

From: [Foi Enquiries](#)
To: [REDACTED]
Subject: EIR-17-0208 - Bedford Bus Gate
Date: 10 March 2017 13:29:31
Attachments: [Further Information - Right to Review & Appeal.pdf](#)
[EIR-17-0208 - Bedford Bus Gate - Documents re 3_4_5_Redacted.pdf](#)
[EIR-17-0208 - 2016-10-26 Report 6.1 Bus Gates & Taxi Access_Redacted.pdf](#)
[EIR-17-0208 - 2016-10-27 Report 6.1 Bus Gates & Taxi Access_Redacted.pdf](#)
[EIR-17-0208 - 2016-10-31 Deputation 1st November 2016_Redacted.pdf](#)
[EIR-17-0208 - Response to EE for Bedford Road bus gates.pdf](#)
[EIR-17-0208 - Bedford Road closure 270516_Redacted.pdf](#)
[EIR-17-0208 - Bus gate camera 270716_Redacted.pdf](#)
[EIR-17-0208 - Traffic Management Order 2016_Redacted.pdf](#)
[EIR-17-0208 - Bedford Road - Bus Gate Signs - Photo series_Redacted.pdf](#)

Dear [REDACTED]

Thank you for your information request of 15 February 2017. Aberdeen City Council (ACC) has completed the necessary search for the information requested.

1. Who was responsible for initiating the proposal for the Bus Gate (Lane) and the basis on which the proposal was deemed necessary for it to be installed?

The following paragraphs provide the rationale for introducing the bus gate on Bedford Road. The proposal was instigated by officers within the Transport Strategy & Programmes, Roads Design, and Traffic Management teams in the process of investigations/analysis/design for the Third Don 'Diamond Bridge' Crossing and Berryden Corridor projects.

Rationale behind restricting Bedford Road as only a through route for buses and cycles

With the opening of the 'Diamond Bridge' Third Don Crossing it was anticipated it would carry in the region of 10,000 motor vehicles on any working day (this figure since being verified by way of survey following the opening). As a consequence, without the bus gate in place, it would have been expected a significant proportion of the aforementioned volume would travel on Bedford Road. This would've had a negative impact on the operation/capacity of the Powis Terrace / Bedford Road Junction with the result being traffic congestion that would hinder movement on both Bedford Road and Powis Terrace. Indeed for residents in this area and likewise for visitors, be they accessing the retail park, residential properties, school etc., this outcome would have been very much to their detriment with the level of disruption beyond that of any current issues of congestion/queues at the Bedford Road/Powis Terrace Junction.

When considering the Bedford/Sunnybank area prior to the opening of the new bridge, there were existing traffic management measures in place that were installed some years ago to mitigate the issue of drivers seeking to use residential roads in the area to bypass main routes. Examples of these were the length of one way on Bedford Place with the 'left turn only' restriction as drivers exit this road on to Bedford Road, the closure of the Bedford Road / Hermitage Avenue junction except for use by emergency vehicles, the closure of Sunnybank Place as a through route, and a widespread 20mph speed limit zone with the addition of physical traffic calming measures in the form of road humps on Sunnybank Road adjacent to the school. With the introduction of the bus gate, the aforementioned restrictions on vehicular movement, with the exception of the closure on Sunnybank Place / 20mph speed limit / road humps, have been revoked as they were no longer considered necessary.

If the bus gate had not been installed there would have been concerns over the surge in traffic volume on Bedford Road and the potential for drivers to attempt to gain access to the new bridge by way of surrounding residential roads. In this respect, there was the potential to exacerbate a longstanding issue with 'rat running' in the Sunnybank/Bedford area, but the bus gate effectively prevents such an outcome.

The position of Bedford Road in the road network hierarchy is also relevant. Powis Place/Great Northern Road, King Street and St Machar Drive are all A Class Roads (A96, A956 and A948 respectively) and principle routes for vehicle movements. These roads would be expected to be busy with all types of traffic. Bedford Road on the other hand is a distributor road for the local community; albeit with access to the adjacent retail park at its Powis end and Aberdeen University Library at its St Machar end. It's appropriate 'through traffic' stays on the principle roads, and bearing this in mind, the new bridge facilitates improving the flow of traffic on these A Class roads and journey times will be reduced for all motor vehicles, particularly so for those from outside the area. A resident from the Bedford/Sunnybank and likewise a visitor to the area may be disappointed there is not direct access to the new bridge via Bedford Road/St Machar Drive but they have to balance this against swifter journeys on the surrounding

principal distributor roads and the improvement for all road users. The detour is also very modest, so in real terms any additional local journey time should generally be cancelled out by the reduction in time taken for the overall journey.

For information, the proposal to introduce the bus gate was subject to consultation during a four week consultation during June/July 2015. It was advertised by way of street notices/press advertisement, and also highlighted in articles that appeared in the local press during the consultation period. During this four week period, any person/organisation had the opportunity to pass comment on, or object to the proposal and it was ultimately subject to five objections which were subsequently overruled at the meeting of the Council Communities, Housing and Infrastructure Committee in August 2015.

The bus gate should also not be considered in isolation as part of the Third Don Crossing project, as there is a possibility it may be an integral part of future infrastructure development. As part of wider improvements, and in support of sustainable transport, there is an aspiration to introduce bus priority measures on Powis Terrace that will reduce journey times and increase reliability. The bus gate on Bedford Road could complement these future facilities, with a provisional traffic and economic assessment indicating an enhanced benefit with Bedford Road closed to general through traffic. These current and possible future measures to provide priority for buses will serve the public well, with the likelihood of an improved service for the Bedford/Tillydrone area. It also possible this new route may eventually be used for bus services to the Danestone/Bridge of Don area of the City, but this would be subject to assessment by commercial bus operators and with consideration to existing bus routes that already serve these areas.

In terms of the active travel, the reduction in motor vehicle traffic on Bedford Road could lead to an increased volume of pedestrians and cyclists using this route. Cyclists are now well served by new dedicated off-road cycle facilities adjacent to the new road from the Parkway to the bridge, and on the lengths of Gordon's Mill Road/Tillydrone Road to its junction with St Machar Drive. Thereafter on Bedford Road there are existing lengths of on-road advisory cycle lanes where road width/parking restrictions allow.

The route provided by 'Diamond Bridge' will therefore be attractive to cyclists making their way from the north of the city to the centre; likewise it would be expected the University already generates a considerable number of trips by cycle on Bedford Road. Accordingly, with no dedicated off-road cycle facilities on Bedford Road, the reduction in motorised through traffic brought about by the bus gate will enhance conditions for cyclists. Given there is a growing number of the population that recognise cycling as sustainable, healthy and convenient way of travel, any conditions that encourage its uptake are particularly relevant.

Looking to the future, Aberdeen City will also need to reduce motor traffic volumes by as much as 20% in order to make the city an attractive place to live and work. The Scottish Government's Transport Strategy has also set a target that 10% of all trips should be by cycle by 2020. The bus priority measures provided by the new route and the enhancement of conditions for cyclists are therefore part of the on-going strategy to reach these targets.

With regard to the Bedford Road/Powis Terrace and Belmont Road/Powis Terrace junctions, it is expected the future Berryden Road upgrade will alleviate current traffic congestion/queues experienced at these junctions. This project will also bring significant benefit to the wider road network. This corridor, in its current form, has long been considered a pinch point and the associated congestion has been observed to have a wider impact on the surrounding road network, including rat running. The analysis of studies on this corridor led to the conclusion the most effective option to bring improvement would be to dual Berryden Road for its length from Maberly Street to St Machar Roundabout, with local realignment along the route. The same studies also showed the most effective configuration of Bedford Road would be for the inclusion of a bus gate.

Overall the Berryden Project provides economic benefit and value for money for the city; this is based on Scottish Transport Appraisal Guidance that showed the corridor improvements, in combination with the Bedford Road bus gate, brought the most improvement and by a significant margin. It prioritises sustainable modes, through public transport priority along Powis Terrace and Bedford Road, cycle facilities along the length of the corridor and brings the footway and crossings up to current design standards for pedestrians. It also provides an efficient and effective route for all vehicles, while minimising environmental impacts and supports the Council Local Transport Strategy and future economic development, including the city centre Masterplan.

