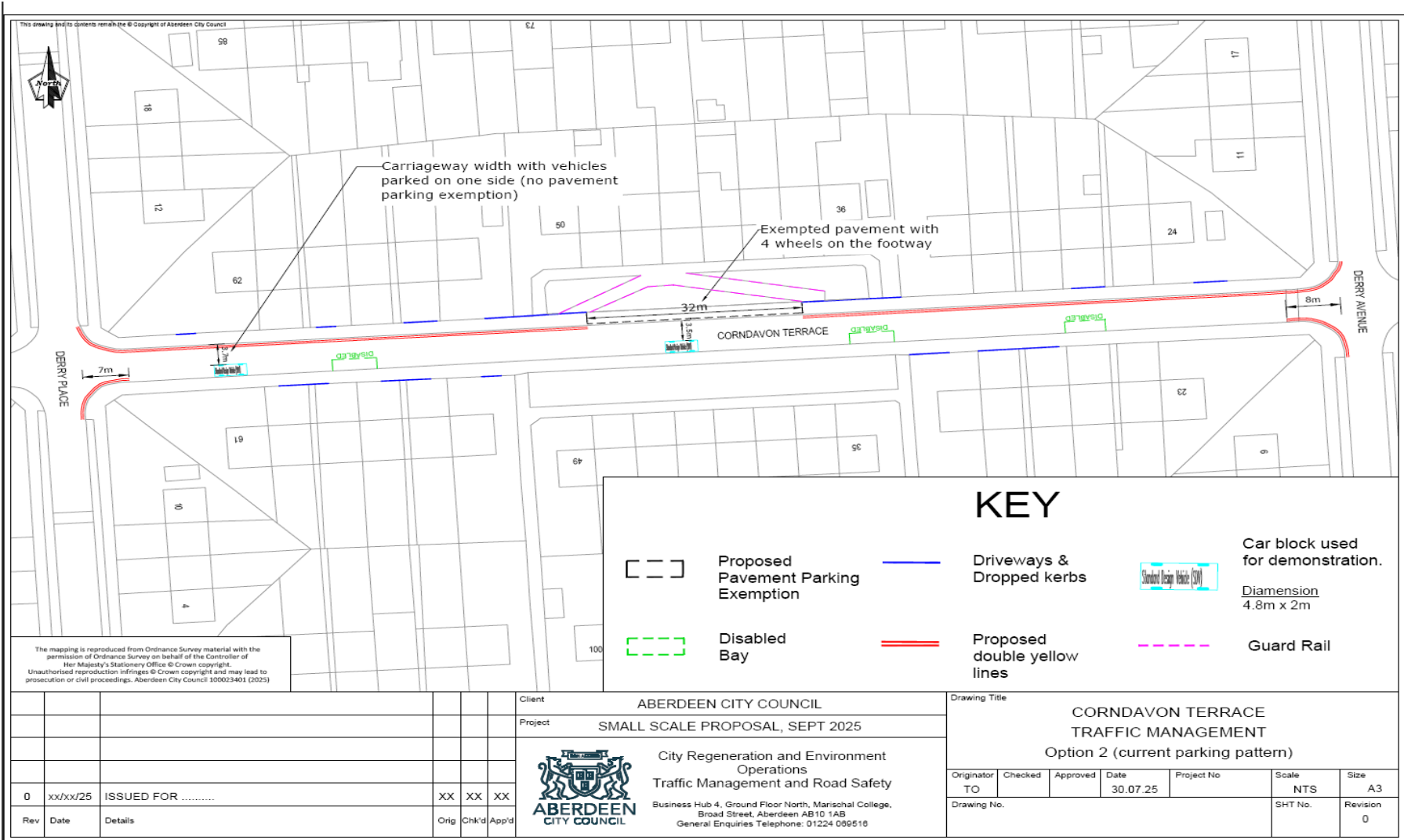
to say but I 100% feel that in my part of the street, mid terrace, discriminated against and this measure will make things even worse.

For once some common sense needs to be applied and the thoughts and feelings of the residents are taken seriously because not one single person I have spoken to in the street has asked for this or agrees With it so in that respect who really asked for this and who is it going to benefit.

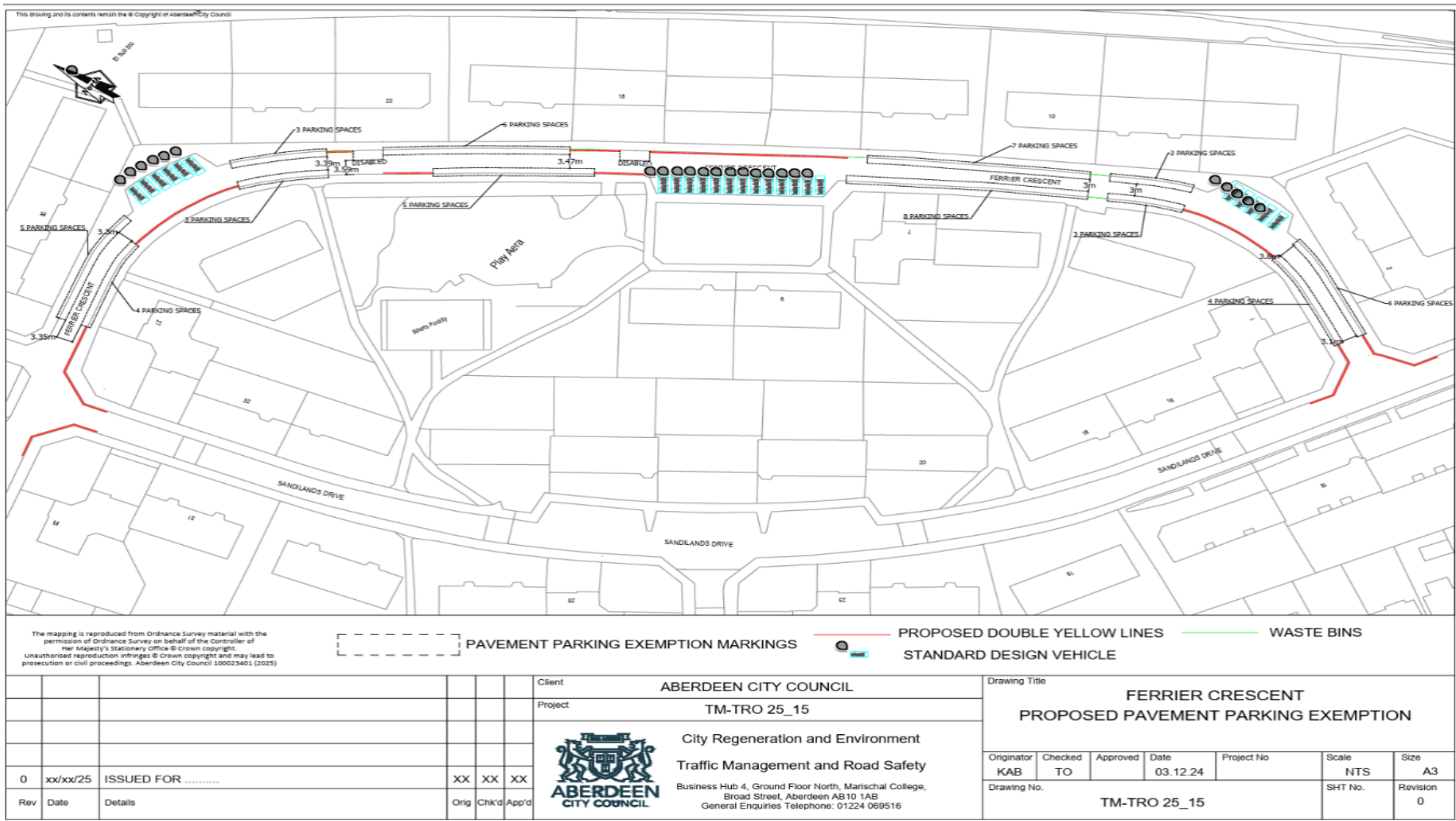
Regards

[REDACTED]
Sent from my iPhone

APPENDIX 22- Corndavon Terrace Alternative Proposal



APPENDIX 23- Ferrier Crescent Plan



APPENDIX 24- Ferrier Crescent Street Notice

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEEN CITY COUNCIL (FERRIER CRESCENT, ABERDEEN) (PROHIBITION OF WAITING) ORDER 202X

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 prohibition on motor vehicles waiting at any time on certain lengths of Ferrier Crescent, Aberdeen, as 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 below): - <https://accsmallscaleproposals2025.commonplace.is>

The consultation will run between 11 July and 08 August 2025, inclusive. Should you wish to view these documents in another way please contact us by e-mail (see below), or alternatively on Tel. 01224 045345, 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 11 July to 08 August 2025, 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, City Regeneration and Environment, Aberdeen City Council, Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen, AB10 1AB

Schedule

(Prohibition of waiting at any time)

Ferrier Crescent

South side, from its northern junction with Sandilands Drive, eastwards for a distance of 12 metres or thereby; **West side**, from a point 36 metres or thereby east of its northern junction with Sandilands Drive, eastwards for a distance of 26 metres or thereby; **West side**, from a point 79 metres or thereby south-east of its northern junction with Sandilands Drive, south-eastwards for a distance of 21 metres or thereby; **West side**, from a point 133 metres or thereby south-east of its northern junction with Sandilands Drive, south-eastwards for a distance of 11 metres or thereby; **West side**, from a point 40 metres or thereby north of its southern junction with Sandilands Drive, northwards for a distance of 22 metres or thereby; **North-west side**, from its southern junction with Sandilands Drive, north-eastwards, for a distance of 14 metres or thereby; **North side**, from its eastern junction with Ferrier Gardens, eastwards for a distance of 5 metres or thereby; **East side**, from a point 78 metres or thereby south-east of its eastern junction with Ferrier Gardens, south-eastwards for a distance of 5 metres or thereby; **East side**, from a point 127 metres or thereby south-east of its eastern junction with Ferrier Gardens, south-eastwards for a distance of 10 metres or thereby; **East side**, from a point 143 metres or thereby south-east of its eastern junction with Ferrier Gardens, south-eastwards for a distance of 44 metres or thereby; **South-east side**, from its southern junction with Sandilands Drive, northwards, for a distance of 14 metres or thereby.



