

## ABERDEEN CITY COUNCIL

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<b>COMMITTEE</b>	Net Zero, Environment, and Transport
<b>DATE</b>	27 January 2026
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Various Small-Scale Traffic Management and Development Associated Proposals (Stage 3 – Public Advert)
<b>REPORT NUMBER</b>	CR&E/25/026
<b>EXECUTIVE DIRECTOR</b>	Gale Beattie
<b>CHIEF OFFICER</b>	Mark Reilly
<b>REPORT AUTHOR</b>	Samuel Allan
<b>TERMS OF REFERENCE</b>	8

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### 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). It also updates Members on the proposed actions regarding the “THE ABERDEEN CITY COUNCIL (Roads surrounding the Event Complex Aberdeen (TECA), Dyce, Aberdeen) (Traffic Management) Order 202X” that was deferred at the 18<sup>th</sup> November 2025 meeting of this Committee.

### 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 (BLOOMFIELD PLACE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 202\_” overrule the objection received and approve this order be made as originally advertised;
- 2.3 In relation to “THE ABERDEEN CITY COUNCIL (Roads surrounding the Event Complex Aberdeen (TECA), Dyce, Aberdeen) (Traffic Management) Order 202X” overrule the objection received and reported to this Committee in November 2025 and the further objection detailed within this report, and approve this order be made as advertised, with the revised arrangement at Ellerslie Road as shown in Appendix 8 and with the exception of the bus priority measures which should be removed; and
- 2.4 Instruct the Chief Officer Operations to undertake the statutory process for the bus priority measures detailed in Appendices 4 and 5, reporting back to this Committee only where objections are received.

### 3. CURRENT SITUATION

3.1 This report deals with proposed TROs where, at the public advertisement stage, 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 Bloomfield Place and the area around TECA. 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 (BLOOMFIELD PLACE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 202\_"**

##### 3.2.1 **Proposal**

Aberdeen City Council proposes to establish certain lengths of prohibition on vehicles waiting at any time "double yellow lines" on Bloomfield Place, Aberdeen.

The background is there are rows of garages on the west side of Bloomfield Place which serve the apartments on the opposite side, namely nos.1 to 72 Bloomfield Place, and where vehicles parking on the carriageway will obstruct vehicular access / egress to these garages. The proposed waiting restrictions will thereby protect these off-street parking facilities.

##### 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 points 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 officer perspective:

3.2.3 **"I am a resident of Bloomfield Place and rely on on-street parking for myself and my visitors. There has never been an issue with congestion or traffic flow despite many residents parking in the areas that would become prohibited under these proposals so are they necessary in the first place and given the likely significant costs involved, would the outcomes provide value for taxpayers money? Parking in residents' spaces are insufficient for the number of occupants in the 72 flats (and garages are too small to compensate for parking spaces in most cases). If parking becomes prohibited then non-residents will use the spaces considered, rightly or wrongly put further pressure on spaces. Many residents rely on visitors being able to find suitable space for parking- there are several residents that require regular visits by carers, sometimes three times per day, that have always used the parts of the street that would become prohibited under the new rules should they be**

**applied. Residents such as myself will unload shopping or other items close to the flat entrances and also use these areas for car cleaning and valeting whilst always aware of the need to allow access for emergency vehicles. Parking in front or near our garages is needed on occasion, although rarely, and yellow lines right in front and opposite would be a great inconvenience. Finally, no consideration has been given to the provision of disabled parking spaces.”**

3.2.4 The restrictions are proposed at the request of the Housing Factor with residents having issues accessing the row of garages on the west side of Bloomfield Place which serve the apartments on the opposite side, namely nos.1 to 72 Bloomfield Place, and where vehicles parking on the carriageway will obstruct vehicular access / egress to these garages. The proposed waiting restrictions will thereby protect these off-street parking facilities. The cost of these proposals can be met from within existing resources and will be matched against the most appropriate roads budget. These restrictions will help support emergency service and Aberdeen City Council refuse vehicle access on Bloomfield Place. Under the Disabled Persons' Parking Places (Scotland) Act 2009 a local authority must promote the proper use of parking places in its area that are designated or provided for use only by disabled persons' vehicles. These proposed waiting restrictions do not impact on our responsibility to provide disabled parking spaces when required.