In conclusion, the installation of the bus gate on Bedford Road must be considered against the overall objectives to

improve the road network for all road users and in terms of the consequences for local traffic/residents in the Bedford Road area had it not been put in place.

In terms of monitoring, a new series of surveys have been taking place to assess the effect the new bridge has had on traffic distribution. The collated data will be compared against historical data from strategic counters and that from a 2014 series of surveys in the Bedford/Tillydrone/Bridge of Don area; it will then be possible to build a true picture of how traffic distribution patterns have settled since the opening of the new bridge. The analysis of the collated data will be presented in a comprehensive report on the new bridge to be submitted to the Council Communities, Housing and Infrastructure Committee in the Summer of 2017.

Further information on the Third Don 'Diamond Bridge' and Berryden Corridor is available by way of the following internet links: -

1. "Aberdeen City's Access from the North Proposals (Diamond Bridge)"

http://www.aberdeencity.gov.uk/transport_streets/roads_pavements/transport_projects/lap_AccessNorth_Home.asp

2. "Berryden Corridor"

http://www.aberdeencity.gov.uk/transport_streets/roads_pavements/transport_projects/roa_berryden_corridor.asp

2. What committee approved the proposal and when was it approved?

This information is available online by way of the following links: -

"Third Don Crossing – Traffic Management Proposals (Stage 3 – Public Advert)", Communities, Housing and Infrastructure Committee Report No. CHI/15/223, 27 August 2015

Available online <http://committees.aberdeencity.gov.uk/documents/g3621/Public%20reports%20pack%2027th-Aug-2015%2014.00%20Communities%20Housing%20and%20Infrastructure%20Committee.pdf?T=10>

Communities, Housing and Infrastructure Committee Minute, 27 August 2015

Available online (Item 25) <http://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=503&MId=3621&Ver=4>

"Third Don Crossing – Traffic Management Proposals (Initial Statutory Consultation from September 2014 E, P & I Committee)", Communities, Housing and Infrastructure Committee Report No. CHI/14/021, 28 October 2014

Available online

<http://committees.aberdeencity.gov.uk/documents/s41573/CHI-14-021%20Third%20Don%20Crossing%20-%20Traffic%20Management%20Proposals.pdf>

Communities, Housing and Infrastructure Committee Minute, 28 October 2014

Available online (Item 28) <http://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=503&MId=3452&Ver=4>

"Third Don Crossing – Traffic Management Proposals", Enterprise, Strategic Planning & Infrastructure Report No. EPI/14/225, 4 September 2014

Available online

<http://committees.aberdeencity.gov.uk/documents/s40187/EPI.14.225%20-%20Third%20Don%20Crossing%20-%20Traffic%20Management%20Proposals.pdf>

Enterprise, Strategic Planning & Infrastructure Committee Minute, 4 September 2014

Available online (Item 21)

<http://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=140&MId=2901&Ver=4>

3. Please supply ALL correspondence both written and electronic with the Roads Authority, Police Scotland and any other party who were consulted on this matter?

Please see emails attached:

EIR-17-0208 – Bedford Bus Gate – Documents re 3, 4 & 5

4. A copy of all internal communications, written and electronic issued by Council officials to Elected Members and Infrastructure and Finance & Resources Council Committees, in respect of the Bus Gate (Lane) proposal from the date of first proposal and eventual implementation

Please see emails attached:

EIR-17-0208 – 2016-10-26 Report 6.1 Bus Gates & Taxi Access

EIR-17-0208 – 2016-10-27 Report 6.1 Bus Gates & Taxi Access

EIR-17-0208 – 2016-10-31 Deputation 1st November 2016

EIR-17-0208 – Bedford Bus Gate – Documents re 3, 4 & 5

5. A copy of all communications both written and electronic between the Convenor (Councillor Young) of the Finance and Resource Committee and Council Officers, relating to the Bedford Road Bus gate (Lane) from the date of first proposal, up to and including 10th October 2016.

Please see emails attached:

EIR-17-0208 – Bedford Bus Gate – Documents re 3, 4 & 5

6. A copy of all press statements issued on behalf of the Council regarding the implementation and operation of the Bus Gate (Lane) as specified in 1 & 2 above.

Please see attached:

EIR-17-0208 – Response to EE for Bedford Bus Gates

EIR-17-0208 – Bedford Road Closure 270516

EIR-17-0208 – Bus Gate Camera 270716

7. Please supply a plan of each individual sign relating to the Bus Gate (Lane) together with the date each sign was installed, and what Statutory/Regulatory procedures were followed before each sign was erected?

The regulatory signs that provide for the bus gate are in accordance with the Statutory Instrument “The Traffic Signs Regulations and General Directions 2016” (TSRGD). The signs are “Route for use by buses and pedal cycles only” which is Item 33 (Diagram 953) in the “Sign Table – Schedule 3, Part 2” of the TSRGD and are 750mm in diameter. Additionally there are advisory camera symbol signs that indicate an “Area in which enforcement cameras are in use”; this type of sign is Item 63 (Diagram 878) in the “Sign Table – Schedule 11, Part 2” of the TSRGD. The signs were put in place on 30 May 2016.

*Please note the TSRGD allows certain variations on the above signs, so with regard to Diagram 953 the text “taxi” has been omitted as this type of vehicle is not permitted to travel through the bus gate. While on Diagram 878 a legend has been omitted.

The Traffic Order that provides for the bus gate is “The Aberdeen City Council (Danestone/Tillydrone/Bedford Area, Aberdeen) (Traffic Management) Order 2016”. A copy is enclosed, see Articles 11 & 12. The procedure followed for bringing the Traffic Order into effect is set out in “The Local Authorities’ Traffic Orders (Procedure) (Scotland) Regulations 1999”.

There are five signs that give drivers advance warning of the bus gate prior to entering Bedford Road. They are directional informatory signs where the “Route for use by buses and pedal cycles only” symbol has been incorporated into each sign, along with a supplementary plate indicating the distance to the restriction (Statutory Instrument “The Traffic Signs Regulations and General Directions 2016”, Schedule 12 – Directional signs, Part 20 “Warning and regulatory symbols that may be incorporated on directional signs” – See “Sign table – Schedule 12, Part 20” Item 36). The aforementioned five signs are located on Powis Terrace, St Machar Drive, and Tillydrone Avenue. The signs on St Machar Drive and Tillydrone Avenue were in place when the ‘bus gate’ came into operation; while the signs on Powis Terrace were erected on the 23 July. Prior to the 23 July there were temporary signs on Powis Terrace.

There is also a single sign located on Bedford Road, at its junction with Bedford Avenue, and is the “Route for use by buses and pedal cycles only” symbol with a supplementary plate indicating the distance to the restriction.

With respect to advisory signs that give advance notice of a restriction, there is no statutory/regulatory procedure to be followed; albeit the signs will conform to the symbols/text set out in the Statutory Instrument “The Traffic Signs Regulations and General Directions 2016”.

There are photos of all the above highlighted signs in the enclosed document titled “Bedford Road, Aberdeen – Bus Gate Signs”.

8. ALL Information regarding ANY traffic incidents that have occurred on Bedford road since the installation off the Bus gate (Lane)?

Having carried out a scan of collisions recorded by Police Scotland for the period 30 May 2016 to 31 December 2016*, there was a collision on Bedford Road (2 November 2016) that resulted in damage to three vehicles, the location was noted as being near to its junction with Powis Terrace and the collision factor was “Vehicle in course of crime”. *The collision database is currently validated up to 31 December 2016.

Please note that third party names and personal details, as well as the names of ACC Officers who are below Head of Service level have been redacted (blacked out) from the attached documents. This is because ACC considers that this information is excepted from disclosure. In order to comply with its obligations under the terms of Regulation 13 of the EIRs, ACC hereby give notice that we are refusing your request under the terms of Regulation 11(2) in conjunction with 11(3)(a)(i) – Personal Information - of the EIRs.

In making this decision ACC considered the following points:

ACC is of the opinion that Regulation 11(2) applies to the information specified above as the information in question is personal information relating to living individuals, and the applicant is not the data subject.