APPENDIX 25- Ferrier Crescent Objection

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 14 July 2025 16:54
To: TrafficManagement
Subject: Subject: Objection to Proposed Double Yellow Lines – Ferrier Crescent (TRO Reference TM-TRO 25_15)
Attachments: TM-TRO 25_15 (Ferrier Crescent)_Objection.pdf
Follow Up Flag: Follow up
Flag Status: Completed

Dear Sir/Madam,

I am writing to formally object to the proposed implementation of **double yellow lines on Ferrier Crescent**, as shown in the recent TRO document (Reference TM-TRO 25_15).

While I understand the intent of regulating parking to improve road safety and traffic flow, I believe the placement and extent of the double yellow lines are **excessive and detrimental** to local residents.

Grounds for Objection:

- 1. Reduction in Already Limited Parking Availability**
Ferrier Crescent already suffers from constrained parking availability, particularly for residents of flats with no off-street options. The proposed double yellow lines will remove several essential on-street spaces, pushing vehicles further into surrounding streets or leading to unsafe parking practices.
- 2. Lack of Demonstrated Need**
From local observation, there is no consistent congestion or visibility issue in the areas marked for double yellow lines. The current parking arrangements have not caused obstruction to through traffic or emergency vehicle access in practice.

Request:

I respectfully request that Aberdeen City Council **reassess the extent and necessity** of the proposed double yellow lines at Ferrier Crescent, and instead engage with residents to find a more balanced solution that ensures safety without unduly impacting access and quality of life.

Please acknowledge receipt of this objection and inform me of any future consultations or decisions regarding this TRO.

Thanks and kind regards

[REDACTED]

APPENDIX 26- Ferrier Crescent Objection

From: [REDACTED] <[REDACTED]>
Sent: 14 July 2025 21:05
To: TrafficManagement
Subject: Formal objection

Follow Up Flag: Follow up
Flag Status: Completed

Dear Sir/Madam,

I am writing to formally object to the proposed implementation of double yellow lines on Ferrier Crescent and Sandilands Drive, as shown in the recent TRO document (Reference TM-TRO 25_15).

While I understand the intent of regulating parking to improve road safety and traffic flow, I believe the placement and extent of the double yellow lines are excessive and detrimental to local residents.

Grounds for Objection:

Reduction in Already Limited Parking Availability Ferrier Crescent and Sandilands Drive already suffers from constrained parking availability, particularly for residents of flats with no off-street options. The proposed double yellow lines will remove several essential on-street spaces, pushing vehicles further into surrounding streets or leading to unsafe parking practices.

Lack of Demonstrated Need

From local observation, there is no consistent congestion or visibility issue in the areas marked for double yellow lines. The current parking arrangements have not caused obstruction to through traffic or emergency vehicle access in practice.

Request:

I respectfully request that Aberdeen City Council reassess the extent and necessity of the proposed double yellow lines at Ferrier Crescent and Sandilands Drive and instead engage with residents to find a more balanced solution that ensures safety without unduly impacting access and quality of life.

Please acknowledge receipt of this objection and inform me of any future consultations or decisions regarding this TRO.

Thanks and kind regards

Louise Milne
[REDACTED]

Sent from my iPhone

APPENDIX 27- Ferrier Crescent Objection

Our area (usually referred to as ‘Fersands’), has been blighted for years by the practice of pavement parking. It is a commonplace to say that such a practice raises health and safety concerns.

Pedestrians (particularly children) have their view of the road impeded; emergency vehicles have problems accessing buildings; mobility vehicles and parents of small children in buggies are forced into the road. It has always seemed strange to me that, in this age of ubiquitous concern for disabled access, in our area the disabled don't even have access to the pavement.

And so it was with relief that we, finally, (after years of campaigning) have legislation to outlaw this anti-social practice. Our pavements are cluttered enough with bikes and e-scooters without motor vehicles blocking our ability to simply walk.

We now discover that this area is to be an 'exception'. Or exempted from legislation. This proposal is unacceptable and a campaign to force the Council and the police to obey the law is being organised.

We acknowledge that we have a problem. These streets were simply not built with high car ownership in mind. But the solution to this problem cannot be at the expense of pedestrians. Here are a few ideas to consider:

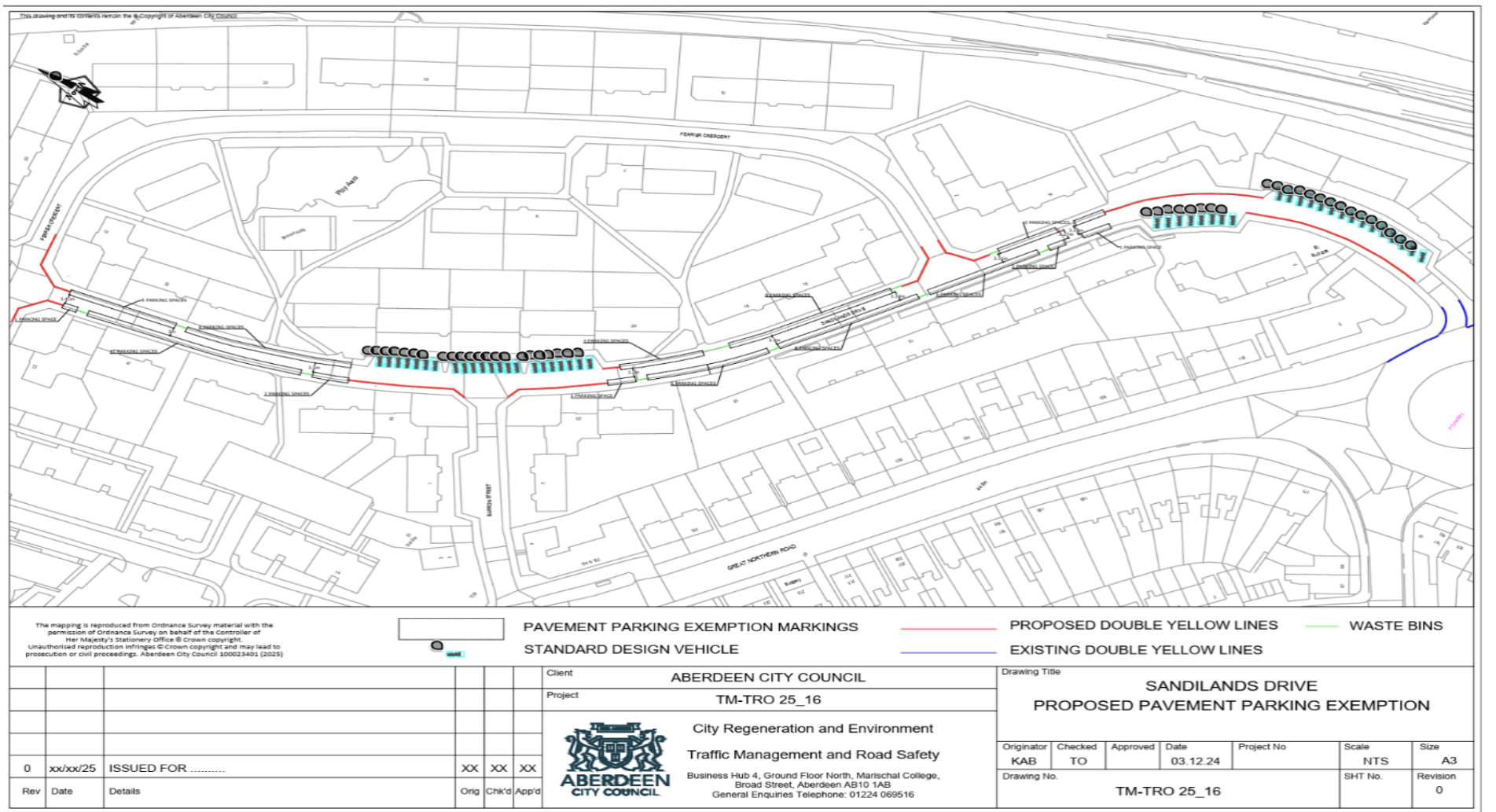
- (1) To remove all commercial vehicles from overnight parking. Commercial companies have no business using residential streets as car parks.
- (2) Each flat should be given the right to park a single vehicle. There are tenants who own several.
- (3) Tenants should be prohibited from running small businesses (buying and selling, vehicle repair etc.) involving motor vehicles.