3.3 **“THE ABERDEEN CITY COUNCIL (Roads surrounding the Event Complex Aberdeen (TECA), Dyce, Aberdeen) (Traffic Management) Order 202X”**

#### **3.3.1 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):

Bus priority measures 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 right turn lane, all vehicles can use the left turn to access the site; Bus priority measures at the Wellheads Drive / Forrit Burn Road junction allowing buses, taxis, private hire cars, and cyclists only to access the TECA site from Wellheads Drive, whilst allowing all vehicles to exit; Certain lengths of prohibition of waiting at any time; A certain length of red route clear way. This work was instructed by Net Zero, Environment and Transport Committee in October 2023.

#### **3.3.2 Objections**

An objection to waiting restrictions on Hopecroft Avenue was reported to this Committee on 18<sup>th</sup> November 2025, with the recommendation to overrule the objection and make the order.

In the intervening period a further one (1) statutory objection was identified from a resident who lives in the vicinity of the proposed interventions. A redacted copy of the objection can be read in the Appendix 6. 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 officer perspective:

3.3.3 **“As Ellerslie Road is too narrow to allow parking on both sides, residents have always been respectful and considerate by parking on the south side of the road.**

**Since the opening of TECA, events have never caused any parking issues at this remote location day or night. Enforcing a full time 10Mtr parking restriction would create unnecessary parking pressure for local residents.**

**I would propose that in this instance a 5Mtr measure from the corner of Station Road” “would be an adequate fair and reasonable solution for all parties”**

3.3.3 In consideration of the resident's views, it is proposed to reduce the length of prohibition of waiting at any time at this junction to 5 metres in each direction. This will provide junction protection for the infrequent, low speed turning movements that would be anticipated at this location. A plan of this amended arrangement is included within Appendix 8.

3.3.4 **Plans related to the bus priority measures at TECA**

At its meeting of 18th November 2025, this Committee resolved to “defer consideration of “THE ABERDEEN CITY COUNCIL (Roads surrounding the Event Complex Aberdeen (TECA), Dyce, Aberdeen) (Traffic Management) Order 202X” as reported within the Various Small Scale Traffic Management and Development Associated Proposals (Stage 3 – Public Advert) CR&E/25/208. The deferral was prompted by a Member's questioning of the quality of plans available to assist the public to consider the proposed bus priority measures at the TECA site. Officers have now had an opportunity to review the plans made available within the public consultation process and would wish to re-consult on this aspect of the proposed traffic regulation order to ensure the public have clarity on the proposals being made.

3.3.5 The revised plans for the bus priority measures at TECA are included within Appendices 4 and 5 for Member's information. If approved, this consultation will be undertaken in 2026. The measures will remain under a TTRO until the process is concluded.

#### **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**

<b>Category</b>	<b>Risks</b>	<b>Primary Controls/Control Actions to achieve Target Risk Level</b>	<b>*Target Risk Level (L, M or H)</b> <small>*taking into account controls/control actions</small>	<b>*Does Target Risk Level Match Appetite Set?</b>
<b>Strategic Risk</b>	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
<b>Compliance</b>	No significant risks identified			
<b>Operational</b>	No significant risks identified			

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

## 8. OUTCOMES

<b>COUNCIL DELIVERY PLAN 2025-26</b>	
<b>Impact of Report</b>	
<u><a href="#">Local Outcome Improvement Plan 2016-2026</a></u>	
<b>Regional and City Strategies</b>	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

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

## 10. BACKGROUND PAPERS

10.1 Various Small-Scale Traffic Management and Development Associated Proposals (Stage 3 – Public Advert) reported to NZET on 18<sup>th</sup> November 2026 can be viewed at Item 5 at the following link  
<https://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=685&MId=9531&Ver=4>

## 11. APPENDICES

APPENDIX 1 – Bloomfield Place Objection

APPENDIX 2 - Bloomfield Place Plan

APPENDIX 3 - Bloomfield Place Street Notice

APPENDIX 4 – Proposed plans for Bus Priority Measures TECA A96/Gough Burn Crescent

APPENDIX 5 - Proposed plans for Bus Priority Measures TECA Wellheads Road/Forrit Burn Road

APPENDIX 6 - TECA scheme Objection

APPENDIX 7 - TECA Street Notice

APPENDIX 8 – Proposed Prohibition of Waiting At Any Time arrangement for Ellerslie Road

## **12. REPORT AUTHOR CONTACT DETAILS**

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