ACC is of the opinion that Regulation 11(3)(a)(i) applies, as ACC considers that disclosure of this information would be a breach of the first Data Protection Principle (that personal information must be processed fairly and lawfully). Third parties and ACC Officers who are below Head of Service level named within the attached document would not expect ACC to release this information about them into the public domain under the EIRs (or the Freedom of Information (Scotland) Act 2002 (FOISA)).

We hope this helps with your request.

Yours sincerely,

Grant Webster
Information Compliance Officer

INFORMATION ABOUT THE HANDLING OF YOUR REQUEST

As the information which you requested is environmental information, as defined under Regulation 2(1) of the Environmental Information (Scotland) Regulations 2004 (the EIRs), ACC considered that it was exempt from release through FOISA, and must therefore give you notice that we are refusing your request under Section 39(2) of FOISA (Freedom of Information (Scotland) Act 2002). However, you have a separate right to access the information which you have requested under Regulation 5 of the EIRs, under which ACC has handled your request. Please refer to the attached PDF for more information about your rights under the EIRs.

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Communications and Promotion
Office of Chief Executive
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ABERDEEN AB10 1AQ

foienquiries@aberdeencity.gov.uk

01224 523827/523602

Tel 03000 200 292

*03000 numbers are free to call if you have 'free minutes' included in your mobile call plan.

Calls from BT landlines will be charged at the local call rate of 10.24p per minute (the same as 01224s).

www.aberdeencity.gov.uk

From: [REDACTED]
To: [REDACTED]
Subject: EPI/14/225 - Third Don Crossing Traffic Management Proposals
Date: 17 September 2014 10:47:34
Attachments: [EPI_14_225 -Third Don Crossing.doc](#)
[EPI-14-225 - Third Don Crossing.zip](#)

Dear [REDACTED]

Initial Consultation – Third Don Crossing Traffic Management Proposals

Please refer to the attached report submitted to the Aberdeen City Council's Enterprise, Strategic Planning and Infrastructure Committee on Thursday 4th September 2014. Given the number of appendices to this report I have attached them as a Zip file should you have problems opening/viewing these plans please get back to me, I have also distributed a couple of hard copies of this report in the mail to you this morning.

This report outlines the requirement for a number of traffic management measures associated with the imminent construction of the Third Don Crossing that are considered necessary in order that adequate road safety and traffic management levels are maintained.

As part of the consultation process your organisation has the opportunity to consider these proposals and would welcome any comments/objections you may have by either email or post.

I would appreciate if you could forward any comments and/or objections with regard to the enclosed proposals by no later than Wednesday 8th October 2014.

All comments/objections received will be fully considered and reported back to the relevant Committee at its next meeting, before progressing to the full public advertisement stage.

Should you have any further queries please do not hesitate to contact me.

Regards,

[REDACTED]
[REDACTED]

Traffic Management Team
Enterprise, Strategic Planning & Infrastructure
Aberdeen City Council
Business Hub 10
Level 2 South
Marischal College
Broad Street
Aberdeen AB10 1AB

Email: [REDACTED]

Direct Dial: [REDACTED]

Direct Fax: [REDACTED]

Tel: 08456 08 09 10

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From: [REDACTED]
To: [REDACTED]@scotland.pnn.police.uk"
Subject: EPI/14/225 - Third Don Crossing Traffic Management Proposals
Date: 17 September 2014 09:35:51
Attachments: [EPI_14_225 -Third Don Crossing.doc](#)
[EPI-14-225 - Third Don Crossing.zip](#)

Dear All,

Initial Consultation – Third Don Crossing Traffic Management Proposals

Please refer to the attached report submitted to the Aberdeen City Council's Enterprise, Strategic Planning and Infrastructure Committee on Thursday 4th September 2014. Given the number of appendices to this report I have attached them as a Zip file should you have problems opening/viewing these plans please get back to me or these plans can also be viewed on our website by using the following link:-

<http://committees.aberdeencity.gov.uk/mgAi.aspx?ID=27097#mgDocuments>

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Regards,

[REDACTED]
[REDACTED]

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Bridge of Don Community Council

From: [REDACTED]
To: [REDACTED]
Subject: EPI/14/225 - Third Don Crossing Traffic Management Proposals
Date: 17 September 2014 10:47:30
Attachments: [EPI_14_225 -Third Don Crossing.doc](#)
[EPI-14-225 - Third Don Crossing.zip](#)

Dear [REDACTED]

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Regards,

[REDACTED]
[REDACTED]

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From: [REDACTED]
To: [Barney Crockett](#); [Neil MacGregor](#); [Gill Samarai](#); [Graeme Lawrence](#); [Willie Young](#); [John Reynolds](#); [Muriel Jaffrey](#); [Sandy Stuart](#); [Ross Grant](#); [Ramsay Galloway Milne](#); [James Noble](#)
Subject: EPI/14/225 - Third Don Crossing Traffic Management Proposals
Date: 17 September 2014 09:57:20
Attachments: [EPI_14_225 -Third Don Crossing.doc](#)
[EPI-14-225 - Third Don Crossing.zip](#)

Dear Councillors,

Initial Consultation – Third Don Crossing Traffic Management Proposals

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<http://committees.aberdeencity.gov.uk/mgAi.aspx?ID=27097#mgDocuments>

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Should you have any further queries please do not hesitate to contact me.

Regards,

[REDACTED]
[REDACTED]

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[illegible]

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Our Ref	15.3.1.6/CE
Your Ref	[Redacted]
If phoning or calling ask for	[Redacted]
Date	29th September 2014

Dear Sir

Initial Consultation – Third Don Crossing Traffic Management Proposals

I refer to your email dated 17th September together with a copy of the report and maps showing proposed traffic management measures.

Whilst the bulk of the proposals do not raise any concerns, the proposals for changes to Gort Road do create issues for the fire service. I asked officers based at the covering station to investigate and respond back to me with any concerns they might have and below is an extract from that response.

Appendix G Closing of Gort Road

Closing of this junction would cause issues for the FS attending call outs at the high rise properties on Auchinleck Crescent as this is currently the quickest and most direct option for appliances responding to call outs within the high rise properties. The alternative options of the FS using the other Gort Road junction causes us issues due to the high number of cars parked in that area. Using the Hayton Road junction also presents problems in its current layout: the parking across from no's 25-45 would need to be addressed as during a site visit last night there were numerous cars parked indiscriminately, this parking would have caused issues for appliances attending the high rise properties if this route was taken.

A alternative suggestion would be to make this a one way street with a left turn only into Gort Road from Gordon Mills Road or the provision of a fire path access similar to those on King St. Suitable no parking restrictions would need to be in place to allow fire appliance access.

Appendix H removal of Bollards Gort Road/Montgomery Road.

If these bollards are to be removed the current proposed no parking restrictions need to be extended to ensure that this junction is kept clear for fire appliance access.

General parking in the area

It would be of benefit if those responsible for identifying areas for parking restrictions have a site visit out of hours preferably in an evening to see the difficulties the FS can have getting access to areas around the high rise properties.

I would be grateful therefore if these concerns can be progressed to the next stage of the consultation process and would welcome further discussion regarding possible amendments to the proposal, such as the suggested fire path/one way entry, to ensure traffic management does not result in a raising of risk to the community.

Thank you for the consultation and I await your response regarding our concerns.

Yours faithfully

[Redacted Signature]

[Redacted Name]

Scottish Fire and Rescue Service
North of Scotland Area

From: [REDACTED]
To: [REDACTED]
Subject: RE: Initial Stat Consultation - Third Don Crossing Sept 14.docx
Date: 09 October 2014 11:36:28

Morning [REDACTED]

As advised during our phone conversation the other day please find the following response to your letter dated 29th September 2014.

The main issue raised is the matter of closing off Gort Road's most northerly junction and the potential effects this may have on the response times to call outs at the high rises on Auchinleck Crescent given that this is the current quickest and direct route taken by appliances. We have since had discussions with our Design Team for the Third Don Crossing who have confirmed that it is possible to accommodate either a 'Fire path' similar to King St/Lang Stracht or by means of bollards allowing Fire Appliances still to gain access as they always have done. The proposals do include 'At any time' waiting restrictions within the newly created turning head at this junction which will keep the area clear to maintain emergency vehicle access.