I for one will be (should this proposal go ahead) to have an exemption to the exemption as I have vision problems. And should someone then seek an exemption to the exemption to the exemption, I will take the matter up with my political representative with a view to taking the matter to the courts. After all, should (God forbid) there be a serious accident caused by pavement parking there will surely be a case for a charge of Corporate Negligence. As, whatever the intricate plans of the road planners, as night follows day it will be seen by vehicle owners that it is permitted to pavement park in Fersands.

Residents of our area are not exempt from injury and I see no reason why these narrow streets are any different from narrow streets in other similar areas such as Powis. It has been suggested by the Council that vehicles should leave 1.5 metres of the pavement free. This is, of course wishful thinking. Do the planners seriously believe that those inclined to park cars on pavements will heed such a suggestion?

The proposal that Fersands should be exempt from the law is a lazy answer to a complex problem. Since the law outlawing this has begun, there has been an improvement in our area for pedestrians. Should this proposal be implemented, one fears that the practice of pavement parking will slide back into the free-for-all we are accustomed to. I can assure the powers-that-be that the campaign to outlaw this anti-social practice will begin. After all, we only ask for the enforcement of the Law out there.

APPENDIX 28- Sandilands Drive Plan



APPENDIX 29- Sandilands Drive Street Notice

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEEN CITY COUNCIL (SANDILANDS DRIVE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 202X

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 prohibition on motor vehicles waiting at any time on certain lengths of Sandilands Drive, Aberdeen, as 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 below): - <https://accsmallscaleproposals2025.commonplace.is>

The consultation will run between 11 July and 08 August 2025, inclusive. Should you wish to view these documents in another way please contact us by e-mail (see below), or alternatively on Tel. 01224 045345, 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 11 July to 08 August 2025, 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, City Regeneration and Environment, Aberdeen City Council, Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen, AB10 1AB

Schedule

(Prohibition of waiting at any time)

Sandilands Drive

West side, from its northern junction with Ferrier Crescent, southwards for a distance of 14 metres or thereby.

West side, from its junction with Barron Street, northwards for a distance of 35 metres or thereby.

West side, from its junction with Barron Street, southwards for a distance of 31 metres or thereby.

West side, from its junction with Great Northern Road, north-westwards for a distance of 78 metres or thereby.

East side, from its northern junction with Ferrier Crescent, southwards for a distance of 14 metres or thereby.

East side, from a point 93 metres or thereby, north of its southern junction with Ferrier Crescent, northwards for a distance of 5 metres or thereby.

East side, from its southern junction with Ferrier Crescent, northwards for a distance of 8 metres or thereby.

East side, from its southern junction with Ferrier Crescent, southwards for a distance of 8 metres or thereby.

East side, from a point 42 metres or thereby south of its southern junction with Ferrier Crescent, southwards for a distance of 42 metres or thereby.

West side, from its junction with Great Northern Road, northwards for a distance of 26 metres or thereby



APPENDIX 30- Sandilands Drive Objection

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 14 July 2025 16:54
To: TrafficManagement
Subject: Subject: Objection to Proposed Double Yellow Lines – Ferrier Crescent (TRO Reference TM-TRO 25_15)
Attachments: TM-TRO 25_15 (Ferrier Crescent)_Objection.pdf
Follow Up Flag: Follow up
Flag Status: Completed

Dear Sir/Madam,

I am writing to formally object to the proposed implementation of **double yellow lines on Ferrier Crescent**, as shown in the recent TRO document (Reference TM-TRO 25_15).

While I understand the intent of regulating parking to improve road safety and traffic flow, I believe the placement and extent of the double yellow lines are **excessive and detrimental** to local residents.

Grounds for Objection:

1. Reduction in Already Limited Parking Availability

Ferrier Crescent already suffers from constrained parking availability, particularly for residents of flats with no off-street options. The proposed double yellow lines will remove several essential on-street spaces, pushing vehicles further into surrounding streets or leading to unsafe parking practices.

2. Lack of Demonstrated Need

From local observation, there is no consistent congestion or visibility issue in the areas marked for double yellow lines. The current parking arrangements have not caused obstruction to through traffic or emergency vehicle access in practice.

Request:

I respectfully request that Aberdeen City Council **reassess the extent and necessity** of the proposed double yellow lines at Ferrier Crescent, and instead engage with residents to find a more balanced solution that ensures safety without unduly impacting access and quality of life.

Please acknowledge receipt of this objection and inform me of any future consultations or decisions regarding this TRO.

Thanks and kind regards

[REDACTED]

APPENDIX 31- Sandilands Drive Objection

From: [REDACTED] <[REDACTED]>
Sent: 14 July 2025 21:05
To: TrafficManagement
Subject: Formal objection

Follow Up Flag: Follow up
Flag Status: Completed

Dear Sir/Madam,

I am writing to formally object to the proposed implementation of double yellow lines on Ferrier Crescent and Sandilands Drive, as shown in the recent TRO document (Reference TM-TRO 25_15).

While I understand the intent of regulating parking to improve road safety and traffic flow, I believe the placement and extent of the double yellow lines are excessive and detrimental to local residents.

Grounds for Objection:

Reduction in Already Limited Parking Availability Ferrier Crescent and Sandilands Drive already suffers from constrained parking availability, particularly for residents of flats with no off-street options. The proposed double yellow lines will remove several essential on-street spaces, pushing vehicles further into surrounding streets or leading to unsafe parking practices.

Lack of Demonstrated Need

From local observation, there is no consistent congestion or visibility issue in the areas marked for double yellow lines. The current parking arrangements have not caused obstruction to through traffic or emergency vehicle access in practice.

Request:

I respectfully request that Aberdeen City Council reassess the extent and necessity of the proposed double yellow lines at Ferrier Crescent and Sandilands Drive and instead engage with residents to find a more balanced solution that ensures safety without unduly impacting access and quality of life.

Please acknowledge receipt of this objection and inform me of any future consultations or decisions regarding this TRO.

Thanks and kind regards

Louise Milne
[REDACTED]

Sent from my iPhone

APPENDIX 32- Sandilands Drive Objection

Our area (usually referred to as ‘Fersands’), has been blighted for years by the practice of pavement parking. It is a commonplace to say that such a practice raises health and safety concerns.

Pedestrians (particularly children) have their view of the road impeded; emergency vehicles have problems accessing buildings; mobility vehicles and parents of small children in buggies are forced into the road. It has always seemed strange to me that, in this age of ubiquitous concern for disabled access, in our area the disabled don't even have access to the pavement.

And so it was with relief that we, finally, (after years of campaigning) have legislation to outlaw this anti-social practice. Our pavements are cluttered enough with bikes and e-scooters without motor vehicles blocking our ability to simply walk.

We now discover that this area is to be an 'exception'. Or exempted from legislation. This proposal is unacceptable and a campaign to force the Council and the police to obey the law is being organised.

We acknowledge that we have a problem. These streets were simply not built with high car ownership in mind. But the solution to this problem cannot be at the expense of pedestrians. Here are a few ideas to consider:

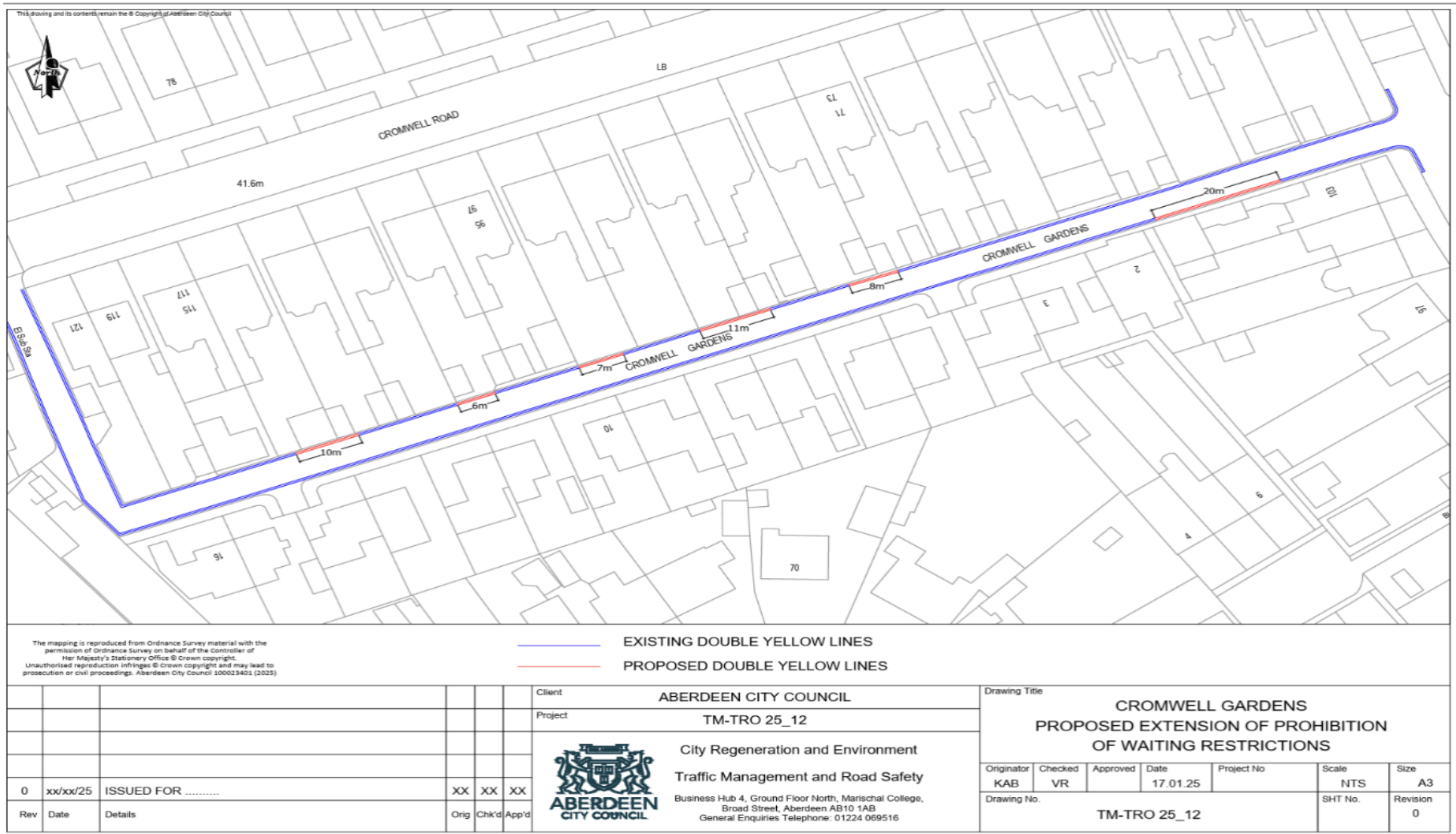
- (1) To remove all commercial vehicles from overnight parking. Commercial companies have no business using residential streets as car parks.
- (2) Each flat should be given the right to park a single vehicle. There are tenants who own several.
- (3) Tenants should be prohibited from running small businesses (buying and selling, vehicle repair etc.) involving motor vehicles.

I for one will be (should this proposal go ahead) to have an exemption to the exemption as I have vision problems. And should someone then seek an exemption to the exemption to the exemption, I will take the matter up with my political representative with a view to taking the matter to the courts. After all, should (God forbid) there be a serious accident caused by pavement parking there will surely be a case for a charge of Corporate Negligence. As, whatever the intricate plans of the road planners, as night follows day it will be seen by vehicle owners that it is permitted to pavement park in Fersands.

Residents of our area are not exempt from injury and I see no reason why these narrow streets are any different from narrow streets in other similar areas such as Powis. It has been suggested by the Council that vehicles should leave 1.5 metres of the pavement free. This is, of course wishful thinking. Do the planners seriously believe that those inclined to park cars on pavements will heed such a suggestion?

The proposal that Fersands should be exempt from the law is a lazy answer to a complex problem. Since the law outlawing this has begun, there has been an improvement in our area for pedestrians. Should this proposal be implemented, one fears that the practice of pavement parking will slide back into the free-for-all we are accustomed to. I can assure the powers-that-be that the campaign to outlaw this anti-social practice will begin. After all, we only ask for the enforcement of the Law out there.

APPENDIX 33- Cromwell Gardens Plan



APPENDIX 34- Cromwell Gardens Street Notice

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

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

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 prohibition on motor vehicles waiting at any time on certain lengths of Cromwell Gardens, Aberdeen, as specified in the schedule below. Please note, the lengths specified include those lengths of prohibition of waiting at any time already established on Cromwell Gardens.

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 below): - <https://accsmallscaleproposals2025.commonplace.is>

The consultation will run between 11 July and 08 August 2025, inclusive. Should you wish to view these documents in another way please contact us by e-mail (see below), or alternatively on Tel. 01224 045345, 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 11 July to 08 August 2025, 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, City Regeneration and Environment,
Aberdeen City Council, Business Hub 4, Ground Floor North, Marischal College, Broad
Street, Aberdeen, AB10 1AB**

Schedule

(Prohibition of waiting at any time)

Cromwell Gardens

North side, in its entirety.

South side, in its entirety.

West side, in its entirety..

East side, from a point 28m or thereby south of its junction with Cromwell Road, southwards for a distance of 20m or thereby.



APPENDIX 35- Cromwell Gardens Objection

[REDACTED] [REDACTED]
[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 25 July 2025 21:16
To: TrafficManagement
Cc: [REDACTED]
Subject: Proposal for more double yellow lines in Cromwell Gardens

Follow Up Flag: Follow up
Flag Status: Completed

Hello,

I write to raise my concerns regarding the proposal to install more double yellow lines in Cromwell Gardens. Should this go ahead, vehicles that currently park on Cromwell Gardens will be displaced onto other already crowded, yet busier, roads in the vicinity. In particular, there is already parking congestion and significant issues with companies and individuals parking large commercial vehicles ("Workplace Office Furniture" and "Corporate Moves" lorries) and large Campervans near junctions towards the North end of Burns Road. Removing parking capacity from Cromwell Gardens will add to pressures in this area with increased danger due to higher speeds and levels of vehicle traffic on Burns Road vs. Cromwell Gardens which is a quiet road.

Alternative Proposals that may better address the concerns raised are as follows:

- improve safety of Cromwell Gardens by installing speed bumps or converting into a one-way street (this would also help improve safety at the blind corner by the bowling club end).
- utilise smaller bin lorries on Cromwell Gardens (these smaller lorries are already used on several side lanes off Burns Road)
- prohibit large commercial vehicles from parking in residential streets in the area, freeing up more space for safe parking of residents' cars (potentially as part of a permit control scheme).

Regards,

[REDACTED]
[REDACTED]

APPENDIX 36- Cromwell Gardens Objection

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 25 July 2025 21:50
To: TrafficManagement
Cc: [REDACTED]
Subject: Cromwell Gardens double yellow gap fill

Follow Up Flag: Follow up
Flag Status: Completed

I am a resident that uses the space behind my house for parking if this was filled then I would not only cause issues for me finding a space but would mean I could park there if I needed to transfer things from my garage into my car and vice versa, I have also gone down this street in a mini and a big bmw and have not had any issues getting passed.

APPENDIX 37- Cromwell Gardens Objection

[REDACTED] [REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 26 July 2025 16:06
To: TrafficManagement
Cc: [REDACTED]
Subject: Proposal for more " Double Yellows " in Cromwell Gardens

Follow Up Flag: Follow up
Flag Status: Completed

Hello,

My name is [REDACTED] and have done so for 32 years. When I moved in there were no double yellows in Cromwell Gardens and it wasn't an issue. Never in that time have I seen a Council waste lorry not be able to get down Cromwell Gardens. Rather than take away 8 parking spaces which would then put more pressure on an already busy Cromwell Road I feel making it a one way street would make it safer and would eradicate a lot of the concerns. The corner at the bowling club is terrible with cars coming in both directions and with the tennis club running summer camps/lessons etc it is very busy with drop offs and pick ups. Thanking you.

[REDACTED]

APPENDIX 38- Cromwell Gardens Objection

[REDACTED] [REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 26 July 2025 18:48
To: TrafficManagement
Cc: [REDACTED]
Subject: More Double Yellows in Cromwell Gardens

Follow Up Flag: Follow up
Flag Status: Completed

Hello,

I object to this proposal, removing these "gaps" will in my opinion increase parking on Cromwell Road. It may also increase the speed of vehicles using Cromwell Gardens.

I feel there is a stronger need to concentrate on the speed of traffic using Cromwell Road.

Regards,

[REDACTED]
[REDACTED]

APPENDIX 39- Cromwell Gardens Objection

[REDACTED]

From: [REDACTED]
Sent: 28 July 2025 13:51
To: TrafficManagement
Subject: Proposed extension of prohibition of waiting restrictions on Cromwell Gardens

Follow Up Flag: Follow up
Flag Status: Completed

Dear Sir/Madam,

I write on behalf of myself and my partner. We are the owners and residents of [REDACTED]. We refer to the proposed extension of prohibition of waiting restrictions on Cromwell Gardens. We wish to raise our concerns about the proposal.

Parking is of course an issue everywhere in the city and Burns Road is no different. The vast majority of our neighbours have at least two cars. One has four vehicles, including work vehicles. This already makes it difficult to get parked outside ones own property, particularly on weekends. On weekends, we of course also deal with the influx of cars from parents dropping their children off at the playing fields on Cromwell Road, who also frequently park on Burns Road. During the week, commuters from outside the city who work in the West End often park their cars on Burns Road.