With regard to other comments made:

The bollards currently situated at the junction of Gort Road/Montgomery Road , there is no intention for these to be removed but there is proposal to have waiting restrictions introduced to keep this area of road clear given the potential increase in vehicular movements with the closure of the northern junction of Gort Road.

Additionally the issue of parking in and around the high rises is in fact a separate issue away from the Third Don but I can confirm that is something that is being looked at it as has been raised through the Local Councillors and Community Council during various public meetings.

Hope the above addresses the issues raised, however could you confirm whether this is satisfactory or whether you wish for us to still progress your concerns to Committee.

I look forward to hearing back to you on this or whether you have any further comments/concerns.

Regards,

[REDACTED]
[REDACTED]

Traffic Management Team
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From: [REDACTED]
Sent: 29 September 2014 09:55
To: [REDACTED]
Subject: Initial Stat Consultation - Third Don Crossing Sept 14.docx

Hi [REDACTED]

Please find attached Scottish Fire and Rescue response to traffic proposals for third don crossing route.

Hopefully the concerns raised can be looked at in the next stage of the process.

I would be grateful if you would acknowledge receipt of this email, and if a signed copy is required please let me know and I can have a copy sent out today.

Kind Regards

[REDACTED]

[REDACTED]

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From: [REDACTED]
To: [REDACTED]
Subject: RE: Initial Stat Consultation - Third Don Crossing Sept 14.docx
Date: 09 October 2014 12:32:12

Hi [REDACTED]

I have discussed this with our officer at Central Fire Station and the preferred option would be a Fire Path as bollards can be time consuming to get through. If the design team are happy to go with this option then it would not be necessary to progress concerns to the committee.

I would be grateful if confirmation of the use of a fire path would be given as if not then the concerns for access would need to be progressed.

Kind Regards

[REDACTED]

From: [REDACTED]
Sent: 09 October 2014 11:36
To: [REDACTED]
Subject: RE: Initial Stat Consultation - Third Don Crossing Sept 14.docx

Morning [REDACTED]

As advised during our phone conversation the other day please find the following response to your letter dated 29th September 2014.

The main issue raised is the matter of closing off Gort Road's most northerly junction and the potential effects this may have on the response times to call outs at the high rises on Auchinleck Crescent given that this is the current quickest and direct route taken by appliances. We have since had discussions with our Design Team for the Third Don Crossing who have confirmed that it is possible to accommodate either a 'Fire path' similar to King St/Lang Stracht or by means of bollards allowing Fire Appliances still to gain access as they always have done. The proposals do include 'At any time' waiting restrictions within the newly created turning head at this junction which will keep the area clear to maintain emergency vehicle access.

With regard to other comments made:

The bollards currently situated at the junction of Gort Road/Montgomery Road , there is no intention for these to be removed but there is proposal to have waiting restrictions introduced to keep this area of road clear given the potential increase in vehicular movements with the closure of the northern junction of Gort Road.

Additionally the issue of parking in and around the high rises is in fact a separate issue away from the Third Don but I can confirm that is something that is being looked at it as has been raised through the Local Councillors and Community Council during various public meetings.

Hope the above addresses the issues raised, however could you confirm whether this is satisfactory or whether you wish for us to still progress your concerns to Committee.

I look forward to hearing back to you on this or whether you have any further comments/concerns.

Regards,

[REDACTED]
[REDACTED]

Traffic Management Team
Communities, Housing and Infrastructure
Aberdeen City Council
Business Hub 10
Level 2 South
Marischal College
Broad Street
Aberdeen AB10 1AB

Email: [REDACTED]
Direct Dial: [REDACTED]
Direct Fax: [REDACTED]

Tel: 08456 08 09 10
www.aberdeencity.gov.uk

From: [REDACTED]
Sent: 29 September 2014 09:55
To: [REDACTED]
Subject: Initial Stat Consultation - Third Don Crossing Sept 14.docx

Hi [REDACTED]
Please find attached Scottish Fire and Rescue response to traffic proposals for third don crossing route.

Hopefully the concerns raised can be looked at in the next stage of the process.

I would be grateful if you would acknowledge receipt of this email, and if a signed copy is required please let me know and I can have a copy sent out today.

Kind Regards

[REDACTED]

[REDACTED]

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From: [REDACTED]
To: [REDACTED]@FirstGroup.com
Subject: RE: EPI/14/225 - Third Don CrossingTraffic Management Proposals
Date: 15 October 2014 11:55:51

Hi [REDACTED]

I wish to thank you for your comments regarding the traffic management proposals associated with the Third Don Crossing.

I can confirm that your concerns with regard to the enforcement of the proposed 'Bus Gate' has been included within the final report to be considered by Committee with the possibility that an enforcement camera could be introduced as suggest within your comments below.

With regard to the A96 corridor this is in fact a separate issue and does not form part of the traffic management proposals associated with this report.

Should you have any further queries then please get back to me.

Regards,

[REDACTED]
[REDACTED]

Traffic Management Team
Communities, Housing and Infrastructure
Aberdeen City Council
Business Hub 10
Level 2 South
Marischal College
Broad Street
Aberdeen AB10 1AB

Email: [REDACTED]@aberdeencity.gov.uk

Direct Dial: [REDACTED]

Direct Fax: [REDACTED]

Tel: 08456 08 09 10

www.aberdeencity.gov.uk

From: [REDACTED]@FirstGroup.com [mailto:[REDACTED]@FirstGroup.com]
Sent: 09 October 2014 13:00
To: [REDACTED]
Cc: [REDACTED]@firstgroup.com
Subject: EPI/14/225 - Third Don CrossingTraffic Management Proposals

Dear [REDACTED]

I have been asked by [REDACTED] to respond to your request for comments on the proposals on

behalf of First Aberdeen. First of all, please accept my apologies for the delay in responding.

- We would strongly recommend that the proposed bus gate on Bedford Road is equipped with an enforcement camera. Not only will this deter other road users from entering the bus gate, but improved reliability of bus services using Bedford Road is likely to increase the attractiveness of the city's public transport offer and work towards the wider objective of reducing congestion.
- With regards to the A96 corridor itself, we would like the Council to consider the installation of bus priority measures at major junctions. As with the previous comment, the increased reliability and punctuality of bus services on this corridor is likely to increase the attractiveness of the city's public transport offer and work towards the wider objective of reducing congestion.

Please do not hesitate to get in touch for any clarification of the above.

Regards,

[REDACTED]

[REDACTED]

[REDACTED]

First Aberdeen Limited.
Registered in Scotland No SC097420.
Registered office: 395 King Street, Aberdeen, AB24 5RP

T: 07718119957

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<http://www.firstgroup.com>

From: [REDACTED]
To: [REDACTED] [Ross Grant](#); [REDACTED]
Cc: [Ramsay Galloway Milne](#); [REDACTED] [REDACTED] [REDACTED]
Subject: Bedford Road: bus gate - comments from Community Council
Date: 03 October 2014 13:08:51
Attachments: [image001.png](#)

Hello gentlemen

I'm contacting you on behalf of the Froghall, Powis, Sunnybank Community Council. Please find below the suggestions/comments/questions regarding the proposed changes of introducing a bus gate on Bedford Road. We ask you to recognise that such a bus gate has a much wider effect on the traffic in our neighbourhood and therefore we wish you to consider all of these comments.

As I'm not trained in describing road/traffic situations in the appropriate vocabulary, please feel free to contact me with any questions you might have. We will be sharing our comments with the neighbouring community councils to allow for a constructive solution.

Best regards

[REDACTED]

Canal Road: Single-lane traffic bridge

the pavement is very narrow and poses an extra risk for the many pedestrians that are using this bridge every day;

Elmbank Terrace / Bedford Road / Powis Terrace: the traffic lights

Traffic out of Elmbank Terrace should get priority lights; consider a 3-way traffic light
Traffic coming up Powis Terrace: the two lanes should be marked more clearly

Bedford Place / Bedford Road

Enable complete access into and out of Bedford Place, as opposed to currently only one-way into Bedford Road

Bedford Avenue / St. Machar Drive

Open up traffic from Bedford Avenue onto St. Machar Drive, at least 1-way

Sunnyside Road / Sunnyside Place

Open up traffic between Sunnyside Road. Manage speeding by introducing speed-bumps.