The proposed extension of the "double yellow" lines on Cromwell Gardens will inevitably push the cars that park there (on average we estimate between 6 and 10) onto Burns Road. Given that the owners of these vehicles will presumably wish to park their cars close to their properties, this will impact those at the Cromwell Road end of Burns Road most, as we will be competing for parking spaces with even more individuals. This will make it even more difficult to find parking outside our property. We only have one car, and we do not think it is too much to ask for to be able to park within sight of our own property. Nevertheless, we are often required to park half way down the street to find space.

The justification set out in the proposal, being concerns about road safety and vehicle accessibility are, from our experience, exaggerated. If there is an issue with access/safety, it is generally because of individuals parking on the double yellow lines, particularly right at the corner of Cromwell Gardens and Burns Road, and not because of the vehicles parked lawfully. In respect of access and waste management, to be frank, Burns Road itself is equally narrow when there are cars parked on either side. We see no reason why Cromwell Gardens should be any different.

As one of the households who would be most negatively affected by this proposal, we would urge you to reconsider this proposal and for the Council committee to reject it.

Kind regards,
[REDACTED]
[REDACTED]

APPENDIX 40- Cromwell Gardens Objection

From: [REDACTED] <[REDACTED]>
Sent: 29 July 2025 16:48
To: TrafficManagement
Cc: Martin Greig
Subject: Proposal for more double yellow in Cromwell Gardens

Follow Up Flag: Follow up
Flag Status: Completed

Dear Sir/Madam

I would like to oppose any consideration for any further yellow lines on Cromwell Gardens.

We use the lane to park our cars in as have no drive way and often find that Burns Road is filled up with either commuters who park and ride/walk, tennis players or at weekends is full of parents of children using the playing fields.

We see no issue with bin lorries or other vehicles using the back lane and all that is required is a slow speed and common sense approach.

Without permits on Burns Road I think we are at risk of alienating the majority of the residents of being able to park at their own home, unload shopping and generally feel they have a right of access on their own street. Any further yellow lines would be exceptionally unreasonable and would likely cause distress and potentially more illegal or dangerous parking around the area.

I hope that you can fully consider this and take into account what evidence you do have of there being any current problems as my opinion is that the overwhelming vote of residents would be to NOT add any additional double yellow lines.

Yours faithfully

[REDACTED]

APPENDIX 41- Cromwell Gardens Objection

From: [REDACTED] <[REDACTED]>
Sent: 30 July 2025 14:10
To: TrafficManagement
Subject: Proposed parking restriction on Cromwell Gardens

Follow Up Flag: Follow up
Flag Status: Completed

I would like to object to the proposed parking restrictions for Cromwell Gardens. I have lived on Cromwell Road for over 50 years and seen many changes. I can see that the waste management team have some problems. One at the corner beside the bowling green which is an awkward turn with the size of the vehicle but nothing can be done next at the Burns Road exit which can be awkward with parked cars and residents leave their bins on the road does make it difficult. The waste management team only come once a week residents are here 24/7. Also having no cars parked on Cromwell Gardens makes the likely hood of them travelling quicker down the Gardens even though signs could be put in place. Cromwell Road is a very busy road and bus route with no chance to make or have driveways in front gardens. Resident risk life

and limb to wash cars on the busy road and can't get to park near their house. Residents should be able to park at the rear outside their garages. We also have a nurse living on the street she has sometime has to nip home to use her own facilities as she is not allowed to use her clients facilities.

We also have the bowling green tennis court and children's play area which all adds to the parking problem. Any spaces at the rear can help.

It is a very difficult problem and not one that can be solved by putting double lines down. Pushing parking on to surrounding streets, frustration from residents. Please look for other possibilities. There is room other side of the play park where containers have been strategically placed so the ground can't be used. Perhaps cost a little more but there is a way round this. Where the grass is on Cromwell Road could be removed and have more parking spaces there. Sadly all cost money but would help.

Hope you can find a solution to keep everyone happy.

[REDACTED]
Sent from my iPad

APPENDIX 42- Cromwell Gardens Objection

[REDACTED] [REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 01 August 2025 09:36
To: TrafficManagement
Cc: [REDACTED]
Subject: Double Yellows Cromwell gardens

Follow Up Flag: Follow up
Flag Status: Completed

Dear sirs

With reference to your proposal to extend the double yellow lines on Cromwell gardens I would like to fully understand your reasoning. Your proposal state's safety yet to the knowledge of residents there have been no reported accidents within Cromwell gardens and moving additional parked cars onto either Burns or Cromwell road would increase congestion on these routes and add to accident risk .

Refuse collection. The bin lorry has a clearer route through Cromwell Gardens with single sided parking rather than most of the surrounding streets which have double parking thus reducing flow.

As a resident of [REDACTED] there is no parking at the front of the property due to current double yellows and as such access to park at the rear on Cromwell gardens allows for safe offloading of groceries ect .

I also note that as the Government and I also assume Aberdeen city councils promote greater use of electric vehicles that additional parking restrictions on Cromwell gardens would prevent accessibility to home charge such vehicles.

I look forward to your considered response

Regards

[REDACTED]

APPENDIX 43 – Cromwell Gardens Objection

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 07 August 2025 09:12
To: TrafficManagement
Subject: Cromwell Gardens Order 202X

Follow Up Flag: Follow up
Flag Status: Completed

Good Morning,

I have a number of concerns relating to the Road Traffic Order 202X – double yellow lines on both sides of Cromwell Gardens.

I believe this is to assist the refuse collectors, however they have had no issue getting past the parked cars (on the Cromwell Road side of Cromwell Gardens) in all the time I have lived here. Yes, they do struggle to get round the corner coming in from Cromwell Road into Cromwell Gardens, by mounting the pavement, which I have observed several times. At the other end of Cromwell Gardens, they also struggle to turn onto Burns Road, mostly due to cars being parked on double yellow lines at the corner of Burns Road.

I live at [REDACTED] and do not currently have a garage or drive. I have parked on Cromwell Gardens for 18 years without any issue. There is currently insufficient parking around Cromwell Road so taking away the few spaces we have on Cromwell Gardens (Cromwell Road side) will only lead to further demand for parking. I would agree with removing the spaces on the other side of Cromwell Gardens, that whole side could be double yellow, but leaving the few spaces on Cromwell Road side.

Another major concern I have is that if there are no parked cars at all, people will speed down Cromwell Gardens more than they do now, which is a safety hazard.

There has also been a big issue with people frequenting the tennis court and bowling green parking on the double yellow lines outside the tennis court and sometimes on Cromwell Gardens, whether on the road or by mounting the pavement.

I hope you will consider these concerns.

Regards,

[REDACTED]

Sent from my iPhone

APPENDIX 44 – Cromwell Gardens Objection

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 08 August 2025 12:52
To: TrafficManagement
Subject: Small scale proposals

Follow Up Flag: Flag for follow up
Flag Status: Completed

Dear Sir/Madam. With regard to the proposal to create double yellow lines at Cromwell gardens, the historical reason for broken yellow lines was to allow residents of numbers 47 - 53, parking for maintenance, off loading etc. at the rear, as their frontage does not permit parking. I am resident at number [REDACTED], and object to the change for the reasons stated.
Kind regards.
[REDACTED]

APPENDIX 45 – Cromwell Gardens Objection



Date: 08 August 2025



To whom it may concern,

I write to object to the installation of double yellow lines on Cromwell Gardens.

My specific objection is only concerned with the additional double yellow lines proposed for the north side of Cromwell Gardens. The north side of Cromwell Gardens already has double yellow lines positioned opposite all the driveways of the houses on Cromwell Gardens. This allows the Cromwell Gardens residents to easily access their driveways.

The current 5 locations on the north side of Cromwell Gardens where you propose to install double yellow lines are not opposite any driveways and do not obstruct access to any driveways. These areas allow up to 6 cars to park in Cromwell Gardens. This greatly eases congestion on Cromwell Road and Burns Road.

Over the last 25 years I have watched, bin lorries, large delivery lorries, delivery vans, fire engines and ambulances access Cromwell Gardens. I have never witnessed any vehicle getting stuck or having restricted access to a property as a result of cars parked in Cromwell Gardens.

As you can see from the 2 photos below, the road's width does accommodate easy passage when vehicles are parked.



There are only 3 places where large vehicles get into difficulty. They are; entering and exiting Cromwell Gardens from either Burns Road (where they have difficulty due to the road width, road camber and parked cars on Burns Road) or Cromwell Road (where they regularly have to mount the pavement when they enter). However, the biggest problem they have is negotiating the narrow turn at the Bowling Club. At some time in the past, it appears that the Bowling Club building was allowed to be extended, which resulted in the width of Cromwell Gardens being significantly reduced at the critical point where it needs to be as wide as possible. All of these 3 areas are currently double yellow line zones.

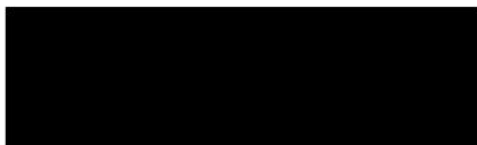
You explained in your notice that any objection will be available to the public. That is fine, but can you also make the complaints from residents and the waste management team available for review? I would be interested to read them as I have spoken to several refuse lorry drivers over the years and they never seem to have a problem with any parked cars.