Berryden Road / Powis Place: the traffic lights

Allow for priority lights for right turning traffic from Berryden Road

Bedford Road – the bus gate

Waste-removal and other large (delivery) vehicles will not be able to get back up the road because of lack of provision for vehicle turning.

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED] [REDACTED]@aberdeencity.gov.uk]

Sent: 01 October 2014 09:22

To: Ross Grant; [REDACTED]

Cc: Ramsay Galloway Milne; [REDACTED]

Subject: RE: Meeting tomorrow

Hi Councillor,

Sorry for not getting back to you earlier,

Following discussions with [REDACTED] regarding the discussions that took place at the recent CC meeting, it became evident that our discussion will centre not only on the proposed Bus Gate but they are looking to discuss a number of issues related to how the 3rd Don will operate once its operational.

I have discussed with [REDACTED] and he has requested that [REDACTED] be present at our meeting. Unfortunately he is currently on leave and we will not be able to meet prior to you going on leave.

I would be grateful if you could confirm when you will return along with some suitable dates and I will then put out invitations to the others you requested.

Regards

[REDACTED]

[REDACTED]

Traffic Management & Road Safety,
Business Hub 10,
Second Floor South,
Marischal College,
Broad Street,
Aberdeen.
AB10 1AB

Tel No. 01224 [REDACTED]
E-Mail - [REDACTED]@aberdeencity.gov.uk

From: Ross Grant
Sent: 30 September 2014 23:40
To: [REDACTED]
Cc: Ramsay Galloway Milne; [REDACTED]
Subject: Fwd: Meeting tomorrow

[REDACTED]

Could you revert back to me as soon as possible.

Kindest regards

Ross

Sent from my iPhone

Begin forwarded message:

From: <RossGrant@aberdeencity.gov.uk>
Date: 25 September 2014 12:20:19 BST
To: [REDACTED] aberdeencity.gov.uk>, [REDACTED]
<[\[REDACTED\]@aberdeencity.gov.uk](mailto:[REDACTED]@aberdeencity.gov.uk)>
Cc: [REDACTED]
[REDACTED] >, Ramsay Galloway Milne
<rmilne@aberdeencity.gov.uk>
Subject: Re: Meeting tomorrow

Thanks for this [REDACTED]

Further to [REDACTED] correspondence, can I ask that we arrange a meeting with you both & any other relevant officer with representatives of the Froghall, Powis & Sunnybank Community Council and myself/Cllr Milne. This would be to discuss the bus gate, the pro's/con's and to discuss a number of suggestions that the community council have which hopefully some can be looked at carefully.

I am on annual leave for two weeks from October 10th so before then would be appreciated.

I look forward to hearing from you

Kindest regards

Ross

Sent from my iPhone

On 25 Sep 2014, at 10:30, "[REDACTED]" wrote:

Hi [REDACTED]

I was able to attend the Community Council meeting last night and was grateful to be given the opportunity to voice my concerns with regards to the proposed 'Bus Gate' on Bedford Road and its impact on our community.

After discussion it was decided that Aberdeen City Officers should be invited to a meeting in order to discuss this fully and hear our concerns. I have been invited to attend this meeting and would, as agreed with Ross Grant last night, suggest that this meeting could now replace our cancelled meeting seeing that all parties should be in attendance.

However if you think it beneficial to still meet and discuss it further before this meeting I confirm that I am available to do so.

Kind regards

[REDACTED]

On Mon, 22/9/14, [REDACTED]
<[REDACTED][@aberdeencity.gov.uk](mailto:[REDACTED]@aberdeencity.gov.uk)> wrote:

Subject: RE: Meeting tomorrow

To: [REDACTED] "Ross Grant"
<RossGrant@aberdeencity.gov.uk>

Date: Monday, 22 September, 2014, 21:17

Hi Councillor / [REDACTED]

Not a problem about having to
cancel our meeting today.

Regarding the Powis, Sunnybank and Froghall
Community Council meeting on Wednesday of this week, The
secretary has not informed us that they were going to
discuss this issue and have not requested an officer
attends. Unfortunately I have another appointment on
Wednesday and would not be able to attend

Councillor - Could you supply
a few further dates and times so I can re-arrange our

Hi Ross and [REDACTED]

I also must present my apologies in that I am incapacitated with a badly swollen knee joint and I will not be able physically to attend.

I would respectfully suggest that the meeting be postponed to a future date which would suit all parties. I confirm that I had been contacted by the Secretary of the Powis, Sunnybank and Froghall Community Council with regards to their meeting of the 24th and I had asked if the 'Bus Gate' was on the agenda, a reply to which I still await. I am hopeful, once I receive medical treatment today, that I will be able to attend on Wednesday and present our concerns as Sunnyside Road residents.

I reiterate my previous comments from our recent telephone conversations of last week as follows:-

I accept that the Bus Gate proposed for Bedford Road is part of the Third Don Bridge plans and was included to prevent the flood of traffic coming up Bedford Road. I am also of the opinion that residents should consider this as the main benefit of the Bus Gate installation. However I believe that the traffic management measures previously installed in the area should now be reappraised.

Bedford Road travelling south of the Bus Gate has the following arterial roadways, as follows:-

a)

Hermitage Avenue - NO ENTRY

b) Sunnyside Road- SEALED OFF ENTRY TO FROGHALL AREA

c) Bedford Avenue -
DEAD END

d) Bedford Place
- NO ENTRY

e) Kittybewster
Retail Park -DEAD END

f)
Elmbank Terrace - through road, next to traffic lights

g) Powis Terrace- Traffic
Light Controlled

As a Sunnyside Road resident my concern is that our street is now the only exit for traffic not wishing to wait at the queues of traffic at the top of Bedford Road. Sunnyside Road already suffers as a rat run for traffic for those motorists impatient to wait the traffic control at Powis Terrace this will now further increase due to the Bus Gate blockage.

The concerns we have as residents are that we have a Childrens Play Park which is utilised all year which is not obvious to speeding motorists. We also have a 90 degree right hand corner with offset cambers which has seen head-on crashes with people cutting the corner. garden walls and trees damaged and even the substation frontage destroyed. The winter time traffic scenario is beyond description due to cars unable to negotiate the gradient of the street and corner.

I believe that the Traffic Management and Road Safety of the area needs to be reappraised with the reopening of roadways in order to give residents better access and egress to the area whilst allowing the traffic to be flow evenly. Ideas of reopening Bedford Place, giving Bedford Avenue residents a left turn only exit onto St. Machar Drive are but few given by residents.

As stated
previously I hope to attend the local Community Council
meeting this Wednesday.

Kind regards

[REDACTED]

On Mon, 22/9/14, Ross Grant <RossGrant@aberdeencity.gov.uk>
wrote:

Subject: Meeting
tomorrow

To: [REDACTED]
[REDACTED]
[REDACTED]

Date: Monday, 22 September, 2014, 0:51

Dear [REDACTED]

I hope your both well.

Unfortunately due to unforeseen circumstances I am unable
to meet with you both as planned last week to discuss the
proposed bus gate and possible ramifications of it's
implementation.

However,

[REDACTED] I am happy for you to meet with [REDACTED] all the same as
I know you were keen to meet to discuss as soon as
possible or likewise I'm happy to rearrange if you'd
prefer me to be in attendance.

It may also be worth noting that I shall be
attending the Powis, Sunnybank and Froghall community
council on the 24th if your minded to attend.

Look forward to hearing from
you and apologies for the inconvenience again.

Kindest regards

Ross Grant

Sent from my iPhone

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From: [CHICommittees](#)
To: [REDACTED] [Gill Samarai](#); [Gordon Graham](#); [Graeme Lawrence](#); [James Noble](#); [Jean Morrison](#); [Jennifer Laing](#); [John Reynolds](#); [Margaret Bochel](#); [REDACTED] [Muriel Jaffrey](#); [REDACTED] [Neil Cooney](#); [Neil MacGregor](#); [Pete Leonard](#); [Ramsay Galloway Milne](#); [Ross Grant](#); [Sandy Stuart](#); [REDACTED] [Willie Young](#)
Subject: CHI Committee Report for Consultation - CHI/14/021 Third Don Crossing - Traffic Management Proposals
Date: 03 October 2014 11:10:54
Attachments: [CHI-14-021 Third Don Crossing - Traffic Management Proposals.doc](#)
[CHI-14-021 Checklist.docx](#)
Importance: High

Good morning

Please note that the attached report which is going to the next Communities, Housing and Infrastructure Committee on 28th October 2014 is now available for consultation.

Please respond directly to the author with your comments – Michael Cowie, [REDACTED] [@aberdeencity.gov.uk](mailto:[REDACTED]@aberdeencity.gov.uk) by 13th October 2014. You must only respond to the author with your comments, your comments must **not** be copied to all.

"This report is a draft report, which is circulated for consultation purposes only and the information in this report must not be discussed or the contents released to anyone or any organisation outwith the Council. You should only discuss this with authorised Council employees."

Kind regards

[REDACTED]

[REDACTED]
[REDACTED]

Communication and Administration
Communities, Housing and Infrastructure
Business Hub 11
2nd Floor West
Marischal College
Broad Street
Aberdeen AB10 1AB

Direct Dial: 01224 [REDACTED]
Email: vdunnett@aberdeencity.gov.uk

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From: [REDACTED]
To: [REDACTED]; [Gordon Graham](#); [Jean Morrison](#); [Jennifer Laing](#); [Pete Leonard](#); [REDACTED]; [Willie Young](#)
Cc: [REDACTED]
Subject: Draft CHI Committee Report for Consultation - CHI/15/223 Third Don Crossing - Traffic Management Proposals Stage 3
Date: 21 July 2015 10:45:36
Attachments: [CHI.15.223 Third Don Crossing - Traffic Management Proposals \(Public Advert\).doc](#)
[CHI.15.223 Checklist.docx](#)
Importance: High

Good morning

Please note that the attached report which is going to the next Communities, Housing and Infrastructure on 27th August 2015 is now available for consultation.

Please respond directly to the author with your comments – Michael Cowie

[REDACTED] [@aberdeencity.gov.uk](mailto:[REDACTED]@aberdeencity.gov.uk) by 3rd August 2015. You must only respond to the author with your comments, your comments must **not** be copied to all.

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Kind regards

[REDACTED]
[REDACTED]

Communication and Administration
Communities, Housing and Infrastructure
Business Hub 11
2nd Floor West
Marischal College
Broad Street
Aberdeen AB10 1AB

Direct Dial: 01224 [REDACTED]
Email: [REDACTED] [@aberdeencity.gov.uk](mailto:[REDACTED]@aberdeencity.gov.uk)

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From: [REDACTED]
To: [REDACTED]
Subject: FW:
Date: 03 March 2017 16:19:04
Attachments: [CHI-15-223 Third Don - Public Advert.doc](#)

From: [REDACTED]
Sent: 20 April 2016 13:54
To: Willie Young
Subject:

Councillor,

Please find the final report for the Tillydrone Avenue measures attached. These are part of a range of measures introduced to support the Third Don Crossing, more details can be found in the first report introducing the works which is at the following link.

<http://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=140&MId=2901&Ver=4>

The reports detail the agreement of the proposals by Committee, the Statutory Consultation and the Public Advertisement. This was supported by notices on site and within the local press.

I hope that this helps with your enquiry.

Kind regards,

[REDACTED]

[REDACTED]
[REDACTED]

Traffic Management and Road Safety

[REDACTED]

From: [REDACTED]
To: [Marc Cole](#)
Cc: [REDACTED]
Subject: RE: Action: Communities, Housing & Infrastructure Cttee - Report 6.1 Bus Gates & Taxi Access
Date: 26 October 2016 17:20:49

Marc,

There is currently a Minute of the Taxi Consultation Group asking for a review of all bus gates across the City, with special reference to Bedford Road, this will no doubt mean a report back to Committee in two cycles which in this instance will be May.

The Bedford Road Bus Gate will form part of a review of the Third Don Crossing, which will take place in January and will be included in any future report.

Taxi groups form part of the statutory consultation process and there were no objections brought forward.

Trust this helps

[REDACTED]

[REDACTED]

Roads Infrastructure Manager
Communities, Housing & Infrastructure
2nd Floor
Business Hub 11
Marischal College
Broad Street
Aberdeen
AB10 1AB
tele. 01224 [REDACTED]

From: [REDACTED]
Sent: 26 October 2016 11:52
To: [REDACTED]
Cc: Marc Cole
Subject: Action: Communities, Housing & Infrastructure Cttee - Report 6.1 Bus Gates & Taxi Access

[REDACTED]

Marc had a briefing with Cllrs Dunbar and Hutchison this morning and they asked about allowing taxis to use the bus gate. Can you please advise Marc so he can respond.

Thanks for your assistance.

Regards,

[REDACTED]

[REDACTED]

Directorate PA to Director

Communities, Housing and Infrastructure
Aberdeen City Council

Business Hub 12
Second Floor West
Marischal College
Broad Street
Aberdeen AB10 1AB

Email: [REDACTED]@[aberdeencity.gov.uk](mailto:[REDACTED]@aberdeencity.gov.uk)

Direct Dial: 01224 [REDACTED]

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From: [REDACTED]
To: [Jackie Dunbar](#)
Cc: [Michael Hutchison](#); [Marc Cole](#)
Subject: Re: Action: Communities, Housing & Infrastructure Cttee - Report 6.1 Bus Gates & Taxi Access
Date: 27 October 2016 09:37:03

Morning,

I've been asked by Marc to give you a quick update on the above.

There is currently a Minute of the Taxi Consultation Group asking for a review of all bus gates across the City, with special reference to Bedford Road, being brought forward to the CH&I Committee in November, this will no doubt mean a report back to Committee in two cycles which in this instance will be May.

The Bedford Road Bus Gate will also form part of a review of the operation of the Third Don Crossing, which will take place in January and will be included in any future report.

Taxi groups form part of the statutory consultation process and were consulted in all Traffic Orders raised in conjunction with the Third Don and over the period of both Statutory and Public Consultation they never brought forward any objections.

Trust this helps, please get back to me if you wish to discuss further

Regards

[REDACTED]
[REDACTED]
Roads Infrastructure Manager
Communities, Housing & Infrastructure
2nd Floor
Business Hub 11
Marischal College
Broad Street
Aberdeen
AB10 1AB
tele. 01224 [REDACTED]

From: [REDACTED]
To: Neil Cooney
Cc: Jean Morrison; Gordon Graham; Marc Cole
Subject: RE: Deputation 1st November 2016 CHI Comm ttee
Date: 31 October 2016 10:12:21
Attachments: image001.png

This request has now been withdrawn

Regards

[REDACTED]
Committee Services Officer

Aberdeen City Council
Legal and Democratic Services
Town House
Aberdeen
Broad Street
AB10 1AQ

01224 [REDACTED]
 Follow us @AberdeenCC

From: [REDACTED]
Sent: 25 October 2016 10:11
To: Neil Cooney
Cc: Jean Morrison; Gordon Graham; Marc Cole
Subject: FW: Deputation 1st November 2016 CHI Committee
Importance: High

Dear Councillor Cooney

We have received the following deputation request. The request does not comply with the Council's Standing Orders. Standing Order 10(1) states that deputations "must relate to a substantive report on the agenda" –there is not a report on the agenda relating to Bus Gates – item 6.1 is a referral from the Taxi Consultation Group with no report written by officers. In order for the deputation request to be heard the Committee would be required to suspend Standing Orders.

Regards

[REDACTED]
Committee Services Officer

Legal and Democratic Services
Aberdeen City Council
Town House
Broad Street
Aberdeen
AB10 1AQ

01224 [REDACTED]

From: [REDACTED] [mailto:[REDACTED]@aberdeentaxicentre.co.uk]
Sent: 27 October 2016 14:08
To: [REDACTED]
Subject: Deputation 1st November 2016 CHI Committee
Importance: High

Dear Convenor

Aberdeen Taxi Group request a deputation to be heard at the CHI Committee in respect of item 6.1 – Bus Gates

The outline of the deputation is that the Taxi Trade feel that all bus gates but most importantly Bedford Road be accessible to all taxis and private hire vehicles licensed by Aberdeen City Council.