Several years ago, there were parking restrictions added to the north side of Cromwell Road. This greatly reduced the available spaces in the street. The south side of Cromwell Road has to provide parking spaces for the south side residents, the overspill of the north side residents, the Seafeld Bowling Club and the Rubislaw Tennis Club. Taking away these parking locations on the north side of Cromwell Gardens will only make the parking situation in the area worse and push residents to park in the surrounding streets, which are already full to capacity.

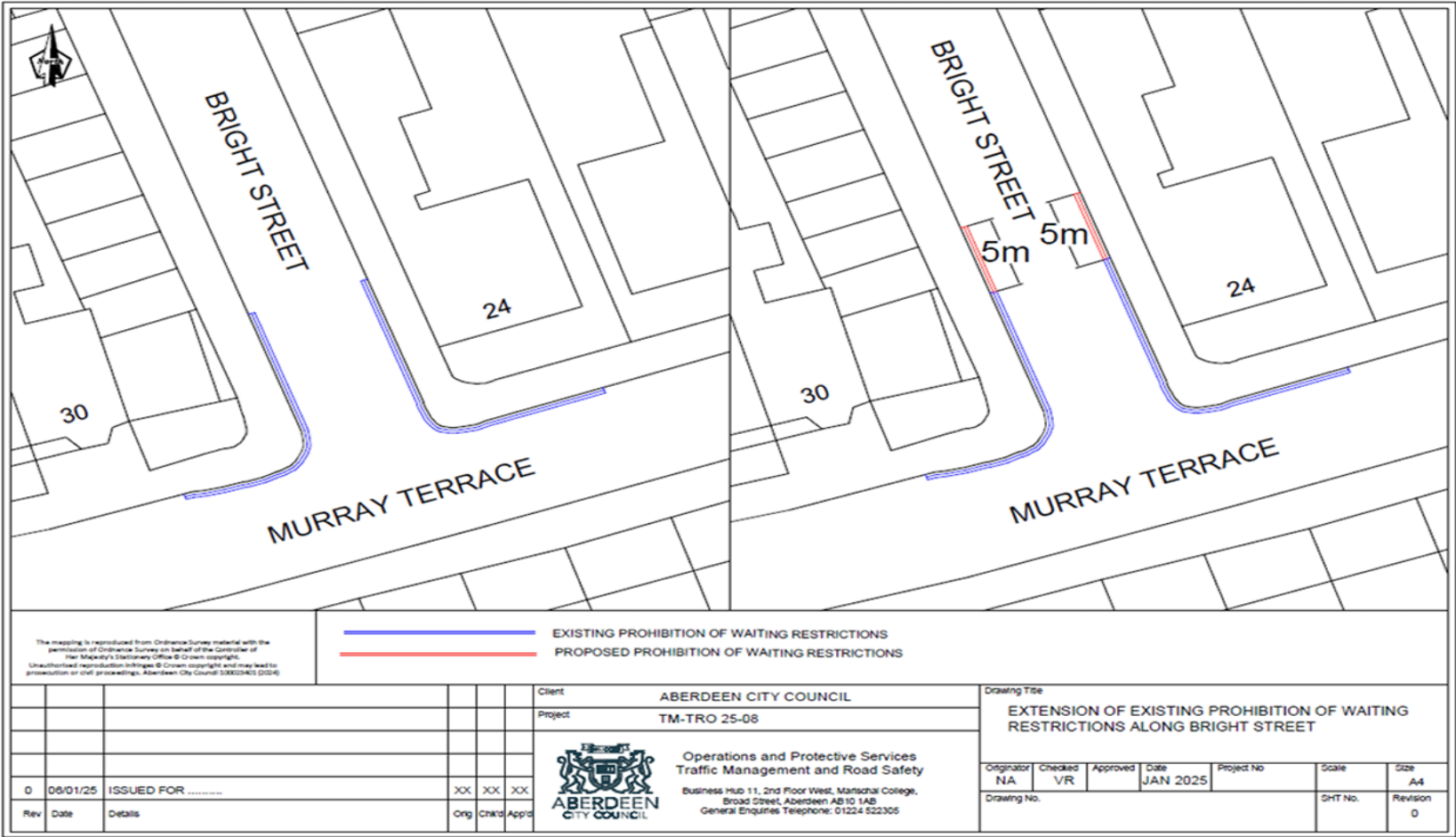
I would also add that a safety benefit of having cars parked on Cromwell Gardens is that it forces drivers to take care and travel along the road in both directions at a safe speed. This is very evident during children drop-off and pick-up times at the Rubislaw Tennis Club. If there are no cars parked on Cromwell Gardens, a Formula 1 pit-stop springs to mind!

In summary, I do not think adding the additional double yellow lines to the north side of Cromwell Gardens provides any significant benefits as you suggest, but it certainly creates several additional problems.

Yours sincerely,

A large black rectangular box redacting the signature of the sender.A small black rectangular box redacting the contact information of the sender.

APPENDIX 46- Bright Street Plan



APPENDIX 47- Bright Street (Street Notice)

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEEN CITY COUNCIL (BRIGHT STREET, ABERDEEN) (PROHIBITION OF WAITING) ORDER 202X

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 certain lengths of prohibition of waiting at any time on Bright Street, Aberdeen, as 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 below): - <https://accsmallscaleproposals2025.commonplace.is>

The consultation will run between 11 July and 08 August 2025, inclusive. Should you wish to view these documents in another way please contact us by e-mail (see below), or alternatively on Tel. 01224 045345, 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 11 July to 08 August 2025, 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, City Regeneration and Environment,
Aberdeen City Council, Business Hub 4, Ground Floor North, Marischal College, Broad
Street, Aberdeen, AB10 1AB**

Schedule

Bright Street

Both sides, from a point 10m or thereby north of its junction with Murray Terrace, northwards for 5m or thereby.



APPENDIX 48- Bright Street Objection

From: [REDACTED] <[REDACTED]>
Sent: 14 July 2025 12:55
To: TrafficManagement
Cc: [REDACTED]
Subject: ORDER 202X OBJECTION - BRIGHT STREET, FERRYHILL, ABERDEEN (PROHIBITION OF WAITING)
Attachments: Draft TRO Bright Street AAT.pdf; REQUEST FOR PAVEMENT PARKING ON BRIGHT STREET, OFF MURRAY TERRACE, FERRYHILL ABERDEEN

Follow Up Flag: Follow up
Flag Status: Completed

Good Morning,

As a resident of [REDACTED] for 30 years, I wish to object to the Prohibition Order 202X, relating to further restriction to Bright Street for the following reasons:-

1. Contrary to your implementation proposal, (£130 cost) stating "*Limited impact on local parking*", the placement of further parking limitations **WILL** have serious resident parking impact to an extremely narrow street, which was never designed for the scale and flow of such large vehicles.
2. Parking is at a premium in Ferryhill due to the vicinity of the Duthie Park. As a resident, thoughtless parking occurs all the time and the further restrictions will only exacerbate the situation and further devalue the property prices, given most people wish to park outside their home.
3. Murray Terrace / Bright Street / Brunswick Place were never designed for such volumes of large buses and Lorries passing through, and it is felt the residents of these streets find parking at a premium, which has led to the area becoming less desirable. (This is evident by the amount of long term unsold properties in the area.)

SUMMARY OF COUNCIL EXPECTATIONS TO THE OBJECTION:-

- a) Given the above streets were never designed for the volume of large traffic, the council should confirm if they have considered re-routing the bus service to Gt. Southern Road and avoiding the need for further parking restrictions?
- b) Can the council confirm if they have considered metering Murray Terrace / Bright Street / Brunswick Place to ensure only local residents park in the street, therefore avoiding cars being "abandoned" for long periods of time outside local residents properties?
- c) Has the council conducted a traffic flow assessment of Murray Terrace / Bright Street / Brunswick Place to establish the volume / frequency of such large vehicles. (To confirm the capacity of the streets and if pavement parking should be given to not just Murray Terrace!)
- d) The Council should engage with the bus company to establish if they would prefer an alternative bus route to Bright Street? (ie Great Southern Road / Whinhill?) After all, on numerous occasions I've witnessed the buses being completed stuck as a result of the street size. (This must surely apply for emergency services also!)

CONCLUSION:-

- I. Whilst I fully understand the merits of extending the parking restrictions to help with the bus turning circle, I also feel the council must work with the residents and not give unfounded reasoning such as

2

- "*limited impact on local parking provisions*", without knowing the actual facts and consequence to the area.
- II. Over the 30 years of being a resident my car has been seriously damaged on several occasions as a result of the buses and large vehicles being forced through Bright Street. I feel that rather than impact on the Ferryhill area, the council should be looking at altering the bus route to avoid using such impractical street for the anticipated traffic volume.
 - III. Consideration should be given by the council to avoid restrictions "at all times" to restrictions when the bus service is in operation only. (The bus service does NOT go through Bright Street between 7pm and 6am)

For your information I am still awaiting a response to my recent request (attached within) for pavement parking to be permitted in Bright Street? (Murray terrace is except, presumably due to the bus, yet the narrower Bright Street is not?....I look forward to your response on this request?) I have also included below the relevant information relating the objection, as extracted from your website.