We are part of the transport system within the city and feel that yet again the bus companies are being favoured over the individual Taxi Driver with the only persons suffering being the members of public.

Regards

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.....
This email is confidential and intended solely for the use of the individual to whom it is addressed. Any views or opinions presented are solely those of the author and do not necessarily represent those of Aberdeen Taxi Centre Ltd. If you are not the intended recipient, be advised that you have received this mail in error and that any use, dissemination, forwarding, printing or copying of this email is strictly prohibited. If you have received this email in error please notify Aberdeen Taxi Centre Ltd by replying to this message.

Response to EE for Bedford Road Bus Gate figures

Councillor Ross Grant, Aberdeen City Council Transport and Regeneration spokesman, said: “The Bedford Road bus gate is monitored in both directions by a fixed camera which is operational 24-hours per day, seven days per week. The number of Penalty Charge Notices issued reflects the enforcement measures being taken and we would urge motorists to observe the restrictions in place.”

NEWS RELEASE

██████████
Communications Officer

01224 ██████████

██████████@aberdeencity.gov.uk

27 May 2016

Amended Release

Bedford Road closes to through traffic as Third Don Crossing due to open next month

Bedford road is to close from 6am on Monday, 30 May 2016, to allow the installation of a bus gate. Only buses will be able to access the road during the works. Works will be completed on Monday, 6 June 2016.

Bedford Road is to remain closed permanently as a through route to all traffic except buses, pedestrians and cyclists. The closure of Bedford Road is part of traffic management plans relating to the new Third Don Crossing and Berryden Corridor.

An Aberdeen City Council spokesperson said: "The work essentially means that cars will no longer be able to use Bedford Road as a through route. It is part of a wider plan to improve traffic flow in and around the city following the opening of the Third Don bridge. Residents will be able to access Hermitage Avenue, Bedford Avenue and Sunnyside Road from Powis Terrace. Bedford Road Retail Park will be accessible from Powis Terrace, only.

"We apologise for the initial inconvenience that this will inevitably cause, however the bigger picture is about easing congestion and speeding up journey times and ultimately we will achieve that."

Local diversions will be in place to facilitate these works. Motorists are asked to use an alternative route if at all possible.

ENDS

NEWS RELEASE

██████████
Communications Officer

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27 July 2016

Permanent camera to be installed this week at Bedford Bus Gate

A permanent camera is to be set up at the Bedford Bus Gate this week to ensure the traffic using the third Don crossing will have minimal impact on the already-busy Bedford Road.

Work to install the camera is to take place this week and it is estimated the camera will be working on Saturday.

Bedford Road has been closed permanently as a through route to all traffic except buses, pedestrians and cyclists, as part of traffic management plans relating to the new crossing over the River Don.

An Aberdeen City Council spokeswoman said: "The permanent camera will be a deterrent to cars being able to use Bedford Road as a through route and is part of a wider plan to improve traffic flow in and around Aberdeen and particularly following the opening of the new Don bridge.

"The measure is part of a bigger picture about easing congestion and speeding up journey times for all road users for the north side of the city."

Residents can only access Hermitage Avenue, Bedford Avenue, Sunnyside Road, and Bedford Retail Park from Powis Terrace.

Figures for the first month of the new Don crossing, which opened on 9 June 2016, showed there had been almost a quarter of a million traffic, cycling and pedestrian journeys were made.

The total figure included 240,772 vehicle journeys, 2,798 cycling trips, and 4,272 pedestrian treks for the crossing which has involved the construction of two major bridges, 2.4km of new roads, and new cycleways and pavements.

The total volume of vehicles south-bound was 138,844, and north-bound was 101,928, with an average per day total of 7,767.

ENDS

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (DANESTONE/TILLYDRONE/BEDFORD AREA, ABERDEEN) (TRAFFIC MANAGEMENT) ORDER 2016

Aberdeen City Council, in exercise of its powers under Section 1 of the Road Traffic Regulation Act, 1984 (hereinafter referred to as "The 1984 Act"), and of all other enabling powers, and after consultation with the Chief Constable of Police Scotland in accordance with Part III of schedule 9 to the 1984 Act, and having complied with the requirements of The Local Authorities' Traffic Orders Procedure (Scotland) Regulations 1999, hereby makes the following order: -

Citation

1. This order may be cited as "The Aberdeen City Council (Danestone/Tillydrone/Bedford Area, Aberdeen) (Traffic Management) Order 2016" and shall come into operation on 26 May 2016.

Prohibition of Waiting

2. Save as provided in Articles 3, 4 and 5 of this order, no person shall, except upon the direction or with the permission of a police constable in uniform cause or permit any vehicle to wait on any lengths of roads specified in the first schedule hereto at any time on any day.
3. Nothing in Article 2 of this order shall prevent any person from causing or permitting a vehicle to wait on any of the lengths of road referred to in that article for so long as may be necessary:
 - (a) to enable a person to board or alight from the vehicle or to load thereon or unload there from goods or personal luggage;
 - (b) when the person in control of the vehicle is:
 - (i) required by law to stop; or
 - (ii) obliged to stop in order to avoid an accident; or
 - (iii) prevented from proceeding by any circumstances beyond their control, where the said circumstances relate directly to the movement or otherwise of traffic on the road;
 - (c) if the vehicle is in material use in connection with a funeral undertaking;
 - (d) if the vehicle is in the service of, or is being employed by, a security company and is in actual use while currency or other valuables:
 - (i) are being unloaded from the vehicle; or
 - (ii) having been unloaded from the vehicle, are being delivered; or
 - (iii) are being collected from premises adjacent to that road for loading onto the vehicle; or
 - (iv) having been collected from such premises, are being loaded onto the vehicle.

4. Nothing in Article 2 of this order shall prevent any person from causing or permitting a vehicle to wait in any of the length of road referred to in that article for so long as may be necessary:
 - (a) to enable a vehicle in actual use or materially necessary for such purpose (provided that the vehicle cannot conveniently be used for the same purpose in any other road) to be used in or adjacent to that road in connection with any:
 - (i) building operation;
 - (ii) demolition;
 - (iii) laying, erection, alteration or repair of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any electronic communications apparatus; or
 - (iv) excavation, provided that, in the case of any of the operations described in sub-paragraphs (iii) and (iv) above, the said operation or operations are to be conducted within the extents of the road.
 - (b) to enable a vehicle in actual use or materially necessary for such purpose (provided that the vehicle cannot conveniently be used for the same purpose in any other road) to be used in connection with the:
 - (i) cleansing or lighting of any road;
 - (ii) removal of any obstruction to traffic on any road;
 - (iii) maintenance or improvement or reconstruction of any road; or
 - (iv) placing, maintenance or removal of any traffic sign or parking meter on any road.
 - (c) if the vehicle, being a liveried vehicle, is in the service of, or is being employed by, a universal service provider, and is in actual use while postal packets:
 - (i) addressed to premises adjacent to that road are being unloaded from the vehicle;
 - (ii) addressed to premises adjacent to that road and having been unloaded from the vehicle, are being delivered;
 - (iii) are being collected from postal boxes or premises adjacent to that road for loading onto the vehicle; or
 - (iv) having been so collected, are then being loaded onto the vehicle.
5. Nothing in Article 2 hereto of this order shall apply to any invalid carriage or disabled person's vehicle which is not causing an obstruction and which displays in the relevant position a valid disabled person's badge issued by a local authority.

Urban Clearway

6. Except upon the direction of a police constable in uniform, no person shall cause or permit any vehicle to stop, or wait for any purpose at any time on any day on either side of the unnamed road (between the A90 Parkway and Gordon's Mills Road), Aberdeen, except that this shall not apply to any public service vehicle as specified in the Public Passenger Vehicles Act 1981.

One-Way

7. No person shall drive, or cause or permit to be driven, any vehicle on that length of Meadow Lane, Aberdeen, from its junction with Gordon's Mills Road, to its junction with Papermill Drive, other than in a northerly direction.

Prohibition of Right Turns

8. No person shall drive, or cause or permit to be driven, any vehicle on the unnamed road (between the A90 Parkway and Gordon's Mills Road), Aberdeen, so as to turn right onto Gordon's Mills Road.

Prohibition of Driving

9. No person shall drive, or cause or permit to be driven, any vehicle on those lengths of road specified the second schedule hereto.
10. Nothing in Article 9 of this order shall apply:
 - (a) to a pedal cycle;
 - (b) to a vehicle being used for police, ambulance, or fire and rescue authority purposes; or
 - (c) to anything done with the permission, or with the direction, of a police constable in uniform.

Route for use by Buses and Pedal Cycles Only

11. Save as provided in Article 12 of this order, no person shall drive, or cause or permit to be driven, any vehicle on Bedford Road, Aberdeen from a point 26 metres north-east of its junction with Hermitage Avenue, north-eastwards for a distance of 10 metres.
12. Nothing in Article 11 of this order shall apply:-
 - (a) to a bus;
 - (b) to a pedal cycle;
 - (c) to a vehicle being used for police, ambulance, or fire and rescue authority purposes;
 - (d) to anything done with the permission, or with the direction, of a police constable in uniform;
 - (e) to an vehicle being used for winter maintenance purposes; or
 - (f) to a vehicle being used in connection with the removal of any obstruction, or in connection with authorised roadworks, in the length of road specified in Article 11.

Revocation or Amendment of Orders

13. Upon the coming into effect of this order, any previous order that restricted vehicles to travelling in a north-westerly direction on Bedford Place, between Erskine Street and Bedford Road, is hereby revoked.
14. Upon the coming into effect of this order, any previous order providing for a prohibition of driving on Hermitage Avenue, Aberdeen, from its junction with Bedford Road, south-westwards for a distance of 5 metres, is hereby revoked.

15. Upon the coming into effect of this order, any previous order providing for a prohibition of driving on Gort Road, Aberdeen, from a point 43 metres north of its junction with Hayton Road, northwards for a distance of 25 metres, is hereby revoked.
16. Upon the coming into effect of this order, any provision of any other order, with the exception of the Grampian Regional Council (Heavy Vehicles) (Overnight Parking Places, Aberdeen) Order 1987, made or having effect as if made under the Road Traffic Regulation Act, 1984, and existing at the time when this order comes into effect, which provision imposes a prohibition of waiting on any parts of the lengths of road specified in the first schedule to this order, is hereby revoked.

Given by Aberdeen City Council on this Twenty-fifth day of May in the year Two Thousand and Sixteen.

.....
[Redacted Signature] Proper Officer

.....
[Redacted Signature] Witness

First Schedule

Access Road (Serving Tillydrone Community Centre)

North side, from its junction with Gordon's Mills Road, north-eastwards for a distance of 23 metres.

South side, from its junction with Gordon's Mills Road, north-eastwards for a distance of 27 metres.

Auchinleck Road

East side, from its junction with Gort Road, northwards for a distance of 10 metres.

West side, from its junction with Gort Road, northwards for a distance of 27 metres.

Bedford Road

West side, from its junction with St Machar Drive, southwards for a distance of 106 metres.

Coningham Terrace

Both sides, from its junction with Tillydrone Road, south-westwards for a distance 27 metres.

Don Street

Both sides, from its junction with Donbank Terrace, westwards for a distance of 15 metres.

Both sides, from its junction with Hayton Road, southwards for a distance of 15 metres.

Donbank Terrace

Both sides, from its junction Hayton Road, northwards for a distance of 56 metres.

Fairview Street

Both sides, from its junction with the unnamed road (between the A90 Parkway and Gordon's Mills Road), westwards for a distance of 18 metres.

Gordon's Mills Road

North-east side, from a point 55 metres north-west of its junction with Hayton Road, north-westwards for a distance of 100 metres.

North-east side, from a point 17 metres south-east of its junction with Meadow Place, north-westwards for a distance of 125 metres.

South-west side, from its junction with Hayton Road, north-westwards for a distance of 75 metres.

South-west side, from its junction with Gordon's Mills Place, north-westwards to its junction with that section of Gordon's Mills Road that runs parallel to the River Don.

Both sides, from its junction with that section of Gordon's Mills Road that runs perpendicular to the River Don, westwards for a distance of 24 metres.

Gordon's Mills Place

Both sides, from its junction with Gordon's Mills Road, westwards for a distance of 23 metres.

Gort Road

Both sides, from its junction with Hayton Road, north-westwards for a distance of 70 metres.

Both sides, from its junction with Gordon's Mills Road, south-westwards for a distance of 32 metres.

North side, from its junction with Auchinleck Road, eastwards for a distance of 13 metres.

North side, from its junction with Auchinleck Road, westwards, then southwards for a total distance of 55 metres.

South side, from a point 15 metres west of its junction with Auchinleck Road, westwards, then southwards, for a total distance of 32 metres.

North side, from a point 50 metres east of its junction with Auchinleck Road, eastwards, then southwards, then westwards, following the outline of the hammerhead for an overall distance of 110 metres.

Grandholm Drive

Both sides, from its western junction with the unnamed road (between the A90 Parkway and Gordon's Mills Road), westwards for a distance of 21 metres.

Both sides, from its eastern junction with the unnamed road (between the A90 Parkway and Gordon's Mills Road), north-eastwards for a distance of 37 metres.

Harris Drive

Both sides, from its junction with Tillydrone Avenue, westwards for a distance 11 metres.

Hayton Road

Both sides, from its junction with Don Street and Donbank Terrace, south-eastwards for a distance of 15 metres.

North side, from its junction with Gordon's Mills Road, south-westwards for a distance of 18 metres.

South side, from its junction with Tillydrone Road, south-westwards for a distance of 21 metres.

Laurel Drive

Both sides, from its junction with the unnamed road (between the A90 Parkway and Gordon's Mills Road), westwards for a distance of 23 metres.

Meadow Lane

Both sides, from its junction with Gordon's Mills Road, north-eastwards for a distance of 16 metres.

Meadow Place

South side, from a point 40 metres south-east of its junction with Gordon's Mills Road, southwards following the outline of the road layout to facilitate vehicular turning for an overall distance of 82 metres.

Papermill Drive

Both sides, from its junction with Gordon's Mills Road, north-eastwards for a distance of 18 metres.

St Machar Drive

North side, between its junctions with Tillydrone Avenue and The Chanonry.

South side, between its junctions with Bedford Road and Elphinstone Road.

Tillydrone Avenue

East side, from its junction with St Machar Drive, northwards for a distance of 207 metres.

East side, from a point 12 metres south of its junction with Harris Drive, northwards for a distance of 163 metres.

West side in its entirety.

Tillydrone Road

East side, from the point that it meets Tillydrone Avenue, northwards for a distance of 142 metres.

West side, between its junctions with Tillydrone Avenue and Coningham Terrace.

West side, from its junction with Hayton Road, southwards for a distance of 15 metres.

Tillydrone Terrace

Both sides, from its junction with Coningham Terrace, south-eastwards for a distance of 19 metres.

Wingate Road

Both sides, from its junction with Tillydrone Avenue, westwards for a distance of 10 metres.

.....
[Redacted Signature]
Proper Officer

[Redacted Signature]
Witness

Second Schedule**Gort Road**

From its northernmost junction with Gordon's Mills Road, westwards for a distance of 5 metres.

Meadow Place

From its southern junction with Gordon's Mills Road, eastwards for a distance of 5 metres.

Coningham Road

From its junction with Tillydrone Avenue, eastwards for a distance of 5 metres.

.....
[Redacted]
Proper Officer

.....
[Redacted]
Witness

Bedford Road, Aberdeen - 'Bus Gate' Signs

1. Bedford Road Bus Gate – northbound view



2. Bedford Road Bus Gate – southbound view



3. Advance sign on Bedford Road (northbound) at junction with Bedford Avenue



4. Advance sign on Powis Terrace for southbound traffic approaching junction with Bedford Road



5. Advance sign on Powis Terrace for northbound traffic approaching junction with Bedford Road



6. Advance sign on St Machar Drive for eastbound traffic approaching junction with Bedford Road



7. Advance sign on St Machar Drive for westbound traffic approaching junction with Bedford Road



8. Advance sign on Tillydrone Avenue for southbound traffic approaching junction with Bedford Road