I trust this is sufficient information for raising the objection to the proposals and would very much appreciate if you could advise the council process for concluding the outcome of the objection?

Regards

[REDACTED]

OBJECTION PROCESS

APPENDIX 49- Bright Street Objection

From: [REDACTED] <[REDACTED]>
Sent: 05 August 2025 15:50
To: TrafficManagement
Subject: Bright St/Murray Ter Traffic Management

Follow Up Flag: Follow up
Flag Status: Completed

Dear Sir/Madam

We wish to register our objection to the proposed extension of parking restrictions at the Bright Street and Murray Terrace junction.

The extension would remove at least three badly needed parking spaces which are almost always populated by residents who cannot find a space on Murray Terrace.

The removal of these spaces would increase pressure on the remaining space on Bright Street which is always fully occupied every evening.

Regards

[REDACTED]

APPENDIX 50 – Bright Street Objection

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 07 August 2025 20:11
To: TrafficManagement
Cc: [REDACTED]
Subject: Formal Objection - Bright Street (and surrounding area) Aberdeen - Prohibition of Waiting (Project TM-TRO 25-08)
Attachments: Draft TRO Bright Street AAT.pdf; Bright Street AAT Extension Plan.pdf
Importance: High
Follow Up Flag: Flag for follow up
Flag Status: Completed

Dear Committee Members,

I am writing to object to the proposed extension of double yellow lines on **Bright Street** and to raise wider concerns about related restrictions recently introduced / proposed for **Brunswick Place** and **Murray Terrace**. These changes appear to be incremental in presentation but are cumulative in impact—disproportionately affecting residents without meaningful consultation or evidence-based justification.

1. Fragmented Planning Masks the Cumulative Impact

The proposals for Bright Street, Brunswick Place, and Polmuir Road have been brought forward separately, making it difficult for residents or decision-makers to fully appreciate the overall effect. Taken together, they would remove approximately 14–16 resident parking spaces in an area already under heavy pressure due to high housing density, limited off-street parking, and weekend demand from Duthie Park. This piecemeal approach appears intentional, making it easier to push through unpopular changes without triggering wider scrutiny.

2. Restrictions Already Exist And Are Extensive

It is important to note that a significant number of restrictions are already in place and have been for many years. Double yellow lines already cover key pinch points, and there is limited available street parking as it is. Introducing further restrictions is not a minor adjustment—it will have a material impact on residents' ability to live in and access their homes.

3. Buses Are Now Unsuitably Large for These Streets

Historically, smaller buses served this area. However, First Bus is now using larger and even double-decker vehicles on narrow residential streets that were never designed for such traffic. The issue is not legal parking, but the increasing scale and frequency of these vehicles, and the suitability of the route itself. Multiple residents have questioned whether these streets are still appropriate for bus routes at all, especially given the disruption caused by tight turns, damage to pavements and bollards, and the proximity to homes.

4. These Are Residential Access Streets, Not Through Roads

Bright Street, Murray Terrace, and Polmuir Road exist to provide local residential access. They are not designed—or suitable—for use as through-routes for larger vehicles. The shift toward treating these roads as transit corridors for public transport is inappropriate and compromises residential safety, amenity, and quality of life.

5. Residents Appear Secondary to First Bus Interests

There is growing concern that resident needs are being subordinated to commercial interests. First Bus's suggestions appear to be taken at face value, without scrutiny or evidence. Meanwhile, no assessment has been made of the real impact on residents or the long-term sustainability of removing access to parking near homes. It is disheartening that local people feel excluded from decisions that directly affect their streets, homes, and quality of life.

6. Visible Impact on the Area – Homes for Sale

One need only look at the number of properties currently for sale in the area to see that something is wrong. This level of turnover is not typical for a well-functioning neighbourhood and may reflect growing frustration with increased restrictions and declining liveability.

7. Public Consultation Was Inadequate and Disingenuous

The current 'consultation' process—pinning notices to lampposts during holiday periods is not fit for purpose. It is not a meaningful engagement exercise but a procedural formality that leaves residents feeling bypassed. It gives the impression of a well-worn routine designed to minimise objections, not genuinely consult the community. The council's Arts & Recreation Department send out a door drop to inform residents about parking restrictions for Duthie Park events (e.g. The Aberdeen Big Sing in April) but for proposed permanent changes a lamppost sign is deemed enough. Many residents only became aware of the previous proposals through informal local communication rather than formal notification. This undermines public trust.

8. Financial Implications and Enforcement Need Closer Scrutiny

Given the scale of the combined changes proposed across several streets—road markings, new signage, removal of existing infrastructure, and potential follow-on works—residents also question the cost-effectiveness of these measures. At a time of constrained public resources, it is reasonable to ask whether this is the best use of council funds, particularly in the absence of clear evidence of need, risk, or public support.

Before further money is spent on new restrictions that directly impact residents, the council should consider why proper enforcement of **existing** restrictions is not occurring. Many residents report that illegal parking is rarely addressed and that City Wardens are seldom, if ever, seen in the area. Addressing enforcement gaps would likely resolve many of the reported issues without the need for costly and disruptive physical changes.

This is not a minor or isolated adjustment; it represents a substantial commitment of time, labour, and budget, and should therefore be held to the highest standards of justification.

Solutions Worth Considering

If road safety or access is the concern, there are more appropriate and balanced responses than removing resident parking:

- **Proper enforcement** of existing restrictions to deter illegal parking.
- **Review of the necessity of bus routes** through these streets, particularly given the size and frequency of vehicles now used.
- **Resident-focused consultation** that goes beyond a sign on a post, ensuring people are informed and involved early in the process.

Conclusion and Recommendation

I support safe and efficient public transport. However, these proposals—fragmented, unevidenced, and poorly communicated—undermine community confidence and prioritise transport operators over residents. There is no compelling data or risk assessment to support the changes, and they appear contrary to Aberdeen City Council's own policies on evidence-based transport planning.

I urge the committee to:

- Treat all changes across Bright Street, Brunswick Place, Murray Terrace, and Polmuir Road as one integrated proposal.
- Pause implementation until a full, transparent review is undertaken, including proper risk, safety, and equalities impact assessments.
- Consider alternative, less harmful interventions that balance access with resident needs and represent a proportionate use of public funds.

Thank you for your time and consideration.

Your faithfully

[Redacted Signature]

[Redacted Name]

APPENDIX 51 – Bright Street Objection

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 07 August 2025 21:46
To: TrafficManagement
Subject: Formal Objection to Proposed Waiting and Loading Restrictions – Bright Street and Surrounding Area

Follow Up Flag: Flag for follow up
Flag Status: Completed

I am emailing to formally object to the proposed waiting restrictions at Bright Street and the surrounding area. I am objecting on behalf of myself and my partner.

We believe that the proposed changes (extending double yellow lines) on various streets in the area is completely out of proportion to the reasons given.

We live on the corner of Brunswick Place and Bright Street and see busses coming round the corner all day and the only time we have witnessed any issues is either when there are cars illegally parked or when the drivers take the corner too quickly. Busses come round the corner all day every day with no problems.

A recent freedom of information request confirmed that there has been no recorded incidents/accidents to any vehicles or property etc due to legally parked vehicles which shows that there is a clear lack of evidence to support the proposed changes.

I also believe that the consultation process for Bright St as well as the previous one for the other areas was inadequate. There was one notice put on a lamppost over the busy festive period for the last proposed changes and I know from speaking to the neighbours that most of us had no idea about the proposed changes till into the new year when the consultation process had ended. Also there was road works on Polmuir Road at the same time as the notice was put up, it's not unreasonable to think that many residents assumed the sign was to do with this and also that it was used as a smokescreen. Scottish water were doing work on the street a while back and every house got a letter through the door informing us which I think should have happened here.

It seems to us and many others that the bus companies are being prioritised over the residents which is extremely disappointing and I sincerely hope that common sense will prevail and these restrictions will be reconsidered.

Yours faithfully

[REDACTED]

APPENDIX 52 – Bright Street Objection

From: [REDACTED] <[REDACTED]>
Sent: 08 August 2025 16:20
To: TrafficManagement
Subject: Subject: Formal Objection to Proposed Waiting and Loading Restrictions – Bright Street and Surrounding Area

Follow Up Flag: Flag for follow up
Flag Status: Completed

Hello.

I am writing to formally object to the proposed changes to waiting restrictions for Bright street and the surrounding area.

Parking availability in this area is already severely constrained due to high residential density, limited off-street parking, and weekend congestion from Duthie Park visitors. When this issue was previously raised with the council, the response, that roads are for vehicle navigation, not resident parking, demonstrated a concerning disregard for the needs of council tax-paying residents paying in excess of four thousand pounds a year which is a disgrace.

Creating a liveable and practical city centre and suburban environment should be a priority for Aberdeen City Council (ACC). Treating residents with such apparent contempt undermines that goal.

No property damage that I am aware of has occurred at this location due to LEGALLY parked vehicles in which I travel along every day. The existing double yellow lines have been in place for decades, and buses pass through every 15 minutes without issue, except when vehicles are parked ILLEGALLY or when drivers take corners too quickly. Extending double yellow lines will not deter illegal parking, especially given the absence of enforcement.

The repeated damage to bollards on Murray Terrace is due to buses going too fast, cutting corners and mounting pavements, not parked cars. Extending double yellow lines will not resolve this.

As for the extended 5metre extension of double yellow lines on the left side of Bright street where the bus stop is, entering from Murray terrace, this should never have been proposed at all as there is no benefit to the buses or the traffic behind the bus at this point.

The proposed changes risk encouraging faster navigation of corners in a residential area. Bright Street, Murray Terrace, and Polmuir Road are designated 20mph zones, yet road markings were never reinstated after resurfacing last year. These streets are already used as a shortcut to avoid Great Southern Road. Increasing corner space will likely lead to higher speeds around blind corners, posing a safety risk.

First Bus suggests that extending double yellow lines by a single car length would be sufficient. Yet the proposal calls for a 5m extension on Bright Street, both on the right and left side of the street with similar or greater extensions on Brunswick Place and Polmuir Road. This makes these proposed changes excessive and disproportionate.

The consultation process was insufficient. Posting notices on lampposts during bad winter weather busy holiday periods does not constitute meaningful engagement. Many residents were unaware of the January proposals and only learned of them through follow-up with a local community champion who led correspondence with Councillor Michael Kuszniir. The lack of formal objections received at that time reflects poor communication, not community support.

While I support safe and efficient bus navigation, residents' rights to live and park in their own neighbourhood must be given equal, if not greater, consideration than the commercial interests of transport providers. There is no compelling evidence to justify these changes, and the lack of transparency and assessment is unacceptable.

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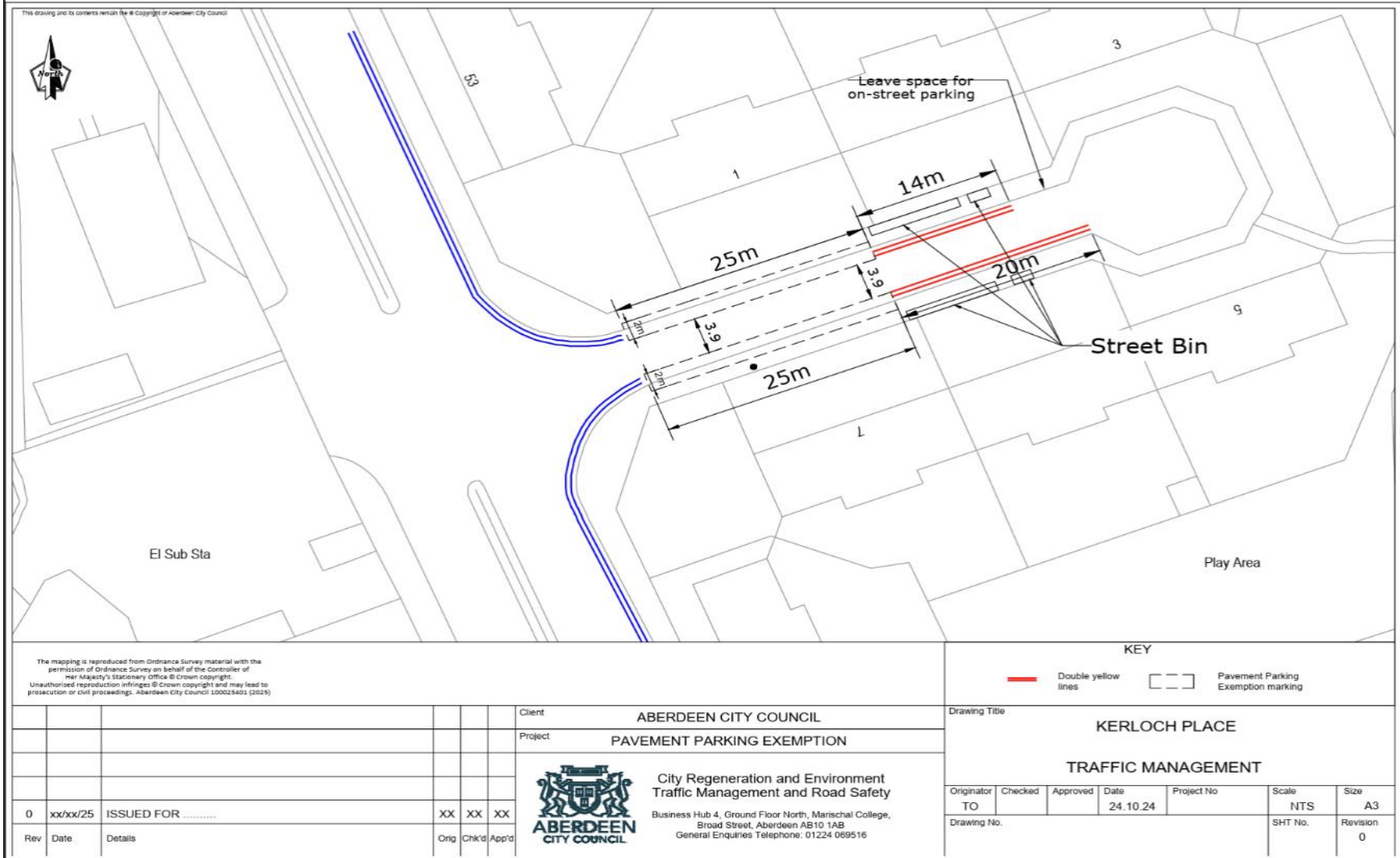
respectfully urge the committee to consider all proposed changes to waiting and loading restrictions for Bright Street, Brunswick Place, Murray Terrace, and Polmuir Road as a single, integrated proposal.

I for one and I am sure other residents would welcome a small on site meeting with the people who propose these changes and to listen to the people who have lived here for many years to provide a better understanding of the actual issues regarding these proposed parking issues.

Thank you and Kind Regards to you all.

[REDACTED]

APPENDIX 53 - Kerloch Place Plan



APPENDIX 54- Kerloch Place Street Notice

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEEN CITY COUNCIL (KERLOCH PLACE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 202X

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 certain lengths of a prohibition on motor vehicles waiting at any time on Kerloch Place, Aberdeen, as 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 below): - <https://accsmallscaleproposals2025.commonplace.is>

The consultation will run between 11 July and 08 August 2025, inclusive. Should you wish to view these documents in another way please contact us by e-mail (see below), or alternatively on Tel. 01224 045345, 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 11 July to 08 August 2025, 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, City Regeneration and Environment,
Aberdeen City Council, Business Hub 4, Ground Floor North, Marischal College, Broad
Street, Aberdeen, AB10 1AB**

Schedule

Kerloch Place

North side, from a point 35m or thereby east of its junction with Wellington Road, eastwards for 14m or thereby.

South side, from a point 35m or thereby east of its junction with Wellington Road, eastwards for 20m or thereby.



APPENDIX 55- Kerloch Place Objection

[REDACTED] [REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 16 July 2025 17:32
To: TrafficManagement
Subject: Proposal of double yellow lines on Kerloch place

Follow Up Flag: Follow up
Flag Status: Completed

Good afternoon,

I am contacting yourselves to object the proposal of double yellow lines on kerloch place Aberdeen, I understand you plan to put double yellow lines in a specific area within the street and allow pavement parking at the bottom end, personally I do suggest that you allow pavement parking all the way up the street at one side and double yellow lines in a small section on the opposing side, this would allow a passageway for both emergency vehicles and waste vehicles as it would be ample room. The reason I object is due to the fact our street is used for occupants in the flats on Wellington road as well as kerloch place residents, we also have many young mother with vehicles with small children and I feel this could cause them major issues when coming back from shopping trips etc, i feel these plans may also cause aggravation between resident's if there is not ample parking spaces. I do also suggest that residents pay for a permit for street parking as this would reduce the amount of vehicles on the street and would save and earn the city council money by not having to paint yellow lines and all residents would gladly pay for a permit, whatever that may cost annually.

I strongly suggest that you rethink the plans and come to an agreement with the residents as this would be greatly appreciated.

[REDACTED]

Sent from [Outlook for Android](#)

APPENDIX 56- Pavement Parking Street Notice

ABERDEEN CITY COUNCIL

TRANSPORT (SCOTLAND) ACT 2019

ABERDEEN CITY COUNCIL (PAVEMENT PARKING EXEMPTION NO. 2) ORDER 202_

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Transport (Scotland) Act 2019. The effect of this Order will be to introduce exemptions to enable parking on certain lengths (part) of pavement on the following roads in Aberdeen: - Colville Place, Corndavon Terrace, Countesswells Road, Ferrier Crescent, Kerloch Place and Sandilands Drive.

Full details of the above proposals are to be found in the draft order, which, together with maps showing the intended measures, and an accompanying statement of the Council's reasons, may be examined online via the internet link specified below (or scanning the QR Code below): -

<https://accsmallscaleproposals2025.commonplace.is>

The consultation will run between 11 July and 08 August 2025, inclusive. Should you wish to view these documents in another way please contact us by e-mail (see below), or alternatively on Tel. 01224 045345, where we will endeavour to accommodate such requests.

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

